



MTAA Limited

Submission to the Department of  
Planning, Transport and Infrastructure,  
of the Government of South Australia  
regarding proposed motorcycle  
licensing reforms in South Australia

---

## *Executive Summary*

### **MTAA Key Recommendations:**

1. MTAA support motorcycling licensing requirements that do not negatively impact the business operations of motorcycle retailers and promote the safe use of motorcycles across all demographics and age groups.
2. MTAA supports licensing systems that are evidence based and use information that go beyond state and territory jurisdictions to prevent the implementation of licensing requirements that restrict riders in some State and Territory jurisdictions as compared to others.
3. MTAA urges the Government of South Australia not rise the age of learner motorcycle riders as this will prevent rider skill development and education, may promote illegal riding, unfairly discriminates against younger riders, and excludes an age group that current statistics show has reduced rates of fatalities.
4. MTAA supports competency based Graduated Licensing Systems (GLS). However, MTAA does not support a system that is so restrictive that it dissuades those considering using motorcycle riding as a cheap and convenient mode of transport regardless of age or demographic.
5. MTAA supports licensing requirements that provide incentives for manufacturers to produce motorcycles suitable to learner rider requirements for retail through reputable Australian motorcycle dealer networks.
6. MTAA supports transparent motorcycle licensing systems that require learner riders to use certified learner motorcycles (commonly restricted through power output and or engine size) that retailers are able to stock, sell and service as the market requires.
7. MTAA supports efforts of the Government of South Australia to harmonise motorcycle licensing with proven effective licensing systems used in other Australian State and Territory Jurisdictions.

## MTAA Key Recommendations continued:

8. MTAA supports the Government of South Australia's motorcycling licensing system that allows those with a full motor vehicle license to ride 'LA' Category mopeds with a capacity of not greater than 50mm and don't exceed 50km/h.
9. MTAA urges the Government of South Australia to consider the rapid development of electric pushbikes and their increasing availability to untrained and licensed riders looking for an alternative to cheap, convenient and regulated learner motorcycles

---

## *MTAA Support for Reform*

- MTAA supports efforts by the Government of South Australia to address safety concerns regarding motorcycle transport through a review of motorcycle licensing arrangements.
- MTAA supports the timeliness of the review particularly as motorcycle registrations are increasing nationally by approximately 5% per year<sup>1</sup> and changing demographics and high density urban living is making motorcycle transport more practical and economically viable for users.
- MTAA supports efforts of the Government of South Australia to harmonise motorcycle licensing with proven effective licensing systems used in other Australian State and Territory Jurisdictions.
- MTAA supports licensing requirements that provide incentives for manufacturers to produce motorcycles suitable to learner rider requirements for retail through reputable Australian motorcycle dealer networks. MTAA believes that this requirement is resulting in manufacturers including modern safety features such as Anti-lock Braking Systems (ABS) in many LAMs approved motorcycles.
- The MTAA supports the timely reform of motorcycle licensing requirements particularly with electrically powered motorbikes and pushbikes entering the market in increasing numbers and with increasing performance characteristics.

---

<sup>1</sup> Bureau of Infrastructure, Transport and Regional Development (2016) Motorcycling Safety: accessed 8 February 2018 at: [https://bitre.gov.au/publications/2017/files/is\\_89-motorcycling-safety.pdf](https://bitre.gov.au/publications/2017/files/is_89-motorcycling-safety.pdf)

- However, MTAA does not support licensing reforms that restrict the number of motorcycles on Australian roads or restricts younger riders from accessing motorcycle transport in comparison to other types of road vehicles. Rather, MTAA supports motorcycle licensing systems that *promote* the use of motorcycles by younger riders (equivalent to those of driving age) and increases their skills and riding experience and develops their competency as motorcycle riders.

---

## *MTAA Key Recommendations*

- MTAA urges the South Australian Government to not raise the age of learner riders who should not be disadvantaged in terms of access to the economic and social benefits of motorcycle riding and who may seek to ride potentially unregulated electric push bikes without training and / or education or may be enticed to ride motorcycles without a license.
- MTAA urges the South Australian Government to consider the rapid development of electric pushbikes and the increasing availability to untrained and licensed riders looking for an alternative to cheap, convenient and regulated learner motorcycles.
- MTAA supports competency based Graduated Licensing Systems (GLS) that imposes restrictions on novice riders and gradually lifting them as the riders progress through the different phases of the system. However, MTAA urges the Government of South Australia not to introduce a GLS that is so restrictive that it dissuades those considering using motorcycle riding as a cheap and convenient mode of transport regardless of age or demographic. For example, learner riders who require a motorcycle to travel to and from their place of work at night should not be prevented from doing so nor should riders be prevented from learning the skills to ride at different periods of the day and night or in different weather conditions.
- MTAA supports the proposed GLS that continues to allow those with a full motor vehicle license to ride 'LA' category mopeds with a capacity of not greater than 50mm and don't exceed 50km/h.

---

## MTAA Issues of Concern

MTAA is concerned that the Government of South Australia is considering increasing the age limit of learner motorcycle riders from 16 to 18 years of age. *MTAA strongly resists this proposed reform* for the following reasons.

