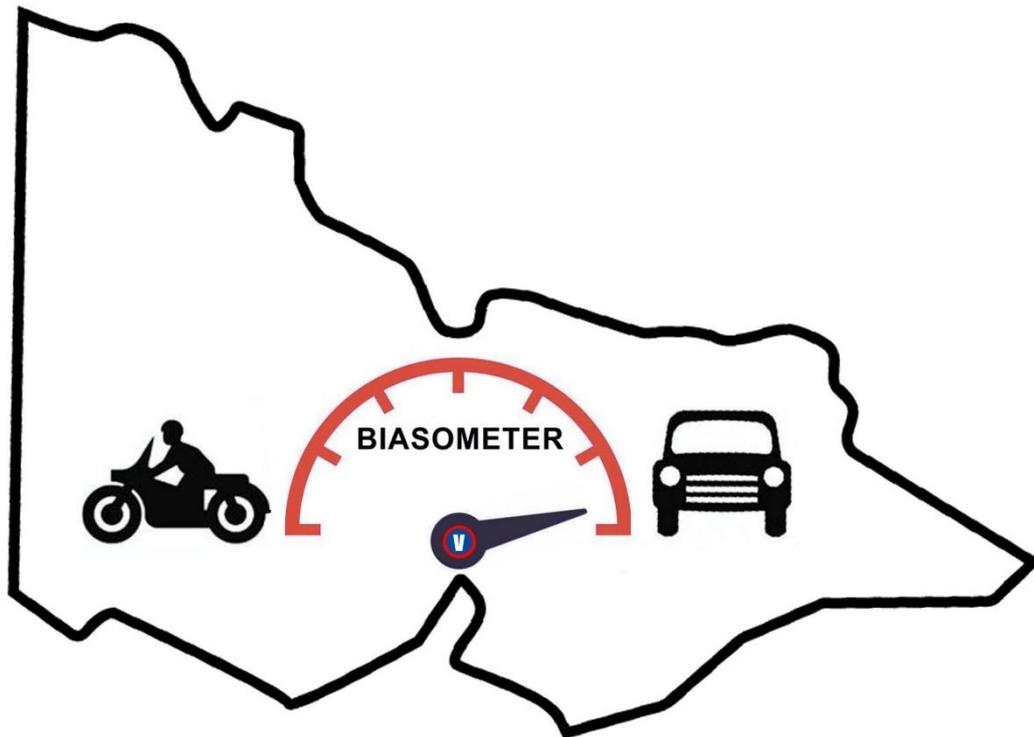


A MOTORCYCLE ROAD SAFETY REPORT



ANTI-MOTORCYCLE BIAS IN VICTORIA **TWO DECADES OF ANTI-MOTORCYCLE BIAS** **HAS FAILED MOTORCYCLE RIDER SAFETY**

By Stephen Bardsley
MBA, GradDipBA, GradCertBA

OCTOBER 2022

TABLE OF CONTENTS

SUMMARY

INTRODUCTION

1.0	VICTORIAN ROAD SAFETY – A BIASED AND UNREALISTIC APPROACH	1
2.0	MOTORCYCLE ACCIDENT STATISTICS AND DATA COLLECTION	4
	2.1 Resistance to an independent office of road safety data	
	2.2 Un-riders distort motorcycle accident statistics	
3.0	CAUSES OF MOTORCYCLE ACCIDENTS IN AUSTRALIA	9
	3.1 Examining motorcycle accident evidence	
	3.2 Contributing factors to motorcycle accidents	
	3.3 Drivers see riders but fail to give way	
	3.4 Road safety strategies do not tackle identified problems	
4.0	GLOBAL MOTORCYCLE ACCIDENT REPORTS	14
	4.1 USA riders not at fault 66% of the time	
	4.2 European riders not at fault 70% of the time	
	4.3 The evidence is ignored	
5.0	VICTORIAN ANTI-MOTORCYCLE BIAS	20
	5.1 Creating negative stereotypes and perceptions of riders	
	5.2 Consequences of road safety advertising campaigns	
6.0	RIDERS WORK TO MAKE VICTORIAN ROADS SAFER	23
7.0	A MORE COOPERATIVE APPROACH REQUIRED	26
	7.1 TAC Unresponsive	
	7.2 Road Safety Victoria (eventually responsive)	
	7.3 VicRoads an uncooperative organisation	
8.0	ROAD SAFETY IS NOT A SHARED RESPONSIBILITY IN VICTORIA	29
	8.1 Why a Motorcycle Safety Levy?	
	8.2 Concerns regarding the use of Motorcycle Safety Levy Funds	
	8.3 MSL discriminatory and recommended to be abolished	
9.0	THE VICTORIAN MOTORCYCLE SAFETY ROUNDABOUT	33
10.0	DRIVER EDUCATION AS A PRIORITY	35
	10.1 Education for Drivers - USA Motorcycle Safety Foundation	
11.0	HOW MANY LIVES MIGHT BE SAVED?	37
	11.1 Calculating how many lives might be saved	
12.0	ADDITIONAL MOTORCYCLE SAFETY INITIATIVES ALSO REQUIRED	38
	CONCLUSIONS AND RECOMMENDATIONS	38 - 39
	LIST OF REFERENCES	41 - 42
	LIST OF FIGURES	43 - 44
	ABOUT THE AUTHOR	45

SUMMARY

October 2022 is Motorcycle Awareness Month (MAM), an initiative of the Transport Accident Commission (TAC), Department of Transport and Victoria Police and will be spearheaded by Victoria's Motorcycling Community Engagement Panel (MCEP). Any road safety initiative for motorcyclists should be applauded, as does MAM, as a revival of the original Motorcycle Month first launched by the MRA back in 1980. The 2022 MAM is promoted as having the mission to remind motorists how road safety is a shared responsibility and everyone has a role to play in keeping roads safe, worthy sentiments indeed. The MAM mission however is somewhat ironic, for as this report will show, road safety is not and has not been an equally shared responsibility in Victoria for two decades. No matter how commendable the 2022 MAM may be, it may be soon forgotten, but the effects of two decades of anti-motorcycle bias, long term reluctance to acknowledge the real cause of many motorcycle accidents and an unwillingness to more effectively embrace motorcycle safety in road safety strategies and campaigns will not.

This report has not been prepared to be critical of the road safety partner agencies, it is acknowledged each performs excellent work in many areas, for example the front line work of the TAC is exceptional. Should a rider be injured, the care and support provided by the TAC is perhaps the best in the world. There are however motorcycle rider safety shortcomings which need to be addressed by road safety partner agencies, these are considered in this report, along with what might be done to correct them.

The Victorian Road Safety Strategy 2021–2030 aims to halve road deaths and reduce serious injuries by 2030, with the aim of eliminating all road deaths by 2050. This report explores why this strategy appear likely to fail, as have other road safety strategies before it, particularly in regard to motorcycle rider safety. The strategy can in fact already be seen as failing, lives lost year to date for all road users (as of the 29th September 2022) have not reduced as planned, but have increased dramatically by 16.7% on the previous year, alarmingly the fatality increase for motorcyclists and pillion passengers is much greater at 37%, illustrating much more can be done to improve safety for motorcycle riders.

This report identifies and examines the five main influencers of anti-motorcycle bias which have during the last two decades prevailed in Victoria, as has a reluctance to accept and therefore address the cause of many motorcycle accidents. It is shown how anti-motorcycle bias has and still is evident in the development and implementation of road safety strategies and public announcements made by the TAC. As already said, the shortcomings of the TAC are not with their upfront delivery of services to clients, but with road safety strategy development and implementation, which may be seen as being influenced by anti-motorcycle bias, they also have unrealistic goals which cannot be based on the premise of road safety as an equally shared responsibility of all road users.

Anti-motorcycle bias shown by road safety partner agencies is discussed, as is the use of statistics in public statements, strategy documents and road safety campaigns, used to illustrate motorcycles are over represented in accidents, but this without revealing riders are frequently not at fault, particularly in those involving a collision with another vehicle.

It is considered how the rejection of many recommendations made by Parliamentary road safety committees, Parliamentary motor cycle and other road safety inquiries, including the recommendation to abolish the so-called “safety levy”, demonstrate the anti-motorcycle bias which has prevailed in Victoria for over two decades.

Recommendations are made in this report, including that an impartial inquiry should examine why 48 of 64 recommendations resulting from the 2012 Victorian Parliamentary Inquiry into Motor Cycle Safety were not fully supported by the road safety partner agencies. It is recommended the whole of Government response to this Parliamentary Inquiry be reviewed, this by an independent road safety committee.

This report demonstrates how anti-motorcycle bias has restricted opportunities to improve motorcycle rider safety and may be seen as having increased the vulnerability of motorcycle riders on Victorian roads, this due to the creation of negative perceptions, stereotypes and attitudes of and towards riders. Such anti-motorcycle bias has not, is not, and never will be conducive to improving road safety for riders, it is certainly not what might be expected from government departments having the responsibility and indeed the duty of care to work towards ensuring Victorian roads become safer for all road users.

Evidence is used to show how motorcycle riders are endangered, seriously injured, and sometimes killed on Victorian roads, this often not due to their own actions, but those of other road users, usually driving four wheeled vehicles. The evidence shows how when there is a collision involving a motorcycle and another vehicle, the driver of the other vehicle is usually at fault, it is also shown how this is rarely, if ever, mentioned by the road safety partner agencies. Instead, announcements and road safety campaigns have portrayed riders as dangerous and irresponsible road users, this by using images, videos, public statements and statistics which rarely, if ever, reveal who is at fault for collisions involving a motorcycle. Such actions illustrate anti-motorcycle bias and a blame the victims, not the perpetrators approach, which does not encourage other road users to be more aware of, or respectful towards motorcycles. It is asked if this type of approach provides the openness, integrity and transparency riders and indeed all road users are entitled to expect from Victorian road safety partner agencies.

This report considers how the Victorian road safety partner agencies took six months to prepare their whole of Government response to the recommendations made by the Victorian Parliamentary Road Safety Committee (these resulting from the 2012 Victorian Parliamentary Inquiry into Motorcycle Safety). The response being to fully support just 16 of the 64 recommendations, each which was designed to improve road safety for motorcycle riders. It is explored how the whole of government response was carefully worded, to in effect reject the majority of the recommendations without actually saying so. Terms such as “noted”, “supported in part” or “supported in principle” were used, the response being extremely disappointing to motorcycle riders and their advocates. Many motorcycle riders and advocacy groups believe even the 25% of recommendations which were said to be supported by the road safety partner agencies, were subsequently not supported to the extent they should of and were expected to have been.

