

**MINUTES of Australian Motorcycle Council**

**ANNUAL GENERAL MEETING**

**11<sup>th</sup> /12<sup>th</sup> November 2017**

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## Attendees

### Name

Shaun Lennard	AMC Chairman	Delegate
Lorne Thurger	MRA ACT	Delegate
Brian Wood	MCC of NSW/Treasurer	Delegate
Guy Stanford	MCC of NSW	Delegate
Chris Mearns	MRAQ	Delegate
Dave Wright	MRAWA/Ulysses	Delegate
Ebi Lux	MRASA	Delegate
Graeme Rawlins	MRASA	Delegate
Jason Antony	MCC of NSW	Observer
Steve Pearce	MCC of NSW	Observer
Frank DeFrancesco	MRASA	Observer
Cathy Lux	MRASA	Observer

### Guest Speakers

Danielle De Paoli  
Liz de Rome

## **1. Welcome – Shaun Lennard**

Meeting opened at 9.03 am.

Shaun welcomed everyone and tabled apologies from Anastacia Ampt, Peter Baulch, John Eacott, Phil McClelland, Lachlan McDonald, Paul Bullock, John Woods, Reece Griffith and Nick Cacillis.

We then introduced ourselves.

Shaun read the order of the meeting.

## **2. Minutes**

There were no comprehensive minutes tabled.

Draft copy given to exec after the meeting. Copies available for delegates.

Action list review – Brian said no outstanding items

Addition to agenda

1. Barrier Conference
2. Road Safety Conference in Perth

A copy of reports is available.

## **3. Reports**

### **Chairman – Shaun Lennard**

Shaun welcomed everyone to Sydney and thanked Brian for organising the weekend.

The last year has been a challenge with communication.

There has been ongoing work with helmet legislation.

A national position on lane filtering is being worked on.

Liz de Rome from Deakin University will present MC clothing.

Motorcycle and roadside safety is being discussed with a 2 day international conference in Europe.

National Road Safety strategy is underway – report available. Also separate reviews of strategy.

Ministers Council met in Hobart last week.

1. 7 ½ % increase in road fatalities
2. Different criteria for measuring road crashes and statistics. Guy said there is a standard for reporting stats

3. Separate off road safety strategy action plan from Jeremy Wooley CASR Adelaide.  
 Why are we not achieving our desired outcomes?  
 Is there too much emphasis on safer vehicles or is it better to educate people with safer road practices.  
 No reporting of minor road crashes  
 No data collection when police don't attend. More focus on driver/rider training
4. Encourage member organisation to put forward ideas to the road safety strategy.

We workshop ideas for the Road Safety Strategy and put a format of how we are going to act. Report to minister by early 2018 (16<sup>th</sup> Feb). **Action Point – Attention Guy.**

Details of review be circulated and based on review of Road Safety Strategy.

Chairman to distribute paper. **Action Shaun.**

It is important that we are all across this paper.

We must educate the Minister.

Road Safety has its own language that we need to translate in language that the driver/rider can understand.

Austrroads has produced a 200 page report on motorcycles and infrastructure.

Distribute the report. **Action Shaun.**

It is important to acknowledge the work of the Executive in 2017.

It is important to acknowledge the monetary donation from MRASA. Ebi asked for a broad breakdown of the usage of funds donated.

Executive needs to action a strategic plan in Adelaide. Intelligent transport systems and autonomous vehicles look at the areas where there are gaps and fill those positions. There is no one to attend the Adelaide meeting AMC doesn't get funded to attend these meetings.

AMC has earned respect in the motoring community.

[Guy moved the report be accepted, seconded Ebi.](#)

Guy asked about the question of alliances.

- Review our alliance with Consumer Federation. Guy will write article for them.
- What alliances do we follow up on
- Motorcycling SA and MRASA work together. Ebi said we are working to the same end and keep in contact with each other
- We should be looking for advocacy groups that we can engage with

Guy - we can then attend conferences and have a chair. Submit proposals for alliance by partner alliance on a working level and a financial level.

Lorne – We need to be visual in our lobbying and fill the voids that exist.

Shaun – Austrroads are trying to implement a system about what needs to be done to make our roads safer.

Guy – We need to start planning to get AMC actively involved in education.

Ebi – Can we use the NSW's videos for national use? Yes. Credit must be given to MCC NSW.

Brian Wood - Barrier Conference in the US is keen to know about rub rails.

There is new research on making barriers safer. There are engineering companies and university groups who are trying to come up with a solution to the wire rope barriers.

The authorities want proof that they are dangerous. There has been a 30% reduction in

injuries since their introduction. Police don't have stats on any casualties. People drive/ride more carefully – slower. The wire rope barriers are less terrifying than car road users crossing roads in front of bikes. Motorcyclists' biggest enemy are posts. Deakin University are funding a programme to cover posts on wire rope barriers. Shaun - Riders are not crashing on straight roads but on winding roads  
Guy explained the action (in an accident) of the wire rope and the posts.  
Brian – there is a paper about helmet testing by Andrew MacIntosh. **Action Shaun.**  
A powerpoint presentation has more explanation and impact.

### **Secretary**

None tabled.

### **Treasurer – Brian Woods**

Report as tabled

Opening balance \$13,033.81

Closing Balance \$33,824.04

Brian suggested moving to Bendigo Bank to reduce service fees.

Ebi asked where the MRASA donation is being used. Brian said Approx \$40,000 in travel to conferences nationally and internationally. \$20,000 will be retained in the bank. Shaun said he would send MRASA a copy of expenditure. It will be used on meetings to do with wire rope barriers, helmets and protective clothing research.

Shaun wants to make the AMC webpage the page to go to for information on Motorcycling – funding here. The page needs to be a single resource point and providing relevant information.

Safe Systems Infrastructure Report mentioned several times and money has been used to attend this conference. MRASA needs this feed of information as there has been \$60,000 given over the last 7 years. Questions have been asked about why they are funding without answers provided.

AMC is our united voice in the political arena. Timing for lobbying is vital.

Is there any opportunity to revitalise the Motorcycle Safety Consultative Committee?