- Younger riders will be disadvantaged in terms of rider experience and skills development and will be delayed in their opportunity to develop instinctive motorcycle riding skills and to develop into highly competent motorcycle riders.
- National figures suggest that motorcycle related deaths over the past ten years are higher for those at 25 years of age than those younger than 18 years of age<sup>2</sup>. As a consequence, MTAA is concerned that reducing rider experience for many riders by two years could result in higher fatality rates for motorcycle riders in their twenties due to reduced rider experience.
- Younger riders should not be denied the economic benefits of motorcycle transport and can often ill afford other more expensive modes of transport, i.e. automobiles, nor may they have the capacity to store them. This is particularly evident in areas of high density living where access to a car parking is at a premium.
- People under 18 years of age will be disadvantaged if they are unable to access motorcycle transport, particularly if living in areas not serviced adequately or conveniently by public transport.
- There will potentially be an increase in the numbers of illegal unlicensed motorcycle riders under the age of 18 who have not had the opportunity to undertake motorcycle license training, education and testing. Enticing younger riders to learn to ride legally and to ensure they undertake appropriate skills training and rider education is key to reducing rider fatalities particularly as Government of South Australia figures highlight that 18% of motorcycle fatalities from 2012-2016 were unlicensed riders<sup>3</sup>.

---

<sup>2</sup> Bureau of Infrastructure, Transport and Regional Development (2016) Motorcycling Safety: accessed 8 February 2018 at: [https://bitre.gov.au/publications/2017/files/is\\_89-motorcycling-safety.pdf](https://bitre.gov.au/publications/2017/files/is_89-motorcycling-safety.pdf)

<sup>3</sup> Department of South Australia (2017) fact sheet: Motorcyclists involved in road crashes in South Australia: South Australian Government: accessed 8 February 2018 on: [https://www.dpti.sa.gov.au/\\_\\_data/assets/pdf\\_file/0009/247329/Motorcycle\\_Crash\\_Fact\\_Sheet.pdf](https://www.dpti.sa.gov.au/__data/assets/pdf_file/0009/247329/Motorcycle_Crash_Fact_Sheet.pdf)

- Competent young motorcycle riders with extensive off road riding experience and can easily transition to road riding should not be discriminated against based on age. Rather, they should be rewarded for their competency through a Graduated Licensing System (GLS). In addition, if the age requirement of learner rider licensing is increased from 16 to 18 years of age, these riders may be enticed to ride illegally and without clear instruction of how road riding differs to off road riding.
- Manufacturers are producing LAMS approved bikes that commonly incorporate modern safety features such as Anti-lock Braking Systems (ABS) that are increasing rider safety for novice younger learner riders and experienced riders. This level of rider assistance will increase as legislative requirements are progressively making these systems mandatory.
- Fatality statistics by the Government of South Australia<sup>4</sup> show that 6% of riders were not wearing a helmet whilst 55% were either alcohol or drug affected. MTAA contents that these riders should not have been riding regardless of age and that education and punitive measures are better able to address these fatalities rather than reducing the learner age for riders.
- Under the proposed licensing requirements, younger riders will be forced seek out other riding alternatives such as electrically propelled push bikes that don't require any form of rider education and skills assessment.
- In addition, rapidly developing, unregulated electric pushbikes can be faster than some current learner legal internal combustion engine powered motorcycles. For example, there are electrically powered push bikes currently available for sale in Australia that exceed 80km/h and do not require the rider to have a license to be ridden on public roads. The rapid development of these pushbikes will result in significantly faster pushbikes in the very near future.
- It is unfair to target younger riders when national figures specify that fatalities for younger riders are declining, with younger riders (17-25) accounting for 1 in 5 motorcycle deaths as compared to 1 in 4 deaths ten years ago; and that is despite the numbers of registered motorcycles

---

<sup>4</sup>Department of South Australia (2017) fact sheet: Motorcyclists involved in road crashes in South Australia: South Australian Government: accessed 8 February 2018 on:  
[https://www.dpti.sa.gov.au/\\_\\_data/assets/pdf\\_file/0009/247329/Motorcycle\\_Crash\\_Fact\\_Sheet.pdf](https://www.dpti.sa.gov.au/__data/assets/pdf_file/0009/247329/Motorcycle_Crash_Fact_Sheet.pdf)

growing at over 5.2% over that time<sup>5</sup>. Rather, statistics show that rider fatalities are occurring in higher age groups, particularly those over 40 years of age<sup>6</sup>.

---

<sup>5</sup> Bureau of Infrastructure, Transport and Regional Development (2016) Motorcycling Safety: accessed 8 February 2018 at: [https://bitre.gov.au/publications/2017/files/is\\_89-motorcycling-safety.pdf](https://bitre.gov.au/publications/2017/files/is_89-motorcycling-safety.pdf)

<sup>6</sup> Bureau of Infrastructure, Transport and Regional Development (2016) Motorcycling Safety: accessed 8 February 2018 at: [https://bitre.gov.au/publications/2017/files/is\\_89-motorcycling-safety.pdf](https://bitre.gov.au/publications/2017/files/is_89-motorcycling-safety.pdf)