



Briefing Note on Proposed Policy Changes
June 2026

ACTION AGAINST HOONING

Executive Summary

Action Against Hooning (AAH) is a community action group seeking improved enforcement against hooning activities.

Our campaign has uncovered broad community support. We have witnessed surprisingly widespread frustration, disillusion and outright anger at the lack of action by authorities. Hooning is a universal problem and a growing culture.

The current enforcement and prevention framework for hooning is siloed between the three authorities responsible:

- police - for enforcement for all the vehicle standards
- Transport and Main Roads (TMR) - for vehicle standards and main roads design
- local government- preventative road design.

AAH's view is this siloing is currently caused primarily by a lack of resources and reporting procedures which are both difficult to navigate and generally ineffective.

The two main undesirable effects of hooning activities are:

1. unsafe driving, and
2. noise (noise being most commonly cited to AAH as the main irritant).

Discussions with council, police, and state parliamentarians

Police advice at the local and commissioner level, suggests traffic offence enforcement is under-resourced due to mission creep, youth crime, violent crime and domestic violence.

AAH agrees that enforcement activities should take precedence, therefore a solution to reduce traffic police officers' workload is needed to prevent the continuing growth of hooning.

Police and AAH have indicated that hooning is the gateway offence into more serious criminal activity and threatens social cohesion.

ACTION AGAINST HOONING

AAH believe enforcement must be:

- economically viable and easily funded
- consistent across Queensland, and
- must provide a progressively acute level of deterrence.

Increasing [fines](#) and penalties is, of itself, currently failing to deter hooners due to falling and low levels of detection and enforcement. AAH believes it's essential to increase levels of enforcement for illegal driver behaviour to restore a culture of respect for the law and a recognition that driving is a privilege, not an automatic right. This requires a suite of changes dealt with in detail in this document:

1. [Significant increase in Camera Detected Offences Program \(CDOP\) cameras \(with multiple offence AI assisted detection\)](#)
2. [Change to TMR policy on testing and modifications to exhausts](#)
3. [Changes to licensing demerit point system and penalties](#)
4. [Criminal offences for persistent unlicensed and illegal driving](#)
5. [Equipping police cars with EMP capable drones](#)
6. [VAS speed monitoring signs on all suburban through-roads](#)
7. [Making motorcycle number plates easily readable or switch to transponder system](#)
8. [Allowing police to read Queensland Motorway transponders](#)

AAH believes these changes will do much more than just improve detection to deter hooning; the broadscale introduction of cameras will capture a wide range of criminal activity, reducing police workload (currently a significant problem) and providing a return on investment - just from additional fines - that will repay the initial outlay within an acceptable period.

ACTION AGAINST HOONING

The Current Situation

AAH have consulted with police, council and the general public to establish why enforcement of hooning is inadequate at the current time. General duty police and senior police officers have provided some insight.

Queensland's acting Police Commissioner Shane Chelepy, in an [ABC article in December 2025](#), stated that low net recruitment and mission creep, particularly due to youth crime and domestic violence, have reduced police capability.

AAH members have personal experience of this - The Redcliffe Peninsula's police station has no dedicated traffic officers. To combat the hooning problem, Chief inspector Craig White, in his initial meeting with AAH in January 2026 advised that four additional officers would be seconded To Redcliffe for six months to conduct traffic enforcement. It later became obvious this would not be possible due to low numbers of traffic policemen. A week-long high visibility policing (HVP) operation was conducted instead.

Police have also advised that the advent of cartel (organised) hooning, draws up to 100 offending vehicles to a meeting. CI White explained that, due to low police numbers it often occurs that just one police vehicle is available to attend, making enforcement unsafe and in many cases impossible.

Inadequate resources are exacerbated because most hooning occurs at night. There is now a need for rapid change towards effective policing of hooning activity to reduce the workload and the costs of policing.

Sunshine Coast University (UniSC) Study into Hoon Culture

A study named [Understanding street racing and 'hoon' culture by UniSc](#) found that the majority of street racing and hooning occurs at night. This is likely why noise is a major cause for complaint, since sleep is disturbed.

ACTION AGAINST HOONING

Motorcycles

A number of NSW councils have conducted [trials with noise-activated cameras](#). One finding was that 55% of noise activations were caused by motorcycles, while representing only 4% of vehicle registrations.