It is considered how anti-motorcycle bias has seen opportunities to embrace many recommendations made by the Parliamentary Road Safety Committee be overlooked and so opportunities to make Victorian roads safer for riders have been missed, or may better be described as having been “dismissed”. The 465 page Parliamentary Inquiry into Motorcycle Safety of 2012 (PIMS) and its 64 recommendations were overwhelmingly supported by Victorian motorcycle riders and their advocacy groups. **The irony is the recommendations were rejected by the very same agencies identified by the Parliamentary road safety committee as those needing to do more to improve road safety for Victorian motorcycle riders.**

Anti-motorcycle bias has resulted in the Victorian motorcycle safety roundabout (see figure 27, page 34). This “roundabout” has ensured that during the last two decades, many important issues and recommendations relative to motorcycle rider safety have been repeatedly ignored, set aside or not addressed. These issues do however resurface again many years later, because they do not go away and remain important factors, which if addressed would help make Victorian roads safer for riders.

It is shown how road safety cannot be seen as an equally shared responsibility of all road users in Victoria, this because there is a greater onus for road safety, along with a significant financial impost placed on motorcycle riders. As identified in recommendations resulting from the 2012 Parliamentary Inquiry into Motorcycle Safety and also the 2021 Parliamentary inquiry into the increase in Victoria’s Road Toll, the Victorian road safety partners can do better, including in the preparation of motorcycle strategies and safety campaigns and the way road accident data is collected, collated and distributed.

Accurate road safety data is fundamental to understanding complex road safety issues relevant to motorcycle accidents, as it is for rider safety and the creation of appropriate countermeasures, road safety strategies and campaigns.

The Victorian road safety partner agencies have been identified in Parliamentary inquiries into motorcycle and road safety as needing to work more effectively, including with the broader motorcycling community, this to better support motorcyclists and their safety.

Without such change there cannot be an end to the disrespect, discrimination, negative perceptions and attitudes Victorian motorcycle riders face daily. The Victorian road safety partner agencies can do more to ensure motorcycle riders are not negatively stereotyped and endangered on Victorian roads and relinquishing anti-motorcycle bias will go a long way to help ensure this is achieved. The broader Victorian motorcycle community is knowledgeable, experienced and available to assist the road safety partner agencies make roads safer for all road users and in this regard could be far better utilised than it is at the present time.

INTRODUCTION

In 2011 the author of this report had been riding motorcycles and motor scooters for 43 years, during which time a keen interest in road safety and fairness for motorcycle riders had developed, this in part due to having his motorcycle rammed from behind whilst stationary at traffic lights and having been side swiped, knocked off his motorcycle and forced off a freeway onto a grass verge, each collision the fault of a negligent car driver.

This interest in motorcycle safety significantly increased when Lisa Heathcote, a good friend, was killed when a pillion passenger on a motor scooter. Lisa was just 43 years of age, a single parent, the loving Mother of her young son Massey and daughter of Susan and Charles. Lisa's boyfriend Walter, was the rider of the scooter, he survived the accident, but suffered severe injuries, including a fractured skull, broken arms, elbows, legs, knees, ribs and wrists, not to mention the resulting life-long mental trauma and distress, as of course also experienced by Lisa's son, parents and both Lisa and Walter's close family, relatives and friends.

Walter was not in any way at fault for the "accident", caused when a large 4-wheel drive vehicle turning right at an intersection, collided with (T-Boning) his scooter. The intersection was controlled by traffic lights, Walter had right of way, was travelling safely through the intersection in a straight line and under the speed limit, yet his scooter was hit by the turning 4-wheel drive vehicle. This "accident" being an example of how when a motorcycle is involved in a collision with another vehicle, it is usually the driver at fault.

This report uses evidence to show when there is a collision between a motorcycle and another vehicle, the driver is usually to blame, yet this is rarely considered or mentioned in road safety announcements, campaigns and strategies from road safety partner agencies.

It is revealed how there exists an anti-motorcycle bias in Victoria, one which ensures road safety is not an equal and shared responsibility of all road users. Motorcycle riders are discriminated against in many ways, including being the only road users forced to pay a so-called "safety levy", this although they are frequently endangered by other road users.

In Victoria the anti-motorcycle bias shown to riders has existed for at least two decades, during which time it can be seen to have failed rider safety. This anti-motorcycle bias was highlighted by the lack of support for most recommendations resulting from the 2012 Parliamentary Inquiry into Motorcycle Safety.

The consultation process between road safety partner agencies, motorcycle riders and other stake holders has and still remains in many ways superficial. Highly experienced, educated and qualified riders who apply for positions on Government motorcycle advisory panels, such as MCEP are often rejected and such panels rarely include a sufficient number of riders. The result is much experience, knowledge and expertise relative to motorcycle safety is not utilised, the riders selected for such panels often have little input preparing Agendas for panel meetings and appear to be used as little more than "rubber stamps" for the initiatives and pre-determined outcomes desired by road safety partner agencies.

This report highlights how the Victorian system for collecting, collating and interpreting data relating to motorcycle and other accidents is inadequate. Often the datasets from each of the contributing organisations do not correlate, it can also be seen there is lack of accurate data and the necessary resources to collect and collate it effectively.

In Victoria the road safety partner agencies do not always have or utilise reliable and timely accident data, without which it is almost impossible to develop effective road safety strategies and accident reducing countermeasures. There is a need in Victoria to better collect and integrate the data sets, so as to provide more detailed, accurate, easier to interpret data, all required to provide better and more appropriate analysis regarding the cause of accidents. Less biased and discriminatory motorcycle road safety campaigns and the introduction of motorcycle awareness programs for drivers are called for, it is shown these may reduce motorcycle fatalities by 33% or perhaps even more.

There are far-reaching consequences of motorcycle accidents, the resulting physical and mental trauma is not only to the victims (should they survive), but also family, loved ones, friends and of course those responsible for the accident, as no one leaves home believing this will be the day they will kill a person on the road.

These are just some of the reasons why this report has been prepared, as an appeal to the Victorian road safety partner agencies to set aside anti-motorcycle bias and help ensure Victorian roads become less dangerous for motorcycle riders. More can be done by the road safety partners to reduce deaths and serious injuries on Victorian roads, this through greater cooperation, informed decision making, relevant and appropriate actions and improved consultation with riders and the wider motorcycle community.

Conclusions and recommendations are made, including how the cause of most collisions involving a motorcycle and another vehicle must no longer be unmentionable and must be explained when announcements are made regarding how motorcycles are over represented in accident statistics. The anti- motorcycle bias must cease. Drivers need to be educated, become more aware of and respectful to motorcycle riders. Without such change riders will remain victims of accidents and collisions, such as those which took the life of Lisa Heathcote in 2011 and which since have taken the lives of a further 466 motorcycle riders or pillion passengers in Victoria (to the 29th September 2022).



HEATHCOTE
A Celebration for the Life of LISA HEATHCOTE will be held at the Lilydale Memorial Park Chapel, 126-128 Victoria Road, Lilydale on THURSDAY (March 17) commencing at 10.00 am.

No flowers by request, donations may be made to The Lisa Heathcote Memorial Trust Fund. Envelopes available at the Service.

In Lisa's honour please wear bright colours, no black, and a hat.



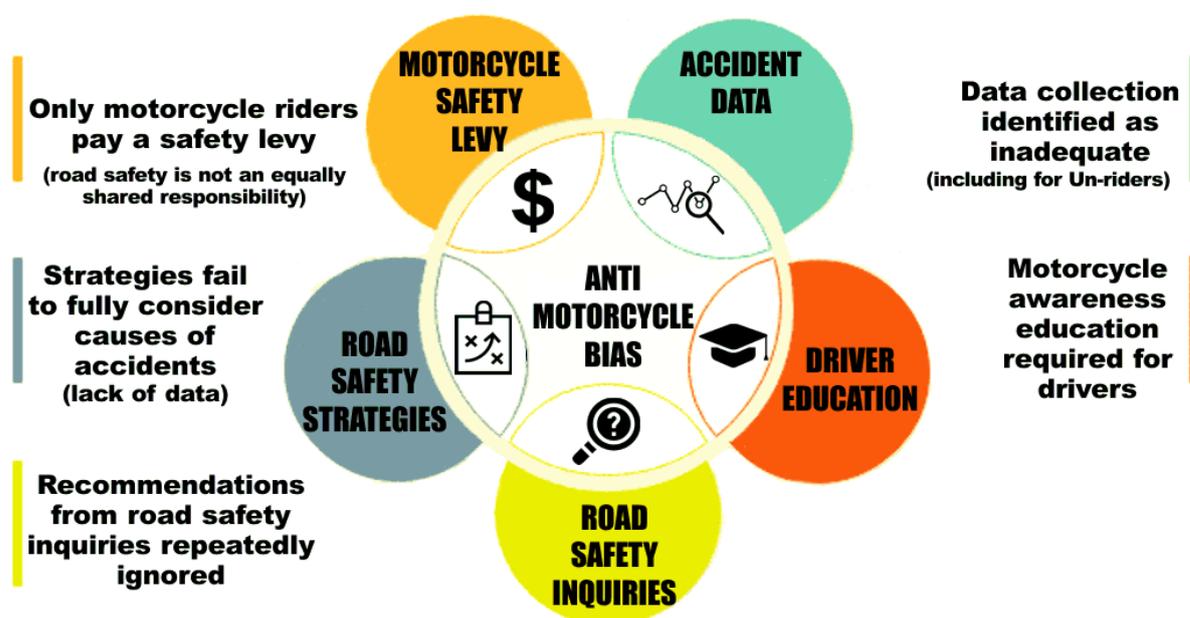
In The Care Of
White Lady Funerals
All Suburbs 9532 7077
Member AFDA

Figure 1 - RIP Lisa Heathcote

1.0 VICTORIAN ROAD SAFETY – A BIASED AND UNREALISTIC APPROACH

In any society where serious injuries and fatalities frequently occur on roads, improving road safety should be of the highest priority and also an equally shared responsibility of all road users. In Victoria anti-motorcycle bias has ensured road safety is not and should not be claimed to be an equally shared responsibility of all road users.

The five main influencers of anti-motorcycle bias in Victoria are shown below at Figure 2, each contributing to why road safety has not, is not and never will be an equally shared responsibility until the Victorian road safety partner agencies are prepared to introduce changes to ensure it can be.



Anti-Motorcycle bias influencers

Figure 2 – Anti-Motorcycle bias influencers in Victoria

As per Figure 2, it can be seen the five main influencers of anti-motorcycle bias are:

- Unrealistic strategies which also do not fully consider causes of motorcycle accidents
- The Victorian motorcycle safety levy
- Ignoring recommendations resulting from road safety inquiries
- Inadequate accident data collection and interpretation
- A lack of motorcycle awareness education and initiatives for drivers

Each of the above influencers of anti-motorcycle bias will be considered, as will what might be done to eliminate, or at least reduce their negative effects on motorcycle rider safety.

