

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

**Introduction**

The Transport and Public Works Committee (the Committee) tabled its report, *Inquiry into Motor Recreational Activities*, on 31 August 2020.

The Transport and Public Works Committee Report No. 42 focused on the contribution of the motor recreational activities (MRA) to Queensland, and in doing so looked at the volume and range of MRAs currently practiced by, and available to the people of Queensland.

The volume of submissions received by the Committee demonstrates the depth and breadth of interest in MRA throughout the Queensland community.

In accordance with s107 of the *Parliament of Queensland Act 2001*, the Queensland Government response to the recommendations is outlined below.

**Recommendation No. 1**

**The Committee recommends the Queensland Government investigate options for developing an opt-in electronic notification scheme for motor recreational activities activity information.**

***Government Response: Not Supported***

Motor recreational activities (MRA) attract and involve diverse ranges of participants and vehicles. The types of vehicles, their manner of operation, and their specific requirements are also incredibly broad (even if one only focuses on 'motor sports'). Partly for this reason, the MRA sector generally as a collective, is not specifically a regulated industry.

The Queensland Government, predominantly through the Department of Transport and Main Roads (TMR), currently communicates important educational material, road safety information, legislative updates and other related information through the specific departmental websites, the Queensland Government website, social media platforms, and conventional existing advertising mediums. These broad communication channels are viewed as more appropriate, than a notification scheme specifically for MRA participants, given community wide interest in a vast majority of reforms.

TMR, through the Motoring Organisation and Car Club (MOCC) forum, does however, engage and communicate with a large cross section of MRA stakeholders. Information from MOCC meetings is passed on directly from MOCC members to the clubs and associations that their organisations represent. Minutes of MOCC meetings are also made publicly available on the TMR website, as well as despatched to MOCC member clubs / motoring bodies.

**Recommendation No. 2**

**The Committee recommends the Queensland Government investigate options for including motor recreational activity events on the Tourism and Events Queensland website calendar.**

***Government Response: Supported in-principle***

Tourism and Events Queensland (TEQ) has developed the integrated events marketing platform *It's Live! in Queensland* to assist in driving value for Queensland's world-class

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

calendar of events. It has been designed to complement and strengthen the Queensland Tourism brand. It sits within the Queensland brand platform and provides a focus for all future event marketing activity. This platform promotes Queensland's world-class calendar of events and showcases how events bring to life Queensland destinations and communication like nowhere else in the world – making visitors feel welcome, invigorated and alive.

Motor sporting events that provide a direct service or experience to the leisure tourist are able to create a free listing on the Australian Tourism Data Warehouse which feeds through to the *It's Live! in Queensland* calendar of events on TEQ's consumer website *Queensland.com*, as well as provides exposure on Tourism Australia's *Australia.com* website. For example, motor sport events already profiled on the *It's Live! in Queensland* calendar of events include the Supercars Townsville SuperSprint and Targa Great Barrier Reef.

Event listings are managed by the event organisers, so they are able to update content including times, dates, images and locations, as required.

More information is available through the link: <https://teq.queensland.com/industry-resources/marketing/atdw/events>

### **Recommendation No.3**

**The Committee recommends the Queensland Government investigate options for extending the road test radius for Special Interest Vehicle Scheme vehicles from 15 kilometres to 50 kilometres from the home address or point of repair.**

#### ***Government Response: Supported***

The Special Interest Vehicle (SIV) concession scheme enables vehicle enthusiasts to pursue their hobby of restoration and display of historic vehicles, while receiving the benefit of reduced registration fees. These reduced registration fees are reflective of the limited road use conditions that apply to the vehicles.

Road testing of SIVs is an important function to assess work that has been undertaken during any repairs or maintenance. As such, the SIV scheme includes provisions for on-road testing, limited to a 15-kilometre radius from where the vehicle is garaged or is being repaired. This restriction does not limit the time or distance that can be travelled to road test a vehicle, if it is within the required 15-kilometre radius.

Further, the restriction does not limit travel from home to or from a location where the vehicle is being repaired, as long as this travel is justifiable and reasonable. This provides flexibility for those in rural and remote areas who may have to travel significant distances for vehicle repair.

This policy provides flexibility to assess repairs however, in line with the feedback provided by the Heritage Truck Association of Australia in its submission to the Committee, TMR will investigate this issue further to understand:

- the impacts of extending the restriction for all SIVs (both heavy and light vehicles),
- the specific impacts of the restriction on heavy vehicle assessment and repair, and
- whether a 50-kilometre radius is necessary or whether there is a shorter distance that would satisfy heavy vehicle testing requirements.