Duty police report that enforcement of motorcycles is extremely difficult since their smaller number plates are not easily read. Added to that, the inability of police to pursue speeding vehicles and the speed and agility of motorbikes and it becomes obvious why these motorbike hoons are not being caught and prosecuted in sufficient numbers.

Unregistered vehicles

It is estimated that there are over [120,000 to 135,000+ unregistered vehicles on Queensland's roads](#). Police advise that many vehicles used for hooning are unregistered or have missing number plates.

Reporting hooning

The reporting systems for hooning are slow and not user-friendly and regularly fail to result in immediate enforcement. Thus the public attitude is 'why bother?' This undermining of community confidence in authorities, reduces the compliance and the intelligence police need to enforce the law.

Reporting hooning, even with video, to the hooning line, policelink or station staff often does not appear, from the public's point of view, to result in prosecution. This means that, if what they witness on the road doesn't improve after reporting, they naturally believe nothing is being done.

Comments by police staff and officers, such as 'you'll never stop hooning', and 'we can't do anything with this information', which AAH members have personally experienced, only worsen the situation.

Exhaust noise

The current enforcement regime for noise is almost non-existent. [Exhaust modifications are exempt from testing](#). As a result, hoons can significantly increase the noise level from their cars with impunity. In addition:

- Police do not have the necessary equipment to check vehicles.

ACTION AGAINST HOONING

- The regulation is claimed by operational police to be complex and unclear, thus preventing officers from enforcing the regulation.
- TMR enforcement of the roadworthiness of vehicles is noticeably absent.

This is exacerbated by the excessive noise levels allowed by the Australian Design Rules (ADR) which, at 90Db for cars and 94Db for motorcycles, are the most lenient and noise polluting in the developed world. And no-one has given us a rational reason why motorcycles are allowed to make more noise than a car.

*[European maximum noise regulations](#): cars; 68Db
(one third less than Australia), trucks 82Db (100Db in Australia).*

Damage to human hearing begins at 85Db and increases with intensity and exposure.

Health and environmental effects

It should not be ignored that multiple [studies show](#) people living near major roads or suffering long term noise pollution from vehicles are at greater risk of coronary heart disease.

An [article in The Conversation](#) reported that 28% of the microplastics in our environment come from vehicle tyres. These plastics seem to be impossible to remove and could be responsible for certain rare cancers. What % of that could come from the unnecessary and destructive ripping and wearing of tyres by hoons, we wonder?

"Tyre particles tend to be made from a [complex mix](#) of synthetic and natural rubbers, along with hundreds of chemical additives. This means the consequences of tyre pollution can be unexpected and far reaching."

Source: Car tyres shed a quarter of all microplastics in the environment. The Conversation 2024

ACTION AGAINST HOONING

Proposed Solution

Significant increase in Camera Detected Offences Program (CDOP) cameras

TMR commissioned a [study into the effectiveness of the CDOP program by Macquarie University](#) Accident Research Centre in 2018. The study found the CDOP was effective in increasing road safety and reducing fatalities and severe injuries. The CDOP in 2025 produced net revenue of \$360 million. Less than 1% of this was spent on new cameras.

The [UniSc hooning study](#) found that most hooning behaviour occurs at night and is randomly located. AAH believes it is neither physically, economically, operationally, or socially responsible to hire, train and deploy enough police officers at enough locations to physically enforce hooning law. It is viewed by the public as 'a fool's game', undermining confidence in police. In fact, we have been personally advised by a local traffic police officer that hoons taunt the police.

We also believe this strategy is a significant waste of their limited resources. It's important to note that low success rates amongst the police also lead to low morale and workforce attrition (the recent QPS review states the attrition rate has risen to 3.2 per cent).

[The Queensland Police 100 day Review](#) states the QPS has experienced "significant mission creep", with officers increasingly tasked with non-core responsibilities such as non-critical mental health responses and prisoner transport.

Police officers are highly trained to deal with difficult and diverse situations. Those skills should be utilised as intended. Traffic enforcement is naturally at the lower end of the priorities when allocating resources, which is understandable but makes it prone to sidelining as unimportant.

