



PREMIER OF TASMANIA

Mr Paul Bullock  
President  
Tasmanian Motorcycle Council  
Email: [lpaulbull@gmail.com](mailto:lpaulbull@gmail.com)

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Dear Mr Bullock

*Paul,*

Thank you for your email regarding motorcycle safety infrastructure on Lake Leake Road and the meeting with yourself and Mr Hrycyszyn on 18 June 2020.

### **Motorcycle safety infrastructure on Lake Leake Road**

Funding has been approved to support the outcomes of the motorcycle safety audit conducted on Lake Leake Road in September 2018, with work expected to commence in 2021. Your strong support on this project is appreciated and I look forward to the improved levels of safety for motorcyclists through this and future initiatives.

### **Matching the speed limit for novice motorcycle riders to novice motor vehicle drivers**

When we met in June, you raised the issue of aligning learner and provisional (P1) motorcyclist speed limit restrictions to those applying to novice car drivers on the basis of the 2017 changes to motorcycle training requirements producing a reduction in the number of crashes experienced by novice motorcyclists.

It is worth recognising that although the total number of crashes in this cohort has fallen since this time, so has the total number of learner licences issued. As there has not yet been a formal evaluation of the safety benefits of the revised training program, it is premature to make changes at this time.

However, your organisation will be a key stakeholder in the review of learner motorcycle licensing requirements that is an initiative under the Towards Zero Action Plan 2020 - 2024.

### **Motor Accident Insurance Board (MAIB) and premiums applying to motorcycles**

In response to your concerns regarding the inclusion of unlicensed motorcycle claims in the setting of MAIB premiums, it needs to be recognised that although the unlicensed category is recorded independently in the crash database, the MAIB has its own process for assessing the eligibility of motorcycle claims.

In accordance with the *Motor Accidents (Liabilities and Compensation) Act 1973*, scheduled benefits are not payable to any motorist who at the time of a motor accident (and in certain circumstances) did not hold a driver licence of the relevant class or the vehicle was unregistered.

As with all classes of vehicles, the MAIB rejects a percentage of the claims submitted involving motorcycle accidents, reasons include unregistered/unlicensed, no Tasmanian vehicle involved, or other minor exclusions as per the MAIB Act). Rejected claims have no/very low costs associated with them so do not unduly impact the consideration of premiums.

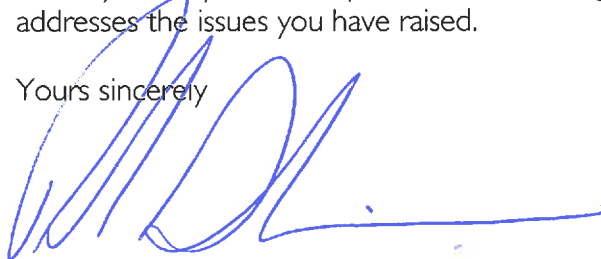
The Tasmanian Economic Regulator undertakes an investigation of MAIB premiums every four years and has consistently found that motorcycles are being cross subsidised by other motorists, even with a higher premium than standard motor vehicles (i.e. under straight calculation of the cost of claims, motorcycles should be charged an even higher premium).

### **No Interest Loans (NILS) Scheme to include motorcycle training and licence costs**

In response to your proposal of establishing a NILS scheme to support licence and training costs, I note that although the introduction of a NILS scheme for this reason is not an action under the Towards Zero Action Plan 2020-2024 the existing NILS can support motorcycle riders through meeting the costs of the purchase of second hand motorcycles, major repairs, registration and tyres.

Thank you for your correspondence and taking the time to meet with me. I trust this information addresses the issues you have raised.

Yours sincerely



Peter Gutwein MP  
**Premier**