Every two hours in Victoria, someone is killed or suffers life-changing injuries from a road crash¹. In May 2016 Victorian Premier Daniel Andrews and the Minister for Roads and Road Safety, Luke Donnellan launched Towards Zero 2016-2020 with the goal of reducing road deaths to below 200 by 2020. “Towards Zero” was a joint initiative of the Victorian road safety partner agencies, the Departments of Health and Human Services, Justice and Regulation, Victoria Police, VicRoads and the Transport Accident Commission (TAC). When promoting “Towards Zero 2016-2020” the TAC insists road safety in Victoria is a shared responsibility saying:

“Road safety is a shared responsibility. Everyone can play an important role in helping reduce road trauma and death shouldn't be seen as an inevitable consequence of making a mistake on our roads”²

Fatalities did reduce in 2019, but the Towards Zero campaign failed its most important objective, the goal of reducing fatalities to below 200 by 2020. There were 211 fatalities in 2020, this increased significantly in 2021 when 232 lives were lost. The trend of getting further away from, rather than closer to zero fatalities has continued in 2022, year to date fatalities have increased by almost 17% on 2021, with 189 lives already having been lost on Victorian roads (to the 29th September 2022).

The Victorian Road Safety Strategy 2021-2030 has overly ambitious goals of halving road fatalities by 2030 and eliminating all by 2050. Whereas a goal of no fatalities may be aggressive and well meaning, it is unrealistic and simply unachievable. What also is unrealistic, is the belief such goals can even be approached, let alone achieved without road safety in Victoria first becoming a shared responsibility of all road users. In this regard there needs to be a greater focus on fairness and improving safety for vulnerable road users, because fatalities for such are increasing at a greater rate than for other road users.

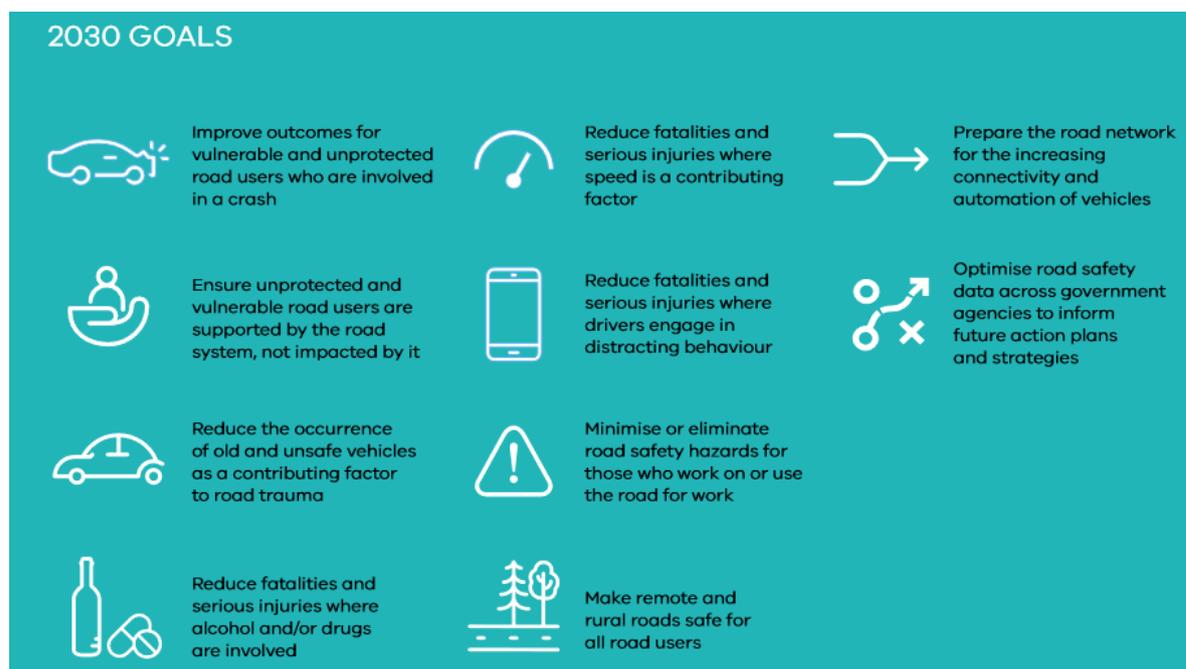


Figure 3 - Victorian Road Safety Strategy 2021-2030 - 2030

If road safety is to become an equally shared responsibility of all road users in Victoria as suggested by the TAC then needs to be a culture change, this to promote fairness, equality, better data and wider consultation, there needs to be more willingness to accept recommendations from road safety inquiries and the development of unbiased, more realistic road safety strategies and campaigns, these having greater emphasis on promoting motorcycle awareness. As per recommendations, road safety strategies and campaigns should not create negative stereotypes and perceptions of motorcycle riders. Importantly the cause of collisions involving motorcycles and another vehicle need to be better articulated and addressed.

Driver education programs are required, these to ensure drivers are more aware of, better able and more willing to share the roads with motorcycles. However; as can be seen in Figure 3, the Victorian Road Safety Strategy 2021-2030 appears to lack such goals, instead mentioning mass media campaigns for seatbelt wearing, speed and speeding, drink driving, mobile phone use/distraction, fatigue and drug driving, advising these campaigns are prepared to inform the public about the associated risks, encourage culture and behaviour change and support Victoria Police in enforcing road safety. Yet once again the introduction of initiatives to improve the safety of motorcycle riders appear to have taken a back seat. Motorcycles are mentioned however when the strategy refers to MAIS 3+ (the **Maximum Abbreviated Injury Scale**), this ranks the most severe road accident injuries and patients with a MAIS of 3 or above are considered to be clinically seriously injured. The Victorian Road Safety Strategy 2021-2030 states:

“Death and trauma to motorcyclists is comparably high (16 per cent deaths, 20 per cent MAIS 3+), with a common profile one of a male aged 30-59 having lost control or been involved in a head-on collision on a relatively new motorcycle”.³

Although factual, this statement may be seen as another example of the selective use of statistics to portray motorcycle riders as irresponsible and dangerous, particularly considering there is rarely any mention of how the majority of collisions involving a motorcycle and another vehicle are usually the fault of the driver. This type of approach illustrates how in Victoria there has for at least two decades, been an anti-motorcycle bias, which still exists today. This anti-motorcycle bias sees a greater onus for safety placed on motorcycle riders than other road users, including how they must pay an additional financial levy to use Victorian roads. This levy is enforced in the name of “road safety”, it is an unacceptable impost, which does not share the responsibility for road safety equally or fairly, it is a perfect example of anti-motorcycle bias.

An important and necessary step towards reducing road trauma and fatalities on Victorian roads is to develop road safety strategies and campaigns that are more than just well-meaning, but which are realistic, achievable and fair to all. **A good start would be to set a fatality target that might actually be achievable, better identify the causes of fatalities and so be able to develop countermeasures to reduce them.**

It is disappointing the development and delivery of TAC road safety strategies and some of their public statements are influenced by anti-motorcycle bias, in particular a blame the victims, not the perpetrators approach. Further shortcomings include the anti-motorcycle bias shown in road safety campaigns, all which help create negative stereotypes of riders.

This report is not critical of TAC front line operations and it is only fair to mention the front line work of the TAC is exceptional, should a motorcycle rider or pillion passenger be injured or killed, the care and support provided by the TAC to its clients is exceptional.

The excellent work of Victoria Police in regard to road safety must also be acknowledged, the attitude shown towards motorcyclists and their safety having improved significantly since the appointment of Shane Patton as the Police Chief Commissioner in 2020.

Victoria is also fortunate to have Ben Carroll, as the Victorian Minister for Roads and Road Safety, who shows genuine commitment to road safety for all road users.

However; all things considered, and as shown in this report, anti-motorcycle bias in Victoria can be seen as limiting opportunities to improve motorcycle rider safety.

2.0 - MOTORCYCLE ACCIDENT STATISTICS AND DATA COLLECTION

Statements having anti-motorcycle bias, along with negative road safety campaigns and road safety strategies which have unrealistic goals and false assumptions hinder the opportunity to improve motorcycle road safety. Another significant problem in Victoria is the lack of accurate and timely data relating to the cause and circumstances of accidents, this including how and why other types of vehicles collide with motorcycles.

It has been frequently identified, including by Victorian Parliamentary road safety committees, how data used to determine the cause of accidents in Victoria is incomplete and inadequate, this perhaps because there is not an independent office of road safety data responsible, this for collecting, collating, interpreting, integrating, publishing and distributing accident data.

A serious shortcoming is how accident datasets are collected by different government and non-government agencies. The primary bodies that collect and maintain road accident data are: VicRoads, Transport Accident Commission, Victoria Police, Department of Health and Human Services (DHHS) (prior to February 2021 when the Department was split into two Departments), Victorian Institute of Forensic Medicine, Ambulance Victoria, Coroners Court of Victoria, Department of Justice and Community Safety, Private insurers. The TAC has the most comprehensive datasets. **The collection, distribution, collation, integration and publishing of the data is however inefficient, incomplete and inadequate.** The Legislative Council Economy and Infrastructure Committee in its report "Inquiry into the increase in Victoria's road toll" (March 2021, page 98) says:

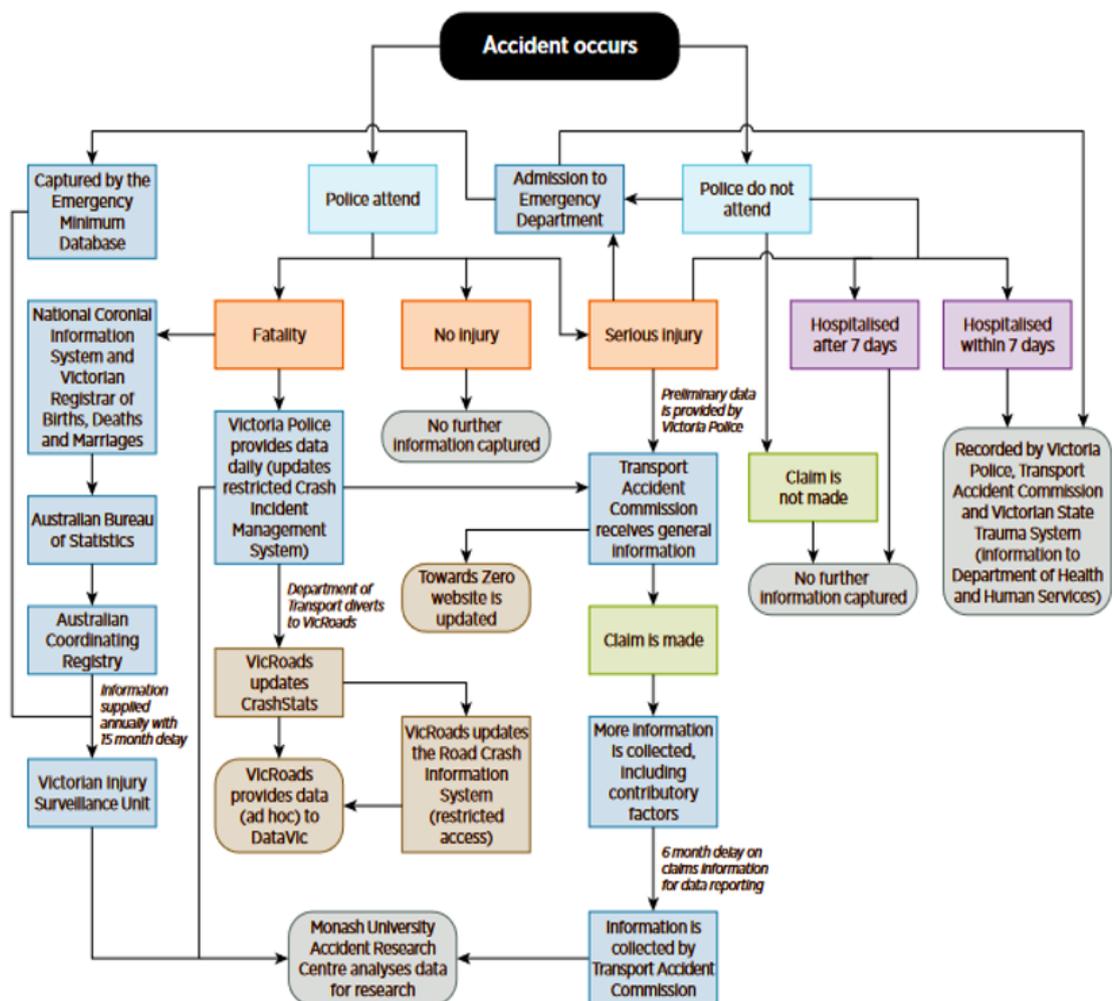
"there are significant delays in the reporting and integration of these data sets as the TAC only becomes aware of an accident when a claim is processed or disputed.

Further, delays can also occur due to strict data sharing agreements in place between other road safety partners."

VicRoads provides crash statistics via their interactive crash statistics application "CrashStats", which they advise provides access to road crash data to those wanting to better understand road safety trends in Victoria. "CrashStats" however can be difficult to navigate and interpret.

A further concern is how the datasets from the different organisations do not always correlate and there is not always transparency, as for unknown and unexplained reasons some datasets are not made public. Perhaps of even greater concern is how sometimes basic information is missing from the statistics, including whether a powered two wheeler was a motorcycle or a scooter, was an Un-rider involved, what was the engine capacity, if a and what type of roadside barrier may have been involved, all basic but frequently missing information and so contributing to the lack of accurate and reliable data.

There is also concerning a lack of adequate resources to collect, collate, interpret and integrate the data effectively. It is obvious there needs to be a better, more uniform and efficient way of reporting, integrating and interpreting the information and data sets collected, this to help facilitate more accurate, relevant and targeted analysis, as required to create and develop appropriate road safety strategies and countermeasures. The way accident data is collected and processed in Victoria is over complex, inefficient and inadequate. Figure 4 below helps illustrate the complexity and inefficiency of the process:



Source: Legislative Council Economy and Infrastructure Committee.

Figure 4 – Method of data collection for road accidents in Victoria

The 2021 report from the Victorian Parliamentary Inquiry into the increase in the Victorian road toll revealed: ⁴

“The Transport Accident Commission maintains extensive road safety datasets. However, a large portion of this information is not made publicly available or does not correlate with other data sets”.

“Some road safety partners are experiencing significant delays in the collection and integration of road safety data sets, which may affect targets in the new road safety strategy”.

Perhaps this is why the first and possibly the most important recommendation resulting from 2012 Parliamentary Inquiry into Motorcycle Safety, as made by the Victorian Parliamentary road safety committee, is an independent office of road safety data be created. This agency to be responsible for collecting, collating, interpreting and publishing all data specific to motorcycle road safety. The response from the Victorian road safety partner agencies (known as the whole of Government response) was to not fully support this recommendation, to instead only support it “in principle”, saying ***“the functions identified in the recommendation do not require the creation of a new office”***. In other words; the response was in fact not to support the recommendation “in principle”, but to effectively reject it.

In October 2020, the Australian Joint Select Committee on Road Safety, noted in their report “Improving Road Safety in Australia” how the Institute of Public Works Engineering Australasia (IPWEA) had said: ⁵

...improving the collection and reporting of detailed crash data on a consistent basis will foster a better understanding of the extent of crash related injuries.

This would assist state and local road authorities and communities to determine exactly where the burden of injury is occurring and how much it is costing.

2.1 – Resistance to an independent office of road safety data

A decade after the recommendation resulting from the 2012 Victorian Parliamentary Inquiry into Motorcycle Safety and the more recent recommendations and advice from the Australian Joint Select Committee on Road Safety, the Victorian road safety partner agencies still resist the creation of an independent office of road safety data, this even though it has been identified much of the data from the agencies is incomplete, this perhaps in influencing why the TAC has not been able to develop more effective strategies, programs and campaigns to help reduce fatalities on Victorian roads.

It remains concerning how currently some data sets and information remain with the TAC, some is not made publicly available at all and some does not correlate with other Victorian road safety partner data sets.

Lives Lost - Year to Date

Lives Lost - Annual

[Lives Lost - Year to Date](#)

Lives Lost - Rolling 12 Month

Calendar year to midnight 29 September 2022

2021 Lives lost	2022 Lives lost
162	189 (up 16.7%)

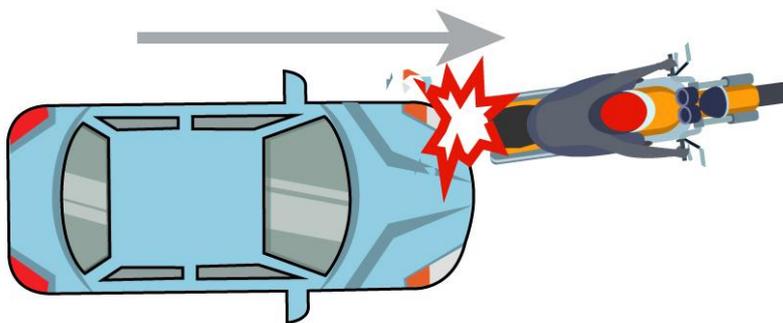
LIVES LOST ALL ROAD USERS UP 16.7% FOR MOTORCYCLISTS 37%
(includes pillion passengers)



Figure 5 - Lives lost (to 29th September 2022) Source: Victorian TAC website

Considering the lack of inter-agency data integration and reluctance to create an independent office of road safety data, it's hardly surprising there are shortcomings in data quality which hinder opportunities to create better, more realistic road safety strategies and appropriate countermeasures. It is therefore not surprising road safety strategies are not as effective as they might be if the collection and data processing of accident data was improved and managed by an independent office of road safety data.

A further problem is the refusal by road safety partner agencies to acknowledge and publicise how drivers are responsible for most accidents involving a motorcycle and another vehicle, this shortcoming extends beyond the lack of appropriate data, in effect it is denial, a refusal to accept evidence and prepare appropriate strategies and countermeasures. Evidence regarding the cause of accidents involving a motorcycle and another vehicle is available not only from Australia, but overseas, including studies and reports from the UK, USA and Europe, which also reveal when there is a collision involving a motorcycle and another vehicle, it is usually the driver not the rider who is at fault. This report therefore examines motorcycle road safety reports and statistics from other countries as well as Australia. It will be seen how universal evidence shows the cause of motorcycle collisions involving another vehicle is usually the negligent actions of drivers, who frequently fail to perceive or acknowledge motorcycles.



In collisions involving a motorcycle and another vehicle, evidence shows the driver of the other vehicle, not the rider is usually at fault,

Figure 6 – Common causes of motorcycle accidents

2.2 – Un-riders

Unfortunately many motorcycle accidents and fatalities involve those who are not legitimate motorcycle riders. Reliable accident statistics which include comparisons of accident rates involving legitimate motorcyclists and so called “Un-riders” could be used to develop better and more effective road safety strategies and importantly accident counter measures. In his report “**Un-riders = Unlicensed/Unregistered/Underage**”, first published in the MRA magazine in 2002, Dr. Michael Czajka, the Road Safety & Research Officer for the Motorcycle Riders Association of Australia, identifies “Un-riders” as unlicensed, unregistered, unqualified to ride, under age, having no rider proficiency training and who in fact rarely ride at all. These so-called “Un-riders” are highly inexperienced, often ride illegally on stolen motorcycles and should not be recognised as belonging to the legitimate motorcycle riding community. Yet when not surprisingly these “Un-riders” are involved in accidents, they are included in motorcycle accident statistics including those for fatalities. According to Dr. Czajka, Un-riders are probably the largest identified discrete group in motorcycle fatalities and virtually every high-risk behaviour category has an over-representation of Un-riders, therefore the risk profile of legitimate licensed motorcycle riders would be significantly more positive should accidents involving Un-riders be separately identified and accounted for in road accident statistics and reports.

Dr Czajka explains how in Victoria, unlicensed rider fatalities have been a problem for many years. In 2001, the TAC, Vic Roads and Police agreed that 35-37% of deaths are unlicensed, the equivalent number of unlicensed drivers usually about 10%. Somewhat alarmingly, it is not possible to establish the precise number of Un-riders, because most jurisdictions do not compile figures comparing unlicensed / unregistered / underage fatalities, this because for decades the collection, collation, interpretation and distribution of accident data in Victoria has and indeed still is unreliable and inadequate. The inadequacies of Victorian accident data have been identified in multiple Parliamentary and other inquiries into road safety. It is estimated whereas “Un-riders” almost always do not have a current motorcycle licence, around 66-80% do have a car licence.

Considering what little is known about “Un-riders”, working to establish who they are and why they decide to ride illegally would surely be a better use of valuable resources than blitzing legitimate, licensed motorcyclists. Once more is known about “Un-riders” then interventions aimed at keeping them off motorcycles and off the roads could be developed, as could appropriate road safety initiatives and strategies.

