

# TRANSCRIPT

## ROAD SAFETY COMMITTEE

### Inquiry into motorcycle safety

Melbourne — 18 October 2011

#### Members

Mr A. Elsbury

Mr T. Languiller

Mr J. Perera

Mr M. Thompson

Mr B. Tilley

Chair: Mr M. Thompson  
Deputy Chair: Mr T. Languiller

#### Staff

Executive Officer: Ms K. Jenkins

Research Officer: Mr J. Aliferis

#### Witness

Ms A. McKenzie, chief executive officer, Driver Education Centre of Australia.

**The CHAIR** — Welcome to the second day of hearings of the Victorian Parliament's Road Safety Committee hearings into motorcycle safety. The committee has received some 68 submissions, and there has been strong public interest in the proceedings thus far. I remind those in the gallery to turn off their mobile phones and to keep their background noise to a minimum. I also note for the record that Hansard staff are recording proceedings from now. Statements made on the record have the benefit of parliamentary privilege; outside the room that privilege will not continue. I ask observers to respect the rights of witnesses and the responsibilities of the committee by keeping background disturbance to a minimum.

I welcome Amanda McKenzie, the chief executive officer of DECA, to give evidence. I invite you, Amanda, to speak to the record, following which we will be pleased to ask you some questions. In the parliamentary arena we are accustomed to taking interjections, but we will give you the courtesy of enabling you to run through the material.

**Ms McKENZIE** — I thank the Parliament for giving us the opportunity of reinforcing the position that DECA provided as part of this inquiry. I would like to reinforce some of the key comments that we would like to make. The focus for DECA is to reinforce behaviour, so we believe that to address the issues around motorcycle incidents, accidents and unfortunate fatalities is around changing of behaviour, therefore spending a lot more time as part of the training to deal with behaviour, so we would say that looking at simulated training or scenario training and, if you refer to our submission, looking at static photograph images to reinforce the type of scenarios, and the ability to then discuss those scenarios — we feel that is an appropriate way of addressing some of these issues.

Understanding: I have recently conducted or participated in a motorcycle training and learners permit day. It is a controlled environment to a degree that you are in a controlled environment and training scenario. Once you have completed that one day of training you are out actually on the road, and you cannot actually simulate that in a training regime. There is also reinforcing behaviour to try and focus on elements of behaviour through simulated and scenario training.

The other issue that we would like to focus on also is the length of the course. Currently we do — and it is only DECA — an introductory course of 4 hours. That is focused on getting an understanding of the motorcycle. Our learners permit is a one-day course, and that goes to the licensing and rules around motorcycles, again familiarity around the motorcycle, and then doing probably about 4 hours of practical learning on a range. Then we have another one-day course, which is around getting your actual licence, which is 12 months later.

We also do advanced training. Again, our view is that probably 8 hours is not enough, and that we would look at certainly recommending to this inquiry that you need more time. We also would recommend — and it is probably a difficult scenario as to what the best course of action to address it is — to try and get on-road training, so you are having time with a trainer — designated route. If you look at normal licensing for heavy vehicle trucks, there are determined routes to do the licence, then something like that in being able to place people in, I suppose, not a controlled but semi-controlled area where you have got an instructor there, and again focusing around the behavioural type of aspects of the learning. That is what I wanted to say today and reinforce as part of our submission. I hand it over to the committee to ask any questions.

**The CHAIR** — Thank you very much, Amanda. I have a couple of background questions to ask you in relation to DECA. How long have you been at DECA?

**Ms McKENZIE** — I have been at DECA since the end of June 2009. I have been the chief executive officer since March of this year.

**The CHAIR** — I think I picked up that recently you have done a course yourself; is that right?

**Ms McKENZIE** — Yes.

**The CHAIR** — Do you hold a bike licence yourself?

**Ms McKENZIE** — I do. I have a permit — not an actual bike licence but a learner permit. I did that recently; about three weeks ago.

