

# Minutes

## Motoring Organisation and Car Club meeting

<b>Date</b>	Tuesday 21 March 2017	<b>Time</b>	10 am to 12 noon
<b>Place</b>	Floor 10, Meeting Room 9 61 Mary Street Brisbane Qld 4000		
<b>Chair</b>	Nick Mackay, A/Manager (Registration Policy)		
<b>Minute taker</b>	Maria Lecatsas, Graduate Policy Officer (Registration Policy)		

<b>Attendees</b>	<b>Organisation</b>
Chris Malone	Queensland Motorised Sports Council (QMSC)
Sharyn Littler	Australian Confederation of Motor Clubs (Qld)
Malcolm Spiden	MG Car Club
Russell Whitney	Mustang Owners Club of Australia (Qld Inc.)
John Greene	Mustang Owners Club of Australia (Qld Inc.)
John Que	Queensland Historic Motoring Council (QHMC)
Russell Manning	Queensland Historic Motoring Council (QHMC)
Colin Chapman	Australian Street Rod Federation Inc. (ASRF)
Bailey Rowe	Historical Motor Cycle Club of Queensland (HMCCQ)
Brett Stevenson	Queensland Police Service (QPS)
Michael Ross	Senior Policy Advisor (Vehicle Standards)
Sussan Osmond	Principal Advisor (Road and Rail Safety)
Christopher Comer	A/Policy Advisor (Registration Policy)
Maria Lecatsas	Graduate Policy Officer (Registration Policy)
Nick Mackay	A/Manager (Registration Policy)
<b>Apologies</b>	Christine Stevens, Queensland Historic Motoring Council (QHMC) John Wroblewski, General Manager, Transport Regulation, TMR Andrew Mahon, Executive Director (Transport Access and Use)

## **Agenda item 1            Introduction and welcome**

Nick Mackay welcomed the group.

Nick Mackay introduced Colin Chapman from Australian Street Rod Federation Inc (ASRF) who has taken over the role of State director for ASRF.

Nick Mackay introduced Maria Lecatsas (Graduate Policy Officer-Registration Policy) who will be taking over the role of MOCC secretariat from Chris Comer.

## **Agenda item 2            Previous meeting summary**

**Confirmation of minutes** – Minutes of the last meeting held on 6 September 2016 were agreed as a true and accurate record of the meeting.

**Review of Actions** – Chris Comer read through the actions from the previous meeting and provided an update of each item.

### **Outstanding/ongoing actions:**

- Russell Whitney raised a query regarding the use of the words “concession” and “restricted” in the application form. Some members are confused about the definition, as some are pensioners and receive a concession on regular registration.

**Action:**     TMR to look at past meeting minutes to find previous decision regarding wording.

## **Agenda item 3            Road safety**

Sussan Osmond (Road and Rail Safety) provided an update on drink driving initiatives. The *Safer Roads, Safer Queensland* forum was held in 2016. From this forum the *Drink Driving Discussion Paper – Targeting High Risk Drink Drivers* was developed and made open for community comment, which has now closed. The drink driving countermeasures developed include enhancing the current Alcohol Ignition Interlock Program, introducing education programs for all drink driving offenders, and, limit access to work licences. Susan Osmond informed the group that road safety initiatives developed by the department increasingly aim to drive behaviour change through encouraging safer driving attitudes and reducing risk taking.

Chris Malone raised concerns about the risk to road safety posed by heavy vehicles, especially after running a yellow or red light. He wondered whether there was any incentive to report an offender who has committed a red light offence, especially in the case of the heavy vehicles.

Nick Mackay informed the group that all new red light cameras are installed with speed detection capability as well to detect speeding drivers attempting to run the amber light.

Brett Stevenson informed the group that illegal driving behaviours can be reported to the police via the Police Link service on 131 444.

#### **Agenda item 4            Anti-hooning laws**

Sharyn Littler explained that the motoring community are concerned that they will get caught up in anti-hooning laws, as illegal vehicle modifications are classed as a Type 2 offence under these laws.

Brett Stevenson provided the group with a brief overview of the anti-hooning laws and an insight from a road policing perspective. He informed the group that when a police officer is assessing an offence, they use a staged approach to enforcement depending on the particulars of the situation and offence. For example, bald tyres would result in the issue of a defect notice, however, the wrong size tyres is an illegal vehicle modification. The QPS statistics show that unregistered and uninsured offences are the second highest types of offences committed which are classed as Type 2 A, and the top offence committed in Type 2 B is driving whilst unlicensed. Brett informed the group that forfeiture under the anti-hooning laws does not necessarily mean a vehicle is impounded, rather the QPS often immobilise the vehicle by removing the number plates.

Sharyn Littler raised concerns that some in the SIV community are unsure what modifications are compliant and which ones are not, and that they are concerned by targeted QPS operations at car events. Sharyn indicated that some people are not attending car events due to fear of being fined because of their modifications.

