

Extract of the MRASA response to the proposed GLS changes February 2018

2.1 Three stage hierarchical model for GLS.

MRASA fully supports the three stage learning process.

2.2 Minimum age to apply for learners permit is 18.

MRASA disagrees with the recommendation of minimum age for learners permit application to be set at 18 years of age. We suggest that a compromise between the current and suggested ages would be more equitable.

The Queensland and Victorian experience suggests that delaying motorcycle learners permit application for one year longer than a car licence may have some benefit allowing road use skill to be developed in a safe environment.

2.3 Minimum tenure periods for learner permits and intermediate phases.

MRASA supports this recommendation. All criteria and restrictions required to be met during the learning phase should apply irrespective of any other licence held by the applicant.

2.4 Reduced demerit points allowance.

MRASA supports this recommendation. We suggest that higher end offences such as drink driving, unregistered vehicle etc carry an increased demerit point penalty, up to and including a loss of licence or permit penalty.

2.5 Display of distinctive L or P plate.

MRASA supports this recommendation. We suggest that advice be sought from experts as to the best method of attaching plates to ensure they are fitted correctly and safely.

2.6 Mandatory carriage of licence.

MRASA supports this recommendation and encourages any rider or driver to always carry their licence. We also encourage the introduction of digital or smart licences as a matter of urgency.

2.7 No carriage of pillion passengers.

MRASA agrees with the recommendation. However, the dynamics of carrying a pillion must be included as part of the theoretical training provided through the training programme.

2.8 Night Time Curfew

MRASA agrees with the recommendation but suggests exemptions, for night shift workers and officially sanctioned competitive events.

2.9 Zero Blood Alcohol Concentration.

MRASA supports this recommendation.

2.10 No towing of trailers.

MRASA agrees with the recommendation. However, the dynamics of towing a trailer must be included as part of the theoretical training provided through the training programme.

2.11 No use of mobile phone or other communication device.

MRASA agrees with the recommendation. However, in the interests of clarity, we request clear definitions of communications devices, whether this should include navigation devices and at what licence stage they can be used.

2.12 Lower demerit threshold for licence disqualification.

MRASA supports this recommendation.

2.13 Automatic transmission restriction for novice riders. The recommendation is that the learner has to demonstrate competency in the use of the transmission of the bike. Therefore, if the rider is tested on an automatic, they will be restricted to an automatic motorcycle for the period leading up to a full licence.

MRASA supports this recommendation. We suggest that this be further tested to examine the competency of full licence holders moving from an automatic to manual transmission.

2.14 Wearing hi-visibility clothing.

MRASA supports this recommendation.

2.15 Mandatory protective clothing.

We agree this is currently not practical. We need to fully understand the outcome of the current clothing study before any decision is made. However, we do not agree PPE standards beyond a very basic level should be mandated due to the variable nature of our climate on a daily basis. The MRASA fully supports the concept of a clothing rating system. It will result in riders being able to make informed choices on the quality and wearability of their purchases.

2.16 LAMS to be continued.

MRASA supports this recommendation.

2.17 Licence required for mopeds and 50cc scooters.

MRASA supports this recommendation. We recommend that prior long-term riders in this category be trained and tested at no cost to themselves. We also suggest that the 50 kph maximum speed limit of small scooters and mopeds be removed so they can merge into normal suburban traffic flow.

2.18 Novice rider testing to include an on-road component.

MRASA supports this recommendation.

3.1 Exit test for novice riders not to be considered at this stage.

The MRASA agrees that the effectiveness of exit tests need to be further evaluated.

3.2 Hazard Perception Test before getting a learners permit.

MRASA supports this recommendation.

3.3 Risk-based screening test.

MRASA supports the recommendation that risk-based screening tests not be considered at this stage.

4.1 & 4.2 On-road supervision and mentoring.

The MRASA feels that there are many benefits of on-road mentoring and therefore supports such a scheme. The learner period is critical for establishing lifetime habits. Supervision or mentoring would help to minimise the development of poor practices . and help the novice rider transition from the off-road training to the real-world on-road environment.

4.3 Retain Mandatory pre learner training.

MRASA supports this recommendation but suggests expanding the training schools to include private operators. Whilst we recognise the quality of the current programme, the lack of competition in the market-place has resulted in reduced innovation and flexibility to meet the student's needs.

As mentioned earlier, the MRASA submission is based on feedback from our members, which we have collated with the intention of presenting an experience-based argument.