**Mr LANGUILLER** — I am sorry, what type of licence?

**Ms McKENZIE** — It is a learner permit.

**The CHAIR** — One of our colleagues has the same status; he is not here to ask questions. Bill, we will start with you today. Can you start with the questions?

**Mr TILLEY** — Thanks, Chair. I am interested in the training itself and the commentary that DECA endorses, particularly the difference between on-road and off-road. The reason I am asking this question is to deal with balance and road craft. Where does DECA see the difference between on-road and off-road, rather than off-road being an opportunity to develop the skills required to be able to also operate a motorcycle on-road?

**Ms McKENZIE** — As in normally taking the motorcycle and riding it on a normal road scenario? So it is not off-road, as in off-road doing that sort of training; it is just on the normal road? Am I getting that question, Mr Tilley?

**Mr TILLEY** — Yes, in your submission you talk about the differences and suggest there should be a separate endorsement for off-road riding.

**Ms McKENZIE** — Yes, okay; that is dirt bikes.

**Mr TILLEY** — Yes.

**Ms McKENZIE** — Yes, sorry. Yes, I think with dirt bikes it is a different scenario. Am I clear, that you are talking about dirt bikes rather than just normal on-road motorcycles?

**Mr TILLEY** — Yes.

**Ms McKENZIE** — Because you are looking at — I suppose with off-road — more hazardous scenarios, so the learnings are different and the environment is different, compared to if you are doing motorcycling on a normal street, city roads, roads of that nature. I think there are differences, and therefore with the differences that you would experience on a dirt bike you would need to be able to provide training to address those different environments. To be able to take, I think, any scenario with motorcycles or just motor vehicles, heavy vehicles, it is about being able to understand the environments and be in a position to deal with those environments and recognise and assess those conditions, and be in a position not to put yourself into a difficult or risky situation.

**Mr TILLEY** — Going on from that, you commented that the training time is limited; I certainly agree with that principle. In the limited hours in a safe driving area with the road craft, are countermeasures a part of that riding? You talk about scenario training — —

**Ms McKENZIE** — Yes.

**Mr TILLEY** — and obstacles and those types of things; what types of skills in that limited time are put into — what I am leading to is that you can look at photographs and you can look at discussing scenarios, but motorcycle riding also becomes partly a muscle memory as well.

**Ms McKENZIE** — Part of our training is, with the scenarios we would do quick stops; we would also do training where you are taken through and have to go through an area at a slow pace and keep control of the bike. You are going around corners and manoeuvring through witches' hats and things like that, and that is a balancing. We do probably around 4 hours — that is my experience from recently doing it — over the period of the day. It is just getting the senses and the balancing throughout those practical scenarios.

**Mr TILLEY** — Which leads me to my next question. With the motorcycle itself and quick stops, does DECA have a view in relation to ABS?

**Ms McKENZIE** — We do. I do not know whether it is a kind of scientific view, but I think ABS can assist to some degree. But probably there has not been enough research from our point of view to be able to then make an informed decision about whether we go down that particular path and say that that should happen.

**Mr TILLEY** — Sure.

**Mr LANGUILLER** — Thank you, Amanda. Can I just come back to your personal licence? Did you get that on an automatic or a manual with gears and all that?

**Ms McKENZIE** — Gears. As in my —?

**Mr LANGUILLER** — Yes, your personal licence.

**Ms McKENZIE** — Yes, I have a manual licence; I also have a heavy rigid licence, and that is syncro, and I recently got my learner permit for motorcycles. That is purely and simply for me as a CEO to be able to understand the type of training that we do and experience it firsthand.

**Mr LANGUILLER** — Thank you for that. My next question is: how would you propose to train drivers in attitudes and behaviours? I noted that in your submission and in the first comments you made today you said ‘changing behaviour of riders’. I assume you are suggesting, given your experience as the CEO and the corporate knowledge you inherited from your predecessor, that there is a need for a change in behaviour — in other words, perhaps broadly your organisation thinks that riders do need to change and improve and that they do not have quite the right attitude? Can you comment on that? Also, given your experience, is there any one rider you have come across anecdotally — and I can comment from my own experience — who you have thought does not have the attitude to ride a bike and should not be on the road in order to protect his or her own safety and that of others? Would you care to comment?