Nick Mackay reaffirmed that offences are only issued for illegal modifications. Vehicle owners who make compliant modifications are not impacted by the anti-hooning laws. Nick Mackay advised that vehicle modifications are in legislation to ensure vehicles are modified in a safe manner. Offences exist to capture those acting in an unsafe manner. If there are specific vehicle modifications that Sharyn would like to discuss she should raise those separately.

Russell Whitney asked whether motorbikes have a different allowable noise level to cars. Brett confirmed that they do.

**Action:**     TMR to provide the group with statistics regarding the number of infringements issued for Type 2 (illegal modifications) offences over the past 12 months.

#### **Agenda item 5            Changes to online SIV guide and FAQ's**

Nick Mackay informed the group that as of Friday 3 March 2017, all SIV related information has been moved from the TMR website to the new and improved Queensland Government Website ([www.qld.gov.au](http://www.qld.gov.au)).

Chris Comer informed the group that PDFs are no longer provided for on the website as there are Queensland Government (QGov) guidelines for website design. The website is not the most printer friendly but is now easier to locate SIV related information using the search function. Different SIV sections are able to be selected and printed and IT are currently developing a more printer friendly version. Both previous SIV guide and FAQ's have been merged into what is now an online web guide. Subsequently, there are no longer FAQ's on the TMR website, but the new web based guide can be accessed via the usual link on the TMR website.

John Greene asked whether de facto family could be included in the guidelines to clarify the section about family members. The group was concerned that de facto can be used too broadly.

Colin Chapman asked about ceremonial purposes and whether a car could be used for a neighbour if no money was taken for the work and the money was given to charity. Chris informed the group that the guidelines only allow for this if it is a club sanctioned event.

Colin Chapman asked whether funerals are covered, as they often attend club mate's funerals with their SIV cars. Nick confirmed that this comes under a club event, however SIV vehicles can provide a service if it is not done for a fee. In the case of club event, a funeral notice or order of service can be used as suitable paperwork supporting the reason for travel.

**Action:** TMR to change wording SIV website to clarify meaning of incorporated club or association.

**Action:** TMR to change wording on SIV website to clarify that immediate family includes de facto relationships and adopted children and grandchildren.

### **Agenda item 6            Expanded conditions for historic ambulances & firefighting equipment**

Nick Mackay explained to the group that as part of transitioning the SIV content to the QGOV website, the restrictions placed on historic ambulances and firefighting equipment were reviewed and amended on 3 March 2017. The removal of the previous restrictions brings the conditions applicable to these vehicles in line with all other SIV vehicles.

The group did not have any objections or concerns with these changes, and were asked to communicate these changes to their affected members.

**Action:** TMR to highlight these changes on the QGOV website (SIV page).

### **Agenda item 7            Reduce age requirements for SIV buses to 25 years**

Russell Manning explained the mandatory age restriction of 25 years for registration for a commercial heavy bus, and that buses need to be 30 years old to be registered under SIV. This leaves a period of five years where they are unused and they deteriorate in this time. His association would like to see a bus go straight from commercial use to SIV registration.

TMR offers the ability to extend registration by five years for commercial buses, taking it from 25 to 30 years. This five year registration extension option was discussed and it was agreed that the registered operator would need to make a commercial decision to undertake the extension.

Other than providing one particular category of the SIV community with reduced eligibility requirements, the group could not identify any issues with reducing the age eligibility for buses to 25 years.

**Action:** TMR to review 30 year rule for buses.

## Agenda item 8      General Business

### **Incorporated club or association membership**

John Greene enquired whether registered operators are required to maintain membership with an incorporated car club or association.

Nick Mackay confirmed that a SIV registered vehicle must operate within the conditions of the SIV guidelines. Although membership of a club does not need to be maintained in order to renew a SIV registration, if someone chooses not to renew their membership it may mean they cannot operate fully within scheme conditions, namely to participate in rallies organised by incorporated vehicle clubs.

Michael Ross informed the group that SIV registered Street Rod vehicles must comply with Australian Street Rod Federation specifications and must retain membership.

### **Federal Government reform of the *Motor Vehicle Standards Act 1989***

Chris Malone enquired about the progress of the changes to the *Motor Vehicle Standards Act 1989* and the proposed amendments to the concessional import scheme. Michael Ross advised the group that the consultation with stakeholders has been undertaken and reviewed, and that TMR are currently waiting for the findings from the consultation process to be released. There is currently work being done in the area of the technical standard and the accreditation standard. Nation Heavy Vehicle Regulator standardisation of accreditation bodies. Once this happens it is hoped it will be used for other light vehicles.

### **Registration fees**

Chris Malone enquired about the progress of the review for registration fee charging model. Nick Mackay advised the group that this is a large body of work, it is on the department's radar and needs to incorporate electric vehicles.

### **Dating certificate requirement**

Baily Rowe asked about dating statement to be provided at the time of application. Chris Comer informed the group that this is no longer a requirement and has been reflected upon on the application form. "If applicable" has been placed next to the dating certificate section on page two of the application form. A dating certificate is only required if TMR cannot verify the date of manufacture for your vehicle (from an existing or previous vehicle record, import papers, or from the identification or manufacturer's plate).

### **Date of next meeting**

The next proposed meeting is September 2017.