The “blitzing” of legitimate motorcycle riders is an example of how anti-motorcycle bias often sees the victims, rather than the perpetrators held responsible and so creates a massive road safety opportunity cost. In other words, valuable resources are wasted, better and more effective alternatives to improve motorcycle road safety are ignored and importantly are not used to develop more effective and appropriate road safety strategies. The effective development of road safety strategies requires the collection of more detailed and accurate accident data, including that for Un-riders.

It is shameful how for two decades there has been a requirement to better collect, collate, interpret and distribute road safety data, yet road safety partner agencies have rejected recommendations that an independent office for road safety data be established. The question is why have such recommendations not been supported? This is a mystery, but not one without any clues, anti-motorcycle bias over two decades being just one.

3.0 CAUSES OF MOTORCYCLE ACCIDENTS IN AUSTRALIA

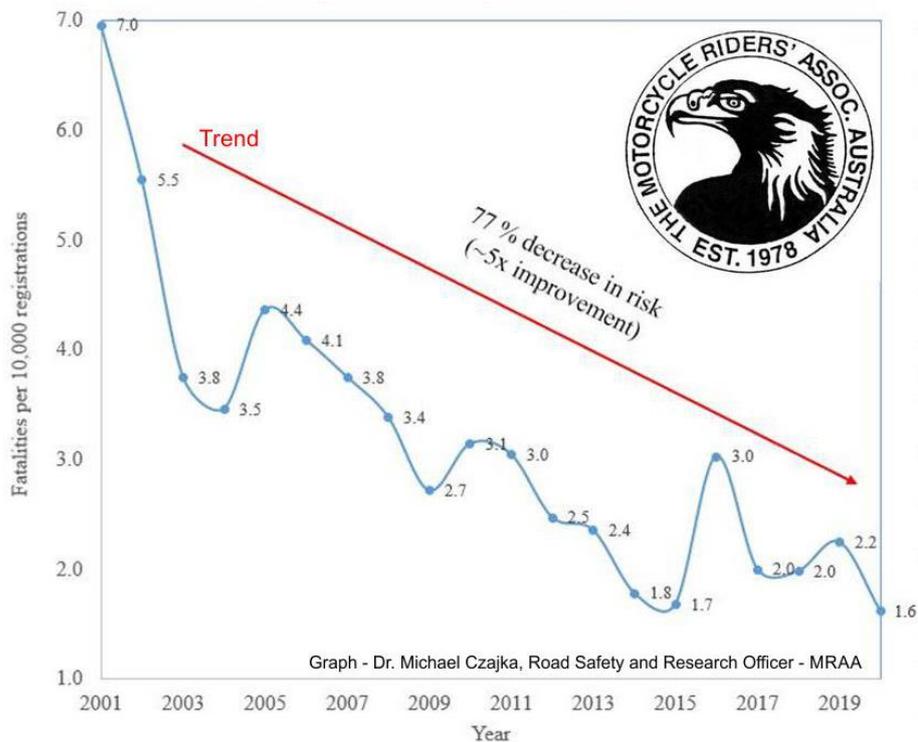


Figure 7 – Motorcycling in Victoria 20 year risk reduction

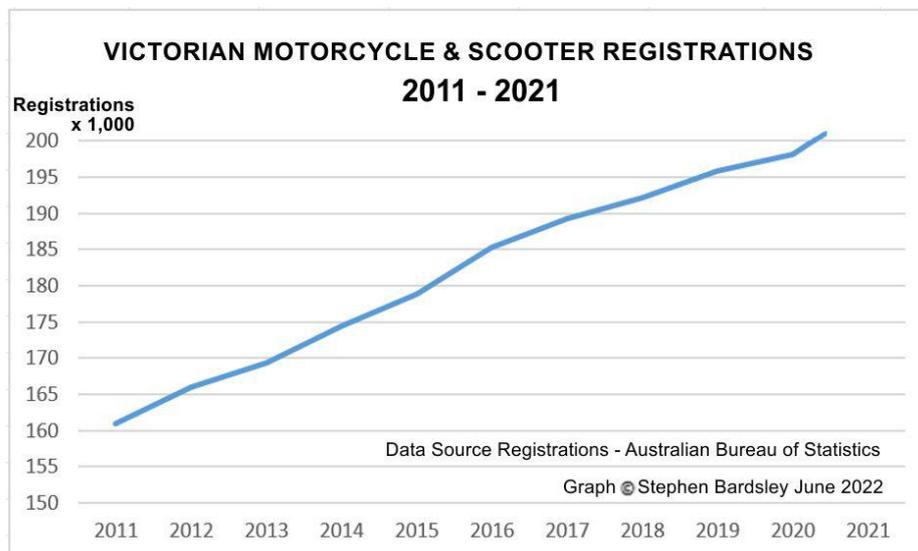


Figure 8 – Increasing Victorian Motorcycle Registrations

Figures 7 and 8 show how during the last two decades the trend has been for motorcycle fatalities to fall, this although motorcycle registrations have increased significantly in the same period, there are however some years when fatalities spike. In 2021 fatalities for all vehicles increased compared with 2020, this including 9 more motorcycle fatalities, this is unacceptable, particularly when the Victorian Road Safety Strategy 2021-2030 has the goal of reducing fatalities 50% by 2030 and to an unrealistic zero by 2050. As shown in Figure 5 on page 7, the year to date 2022 road toll is greater than at the same time in 2021, with 189 lives already lost, compared to 162 in the previous year, an increase of almost 17%.

There appears something significantly wrong with the TAC Road Safety Strategy 2021-2030, as it is producing the opposite effect to what it was developed to achieve?

3.1 – Examining motorcycle accident evidence

The 2017 study “Contributing factors to motorcycle injury crashes in Victoria, Australia”⁶ examined 235 accidents involving a motorcycle and found approximately 33% (77) of the accidents involved only a motorcycle, whilst 66% (158) involved a motorcycle and another vehicle. **The study found in the 158 accidents involving another vehicle, the primary contributing factor in 109 (69%) of the accidents was driver error.** The rider was at fault in 48 (30%) and unknown factors in 1 of the accidents.

The most common primary contributor was a traffic scan error by the driver. For multi-vehicle crashes **the most common crash scenario involved another vehicle failing to give way to the rider**, and the primary contributor was a perception failure or traffic scan error by the other road user.

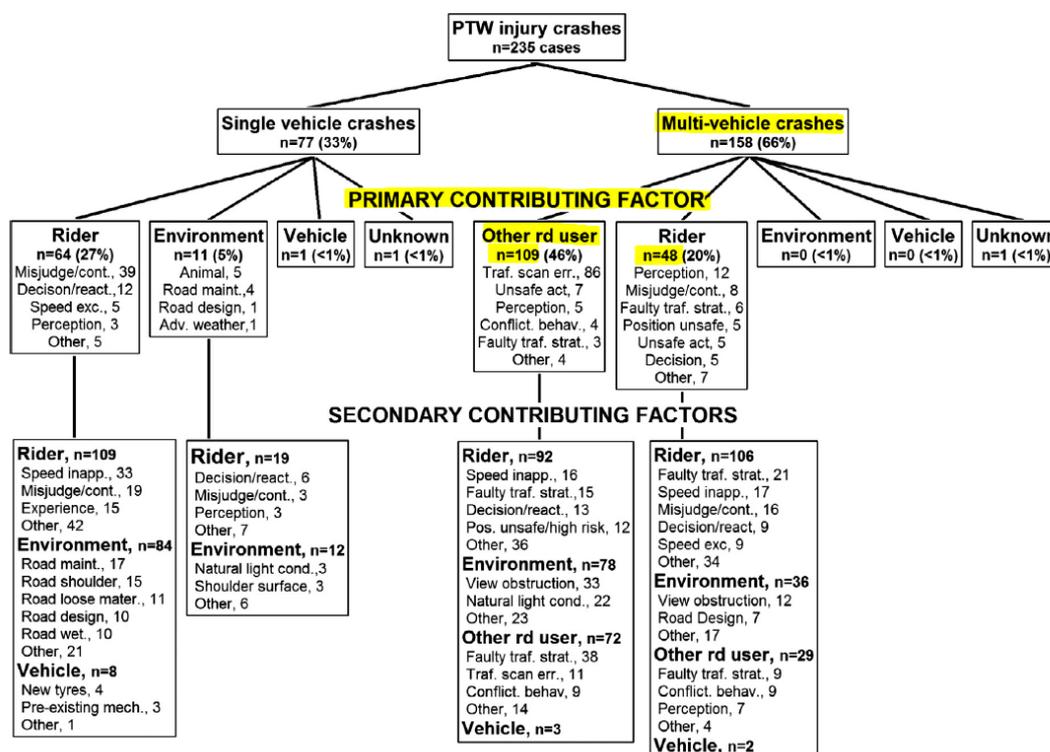
This type of hard evidence clearly shows drivers fail to give way to motorcycles even when they have the right of passage and in doing so drivers are the cause of many accidents, these resulting in serious injuries and sometimes the death of motorcycle riders.

The evidence shows driver error is a major contributor in collisions involving motorcycles and therefore road safety strategies and countermeasures must include the delivery of education programs for drivers, these regarding motorcycle awareness and road sharing.



Figure 9 - Drivers fail to give way to riders

3.2 – Contributing factors to motorcycle accidents



Crash investigation-based judgements of primary & secondary contributing factors to crashes, separated by number of vehicles involved (single vehicle or multi-vehicle). Note that for most (91%) cases 2 or more secondary contributing factors were identified (average 3 secondary factors). See Glossary for list of abbreviations.

Figure 10 – Primary and Secondary Accident Contributing Factors

Further evidence from the examination of Victorian motorcycle accidents includes Report No 234 from the Monash University Accident Research Centre (MUARC) which states:

“Overall, about half of the riders involved in reported casualty crashes in Victoria in 1997-2001 were involved in collisions with vehicles. In the majority of these crashes, it is likely that the other road user failed to give right of way to the rider”⁷

This failure to give way to motorcycles illustrates a “law of the jungle” mentality on Victorian roads, where bigger vehicles seem to feel they need not give way to smaller ones, particularly vulnerable road users such as motorcycles and bicycles, this because should a collision occur, the rider, not the driver will be eaten alive.

Figure 11 on page 12, is from a flyer produced in 1983 by the Road Traffic Authority (RTA) together with the Motorcycle Riders Association (MRA), it shows the four most common types of accident involving a motorcycle and another vehicle.

The leaflet shows drivers are usually to blame when involved in collisions with motorcycles, in most cases claiming they did not see, or expect to see a motorcycle.