**Ms McKENZIE** — It is interesting because having done the course but even observing motorcycle riders just as I go to and from work, learning the road rules and then seeing motorcyclists — and that is probably a general comment — but for one of the things I see is the adherence to the rules in regard to riding a bike. One of the other issues is protective clothing, and that is part of the training, that you must wear a helmet — yes, people wear helmets — but also the importance of the jacket, the importance of the pants and whether you wear leathers. It is having that protection. On weekends going to and from work you see motorcycle riders not adhering to that. How do you enforce that? You can enforce it through regulations. Does that work? Clearly not, because you see people do it all the time. If you are looking at ways to try to reinforce positive behaviours, it is about trying to start at the beginning so that when people come to DECA or any other organisation you place that person in a situation where you are training at the beginning in the positive behaviours: what is right, what is the best way of doing it. That is the way I think we should pursue.

**Mr LANGUILLER** — Further on driver behaviour, and given the role that your organisation plays, wouldn't it be fair to suggest that there is a need for a change in behaviour in terms of drivers of motor cars and trucks and others? By way of experience I have gone as a passenger with somebody in my family who rides a bike. We went along Smith Street — we did not go along the Hume Highway — and I was amazed between Victoria Parade and near the end of it at Queens Parade at the number of people who chucked U-turns and turned right in front of us to the left and to the right. We were doing between 10 and 30 kilometres an hour. Would it not also be fair to suggest that there needs to be a change in behaviour of drivers?

**Ms McKENZIE** — Yes, and we try to do that as part of the training that we do with our defensive car. That is focused around behaviour and changes in behaviour. It also looks at observation. It is also looking at not being in a situation to place yourself at risk. It is not about getting into a situation and trying to get yourself out, but being able to identify the environment and the circumstances that you potentially place yourself in and actually removing that at the beginning. The observation is very critical. The behaviour change is critical as well.

Again, in doing one of our courses — and I focus on DECA — it is about positive reinforcement. It is about behaviour, whether that is with a motorcycle, a car or a heavy vehicle. That is a start. Again, you are looking at limited time, where you have an individual or a group of individuals together and focused. It is limited: you might have a day, or you might have three days. It is then about how you reinforce that behaviour over a period of time. To get that probably is about trying to change not only motorcyclists but motor vehicle drivers, heavy vehicle drivers and light vehicle drivers as well.

**Mr LANGUILLER** — Finally, how does VicRoads measure your effectiveness as an accredited provider?

**Ms McKENZIE** — Good question. We have a service agreement, so we get audited regularly against certain criteria. It is about how we train, so our training is audited and our assessments are audited, and that is done on a regular basis. There would be a set of criteria that they would come and audit it against.

**The CHAIR** — Yesterday we received some evidence from Parks Victoria that covered the off-road riding experience. We saw some YouTube video material of younger people riding on single tracks, and your own report comments on off-road riding on a number of levels. One is the aspect that there are under-age riders riding off-road or using dirt bikes. A question has already been raised in relation to off-road licence endorsement, but I want to draw out your view of what training could be provided to off-road dirt bike riders. Just building upon the earlier question, does DECA provide any such training along those lines; and should there be any other accreditation?

**Ms McKENZIE** — We do not do a lot of off-road training. That is certainly an area that we would look at, but again because you are dealing with different environments, I suppose it is making rules around that different environment. It is not on-road, so again you are dealing with uncontrolled environments. It is just making sure that people are aware. It is the observation behaviour. It is dealing with being able to plan and looking at the differences in regard to the hazard awareness and the riding conditions. It is about focusing around that.