[Brian moved that the treasurers report be accept, seconded Ebi. Accepted](#)

Do we need books reviewed/ audited. No. Committee in agreement.

[Brian moved that we investigate moving the bank account to Bendigo Bank.](#)

[Seconded Guy. Agreement.](#)

Do we continue membership fees with Australian Consumers Federation? Yes. All in agreement.

We paused for a 1 minute silence - Remembrance Day observance

## **4. Committee Reports**

Standards Australia Committee reports as tabled at the meeting.

### **Road Safety Barrier Systems Standards Committee (CE-033)**

Since AS/NZS 3845 Part 2 was published, this committee hasn't been active.

It has been suggested that the Committee be disbanded, however, it has been suggested that the committee still has work to do on top rub rails.

## **Road Signs and Traffic Signals Standards Committee (MS-012)**

Due to work commitments and meeting being held interstate I've only attended one meeting.

A number of parts of this series have been voted on, passed and published. The committee has taken on the review of several more parts.

This committee will doubt continue to meet for several years.

## **Parking Committee (CE-001)**

AS2890.5 On-street Parking is being reviewed. I have suggested changes to the section on motorcycle parking to include a number of issues including footpath parking.

Guy – First and last parking should be allocated to motorcycles so pedestrians and cars coming out of parks and round corners can see traffic.

Parallel parking or dedicated parking for Motorcycles on narrow laneways. He asked if we could have a parking committee. It needs to be a standard committee for parking nationally. MC parking in NSW is free but time limited. We need to develop policy re more than one bike parking per car park. Brian would like to see wording around footpath parking. Parking is defined by council and is not a state government area. Standard hasn't been received on non-slip paint.

## **5. Sub Committee Reports**

### **Protective Clothing Committee - Brian Wood**

Report as tabled.

#### **Members**

Brian Wood – chair

Liza Tobin

Jen Woods

Rob Salvatore

Jim Furneaux

Liz de Rome (has temporarily stood down)

### **5 Star Rating Scheme**

I've attended several meetings of the Working Group, some by phone and others in person. Shaun attended a meeting at Deakin University Geelong. This included a tour of the test lab.

A 12 monthly trial of the test protocols for the 5 Star Scheme started in June. In the first quarter 25 garments were tested. It is proposed to tweak the equations that determine the star rating slightly, as a result the results haven't been released to the manufacture/retailers. The results of the current quarter are due soon. It is expected all the results so far will be released to the relevant manufacture/retailers.

The glove testing machine is still in development. The first test results should be available soon.

Securing sufficient funding to continue the scheme after the trial period is still an issue.

The National Motorcycle Alliance (Dave Cooke), the Independent Riders Group (Damien), Ulysses New Zealand (Jim Furneaux) and BRONZ (Bikers Rights Organisation of New Zealand, Byron Cummins) have all agreed that the AMC can represent their interests at the Working Group provided they are kept up to date on developments.

### **CE Standards** – proposed changes

The CE Standard Committee were keen to introduce changes to the European Standard as soon as possible. The proposed changes went out to review by the member organisations earlier this year.

The changes are not on the basis of injury prevention. The proposed changes lower the protection requirements. This is not in the rider's best interest. The proposed 5 tier system (AAA, AA A, B, C) could cause confusion with a 5 Star scheme. The AAA rating would be around 2 or 3 Stars under the Australian/New Zealand rating scheme.

The AMC submitted comment using Luxembourg's online access. The main comment was to retain Level 1 and Level 2 of the existing Standard as well as the proposed AAA, AA A, B, C and to have further testing of the Darmstadt machine.

The AMC has had no further contact with FEMA regarding the proposed changes.

### **AMC Position Statement** – (unchanged)

### **CE approved protective clothing website** – updated as required

**ABC Catalyst Program** a segment on protective clothing went to air on 29<sup>th</sup> March 2016

AMC is a member of the working group of the 5 star rating system. 12 month trial started in June funding comes from various state members on committee, mostly NSW and TAC. In Sept Chris Hurren wrote a report.

If a manufacturer wants clothing tested they pay for it but can't star rate clothing as they may not be random. (may be hand picked for testing)

Dumbing down standards is not in the interest of motorcyclists.

### **Infrastructure Sub Committee – Dave Wright**

Attended a 2 day course on Safe System principals by MRD WA

Attended a IPWEA Renewed accredited Road Safety Audit course for WA (resit course every three years)

Attended a 2 day, Roadside Barrier Design Course by MRD WA attended

ARRB webinar on Planning for and producing road safety on, infrastructure solutions for vulnerable road users.

Sessions 1-6 2.00pm -3.15pm

Cost \$475.00

Nov 14<sup>th</sup> – Dec 19<sup>th</sup>

## Summary

Sub committees give the organisation a better opportunity to voice a collective opinion. The value of these committees is important. We need an awareness of sub committee activity.

## **6. ELECTIONS – Guy Stanford**

Secretary must sign returns to Commission of fair trading.

All positions declared vacant.

Guy took over as Returning Officer.

<b>Position</b>	<b>Nominee</b>	<b>Nominated by</b>	<b>Seconded</b>
Chairman	Shaun Lennard	Dave Wright	Brian Wood
Vice Chairman	Dave Wright	Brian Wood	Lorne Thurger
Secretary	Ebi Lux	Dave Wright	Brian Wood
Treasurer	Brian Wood	Dave Wright	Graeme Rawlins
Executive	Peter Baulsh	Rob Salvatore	Jen Wood
Executive	Chris Mearns	Brian Wood	Lorne Thurger
Standards Australia Committee Nominees			
<b>Position</b>	<b>Nominee</b>		
Helmet Comm.	Guy Stanford CS076		
Barrier Comm.	Brian Wood CE003		
Road/Traffic Sign	Brian Wood MS102	*	
Parking Standards	Brian Wood CE001		
Public Officer	Graeme Rawlins		

### **All nominations accepted as nominated.**

MRASA to make enquires re the returns for the AMC.

Secretary is responsible for documentation of changing the office bearers of the organisation.

\*Brian will make enquiries as to the status of road marking paint standard.