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

**Recommendation No.4**

**The Committee recommends the Queensland Government consult with the Commonwealth and state and territory jurisdictions to achieve consistency across jurisdictions during the *Road Vehicle Standards Act 2018 (Cwlth)* implementation process in regard to registration and use of left-hand drive vehicles.**

***Government Response: Supported in-principle***

TMR is currently working with other jurisdictions to identify the best approach to registering left-hand drive vehicles that are imported into Australia under the *Road Vehicle Standards Act 2018 (Cwlth)* (RVSA).

Many stakeholders are supportive of consistent rules being applied. This is also the preferred approach of many jurisdictions in order to provide the best outcome for Australian road users. However, the approach to vehicle registration is decided independently by each state or territory based on their specific circumstances. This is reflected in differences in approach to vehicle registration across Australia. This may mean that a consistent approach is ultimately not fully achievable.

TMR is committed to achieving the best outcomes for vehicle owners, while balancing this with appropriate regulation of vehicles which access the Queensland road network.

This requires consideration of factors such as how any new policy impacts the number of left-hand drive vehicles on the network and how this may affect safety for both the occupant of the vehicle and other road users. Possible safety issues that are being considered for left-hand drive vehicles include:

- reduced visibility for overtaking
- reduced visibility of road signs and traffic lights that are designed and placed for right-hand drive vehicles
- reduced visibility for turning right across traffic
- reduced visibility of pedestrians crossing from right to left.

Noting these considerations, TMR will continue to work closely with other jurisdictions to seek consistency for the registration of left-hand drive vehicles as part of the implementation of the RVSA.

**Recommendation No.5**

**The Committee recommends the Queensland Government investigate, as a matter of priority, the reclassification of go-karts as a motor sport activity.**

***Government Response: Supported in-principle***

The Queensland Government supports the Committee's recommendation in-principle, noting that the reclassification of go-karts as a motor sport activity will require further consideration.

Hire go-karts and tracks where the go-kart (plant) is operated for hire or reward and provides entertainment or amusement are currently regarded as an 'amusement device' under the *Work Health and Safety Regulation 2011* (WHS Regulation). The definition of an 'amusement device' is based on national model work health and safety laws. Registration of an 'amusement device'

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

under the WHS Regulation is also determined using the classification criteria under Australian Standard AS 3533.1 *Amusement rides and devices: Part 1 Design and construction*. Plant specifically designed for a sporting purpose is excluded from the definition of an 'amusement device'.

Consequently, under the WHS Regulation there is a distinction between kart racing for a sporting purpose where events are run by licensed facilities operating under the rules of a sanctioning body, and commercial go-kart hire operated for entertainment or amusement. The former category of kart racing designed and operated for a sporting purpose is not regarded as an 'amusement device' under the WHS Regulation.

AS 3533.4.4:2018 *Amusement rides and devices – Specific requirements hire go-karts* provides additional guidance on the design, construction, operation, inspection, testing and maintenance of hire go-karts, tracks and facilities. The scope of the standard includes go-kart facilities for 'arrive and drive' patrons.

Overall, the *Work Health and Safety Act 2011* is aimed at the protection of workers and other persons (such as patrons and spectators) against harm to their health, safety and welfare through the elimination or minimisation of risks arising from work or particular types of substances or plant. The regulation of amusement devices at a workplace is clearly covered under the work health and safety legislation.

The government commissioned the Best Practice Review of Workplace Health and Safety Queensland following the deaths of four patrons on an amusement ride at Dreamworld in October 2016. The final report of the review recognised that the relationship between public safety and work health and safety is complex and influenced by many factors. In relation to amusement devices, the report concluded there is a need to increase protection to the public by ensuring devices are properly designed, maintained, inspected and operated.

In May 2019, the government introduced new amusement device regulations based on recommendations of the review. In February 2020, the Coroner delivered findings in relation to the Dreamworld inquest and acknowledged the new amusement device regulatory requirements introduced by the government.

There is a range of matters that will need to be taken into account in considering the Committee's recommendation. This includes determining the appropriate standard or regulatory framework for activities where there is a relationship between a person conducting a business or undertaking providing plant for a high-risk activity and members of the public who participate in the activity for entertainment or amusement.

**Recommendation No.6**

**The Committee recommends the Queensland Government investigate options for implementing a concessional stamp duty scheme for vehicles which have undergone restoration at their owners' expense and where ownership is retained.**

***Government Response: Not Supported***

Queensland's overall motor vehicle registration fees are competitive with other jurisdictions. For example, the common full registration cost, including traffic improvement fees and

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

compulsory third-party insurance, is \$744.45. This compares to estimated costs of \$892.22 in New South Wales, \$834.80 in Victoria, and \$768.47 in Western Australia<sup>1</sup>.