We looked at endorsement of licences, but again it is focusing around those differences in regard to off-road versus on-road motorcycle — —

**The CHAIR** — When you say ‘endorsement of licences’, what do you mean by ‘endorsement’?

**Ms McKENZIE** — Having a specific licence around dirt bike types of environments — a licence specific to that.

**The CHAIR** — Do you have any other comments you would make on the prevalence of under-age riders riding on dirt tracks?

**Ms McKENZIE** — No, but I do see it as a normal civilian person in Brunswick along the Merri Creek, where you would get a lot of young people on trail bikes riding around those tracks, unsupervised. The difficulty around that is the policing of those areas as well.

**The CHAIR** — Yes, that was a comment that was made yesterday in terms of some of the difficulties in that regard.

I think Parks Victoria or DSE has a process of engagement with some off-road riders and some successful interventions and dialogue have been established by being in the same place at the same time, but it remains my own observation that there is a high incidence of off-road unlicensed riders. How we deal with that is a matter for the wisdom of my colleagues as we move forward.

**Ms McKENZIE** — Again, maybe it is about looking at providing areas where you have an element of supervision where people can actually experience off-road riding but in a more supervised, controlled area; so designated areas within Parks Victoria may be a way to address that.

**The CHAIR** — Have you been to all the DECA training facilities?

**Ms McKENZIE** — I have. I have not gone out to Newborough, but I have certainly been to every location on a regular basis.

**The CHAIR** — Among those facilities do they have the potential to engage in some near off-road experience.

**Ms McKENZIE** — Probably Shepparton to some degree because it has got a range — it has two ranges; and Newborough is probably the main area where you could potentially do it because we have land adjacent to that which is a four-wheel-driving range that you could probably use for dirt bikes.

**The CHAIR** — So DECA could theoretically build a course that dealt with the off-road experience.

**Ms McKENZIE** — Absolutely.

**Mr LANGUILLER** — Just to conclude on the subject of off-road riding, would it be fair to suggest that the off-road issue generally has not been on the radar of your organisation?

**Ms McKENZIE** — I would say that is a valid comment. I think the focus has been more around normal licensing and training of motorcyclists on-road and not on dirt roads.

**Mr LANGUILLER** — Given your engagement with VicRoads particularly, have you had discussions about the future in terms of off-road, the licensing regime, the potential training and, quite frankly, if I might put it to you, the issue of injuries and casualties that happen in off-road situations which are very significant?

**Ms McKENZIE** — There is a forum. VicRoads has a forum that meets on a semiregular basis, so that is probably the forum where we can do more engagement.

**Mr LANGUILLER** — But have you done that with VicRoads in relation to off-road?

**Ms McKENZIE** — We have not. That is my understanding. I have attended one of the forums only recently. But that certainly can be something that is placed on the agenda of that particular forum with VicRoads and clearly other training providers.

**Mr PERERA** — Could you elaborate on your statement that unlicensed junior riders are riding in national parks, which we discussed just now, and that enforcement activities against them are inadequate or impractical?

**Ms McKENZIE** — As in that it is difficult to be able to enforce?

**Mr PERERA** — Yes.

**Ms McKENZIE** — I think that is true. In terms of being able to elaborate, I think going back to what I said previously, it is being able to work with Parks Victoria and VicRoads to be able to establish areas where people, and particularly young people, who want to do so, can experience and enjoy off-road riding. Maybe we could identify areas where it is more supervised and also to do designated training around that.

**Mr PERERA** — Why do you say ‘impractical’?

**Ms McKENZIE** — It is, or it could be, because you will have to spend resources around that and you will have to designate particular areas, so that may be part of that impracticality in being able to identify those. But when you drive out every weekend you see there are particular areas throughout Victoria where there is a lot of off-road dirt bike riding that is taking place, which is unsupervised, and hopefully those people are experienced riders. For those younger people it would be far better if you are able to have designated areas where you have trained people who are able to provide support and, again, provide that positive behaviour training.