## **7. Guest presenter - Danielle De Paoli - Maurice Blackburn**

Danielle is part of the injury compensation team in NSW in anything involved in injury compensation to do with road users.

In NSW, increase in fraudulent insurance claims and an increase in all claims has pushed premiums up.

No longer paying out small new claims but are investigating and fighting them.

They are looking at lifetime support of injuries.

As of Dec 1 2017. Moving away from faults basis everyone will get 6mths treatment, loss of work and home care.

Definitions of claims for soft tissue damage can be inconsistent. If you can prove fault you can make a common law claim for pain and suffering.

Loss of income - you can claim for.

For lifetime care injuries, after 5 years the claimant must go back to the insurer for individual claims for the rest of their life.

Go Pro helmet case won \$10,000 to be put back into the MC community eg gravel removal from the road.

If there is a road problem and it has not been fixed, those responsible can be put on notice. A hazard sign is enough to notify the public – then the public have a responsibility for their own safety.

What's the future of MC insurance premiums.

Insurance liability on club rides – everyone needs to take care of their own ride.

Thank you to Danielle.

We will look for projects to use the \$10,000

## **8. Guest Presenter - Dr Liz de Rome, Deakin University**

**Protective Clothing** with power point presentation

In 2001 MCC NSW approached Liz about protective clothing for motorcyclists. There were no guidelines for what was good/not good.

Information came from shop assistants, mates or social networks. Noone knew what was safe and what wasn't. We use clothing for weather protection and comfort.

Authorities didn't think the protective clothing was a significant safety measure with a fear of mandating clothing. We need to inform riders of safety quality.

Abbreviated Injury Scale (AIS) AIS 1 - Skin damage AIS 6 - death.

With this in mind injury protection is the least important in the manufacturers mind.

European Standard seems to be the benchmark. Cambridge and Darmstrad testing explained.

Testing is now mandatory in Europe. Manufacturers have refused to use the standard.

2010 French/Italian governments prosecuted manufacturers for clothing standards.

Darmstadts test doesn't seem to be as accurate and hasn't been validated to real surface abrasion. Australian prototype Star rating system is based on the Cambridge.

Testing for abrasion testing performance in seconds will be published. Abrasion resistance is the main area.

En17092 Abrasion resistance zone are in 3 zones (explained in diagrams), but the results do not seem accurate. Testing is done on dry road conditions - wet roads will have less damage but a longer slide.

At the moment the best to be wearing in all weather is reinforced denim with a leather jacket. They can't make a fabric that is breathable, comfortable fabric that is protective. The future is outer shell weather protection, abrasion protection on the inside and soft fabric on the inner liner is for comfort.

Manufacturers and road authorities are listening and making changes. Liz is receiving funding for testing. Buy one product on line and the same on in the shop in case they are different. Research says that protective clothing can work, the currently available stuff fails on road and in the lab. Star rating system has to be run independently. They use secret buyers for authenticity of product. Testing is for 50% abrasion, 20% burst strength and 30% for impact transmission.

At Deakin University they hope to set up a Motorcycle Research Hub.

Current funding will last till June 2018.

## **9. Helmet Presentation – Guy Stanford**

Was presented at the time of committee reports

New standard was released in 2006. 1988 standard remains.

Standard Australia was sold in 2003 and stickers needed to be on helmets.

Rule 270 is a definition of helmet legislation and there is a confused situation of different rule for each state. There were some certified helmets that didn't meet the standard. Modification was attempted on the standard. Guy heads the committee with input for all states to change to the European standard for lighter, safer helmets. He explained the testing for helmets that make up the new helmet standards. There is

constant and harmonious messaging re the introduction of legislation. Tim Kelly caused South Aust to be last in this introduction.  
 Proposal to have public consultation to a certain point, then departmental intervention.  
 Minister meeting to finalise rule 270 & 271 at a TLC meeting yesterday, the results will be available next week.  
 Finally getting all states to agree in a major item.  
 Cameras on helmets are not in compliance as helmets are tested without attachments.  
 Dark visors are to be used only between sunup and sundown.  
 Road rule 270 & 271 main aim is to have them adopted without modification. There was discussion on different state stories.  
 We need a Road Rules Committee.  
 RR 270 & 271 are being interpreted and misused, as well as lane filtering laws. Guy impressed that timing is vital for lobbying and introduction. AMC needs to stay on track with all road rule presentations.  
 Wednesday new model 270 will be published, also national lane filtering rules.

## **10. Reports**

### **a. New South Wales – Steve Pearce**

Motorcycle Council of NSW Report

#### **Committees**

- Road Safety Advisory Council- about 3 monthly.
- Centre for Road Safety (19 items on the plan), Motorcycle Safety Implementation Working Group, second Action Plan, GLS review, post licence training ( masters course – return to riding course), Live to Ride, Roads we Ride, matching hospital data, heat maps
- Meetings with the RMS

#### **Submissions**

- Staysafe inquiry into Driver/Rider education and training
- N T C regulatory changes required for automated vehicles
- Regulation Impact Statement motorcycle ABS (education and training)
- Federal Ministerial inquiry into road safety. We need a motorcycle safety strategy.

#### **Activities**

- Motorcycle Awareness Month
- NSW Parliamentarian's Ride
- Breakfast Torque
- Ride to Work Week (FCAI)
- Emergency Satellite Phones (6+6 emergency phones installed – issue about placement), Putty & Oxley, technical specification (Broke-Wollombi, Snowies)

CTP changes 1/12/17

- Helmet videos – Road safety community Grants ( question about buying helmets over the internet with fit and quality)
- ACRS motorcycle seminar
- Phone/emails about 20 to 30 inquiries a month

## **Opportunities**

- Associate membership
- Facebook
- Rec Rego
- Motorcycle Friendly Towns (Wauchope and West Wyalong)
- Sydney Motorcycle Show Stand (alternates between Sydney and Melbourne)
- Top rub rails
- Inattentional Blindness, attendance at Breakfast Torque,
- Parking – need to get involved.

Youtube clips were funded by government grant money. They are already looking into redoing them/some of them with a known person in the mc community geared toward the younger riders.