ACTION AGAINST HOONING

Far from being unimportant, hooning is witnessed daily by the public, affecting the quality of their lifestyle and wellbeing, and making it a high [priority for voters](#).

The CDOP is effective for some offences, but a broadscale camera network with AI technologies would allow hooning to be observed, evidenced and, importantly, tracked. Why is this important? Because many hoons make themselves unidentifiable; masking their faces, removing number plates etc, making them difficult to trace. Tracking offenders over distances via the cameras would go a long way to solving this problem. Meanwhile, traffic police are dedicating more time on their core responsibilities of investigation and enforcement.

The AAH Proposal

Cameras should be installed at all 4000 (approximately) signalled intersections and roundabouts in Queensland. This could be funded across a single term of government from CDOP funds. It is realistic to expect higher revenues from subsequent years, sufficient to replace funds diverted from other priorities in the second, third and fourth years.

In 2024-25 some \$53 million in admin costs were sent to the Qld Gov treasury. We have been unable to ascertain where those funds were spent. Overall, some \$138 million was spent on administration. \$138 million represents 33% of the total income from traffic fine revenue, which seems excessive.

The cameras would work in conjunction with the existing mobile cameras which add another useful element - that of surprise - to the policing strategy.

The benefits:

1. Hooning activity would be far more likely to be spotted, evidenced and therefore enforced.
2. A wide range of traffic offences would be captured and penalised by changes to the AI capability, importantly without changing cameras.

ACTION AGAINST HOONING

3. Hoons have shown themselves willing to innovate where and how they hoon. These cameras provide the flexibility not currently available to the CDOP.
4. Unregistered vehicles can be more easily and consistently detected. TMR estimates there are approximately 135,000 unregistered, uninsured vehicles on the road.
5. The network, particularly in cities, are essentially impossible to avoid, enabling vehicles to be tracked close to their domicile. This significantly increases police likelihood of tracking them down and enforcing the law.
6. The tracking capability would be useful in the investigation of other crimes, as proven by the [camera trial in Logan City](#), a \$2 million initiative providing 1400 cameras.
7. The increase in fixed cameras allows for far more effective deployment of mobile cameras, providing a higher concentration on roads without signals.
8. Vehicles with invalid or missing number plates could be evidenced and tracked with AI vehicle recognition.
9. Cartel hooning vehicles are tracked both when travelling to and from hooning gatherings, allowing police to enforce with fewer resources.

ACTION AGAINST HOONING

Proposed Solution

Change to TMR policy on testing and modifications to exhausts

Currently the permitted level of exhaust noise from vehicles is set by the ADRs at 90Db for a car and 94 Db for a motorcycle. This standard is the worst in the developed world, well behind Europe at 68Db for cars and 82 Db for trucks. Similarly there are no rational arguments allowing motorcycles to make more noise than a car, only the excuse that 'it's always been that way'. AAH will be lobbying the Federal Government to change that.

The state has a regulation requiring vehicles to meet the ADH and prohibits making exhaust noise louder than the original fitted. But [TMR's policy](#) states that exhaust modifications are minor changes, not requiring testing or certification. This is a huge loophole which does not need legislative change to be closed, just a change to procedure.

Testing of noise activated cameras has been recently conducted in several NSW councils. In NSW general noise levels are enforced under EPA laws through the councils. In Queensland vehicle noise is excepted from EPA enforcement.

An interesting finding of the [NSW trials](#) was that most activations, something that anecdotal evidence locally affirms, occur at night. Another finding; 55% of activations were caused by motorcycles when only 4% of registered vehicles are motorcycles.

Policy exemption revoking

AAH proposes that the policy exemption from testing for exhaust modification be revoked. Any exhaust that is not identical to the manufacturer's certified system should be tested and certified after fitting to ensure compliance with the ADR.

Exhaust sellers would benefit from charging for testing and the testing equipment is very affordable. TMR could specify the appropriate equipment.

ACTION AGAINST HOONING

Particularly among motorcycles, self-modification is a common practice. The current regulations allow an officer to require testing if they suspect the exhaust is not compliant. This should become a standard practice for all traffic stops in addition to fines for any other offences.

Noise standards should be graduated by output at a particular speed limit, e.g. 60Db at 60Km. This would allow for noise-activated cameras to deal with the most nuisance-causing hooning.