**Mr PERERA** — When you say ‘inadequate enforcement’, how do you enforce it? What are your recommendations, like policing or — —

**Ms McKENZIE** — The difficulty with enforcement is having the number of police available to be able to do it. It would be perhaps looking at the regulations and being able to enforce that; that may be the way. Certainly I would focus on trying to change behaviour, and I would be doing that at an earlier stage, because if you can change behaviour — —

As an aside, we are looking at skills programs, even just with general driving and not with motorcycles. TAC is doing that. It is looking at ways that, as an organisation and a community, we can actually start to change. Informing people is to change behaviour. People are more willing, and their focus is around not getting themselves into situations. They are looking at the scenarios, they are looking at the environment, they are looking at the circumstances and they have the ability to then make those right decisions.

I just say one thing too, which is that the trainers, and I am sure the people behind the trainers, who work casual and part time, are passionate about motorcycles. They are motorcycle enthusiasts, so they are passionate. We are lucky that we have people who believe in what they do and want to transfer their knowledge and experience in a positive way.

**Mr ELSBURY** — Thank you very much for your submission. I have to disclose right now that I have actually done the training course with DECA. I went out and got my learners permit nine days ago. That was after probably 6 hours of being in the saddle. I have suddenly, in 6 hours, been given all the knowledge I need to be able to ride a motorcycle, apparently. I am not 100 per cent confident of that, but maybe caution is the best policy on that.

A number of the submissions that we received state that the current training licensing regime is inadequate and that people who lack the skills and knowledge to ride a motorcycle are being passed. What responsibility do providers have to not pass people who clearly have inadequate skills or knowledge, not reflecting on my own ability?

**Ms McKENZIE** — I tend to observe. Because I am at the office probably Saturdays and Sundays I am able to observe people who are doing the training. There have been incidents where we have made a decision that a person is not right in terms of — maybe it is on that particular day — being well balanced and being capable of handling a normal motorcycle or one of the other types of motorcycles. What are they called?

**Ms JENKINS** — Scooters?

**Ms McKENZIE** — Thank you. Scooters.

**Mr LANGUILLER** — We have a few around.

**Ms McKENZIE** — I know. That is another issue. We do make decisions. We will tell a person who is clearly not controlling a motorcycle or balancing right on a motorcycle or scooter, 'No, we are not going to proceed'. It may be that we say to that person, 'Maybe you need to do the introductory course', which is 4 hours, to give them an opportunity not in that particular environment and to move away and do something introductory.

**Mr ELSBURY** — I did the introductory course, and then I did the proper testing course as well. I calculate it was 6 hours total sitting on the back of a motorbike, hitting the heady speeds of 30 kilometres per hour. Now I have my learners permit.

**Ms McKENZIE** — And we say that we would like to increase the hours for training. Currently it is 8; we would say 16, and I am not sure whether 16 is the right number of hours also. Clearly it has come part way in terms of where it was years ago in regard to getting your licence, but the question is how you do that. As I said, maybe part of that is to be able to take people around designated routes, because you are right — you are only doing between 20 and 30 kilometres per hour in a semi-controlled area, and then you get your licence and go out onto the road. I have not gone out onto the road yet.

**Mr ELSBURY** — Would there be any sort of backing for people aged 16 plus, even though they are not allowed to have their learners permit, to ride a motorcycle? Would there be support for a youth-based training program which gets young people used to the vehicle even though they are not allowed to be out on the road? Also, would training facilities be capable of providing them with the experience they are going to need out there?

**Ms McKENZIE** — I am more than happy to look at pursuing that sort of case, because the more we get people trained and experienced the better off people are. Like most vehicle drivers, you get your licence and spend that time with a parent or an adult learning what the best way is to drive, and maybe there is something similar you can do for a period of time with a motorcycle rider. It is a bit more difficult clearly, but it is about looking at more inventive ways to address that issue, because after 8 hours you are out there.

**Mr TILLEY** — Mr Elsbury was just discussing with you the short courses and the limited skills that are picked up during those courses. My question leads to on-the-road and graduated licensing. After a 4 or 6-hour course we are passing people after they achieve a learners permit, as the current regime goes. Do you have any comments, or does DECA have any comments, in relation to a graduated licensing scheme? Firstly, are you aware of the proposal made by VicRoads?