## **b. Queensland – Chris Mearns**

The 2016/2017 year had the association again heavily engaged with the Queensland Government via involvement with a number of committees in conjunction with Queensland Transport and Main Roads Department (QTMR) as well as advocating for some updating of some motorcycling specific road rules and additionally working several other items of potential advantage to Queensland motorcyclists.

### **Road Safety Advisory Committee**

The association again continued to be represented on the Road Safety Advisory Committee working with the QTMR and indirectly advising the Minister.

The focus for the Advisory Committee through the year was the piecing together of the Queensland Road Safety Action Plan 2017-2019.

The Committee was charged with making recommendations on items to be included in the Action Plan as well as reviewing the drafts and final document. The Committee included representation from QTMR, Qld. Police, RACQ, Bicycling Qld., CARRSQ, Qld Treasury and MRAQ. The MRAQ's main focus was to ensure that motorcyclists got consideration in all safety issues but did not become demonised in the process. To this end the Association is pleased with the final document in that it makes considerable reference to the need to consider motorcyclist's safety issues but does so in a manner that hopefully will encourage continuing input from motorcyclists themselves.

The final document can be found at

<https://www.tmr.qld.gov.au/Safety/Road-safety/Strategy-and-actionplans.aspx>

### **Motorcycle License Committee**

The MRAQ continued to work on the Motorcycle License Committee in the third quarter of 2016 right up to the implantation of the new licensing systems implementation in November.

The new system consists of a Pre-learner course prior to a learner license being issued, 3 months minimum learner practice, 1 day RE license review and test and ¾ day R license review and test after holding a RE license for a minimum of 2 years.

The MRAQ has expressed concern on 1) the continued inclusion of the

mandatory requirement for a supervising riders with leaners as it is believed that this requirement can significantly limit the amount of time a leaner can practice and 2) on the increase from one year to two between RE and R which has no evidence to support the extension. These concerns have been relayed to QTMR and the department has committed to reviewing both approximately 24 months after implementation of the new system.

Any worthwhile data from the implementation of the new system can only realistically be expected to be possible to extract when the system has matured to a stage that sufficient numbers of riders have progressed through the whole course which would not be at least until after November 2018. The MRAQ intends to reengage with the QTMR at around this time to attempt to get some data on the success of the system.

Further information on the revised system can be obtained at <https://www.qld.gov.au/transport/licensing/motorcycles/getting>

### **Australian Motorcycle Council Motorcycle Helmet Committee**

The MRAQ continued to have representation on the AMC Helmet Committee.

Various other States have now finalised the inclusion of the EU standard as acceptable for helmet certification.

The AMC Committee is continuing to attempt to get the same wording for the helmet road rule in all states so as to eliminate any residual confusion on the matter.

The MRAQ has officially contacted the QTMR to request that clause 5 of the Road Rules be updated to include reference to the EU standard to ensure that it is clearly stated that any item referenced by either Standard is compliant as long as it was so at the time of manufacture. After a meeting held with the Minister and QTMR representatives the Department has acknowledged that the item is under consideration.

### **Road Rule revision**

As well as requesting to updating of clause 5 of the Road Rules the Association has also requested a revision to the rule on side filtering on high speed roads.

Currently the rule only allows the practice on roads posted at 90km or above however this becomes confusing and counter intuitive on roads with variable speed signage when the speed is reduced due to congestion which is the very time when side filtering becomes advantageous.

A request has been made to alter the wording to roads gazetted at 90km or above which would continue to allow the practice on particular roads even when the variable speed s is reduced.

### **Star rating for motorcycle apparel**

The Association made representation on behalf of the AMC to the QTMR to enlist the department's involvement on the proposed star rating of motorcycle apparel.

This representation was successful in having the QTMR engage with the other parties that were involved on this suggested system and

further they are now on the steering committee aiming to get this into the main stream.

The focus is to implement a system similar to the star rating on electrical appliances which would provide consumers with additional information that they can use to determine the effectiveness to a particular items safety value.

The system is specifically not intended to be a de-facto Standard but only a reference for consumer choice and information.

QLD, NSW, and VIC are the states principally engaged on this item and the tender for a testing supplier has been finalised.

The association will continue to monitor the progress of the item.

### **Brisbane CBD parking**

During the year and because of the commencement of the Queens Wharf development there was a loss of a substantial number of motorcycle parking spaces in the vicinity of the development works. Although the loss of spaces was not of their making, the MRAQ has engaged with the Brisbane City Council to work through attempting to find replacements for the losses and to attempt to find additional spaces to help accommodate the growing number of motorcycles being used for work transport in the Brisbane CBD.

To date there has been a productive result with all of the number of lost spaces having been replaced. Additionally other potential spaces are being worked on and a suggestion from the MRAQ for some subsidised payed parking.

A specific thank you is made to member Less Bryant for his work on this matter.

### **General**

The MRAQ has continued to work throughout the year with the input of its active members on its base goals and continues to show considerable success on the various items on which it is engaged.

### **c. Victoria**

No report submitted

### **d. ACT – Lorne Thurgar**

#### **General**

- Constructive co-operation with the ACT Government continues. They remain committed to improving safety outcomes for Vulnerable Road Users.
- Through our connections with Road Safety Officers (RSOs) and others from local councils in the region, several of the adjoining councils ran their Joe Rider / Motorcycle Awareness Week campaign simultaneously with the ACT's - notably the Queanbeyan-Palerang Shire for which their RSO Jo-Ann Ridley has secured funding.
- In the ACT, another 'Joe Rider' rider awareness campaign was run during Motorcycle Awareness Week – this is funded by a grant from the Road Safety Trust. The MRA ACT appreciates the willingness of riders to participate in this week long activity.
- The ACT Chief Minister invited the MRA ACT to provide a response regarding the CTP Insurance and their proposal to have a citizen's jury. Jen

Woods met with a representative of Maurice Blackburn to prepare material for consideration for groups such as MRA ACT. A response was subsequently provided.