The most common cause of accidents are identified as; a driver failing to give way to a motorcycle, the driver cutting in front of a motorcycle, the driver tailgating or performing a U Turn in the path of a motorcycle.

The leaflet shown below is from a 1983 road safety campaign which urged drivers to **“Look right. Look left. Look bike”**. Yet almost 40 years later drivers are still the cause of most accidents involving a motorcycle and another vehicle.

It therefore appears difficult to claim enough has been done, even though thirty nine years have been available to help make Victorian roads safer for motorcycle riders.

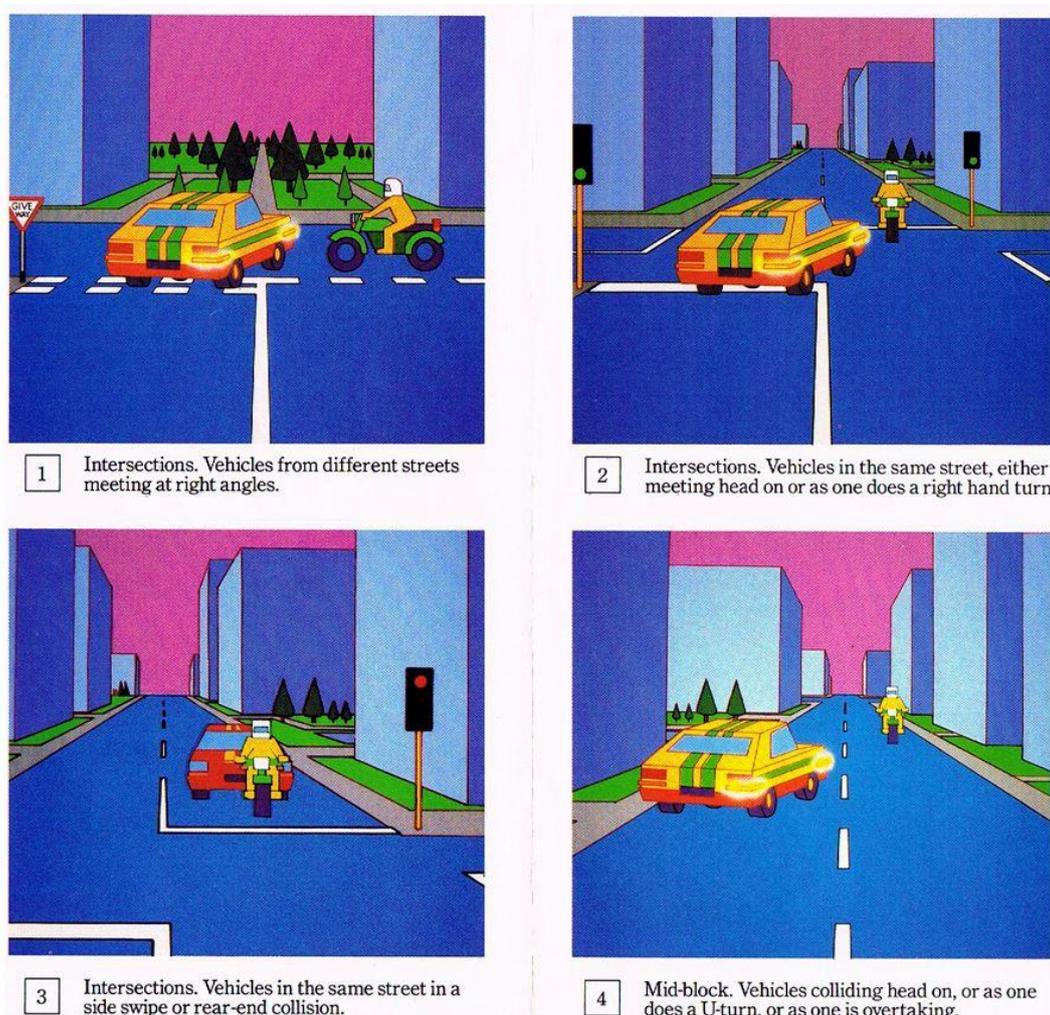


Figure 11 – The four most common motorcycle accidents involving another vehicle

Figure 11 shows the four most common kinds of accidents involving motorcycles and another vehicle, the RTA/MRA flyer states:

“In over seven out of ten of the accidents the car driver is legally at fault”⁸

3.3 Drivers see riders but fail to give way

Victoria’s Road Safety and Transport Strategic Action PTW’s 2009-2013 acknowledged the Driver is frequently to blame in accidents where a motorcycle or scooter and another vehicle is involved, saying:

“In a significant number of these crashes the driver of the other vehicle is at fault; many involve the driver of a vehicle failing to give way at an intersection and turning across the path of a PTW travelling straight ahead”⁹

Frequently it is not that a motorcycle is not seen due to its small size compared to other vehicles, but the motorcycle is in fact actually seen, yet the driver still commits a right of way violation which frequently results in a collision. The Victorian Government “Road Safety and Transport Strategic Action Plan for Powered Two Wheelers 2009-2013” reported (page 26):

“Other vehicles are involved in about half of PTW serious casualty crashes. In a significant number of these crashes the driver of the other vehicle is at fault; many involve the driver of a vehicle failing to give way at an intersection and turning across the path of a PTW travelling straight ahead.”

Carrs-Q, note typically collisions with motorcycles don’t occur at high speeds, there should be opportunity for drivers to avoid a collision. Figure 12, shows the Queensland study comparing PTW crash risk and severity, 90% of PTW accidents occurred at 60km/h or less.

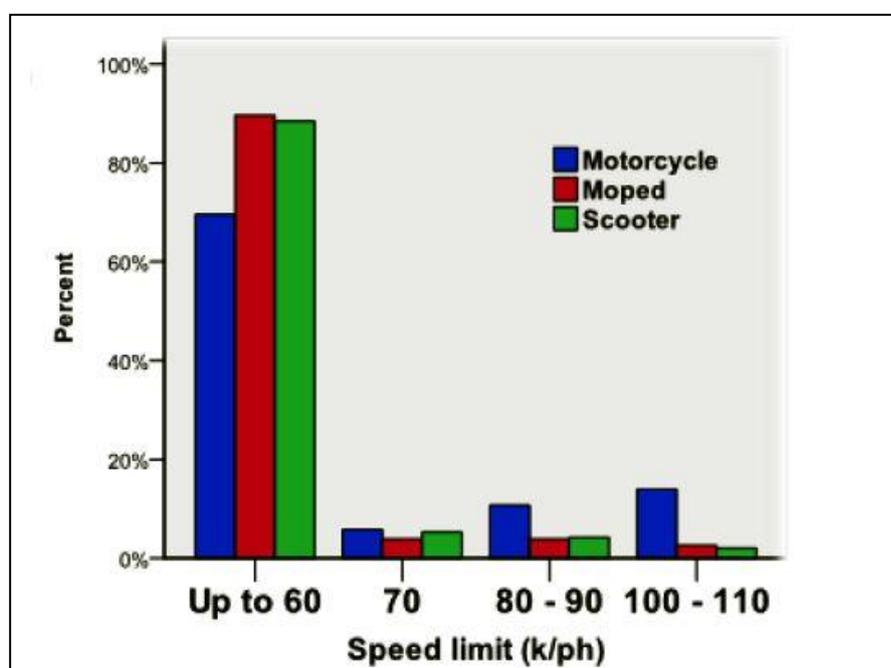


Figure 12 – 90% of PTW accidents occur at 60km/h or less

3.4 - Road safety strategies do not tackle identified problems

As shown, evidence from multiple Australian motorcycle accident studies reveal drivers, not riders are usually at fault in accidents involving a motorcycle and another vehicle, the evidence is indisputable and compelling. Yet alarmingly such evidence is rarely mentioned by the Victorian road safety partners, whilst strategies and campaigns are not prepared to tackle the problem identified and countermeasures are not prepared to prevent accidents resulting from the identified problems. Considering much evidence shows drivers are usually responsible for the accidents and fatalities when motorcycles are involved in collisions with another vehicle, why is this not as much as priority in road safety strategies and campaigns as is protective clothing?

Protective clothing is important, however other than for crash helmets (which are already worn by 99% of riders) it rarely saves lives, whereas reducing collisions will.

4.0 GLOBAL MOTORCYCLE ACCIDENT REPORTS

There is much evidence available regarding the cause of collisions between motorcycles and other vehicles, this including some excellent reports from overseas. Interestingly the overseas reports show much the same results and conclusions as those from Australia, including how when a motorcycle is involved in a collision with another vehicle, the driver is usually to blame.

UK Road Safety Research Report No 54 is an in depth examination of motorcycle accidents, it was commissioned by the UK Department for Transport and found there is a serious problem with driver perceptions of motorcycles particularly at junctions:

“There seems to be a particular problem surrounding other road users’ perception of motorcycles, particularly at junctions. Such accidents often seem to involve older drivers with relatively high levels of driving experience who nonetheless seem to have problems detecting approaching motorcycles”¹⁰

A November 2017 road safety report by ROSPA¹¹ into motorcycle crash causes revealed:

“Motorcyclists are involved in more crashes at all junction types compared to other road users. These accidents are more likely to be the fault of drivers, who fail to see the rider, despite them being in full view”.

and:

“the driver of the other vehicle violated the motorcyclist’s right of way and caused the accidents in two thirds of all accidents. The main reasons that drivers were at fault were carelessness and thoughtlessness, or the failure to judge the actions of a motorcyclist”.