**Ms McKENZIE** — Yes.

**Mr TILLEY** — Terrific. The proposal by VicRoads is for the introduction of such a graduated licensing scheme.

**Ms McKENZIE** — We would seriously look at that as a means. Again, it is just my understanding that one of the things around that is getting people into the transport industry, because we have an ageing population in regard to truck drivers. It is looking at ways of being able to bring younger people into that field, so you could take that scenario and potentially look at that as something for motorcycle training. Again, it is difficult. The issue for anything is about getting experience, and unfortunately to get that experience you have to actually go into a totally uncontrolled environment to be able to do it. With accelerated licensing there are opportunities there, absolutely.

**Mr LANGUILLER** — If we come back to you, you said you have your learners permit and have yet to ride on the road. What kind of licence will you have in 12 months or 2 years time? Let us assume that you do not ride on the road.

**Ms McKENZIE** — If I do not ride on the road, I would not be pursuing a full licence. I can tell you that right now. To my mind — and this is just because of the ability at DECA — I will be spending time on a Saturday or Sunday over the next couple of months with those learners, going around with them and getting more experience. I suppose I am privileged in the sense that I am able to do that versus other people, but that is what I will be doing before I go out on the road.

**Mr ELSBURY** — Even you acknowledge that there needs to be more time spent off the road getting the skills built up?

**Ms McKENZIE** — Absolutely.

**Mr LANGUILLER** — But would you care to comment on the adequacy or otherwise of the current licensing regime?

**Ms McKENZIE** — For people like Andrew, I suggest you need to spend more time, particularly when you have people who may not do so, and it is kind of sexy these days to get your motorcycle licence. People are doing it because of reducing the cost of petrol and things like that, carbon and all those sorts of things, so people now are moving down that path of getting motorcycle licences. You have got people who may not have even experienced it. I have had experience on a trail bike because I was a farm girl, so for me it was not so difficult. But for other people it is difficult because they have never experienced it before. It is making sure that we do look at the fact that maybe you need to have more time, and how you do that is looking at the way we do our training.

Maybe it is part of the introductory aspect with your learners permit before you go for a permanent licence that you have to do more introductory work. It may be looking at ways, whether it be designated routes within metropolitan Melbourne or areas that we can designate such as park areas that allow for that type of riding, so that people do get it.

**Mr TILLEY** — Just on that aspect, is it similar to heavy vehicle access? Is it limited access for dirt roads?

**Ms McKENZIE** — Yes.

**Mr TILLEY** — I just wanted to clarify that.

**Ms McKENZIE** — That is a way.

**Mr LANGUILLER** — Your commentary, if I may, translates into saying that the current licensing regime is not adequate. Is that a fair reading of your commentary or not? I am trying to get it made very plain.

**Ms McKENZIE** — If you put it in the negative, I would say yes, and my own experience in doing that course is that if there is a possibility or an opportunity to give people more experience in a semi-controlled way — because it is never controlled — it is absolutely to give people the opportunity of having more exposure.

**Mr ELSBURY** — So perhaps closing off a small section of a Safeway car park on a certain day just to give people that little bit more experience of moving on the bike?

**Ms McKENZIE** — Yes, because you are right, it is 20 to 30 kilometres an hour. Then if you go from that environment — —

**Mr ELSBURY** — To 100 kilometres per hour, or 110 potentially.

**Mr PERERA** — Particularly if you obtain the L-plate with the intention of riding but your circumstances change and you do not get the opportunity to ride, and then three months later your circumstances change back to what it was before and you can just come and make it into a licence?

**Ms McKENZIE** — Absolutely, with the way it is now that is what you can do. You can get your learners permit, as I understand it, and not ride, and then in 12 months time when you have the ability to get your provisional licence, as long as you pass on that day, you get your licence. Again, it is for Parliament, the regulators and the legislators to look at ways to work through those issues.