- Successful annual charity events were held in December (Toy Run), May (Blanket Run) and October (Pink Ribbon Ride). Although numbers were down this appears to be a trend for all charity rides. This year the MRA ACT worked with the Female Riders of Canberra (FROC) to host the Pink Ribbon Ride which we hope will continue.
- We decided to seek some advertising collateral to support the Motorcycle Awareness Week and to that end the services of a graphic designer was sought to provide posters and FB tiles.
- Active engagement with Maurice Blackburn to discuss issues relating to riding in the ACT
- MRA ACT has continued to represent riders to the ACT Government – Justice and Community Service, in meetings and in phone calls.

### **ACT Legislative Assembly’s Inquiry into Vulnerable Road Users – Implementation of Recommendations**

- Recommendations from the Inquiry continue to implemented, with the MRA ACT being part of the consultation process and providing feedback.
- The ACT lane filtering trial has formally ended but as yet the government has not reported on its effectiveness. There have been regular stakeholder group meetings but very little to discuss; the trial seemed to have gone well from everybody’s viewpoint.
- The ACT Government has also continued to incorporate some of the recommendations from the Inquiry into the ACT Road Safety Strategy, which was released in February 2016.

### **ACT Road Safety Forum & Regional Liaison**

- This ACT Road Safety Forum was inaugurated in 2015 and continues to bring together ACT and federal public servants, police, lawyers, marketing experts, lobby groups as well as Road Safety Officers (RSOs) and others from local councils in the region.
- This forum provides an opportunity for MRA ACT to focus on the positives of motorcycling and to counter negative comments.
- Useful contacts are maintained, in particular with the RSOs with whom we will be co-ordinating Motorcycle Awareness Week (October – as above).

### **Inquiry into Road Repair in the ACT**

- Following notification of this inquiry content was received from committee members and a submission was prepared and submitted. The MRA ACT submission was published on the ACT Legislative Assembly website and will be considered as part of the Inquiry.
- 

### **ACT Road Safety Fund – Advisory Board Representation**

- Vice President Jen Woods is a member of the ACT Road Safety Advisory Board, which meet several times during the year. The Board also administers the ACT Road Safety Fund.

### **Grants and Rider Training**

- The Mature Age Skills Training for Experienced RiderS (MASTERS) programme delivered by Stay Upright rider training with the program funding

managed by MRA ACT, has continued successfully with well-subscribed courses and consistently good participant feedback.

- A grant for \$4k per year for 5 years has been received from the ACT Government, providing continued support for the program (another recommendation from the Inquiry into Vulnerable Road Users). This grant is in place until 2018.
- Permission has been received for the purpose of grant monies remaining from the NRMA-ACT Road Safety Trust to be changed to fund a local media campaign (Facebook, print advertising and in-store posters) to promote the MASTERS program to returning riders.

### **Road Safety and Rider Representation**

- Committees and groups in which the MRA ACT participated during the year included:

*Safer Cyclist Reform Working Group*

*Vulnerable Road User Forum*

### **Local Matters**

- There are currently three Members of the ACT Legislative Assembly who are active riders and current members of the MRA ACT. They are very supportive of MRA ACT activities and are regular attendees at MRA's charity rides.
- Last year we started to look into the expense of ACT motorcycle registration compared with other states and territories and are continuing this research.
- The past 12 months has been a period of turmoil for the MRA ACT with a rapid changeover of President and Treasurer during the year. With a new committee we are looking for a period of stability to tackle issues as they arise.

### **Community Events**

- The usual major events were run successfully during the year, with reasonable attendance numbers and support from local politicians:
  1. Toy Run.
  2. Blanket Run.
  3. Motorcycle Awareness Week.
  4. Pink Ribbon Ride.
- We also participated in other community group events:
  1. Defence Long Ride Show and Shine
  2. Triathlon support.

### **MRA ACT Executive Committee Members 2017-18**

President – Lorne Thurgar

Snr Vice President – Mike Kelly

Vice President – Jen Woods

Secretary – Vacant

Treasurer – Mark Mitchell.

Committee Member – Adam Smith-Platts and Andrea Lanagan

## **e. Northern Territory – Lachlan MacDonald**

### **Rider Awareness NT 2017 Committee:**

Lachlan Macdonald (President)

Eliza Tobin (Vice President) – resigned

Anastacia Ampt (Secretary)

Edon Bell (Treasurer)

David Hart (Public Officer)

Marie Creese

Myf Powell - resigned

### **Rider Awareness NT Agenda:**

In December 2016 Rider Awareness NT launched our Agenda for 2017 (attached). We started this campaign by meeting with Richard O’leary, chief of staff to the Minister for Infrastructure Planning and Logistics. We detailed each of our 4 action items, reasons behind them and identified how we would like to see them resolved. While we were not able to get any solid commitments directly from the Ministers office, we did launch our agenda at an ideal time. At the start of 2017 the NT Government started planning for their new 5-year road safety strategy – The Road Towards Zero.

A large part of the planning phase for this 5-year road safety strategy was a community consultation phase consisting of an online survey and community meetings all over the NT. Not only were our 1st and 3rd agenda items (rider training and lane filtering) questions in the survey, but the wording for those questions appeared to be taken directly from our agenda.

Rider Awareness NT campaigned to have as many riders as possible answer the Road Towards Zero survey, as well as attending as many of the community meetings as possible. This allowed us to further promote our agenda with other road safety stakeholders and community members. Our hard work throughout the first half of 2017 has paid off as I have been advised that a very large percentage of the survey responses appear to have come from motorcyclists and hence the results should support our 1st and 3rd agenda items.

The final results of the community consultation phase are currently with the Minister for review and Rider Awareness NT will receive them once they have been approved by the Minister. I am hopeful that our 1st and 3rd agenda items will be included as recommendations which will be a big win for Rider Awareness NT.

In the middle of the year Rider Awareness NT also ticked off our 4th agenda item! From 2017 onwards we will be receiving bi-annual reports detailing motorcycle registration and accident statistics for motorcycles. These reports will help us to get a wider view of motorcycle accidents in the NT and will help us form policies on rider issues in the future.

**New logo, stand, and Facebook page:** To go with our new agenda we have updated the Rider Awareness NT logo with a more modern look as well as getting a professional stand to take to events and promote Rider Awareness NT. We have also launched a new Facebook page to make it easier for riders to find us and see what we are up to.