After examining 1,790 motorcycle accidents, statistics from the UK Road Safety research Report No 54 (2004)¹² shows the three main types of accidents involving motorcycle riders and another vehicle, they are:

- 1) right of way violations (ROWV’s)
- 2) accidents on bends
- 3) accidents during overtaking or Filtering

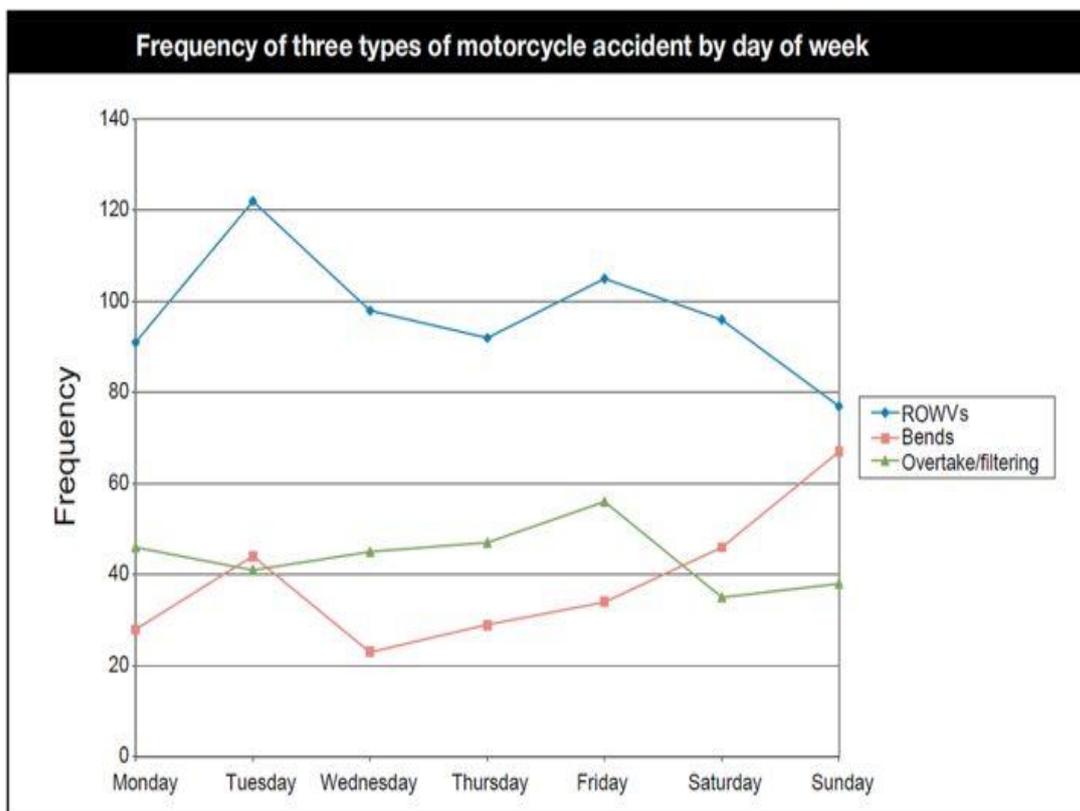


Figure 13 – Frequency of motorcycle accidents (UK)

As shown in figure 13, Right of Way Violations (ROWV) are the cause of most accidents, they occur up to three times more frequently than other types of accidents involving a motorcycle.

UK research shows the motorcyclist was found to be fully or partly to blame for the accident in less than 20% of ROWV's, the majority were found to be the fault of the driver, not the rider. Figure 13 shows the frequency of three types of motorcycle accidents occurring on each day of the week. It can be seen the vast majority are right of way violations committed by drivers.

The in-depth study of motorcycle accidents commissioned in 2004 by the UK Department for Transport and released in Road Safety Research Report No 54 found for accidents involving a motorcycle and another vehicle caused by ROWV's (Right of way Violations), the majority of violations were primarily the fault of the other motorist.

“the majority of motorcycle ROWV accidents have been found to be primarily the fault of other motorists”¹³.

As for Australia, evidence from overseas consistently shows how drivers endanger the lives of riders and so need to be educated to better observe, interact and be more willing to share roads with motorcycles.

Accident type	Frequency	% total
L/hand bend lose control	127	7.1
R/hand bend lose control	97	5.4
Rear-end shunt	204	11.4
ROWV	681	38.0
Overtaking accidents	260	14.5
Pedestrian related accidents	47	2.6

Figure 14 - Motorcycle accident types

As shown in Figure 14, the UK 2004 study lists the accident types in six categories accounting for 1,416 accidents, the majority of these either right of way violations or rear end shunts. The study identified ***in 65% of cases the rider was not to blame*** and identified in ROWV accidents in particular, the other road user had sometimes seen the motorcycle.

UK Department for Transport researchers noted how sometimes the motorcycle which the driver supposedly failed to see, was in fact so close to the junction there appeared to be no explanation why the driver had not seen the motorcycle. Alarming the motorcycle was often claimed as not being seen by the driver, this even when the rider was wearing a high visibility vest and the motorcycle headlight was turned on.

“Sometimes, accident-involved drivers in motorcycle accidents fail to see riders even when they are verifiably using visibility aids, such as daytime running lights and high-visibility protective clothing”¹⁴

Such evidence from the UK closely matches that found in Australia, and shows no matter how careful motorcycle riders may be, they have a high chance of being hit by another vehicle in a right of way traffic violation, this even though the driver may have seen them.

4.1 USA - Riders not at fault 66% of the time

The 1981 USA report from Hurt¹⁵ is a study conducted by the University of Southern California (USC), this with funds from the USA National Highway Traffic Safety Administration (NHTSA). Hurt investigated almost every aspect of 900 motorcycle accidents in the Los Angeles area, also analysing 3,600 motorcycle traffic accident reports from the same area. The five main findings from the research were:

- 1) In accidents involving motorcycles and another vehicle, the other vehicle was in 75% of cases a car (passenger vehicle).**
- 2) The driver of the other vehicle was found to violate the motorcyclist’s right of way and was determined responsible for causing 65% of the accidents.**
- 3) The failure of drivers to detect and recognise motorcycles in traffic was the predominate cause of motorcycle accidents.**
- 4) The driver of the other vehicle involved in a collision with a motorcycle did not see the motorcycle before or until it was too late to avoid the collision.**
- 5) Intersections are the most likely place for a motorcycle accident, with the driver violating motorcycle right-of-way and often violating traffic controls.**

Category Label	Code	Absolute Frequency	Relative Frequency %	Adjusted Frequency %
MC Error	1	219	32.8	32.9
OV Violation MC ROW	2	430	64.5	64.7
Roadway Defect	3	3	0.4	0.5
Pedestrian	4	1	0.1	0.2
Animal	5	1	0.1	0.2
Vehicle Failure	6	3	0.4	0.5
Other	7	8	1.2	1.2
Unknown	8	2	0.3	Missing
TOTAL		667	100	100

Figure 15 – Accident precipitating factors

The evidence from the Hurt report shows the violation of motorcyclist’s right of way by drivers is responsible for the majority of accidents involving a motorcycle and another vehicle. The failure of drivers to see, perceive or acknowledge motorcycles in traffic is the dominant cause of accidents involving a motorcycle and another vehicle.

This evidence from the USA once again shows that as is the case in Australia, no matter how careful a motorcycle rider may be, they have a high chance of still being hit by a driver violating their right of way, sometimes even when the driver may have seen them. This is why there must be educational campaigns to make drivers be more motorcycle aware, considerate of and willing to share the roads with motorcycles.

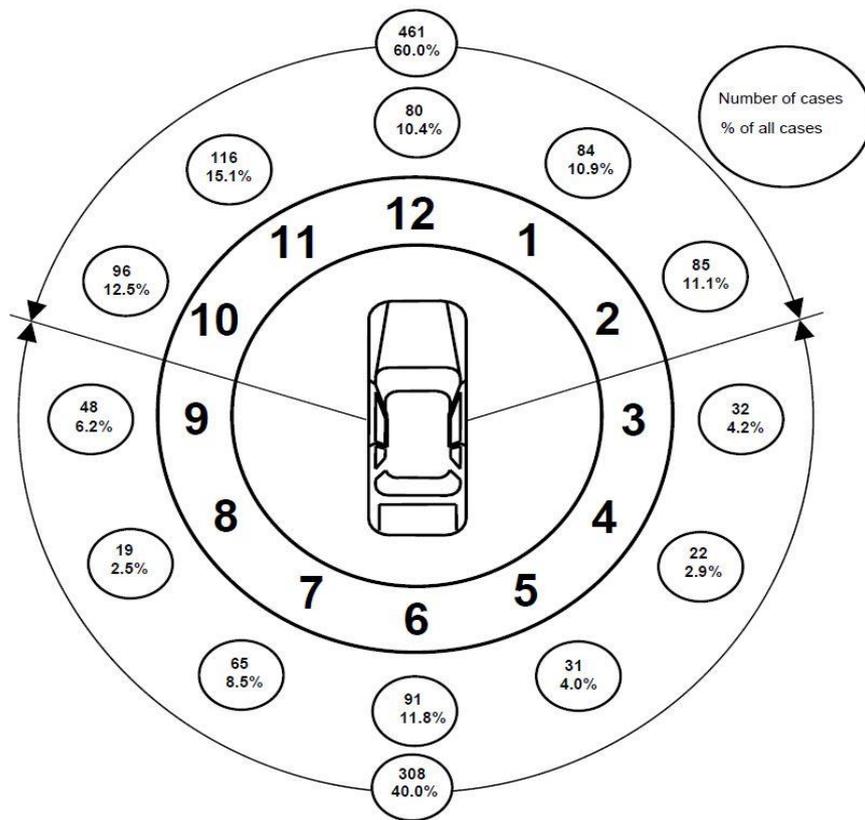
4.2 European Riders not at fault 70% of the time

The European Motorcycle Accident In Depth Study (MAIDS)¹⁶ is acknowledged as providing some of the most comprehensive in-depth data for Powered Two-Wheeler (PTW) accidents in Europe. The MAIDS research was conducted by the Association of European Motorcycle Manufacturers (ACEM) with the support of the European Commission in order to better understand the nature and causes of PTW (motorcycle) accidents.

This extensive in-depth study took place from 1999 to 2000 in five sampling areas located in France, Germany, Netherlands, Spain and Italy. The methodology used in the MAIDS study was developed by the Organisation for Economic Co-operation and Development (OECD) and was used by all five research groups to maintain consistency of the data in each sampling area. A total of 921 accidents were investigated, resulting in approximately 2000 variables being coded for each accident. The research found **in approximately 70% of accidents involving a motorcycle and another vehicle the motorcycle was not to blame.** The MAIDS research revealed the cause of the majority of accidents involving a Powered Two Wheel vehicle (PTW) was human error due to perception failure by the driver.

“the most frequently reported primary accident contributing factor was a perception failure on the part of the OV driver”¹⁶

In other words; the most frequent human error was the failure of the OV (Other Driver) to see a PTW within the traffic environment, this due to either lack of driver attention, temporary view obstructions or other unknown reasons.



**Figure 16 - PTW usually in Driver line of sight prior to collision
Diagram from MAIDS¹⁵ & reproduced with the permission of ACEM**

The most frequent human error identified in the MAIDS study was the failure of the driver to see or recognise the motorcycle.

As shown in Figure 16, in 60% of cases the driver of the OV was positioned behind the PTW with the rider in good line of sight. The OV impact speed in 76% of collisions was 30 km/h or less.

