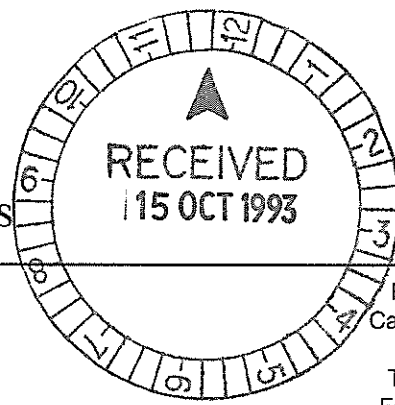




Parliamentary Secretary
Transport and Communications



Mr Neil O'Keefe, MP

Parliament House
Canberra ACT 2600
Australia
Tel. (06) 277 4687
Fax. (06) 277 2144

Mr Damien Codognotto
The Motorcycle Riders' Association of Australia Inc
GPO Box 1933R
MELBOURNE VIC 3001

12 OCT 1993


Dear Mr Codognotto

Re: Motorcycle Daytime Lights

Thank you for your letter of 19 July 1993 about Australian Design Rule (ADR) 19/01 and the tax status of the 4B's Benevolent Fund.

Following my discussions with you and Peter Steedman, I carefully examined all the arguments in support of, and the concerns expressed about, the introduction of ADR 19/01. From my examination of all the arguments I remain convinced that the decision taken by the Government to introduce this Design Rule is correct.

At the 'Train the Trainers' Conference in Queensland last year I expressed the view that we need to continue with the rule until the evidence clearly tells us more. The Federal Office of Road Safety will continue to monitor serious motorcycle crashes to determine whether or not the Design Rule has made any difference, one way or the other.

I note your comments about FORS being resistant to working with the MRAA. Your Association has two representatives nominated to the Motorcycle Safety Consultative Committee. I understand that the first meeting of the Committee has been held and that relations between MRAA and FORS representatives were cordial.

You asked about the tax status of the 4B's Benevolent Fund. I think it would be necessary for MRAA separately, or in conjunction with the Australian Motorcycle Council, to submit an application to the Australian Taxation Office. At the same time you might want to provide me with a copy of the submission.

Yours sincerely


Neil O'Keefe
Parliamentary Secretary

Damien: I also looked closely at the Italian position and the attached may be of interest.

MOTORCYCLE DAYTIME LIGHTS: ITALIAN BAN

- A revised draft of the Italian traffic code issued early this year prohibited the use of daytime lights by **any** vehicle, except in adverse weather or emergencies.
- Australian opponents of daytime lights, including Mr Hawker, have claimed this was a response to supposed dangers of daytime lights.
- Reports of the Italian proposal were investigated by FORS in March 1993. Information was obtained :
 - from the Australian Embassy in Rome
 - from Italy's representative on the *International Steering Committee on Motor Vehicle Lighting During Daytime*, Professor Pietro Mengoli and
 - and more recently (June 1993) from a senior official of the Italian Ministry of Transport, Mr Claudio Lomonaco (see below)
- The replies showed **there was no clear safety reason for the ban**: it had been a part of an old traffic code (though not previously enforced), and had slipped through a review of the code.
- Riders in Italy bitterly opposed the ban on daytime lights: **they wanted to keep the safety benefits of lights-on**
 - the Australian Embassy informed FORS that riders were even considering taking the matter to the European Commission.
- A senior official of the Italian Ministry of Transport, Mr Claudio Lomonaco, confirmed in June 1993 that:
 - his organisation knew of no research indicating any danger associated with daytime light use
 - the ban on daytime lights had been a part of an old traffic code (though not generally enforced), and had been retained without any close examination
 - **the ban was now seen as a mistake** (one of several in the revised code), and
 - **the code was to be changed to permit daytime light use by motorcycles.**

OTHER COUNTRIES

- Daytime light use is a well accepted safety measure for riders in many countries:
 - In the USA, California has a law similar to ADR 19/01, and 22 other States have compulsory-use daytime light use laws for all riders.
 - In practice, almost all motorcycles sold throughout the USA are "hard-wired" for daytime lights.
 - Canada, Sweden, Norway and Finland have compulsory use laws for all vehicles; ?
 - Many countries in continental Europe have compulsory use laws specifically for motorcyclists: including France, Germany and Spain.
 - Malaysia recently introduced daytime light requirements for all motorcyclists
 - and Japan has decided to do the same.

- In Europe, some riders have opposed proposals to introduce daytime light requirement for **all** vehicles: on the ground that this would reduce the safety advantage that riders gain by using daytime lights.