**Rider Awareness Week and membership:** Unfortunately both Rider Awareness Week 2016 and 2017 had relatively poor participation from riders in comparison to activities held in previous years. However, there were many very generous donations from motorcycle clubs during Rider Awareness Week 2017 and it is encouraging to see that the local clubs are supporting Rider Awareness NT and what we are trying to

achieve. I plan to seek feedback from the riding community about what they would like to see happen during Rider Awareness Week 2018 in a bid to encourage more participation.

Growing our membership remains a struggle as while we have 171 people following our updates on Facebook, at the time of writing we only have 28 financial members who have renewed their membership or signed up this financial year. Membership drives see an increase in membership however many of those members do not renew their membership when sent reminders to do so.

**Summary:** Overall 2017 has been quite a positive year for Rider Awareness NT, since the launch of our agenda one item has already been completed and 2 more are well underway. With luck, hard work and support from the local riding community in 2018 Rider Awareness NT hopes to see all 3 of our remaining agenda items make significant progress.

## **Rider Awareness NT - Priority Agenda**

### Introduction

Rider Awareness NT is a membership based organisation, with a committee comprised of volunteers, committed to advocating on behalf of motorcycle riders in the Northern Territory. Rider safety is our highest priority and we aim to build awareness of the issues facing motorcyclists as valued users of Territory roads through community engagement, educational campaigns & programs.

When it comes to road trauma, the Northern Territory is the worst performing jurisdiction in Australia at 20 deaths per 100,000 population. This is up to five times the national average and with motorcycle deaths accounting for 10% of the road toll is up to 2 times the rate of other Australian jurisdictions.

Motorcycle safety and education requires a whole of community approach and the following key policy areas have been identified by Rider Awareness NT as high priority and is seeking NT Government commitment in addressing these issues and making positive change.

### Rider Training

Rider Awareness NT has long supported a territory wide training service to NT riders, however have also voiced concerns over the current shortcomings in motorcycle licencing and training in the NT. On a number of occasions, it has been brought to the attention of to the Department of Transport - Road Safety Group the gaps that exist when compared to other states that have implemented best practice training and licencing programmes.

For example, it is still the case that a person with no prior experience (vehicle or motorcycle) can obtain a Learners permit to ride a motorcycle, and then ride on the road without any on road training or competency assessment. This is in stark contrast to the standards that apply to a learner driver of a motor vehicle transitioning to a "P" status.

The METAL training curriculum (now being delivered by private providers) is separated into a basic and intermediate course. This course was designed to be 2 parts of a single course before getting a learners license. Riders are now only required to complete the Basic course and consequently are only receiving half the intended training.

The recent privatisation of the Motorcyclist Education Training and Licencing program (previously funded through MACC) has also created further barriers for riders to access training. Significantly higher costs are being imposed on learner riders through private providers, there is a lack of training opportunities outside of Darwin

and Alice Springs and there is no longer any rider training for existing or returning riders wanting to up skill (previously achieved through the METAL Advanced skills course).

Rider Awareness is calling on the Northern Territory Government to **URGENTLY** review motorcycle rider training in NT and establish a rider licensing scheme comparable to interstate programmes which are recognised as best practice and reduce barriers to obtaining training with improved affordability and regional accessibility.

**Motor Accident Compensation Scheme**

Compulsory Third Party (CTP) Insurance is required to be paid by all NT road users when registering a vehicle however Motorcycle CTP pricing is not considered equitable nor evidence based.

Despite there being many common motorcycle engine sizes ranging from <125cc to >1000cc (with the most popular sizes being above 250cc) motorcycle CTP fees are based on 3 categories only;

Up to 125cc - \$101.05 for 12 months 125cc-260cc - \$282.05 for 12 months above 260cc - \$728.20 for 12 months

(prices based on 2015 rates)

Rider Awareness NT has on previous occasions requested data including ratio of contributions vs claims to better understand the application of CTP, unfortunately without success. The methods used to calculate CTP should be transparent and based on evidence and risk; not disproportionately on engine capacity.

**Rider Awareness NT is calling on the Northern Territory Government to URGENTLY review CTP pricing for motorcyclists and establish a more equitable, evidence based pricing model with transparency of calculation methodology and data to substantiate pricing.**

**Lane Filtering**

Northern Territory is now the only jurisdiction in Australia that has not begun a trial or completely legalised lane filtering

Whilst Rider Awareness NT has previously sought from the Department of Transport a position on lane filtering, due to the current ambiguous laws, both the NT Government and NT Police Traffic Section have refused to provide a clear statement on whether filtering is legal or not, or even what riders can and can't do within the law. The current status does not allow for proper education of road users and requires urgent attention.

Studies have shown that filtering can be up to 6 times safer for riders in traffic. The NT Government needs to be proactive about rider safety and introduce lane filtering laws into the NT as has been done in the rest of Australia. **Road Trauma Statistical**

**Data and Reporting**

There is currently a high level of uncertainty and confusion amongst motorcyclists and other road users regarding lane filtering and Rider Awareness NT is calling on the NTG to **URGENTLY** review current laws and introduce legislation to legalise lane filtering in the NT.

The current suite of publicly available reports are limited and do not readily assist in identifying key issues surrounding the high road toll in the NT.

Rider Awareness is calling on the Northern Territory Government to compile and make available a regular and more comprehensive suite of reports similar to that of other jurisdictions.

## **f. Tasmania – Paul Bullock**

It has been a very interesting and rewarding year for motorcyclists. The TMC has been working very positively with State Growth on motorcycling issues.

1. Member of selection committee for the State Motorcycle Trainer.  
Part of the team for the implementation of the new motorcycle training program.  
Simon and I invited to the launch and viewing of the new training facility in Devonport.
2. Representation to the Minister for Transport and the State Treasurer on the recommendation by the Economic regulator to increase premiums. This resulted in the media release that there will be no increase in MAIB premiums or CPI increase in MAIB premiums.
3. Through state growth and Spirit of Tasmania when boarding the spirit in Melbourne all motorcyclists are given Tasmanian road safety pamphlet.
4. Amendment to road rule 271 with 271A which allows you to take your foot off the foot peg also to be able to stand on foot pegs legally.
5. We started this calendar year with 6 motorcycle fatalities within the first few months, 4 interstate riders and 2 locals very sad. Working with state growth on new programs to assist with promotion of safe motorcycle practises eg: don't ride naked, New signage for motorcyclists when exiting the Devonport ferry terminal.