ACTION AGAINST HOONING

Proposed Solution

Changes to licensing demerit point system and penalties

AAH believes deterrence of people moving to hooning activities would be significantly improved if the penalties and inconvenience leading up to it ramped up as offences increased. Drivers currently have 12 points with the point reactivating after 3 years.

The CDOP program indicates that most offences are only 1 point offences. Drivers can lose their licence for an accumulation of points several times over their lifetime. AAH's position is that driving is a privilege for those that can responsibly exercise it. It should be more difficult to maintain a license if you are a serial offender.

The current system has established a sub-culture that it is 'ok' to re-offend as long as you eventually get your licence back. The structure of the demerit point system should resist this. It's clear that someone who continues to offend after losing their license does not appreciate their privilege and does not sufficiently respect the law.

Initially the demerit point system as it does, then if a driver suspends their license for an accumulation of points it should be mandatory to pass a driving test before it is reinstated. After reinstatement that driver should face a week's immediate suspension for each point lost. This will serve as a constant reminder, at each offence, of the inconvenience of not having a license.

Should they again suspend the licence for an accumulation of points, they should have to fully re-qualify through the learning and provision licensing process.

When again having a full licence we suggest they should be subject to a regime where every point is a suspension for that number of weeks but with suspension matching the accumulation of points to date. For example, 6 points lost - 6 weeks suspension, 9 points lost - 9 weeks suspension. Additionally any vehicles registered to them should be impounded for that period.

ACTION AGAINST HOONING

If the offender accumulates enough points to suspend their license for a third time, they should be permanently disqualified from driving.

Criminal offences for persistent unlicensed and illegal driving

Driving while under suspension or unlicensed should be a criminal offence with jail time. In addition the good-behaviour licence should be eliminated.

Proposed Solution

Equipping police cars with EMP capable drones

Police report that under current policy they are unable to pursue offenders. This is good policy to protect other citizens. The undesirable outcome is that hooners are aware of the policy and take advantage of it to escape.

1. A number of EMP weapons have been produced worldwide with little effectiveness. Radiation obeys the law of inverse squares.
2. Hence being able to deliver an EMP to disable a car requires a system that can directly apply an EMP.
3. A relatively small capacitor can deliver the necessary EMP and is rechargeable.
4. A drone with a capacitor would enable Police to halt a pursuit but still safely pursue and disable the fleeing offenders' vehicle.
5. The drones capable of delivering an EMP payload are small and inexpensive.
6. Police who pursue can pilot the drone to land on the vehicle and discharge, disabling it and minimising risk to the public.
7. These drones can supplement police search capacity for offenders, enhancing safety while doing so.

Proposed Solution

VAS speed monitoring signs on all suburban through-roads

Also known colloquially as 'slow for Sam signs', they are cited by operational police and US research, as proving highly effective in slowing traffic because they provide instant feedback to drivers, reminding them of their obligations.

ACTION AGAINST HOONING

[Research in the US](#) has shown that, even after removing the signs, they continue to slow traffic.

These signs are inexpensive to install and maintain and they record data, useful to police enforcement.

Although they would not deter hardened hooners, they do affect general driver behaviour, having a beneficial effect overall on driving culture. General driving behaviour has deteriorated significantly in recent years for a number of reasons. This is a cultural change that is not easy to correct. Thus, anything that assists should be seriously considered.

When it's obvious these signs have so many benefits, it seems odd they are currently used only to slow vehicles to protect wildlife.

Proposed Solution

Making motorcycle number plates easily readable or switch to a transponder system

Police and citizens have advised that the number plates on motorcycles are too small to be readable. In addition their positioning often precludes clear identification. Perceived anonymity encourages reckless driving behaviour.

AAH proposes that motorcycle number plates have the same dimensions and specification as other vehicles. Alternatively, a registration transponder could be fitted allowing Police to access registration details.

Proposed Solution

Allowing police to read Queensland motorway transponders

Most vehicles have a toll responder for Queensland Motorway (QM) toll roads. In Brisbane a car used for hooning might carry a toll transponder, especially if the vehicle is stolen.

If police had a reader capable of pinging the transponder they can access address details from QM, make further investigations and take enforcement

ACTION AGAINST HOONING

action as needed. It will also allow a double-check when number plates don't match the vehicle.