

*This correspondence from:*  
The Secretary  
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SUBMISSION ON

LAND TRANSPORT (DRIVER LICENSING) AMENDMENT (2011) RULE 91001/7.

ON BEHALF OF THE FEDERATION OF MOTORING CLUBS (FOMC).

The Federation of Motoring Clubs (FOMC) represent over 125 member clubs ranging from cars to motorcycles, commercial and military vehicles, motor caravans, traction engines, tractors and farm machinery covering heritage, collectors and recreational vehicles spanning all years of production.

Dear Rules Team,

Where we have stated “no comment” to some of your proposals, this does not mean we either approve or disapprove of the proposal. We choose not to comment because we don't expect the change will effect vehicle owners who are members of FOMC member clubs.

We have no objection to Proposals 1, 2 and 3.

We don't object to proposal 4, however in the background explanation for the change in the overview page 11 you quote several cases where a drivers licence is used for ID purposes. Does this disadvantage those without a drivers licence?

Proposals 5, 6 and 7 – No comment.

Proposal 8 – Has our approval. Reasons for the proposed change say it all.

Proposal 9 – Has our approval, however when it comes to photograph requirements – no comment.

Proposal 10 – **WE DO NOT APPROVE.** If you have been involved in a motoring incident involving a diplomat and they claim diplomatic immunity it is very frustrating especially if they are at fault. Their spouse, partner and family **ARE NOT DIPLOMATS** and should be treated the same as any other temporary visitor to New Zealand.

Proposals 11, 12 and 13 – Have our approval as they are logical changes.

Proposal 14 – Has our full support.

Proposal 15 – Has our reserved support. While the C.B.T.A. is obviously important and motorcycle specific it seems a shame to remove the incentive to undertake an advanced driving course.

Proposal 16 – Has our full support. Reasons for the proposed change are absolutely correct. We represent enthusiasts that have restored 350cc and 500cc English motorcycles and they then sit their motorcycle licence and have to ride a 250cc machine with twice the acceleration and a higher top speed.

Proposal 17 – Has our support.

***Representing the responsible special interest and heritage motoring enthusiast***

Proposal 18 – Also has our support. Travelling on the open road at a lesser speed than the traffic flow for no apparent reason can cause frustration to other road users.

Proposal 19 – Introducing a moped licence that includes a basic handling skill test for new riders has our approval. However we represent owners of original mopeds (bicycles with auxiliary clip-on motors) as opposed to modern high performance small motorcycles and scooters that are ridden by inexperienced (often young) students and commuters. The original collectors' mopeds are ridden by enthusiasts who have often never ridden a full sized motorcycle. To expect these experienced riders to follow the flow chart on page 26 of the overview would be inconvenient to say the least.

The FOMC suggests they be issued with a class 6M moped licence provided they have had a class 1 car licence for at least 5 years and can prove they own a registered moped (not necessarily licensed) i.e. registration on hold. The Motor Vehicle Registration Centre can confirm the details.

Proposals 20, 21,22 and 23 – No comment.

Proposal 24 – Has our approval.

Proposal 25 – No comment.

Proposals 26 and 27 – Have our approval.

Proposals 28, 29, 30 and 31 – No comment.

Thank you for considering our submission.

Yours sincerely,

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