The TMC is in a very strong position with the Departments of state growth, anything to do with motorcycling we are continually being contacted and asked to be part of. We have had meetings with Minister Rene Hidding and even Treasurer Peter Gutwein on many motorcycle matters all of which have been very positive.

#### **g. South Australia – Ebi Lux**

The MRASA has had an introspective year resulting in a number of innovations and changes.

In the past we have relied on members accessing our web page and quarterly publications to remain up to date with our activities. This has resulted in a lot of criticism from our members and other ride groups who have become used to the world of instant communications. Sadly we have tried using a Facebook page but have been trolled by a small but very vocal and vicious group of keyboard warriors who believe that their opinion is the only one deserving consideration. To solve the problem our webmaster Graeme Rawlins has reduced posting access to two people only and asked we close all posts to comment. This is not conducive to encouraging debate but is necessary to preserve our reputation.

More importantly we are using Mailchimp to send out regular individually addressed emails updating members of our activities. Feedback to this initiative has been very positive.

During the last 12 months the MRASA has been the first point of reference by media outlets and government departments. Like most other states, we have had a spike in motorcycle fatalities and serious injury crashes. The disturbing aspect is that a very large proportion of these accidents were a result of poor decision making and lack of concern for their own road safety. The media especially are keen to publicise the poor behaviour by a small group whose irresponsibility is reflecting upon all riders. Similarly the government is looking for ways to be seen to be proactive against the rising road toll and the easiest way to achieve this is to reduce speed limits and increase insurance premiums.

South Australia has finally legislated for lane filtering. Our biggest problem in getting this through has been a rapid succession of Road Safety Ministers, none of whom have been willing to make a decision in the face of opposition from motoring associations and the police as well as a relatively free flowing traffic system. Fortunately our current minister is attuned to the advantages of motorcycling and we were able to convince him of the advantages and the low risk involved in properly controlled filtering practices. We analysed eastern seaboard's legislation, drew up a matrix and ended with our preferred options, which was presented with SAPOL approval to the Transport Department. The final legislation is a very clear reflection of the MRASA presentation (many thanks to Graeme and Cathy for the amount of work done on this with me and all of my predecessors who set the groundwork).

We have submitted our response to mandatory fitting of ABS to motorcycles. Whilst this is inevitable and can see advantages for all but the best riders amongst us we urge the Federal Government to sanction studies into the effects of ABS on non bitumised surfaces. I have been working with the Adelaide Centre of Automotive Safety Research to firstly find any study undertaken to determine the reaction of ABS on dirt roads and secondly to support the MRASA in doing our own preliminary testing of ABS on adventure bikes.

We have been lobbying the Adelaide City Council to permit motorcycles to park on footpaths. Three trial sites were initially chosen for a six month study and results have been very positive for motorcyclists, pedestrians and most of all for business in the immediate vicinity. The council has been quick to develop this initiative and consulted with the MRASA as to the viability of further sites and how best to publicise their actions. As of March 2017 there are 8 locations for footpath parking in the Adelaide CBD. Consequently we have information available on our facebook page and website as well as at our request each location has a CBD map showing alternative sites. This has been a good win for us and set up a new working partnership with local government.

Coast FM, a community radio station, is committed to continuing its programme "Motochat" aimed at the motorcycling community. The programme will move from its Sunday morning timeslot to a Thursday evening at a time when riders will be listening rather than out riding. The MRASA will continue its fortnightly radio presentations and Coast will again be transmitting from the start of our annual Toy Run.

In Summary, the past year has been both testing and rewarding. Our position as a motorcyclists advocate has been under questioned by a biased minority but we as an organisation have remained dedicated to our task. We accept that a number of practices needed to change and have done so. We needed to be more open and transparent in what we do and have found a way to achieve this. Our solid base in dealing with all issues, large and small has been vindicated and we continue to do what we say not just claim credit for other people's work. We look after the small detail in achieving the bigger wins and involve all of our hardworking volunteer committee in determining policy and direction.

Brian said there is a report from a Japanese group re ABS on dirt.

## **h. Western Australia – Dave Wright**

At last July's AGM the following Committee members were voted for the next 12 months.

President – Steve Fish

Vice President – Willian Murphy

Secretary – Vacant

Treasurer/ Memberships – Ainslie Kounis

Road Safety/Research – Dave Wright

This year in brief

- Change in WA Government April 2017. We now have a new Minister for Police and Road Safety – Hon Michelle Roberts

This has delayed some of the issues that the previous minister was to approve, such as lane filtering, but we did manage to get the EU 22.05 approved just before the change in government.

- GOVERNMENT MOTORCYCLE STRATEGY 2016 - 2020

The Western Australian Strategic Direction for Improving the Safety of Motorcyclists and Moped Riders 2016 -2020 is now complete. 39 actions have been identified and are being worked on by the relevant agency. The MRA and Ulysses Club WA are now represented on the Road Safety Council through the Vulnerable Road User Advisory Group and its The Motorcycle Safety Committee Action Group which will both be under the umbrella of the Road Safety Commission.

WA now has a new Road Safety Commissioner Iain Cameron, I have had a meeting with him to discuss advancing the WA Motorcycle Safety Action Plan 2016-2020 including motorcycle lane filtering, motorcycles using priority bus lanes, motorcycle specific road safety audits and establishing a Motorcycle Crash investigation Team that will cover all factors of a fatal and serious crash including the state of mind of the people involved.

- 2016 W.A. MOTORCYCLE SAFETY WEEK

We will be holding our Motorcycle Safety Week from April 14<sup>th</sup> - 22<sup>nd</sup>

We will launch the week at the 2018 York Motorcycle Festival and include safety presentations and displays.