**Mr PERERA** — Do you have any recommendations?

**Ms McKENZIE** — I would look at making it compulsory to do more training, whether that is in a controlled environment on a range or whether it is being able to designate certain areas where you have trainers who can spend time with motorcycle learners, that again reinforces those behaviours. You can spend time riding through an area, visit a route, stop, go through the different scenarios, how did you do it, what would you do differently and, again, it is reinforcing those positive behaviours. But as any motorcycle rider would probably say, the best way of doing it is the experience, is being able to ride, and that is always a difficulty.

**Mr LANGUILLER** — Briefly, is there an additional action that you would like to see arising out of this committee's inquiry? If it were up to you, what would you do?

**Ms McKENZIE** — I would look at the licence itself, when you are able to get your learners permit and then your provisional licence. I would be probably looking at enforcing amounts of time required to be a rider on the roads, so it is the experience before you are able to go from your learners permit to your provisional licence. It is training. You might do it through DECA as we are a training organisation, but I would be looking at making sure that there is unlimited training. At the moment it is 8 hours, and we would look at extending that. It is about extending the training that is required but certainly looking at mandating people having experience prior to going to the next step of getting a full licence.

**Mr TILLEY** — Taking into account your comments on more compulsory training, the question it relates to is the way that DECA conducts its business. Why does DECA not refuse to offer the test-only option and require all its students to do a pre-test training? Is this based on a financial decision?

**Ms McKENZIE** — I am not sure whether I can answer in terms of the financial decision. I do not think the licence regulators support that. To some degree it would be a financial issue. Is there the opportunity of making money? But my view is that having experienced it myself I would be looking at trying to increase the amount of training for people who want to go down the path of motorcycle licences.

**Mr TILLEY** — Perhaps doing a pre-course before actually applying for it?

**Ms McKENZIE** — Yes.

**Mr ELSBURY** — It would be very difficult for one training provider to come out and say, 'You have to do this before we allow you to do the test', especially when you have all the other training providers saying, 'You only have to do this and then do the test and you do not have to worry about what people are doing' because everyone is going to take the easy option unless they are conscientious like me.

**Ms McKENZIE** — Yes, with the financial issues I would suggest you would probably need to support it to make sure it happens across the board, and that you would regulate so that it does happen. If you look at the level playing field, it is making sure that everyone is on a level playing field, because we know that there might be so-called level playing fields but in reality it is probably not. We see that in all different things. Yes, we would look at it, but I would agree that it is probably better legislated and then regulated.

**Mr TILLEY** — Does DECA use simulators?

**Ms McKENZIE** — We do. We do not do it for motorcycles or cars, but we do it for buses and heavy vehicles.

**Mr TILLEY** — Okay.

**Ms McKENZIE** — We do have five. There is the opportunity of being able to modify it, but that costs money. The simulator is a great invention and a great piece of technology. It does not take away the need to be on the road and get that on-road experience, but it is able to take someone, put that person in a simulated environment, work out where that person is and then look at how that person is able to change and learn over a period of time without having to go into an on-road experience. You are able to give that experience without going out on the road in an uncontrolled environment.

**The CHAIR** — I note that you mentioned earlier that you grew up on a farm and that you rode a farm bike at an early age. At what age did you start riding a farm bike?

**Ms McKENZIE** — That was a few years ago, but I was about 10.

**The CHAIR** — Do you have any thoughts on how the committee might approach off-road use on private property?

**Ms McKENZIE** — That is a difficult one.

**The CHAIR** — Perhaps you could take that on notice if you have some thoughts. Recently we have been reading some coroners' reports about some accidents that have occurred off-road and on private property and have involved children growing up on farms. There have been some coronial recommendations. If you have any wise thoughts on that, we would be grateful to take them on board. Thank you very much for coming along and representing DECA. We appreciate your time and your efforts.

**Ms McKENZIE** — Thank you.

**Witness withdrew.**