Vehicle registration duty provides revenue to fund essential services for the community, such as road construction and maintenance. Therefore, any changes to vehicle registration duty are not being considered.

A concession is already available in Queensland for registering a classic or vintage car, a street rod or a historic vehicle. For example, a four-cylinder light vehicle that is eligible for a special interest registration would pay a concessional registration fee of around \$94 (excluding traffic improvement fees and compulsory third-party insurance). This is around \$240 (or around 72 per cent) lower than standard four-cylinder light vehicle registration fee. This concession is based on the vehicle having a very strict and limited road use.

**Recommendation No. 7**

**The Committee recommends the Minister for Transport and Main Roads consider raising the matter of undertaking a review of the luxury car tax scheme with his federal counterparts.**

***Government Response: Supported***

Luxury Car Tax (LCT) is a Commonwealth tax that applies to new cars and imported cars with a GST-inclusive value above the LCT threshold. The LCT threshold is annually indexed, is currently set at \$77,565 for fuel efficient vehicles, and \$68,740 for other vehicles. A range of vehicles are already exempt from LCT, including emergency vehicles, vehicles intended for carrying disabled passengers seated in wheelchairs, commercial vehicles not designed for the principal purpose of carrying passengers and motorhomes.

The Honourable Mark Bailey MP, Minister for Transport and Main Roads, will write to the Honourable Michael McCormack, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development providing details of the Inquiry into Motor Recreational Activities undertaken by the Transport and Public Works Committee. The Minister will highlight that submissions to the Inquiry suggested that the LCT may act as a disincentive for the importation of vehicles, such as historic vehicles in need of significant restoration and that the original reason for the introduction of the LCT, to protect the Australian car industry, no longer applies. On that basis, the Minister will ask for a review by the Commonwealth of that aspect of the LCT scheme.

**Recommendation No. 8**

**The Committee recommends the Queensland Government investigate options for developing a range of training programs for the general public, including those new to motor recreational activities, to enhance participant safety.**

***Government Response: Supported***

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<sup>1</sup> Estimated registration costs based on a 1,275kg tare. Source: Department of Transport and Main Roads <https://www.qld.gov.au/transport/registration/fees/comparison>

**Queensland Government Response to  
Transport and Public Works Committee Report No. 42  
Inquiry into Motor Recreational Activities**

There is a range of free community safety programs currently available which can be found on the Queensland Government website at [www.qld.gov.au](http://www.qld.gov.au) including:

- safety information driving on unsealed, sandy and remote roads
- free caravan safety checks provided in partnership with Caravanning Queensland
- where to ride trail bikes
- safe driving videos.

TMR will investigate the development and marketing of additional safety and training materials (such as online videos) in key areas (such as safe towing and safe driving on the beach) in partnership with key motor recreational stakeholders and peak motoring groups.

The Department of Tourism, Innovation and Sport (Sport and Recreation) presently provides funding to Motorcycling Queensland (MQ) and Motorsport Australia (MA) through the Active Industry Fund 2020–2021 as the peak bodies responsible for motorcycling and motorsport activities respectively in Queensland.

Under the Active Industry Fund, MQ and MA are funded to grow and strengthen the active industry to provide quality and inclusive participation opportunities for all Queenslanders by delivering activities under the key activity areas of Physically Active Participation and Capability Improvement to service their activities statewide. One component of the key delivery area of Capability Improvement is Education and Training. Both MQ and MA have identified Education and Training (Accredited and Non-Accredited) as a key focus area under the Active Industry Fund agreement.

The Department of Employment, Small Business and Training (DESBT) also supports the initiative to enhance the safety of participants in motor recreational activities. To support the motor recreational sector's diversity, DESBT works closely with industry associations to identify demand-driven skills and qualifications from national training packages developed by industry for industry.

DESBT has approved a number of qualifications from national training packages in related industry areas such as Transport and Logistics (TLI), Automotive Retail, Service and Repair (AUR) and Manufacturing (MSM) Training Packages as either apprenticeships or traineeships in Queensland. Safety is embedded in the qualification or can be a standalone workplace health and safety unit of competence within the qualification.

The AURTGA3001 Drive and manoeuvre trailers training program is a unit of competence currently available to enhance participant safety, however, DESBT is not aware of any other accredited training programs available to enhance the safety of participants in motor recreational activities. DESBT will nevertheless continue to work with industry to investigate the options that may be available to formalise training for the general public to enhance participants' safety.