We will organise a Ride Your Motorbike to Work Day on April 18th

We will also facilitate a Motorcycle Safety Forum to review the progress of the WA Motorcycle Strategy Action Plan and discuss new initiatives that can be perused.

We will have the usual Motorcycle Safety Messages on the Main Road Dept. Variable Message Signs and Radio, Facebook and website messages.

- ROAD SAFETY COMMISSION GRANT

Motorcycle Skills Masterclass

Motorcycle Safety Week 2018 April 14<sup>th</sup> – 22<sup>nd</sup>

- MOTORCYCLE SPECIFIC ROAD SAFETY AUDITS

8 carried out during the past year with Local Government and Cardno engineering.

- 2017 Australasian Road Safety Conference Perth

Review/summaries.

I attended the 3 day Australasian Road Safety Conference which was held in Perth this year, representing the Motorcycle Riders Association of WA and Ulysses Club (my attendance was paid for by the WA Road Safety Commission and I would like to thank them for this)I have attended these for

the past 8 years in all Australian States and Territories and this was by far the best one I have attended because of the amount of motorcycle specific topics raised. These topics kept me busy for all 3 days and included a symposium on motorcycle training and licensing which lasted for most of day 1. On day 2 there was 11 concurrent sessions on motorcycle topics including high risk roads, protective clothing star rating, and motorcycle friendly road design. Day 3 was mostly about safety barriers and road side hazards. My notebook is now full of issues to peruse in the coming year.

### **i. Ulysses Club – Dave Wright**

The membership of the Ulysses Club Road Safety Committee is now-

Jen Woods, ACT Representative  
Neville Gray, South Australian Representative,  
Terry McCarthy, Tasmanian Representative,  
Dave Wright, West Australian Representative,  
Peter Ivanoff, New South Wales Representative,  
Shaun Lennard, Victoria Representative,  
Jim Beck, Queensland Representative

We held our Motorcycle Safety Forum on 25th May 2017 at our AGM held at Wauchope NSW

In addition to our state reports we had a presentation from Monica Liesch from, Maurice Blackburn Lawyers, who covered the following issues –

SMIDSY campaign

Lane filtering

Bus lane use

Road surfaces

CTP

Helmet law inconsistency

Presentation by Lisa Intemann, Acting Mayor, Port Macquarie Hastings Shire Council  
Who spoke of improved road maintenance in the area?

We also manned our Ulysses Road Safety stand for 3 days in the trader's hall that proved very successful.

The committee is now meeting 3 times per year to discuss and act on any state and national issues that affect our members.

### **11. Memberships Fees**

[Motion Brian Wood – AMC fees to remain the same at \\$400 seconded Dave Wright.](#)  
Carried

### **12. Presentation on NSW Motorcycle Awareness Month – Steve Pearce**

- October has been Motorcycles Awareness Month since 2000.
- MAM is a significant event for MCC NSW
- Main aim – to remind drivers about riders, celebration of motorcycling.
- They have a logo and are opening a twitter acct.

## **Promotion**

- Bridge banners and LED signs.
- Posters and stickers
- MCC NSW support the event
- Target radio campaign
- Media release- get media on side
- Social media activity – Facebook and Twitter. Tremendous growth, FB has been positive.
- Stickers promoting MAM. New set of stickers each year. These are also sold on ebay.

## **Schedule**

- launch ride
- ride to work day
- pink ribbon ride
- Sydney/Newcastle/Woollongong Radio coverage
- Parliamentarians ride – Hungry bikers breakfast, stall with safety equipment, 3 best helmets, helmet video launch (interest from the USA)
- Border ride to Albury/Wodonga
- Breakfast Torque
- Compression against depression
- In New South Wales there are 5.4 million non-motorcycle drivers.
- The goal is to reach 20% of these drivers
- How do we create media interest in MAM by media activity
- Social media growth from 800 to 6300 in 3 years
- Invest in target radio promotion – cost \$14,000 reaching about 1.3million people.
- Open new channels in twitter
- NRMA did a facebook post on lane filtering.
- Engage drivers and increase awareness
- Strengthen relationship
- Develop alliance
- Widen MCC support base
- Reinforce MCC reputation
- Media mostly on buses and taxis
- Ride to work promoted by Federal Chamber of Automotive Vehicles

## **13. General Business**

### **a. Future direction of AMC – Dave Wright**

How do we move forward and actions for the next 12 months.

The next 12 months needs to be a period of action. There hasn't been a lot of input in the last 12 months. With a new executive we can make a big difference.

Sub committees need to communicate with delegates.

Executive to write a review of where we are now and where we are going.

Get the web site up and functioning with updates regularly. Needs to be a go to resource.

Shaun would like to see encouragement from the executive to drive more sub-committees within the AMC.

If what we do, leads to reduction in road trauma we are heading in the right direction.

Governments don't fund lobby groups - we have to fund ourselves. Finance was spoken about.

## **b. Presentation of Motorcycles safety in Aust. – Shaun Lennard**

The riders perspective – the unanswered questions

3 key things to know in Motorcycle safety.

1. most incidents are caused by other road users.
2. the biggest issue is wire rope barriers
3. riding too fast doesn't cause accidents (moot point)

Explained who the AMC are, their aims and Motorcycle safety – Aust context.

There are 7 key recommendation areas

- Why is the government blind to motorcycling, they produced a document 7 years ago about 'How do we make walking safer' 'How do we make cycling safer' 'How do we discourage Bill from taking up motorcycling'.
- Stats Motorcycle reg and fatalities

300,000 reg in Aust - 1990	800,000 reg - 2017
150 fatalities – 1990	200 - 2017
fatality rate 15% 1970's	
5.5% - 1998	3% - 2017

Total deaths in car related incidents, in all countries, have increased in the last 2 years.

Shaun showed examples of poor roads and infrastructure.

Discussion continued on:-

- Protective clothing
- ABS
- Road Fatality reduction
- Motorcycle Safety

## **14. 2018 Conference location**

We are due to hold the conference in Brisbane. There was a suggestion to have it in Canberra again.

Executive to decide when and where. Notify committee.

## **15. Conference closed at 12.02pm**