Comparisons of travelling speed and impact speed show in many cases the PTW rider made some attempt at avoiding a collision by reducing speed, but was still hit. in 75% of collisions the:

- **Driver of OV is positioned behind PTW**
- **PTW is in line of sight of OV Driver**
- **Driver either fails to see, perceive or acknowledge the PTW**
- **PTW sees oncoming OV and slows down or takes evasive action to avoid collision**
- **The OV collides with PTW**

In 2008 at the International Transport Forum (ITF) Motorcycle Workshop held in Lillehammer, Norway, Jacques Compagne, the Secretary General of ACEM reported that:

“a major contributing factor to the cause of motorcycle accidents was perception failure and that this failure was almost three times more likely with the Driver of other vehicles (OV’s) than it was for motorcycle and scooter Riders”¹⁷.

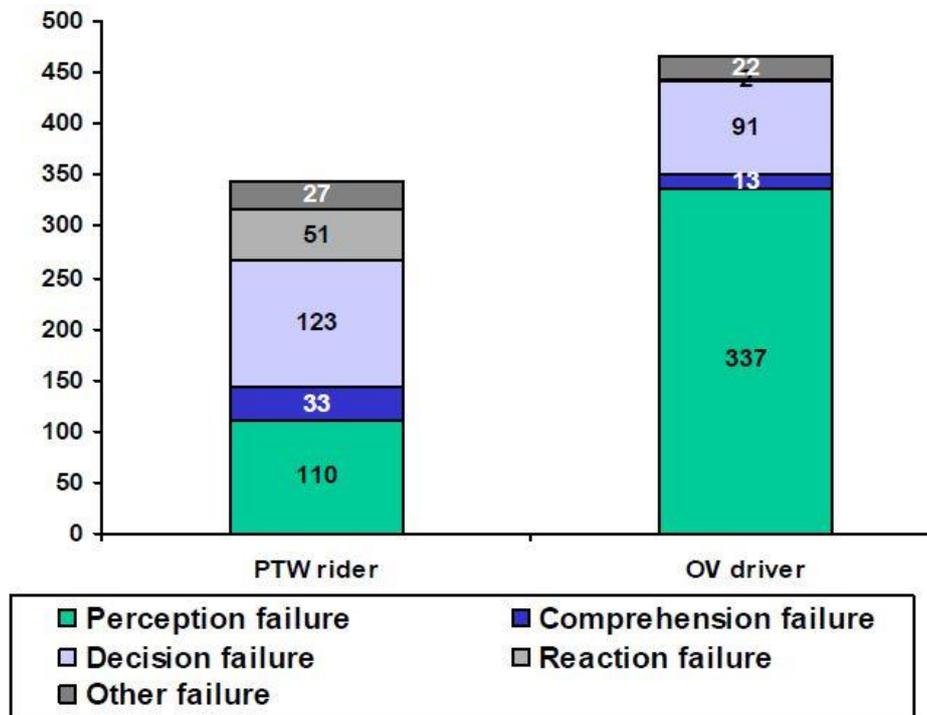


Figure 17 – Primary accident contributing factors

Figure 17 was presented at the 2008 International Transport Forum motorcycle workshop. Shown are the primary accident contributing factors as determined in 921 motorcycle accidents involving another vehicle as examined in the MAIDS¹⁶ in depth study into motorcycle accidents. It can be seen that drivers in the accidents were almost three times more likely to have a perception failure than were riders.

4.3 The evidence is ignored

There is an abundance of evidence showing how drivers are responsible for the majority of collisions involving a motorcycle and another vehicle, yet this is all too frequently overlooked. A big step, along with the introduction of motorcycle awareness educational campaign for drivers, would be for the Victorian road safety partners to accept this evidence, acknowledge the cause of it, and cease operating with anti-motorcycle bias. The evidence showing the cause of motorcycle accidents should always accompany statements showing their frequency.

The notion of using statistics to show motorcycles are involved in accidents, but not advising who is at fault, is approaching the problem from the wrong end, it is a blame the victims not the perpetrators approach. TAC advertising campaigns such as “38 times” show images of injured motorcyclists, advising they are 38 times at greater risk of serious injury than other road users, they do not however explain it is the behaviour of drivers, not riders which creates much of this risk and is the cause of many collisions.

Why is it rarely stated drivers are frequently responsible for creating the high level of risk and increasing vulnerability of riders on Victorian roads? This being a rhetorical question, the answer already known, it's another example of Victorian anti-motorcycle bias. A further example of Victorian anti-motorcycle bias was evident in the November 2016 **"Driver think Rider. Rider think Driver"** TAC Campaign, launched in November 2016. Although any road safety campaign compelling drivers to "think rider" and encouraging both riders and drivers to share responsibility for keeping each other safe is commendable, once again this campaign portrayed motorcyclists as dangerous. The campaign stated "Motorcyclists make up 1% of total road traffic, but 19% of all road user deaths". Yet did not explain the cause of accidents killing the motorcyclists. To make matters worse, the pre-launch of the campaign on the TAC Spokes website said:

"a television advertisement depicts the moments after a motorcycle collides with a right-turning vehicle after the driver fails to see the rider".

What is should have said is: ***the right turning vehicle collides with a motorcycle.*** Yet once again the motorcycle rider, not the driver was portrayed as being at fault and colliding with the other vehicle, this being another example of the anti-motorcycle bias used in many road safety campaigns.

5.0 VICTORIAN ANTI-MOTORCYCLE BIAS

Without explaining the cause of accidents, many TAC road safety campaigns frequently use statistics and public statements which suggest motorcycle riders are dangerous and that the responsibility for rider safety is solely attributable to the rider. This contributes to the creation of negative stereotypes, perceptions and attitudes towards riders.

The image shows a screenshot of the TAC website's 'Motorcycle crash data' page. The page header includes the TAC logo (Transport Accident Commission) and a 'Languages' link. The main content area contains the following text:

Motorcycle crash data

In the last 10 years, 414 motorcycle riders and pillion passengers have lost their lives and more than 10,000 riders and pillion passengers have been seriously injured on Victorian roads, representing 18% of all lives lost on the road and 17% of hospitalised claims over the last 10 years.

Motorcycles represent almost 4% of the number of registered vehicles in Victoria, and account for less than 1% of vehicle kilometres travelled. Around 9% of Victorian licence holders hold a motorcycle licence.

As at June 2017, more than 420,000 Victorians held a current Victorian motorcycle licence or permit. Of these licence holders:

- 88% were male
- 5% were aged 25 or less

Two text boxes on the right side of the screenshot provide critical analysis of the data:

Statistics are frequently used, particularly by the TAC to portray motorcycle riders as dangerous road users and as being over represented in the lives lost on Victorian roads.

The is a blame the victims, rather than the perpetrators approach not revealing who is actually the cause of "accidents" leading to the fatalities. Evidence shows whenever there is a collision between a motorcycle and another vehicle, it is the driver of that vehicle and not the motorcycle rider that is usually at fault.

Using statistics to show how motorcycle riders are over represented in road accidents, without providing any explanation as to who is at fault, portrays riders as unsafe and creates negative perceptions, stereotypes and attitudes towards riders by other road users.

Creating negative perceptions, stereotypes and attitudes towards any road users is not in the best interest of road safety.

Figure 18 – Blame the Victim Motorcycle Crash Data - TAC



Figure 19 – Motorcycles at 38 times the risk TAC campaign - TAC

The Victorian Parliamentary Road Safety Committee recommended the TAC focus its motorcycle safety advertising on redressing the attitude that responsibility for rider safety is solely attributable to the rider, yet campaigns with anti-motorcycle bias are still used by the TAC. The campaign of May 2022 encouraging motorcycle riders to wear protective clothing, shows a rider falling off his motorcycle, not due to a collision with another vehicle, but riding irresponsibly, as does the poster for the same campaign (Figure 20).



This TAC poster was produced to supposedly promote road safety for motorcyclists.

The poster might be seen to suggest riding a motorcycle is the perfect way to end up taking a trip to hospital, this rather than promoting riders should wear safety gear.

The small print correctly advises wearing casual clothes such as sneakers, jeans and hoodie will only protect a rider for a split second in an accident.

However; did the TAC ever consider this poster may portray motorcycle riders as dangerous road users and so create negative stereotypes, perceptions and attitudes towards them?

Figure 20 - Trip to the Hospital TAC Poster – TAC 2022

5.1 – Creating negative stereotypes and perceptions of riders

Research shows negative stereotypes and perceptions of riders see one third of all drivers having the attitude motorcycles and in particular motor scooter riders are a road menace.

In 2007 the Automotive Insurance Company AAMI¹⁸ delivered the following conclusions:

i) Drivers nationally said Motor Scooters are the new menace on Australia's capital City roads.

ii) Many Drivers are annoyed with the increased presence of Motor Scooters on major City roads with one third calling them the new "Menace".

These negative perceptions of riders as a "**Menace**" illustrate how some road users believe riders have less entitlement than other vehicles and that road safety as a shared responsibility is of little concern to many drivers. This is why riders must be cautious of 33% of drivers who believe they are a "menace". Such negative driver attitude sees riders become even more vulnerable, this is why Recommendation 22 resulting from the 2012 Parliamentary Inquiry into Motorcycle Safety says:

"That the Transport Accident Commission focus its motorcycle safety advertising on redressing the attitude that the responsibility for rider safety is solely attributable to the rider, by ensuring that campaigns dealing with motorcycles raise driver awareness and do not create negative stereotypes, perceptions or attitudes among drivers"¹⁹.

5.2 Consequences of road safety advertising campaigns

It needs to be considered how in response to Recommendation 22 resulting from the 2012 Victorian Parliamentary Inquiry into Motorcycle Safety, the whole of government response advised the recommendation is supported, saying:

"The TAC will undertake research to better understand how the perceptions of drivers influence motorcycle safety outcomes. The TAC will also use the research to better understand what perceptions, attitudes, or stereotypes motorcycle safety campaigns create amongst drivers. This research will be used to ensure advertising supports drivers to understand that rider safety is a shared responsibility"²⁰

When considering TAC campaigns and the images shown on page 21, it is hard to see how these were prepared to redress the attitude responsibility for rider safety is solely attributable to the rider, or has raised driver awareness of motorcycles, or has not created negative stereotypes, perceptions and attitudes towards motorcycle riders.

The TAC campaigns are in contradiction to Recommendation 22 of the Victorian Parliamentary Road Safety Committee from PIMS and so may be seen as contradicting the promise¹⁹ made by the TAC in the whole of Government response. This another example of how recommendations resulting from PIMS, which were supposedly "supported" in the whole of government response, have in effect not been supported, the majority in reality having been effectively overlooked or rejected.

Perhaps the TAC and other road safety partner agencies should consider the consequences of road safety campaigns, which portray riders as dangerous and responsible for most accidents they are involved in. Such campaigns also influence those outside of the target market and create negative perceptions and stereotypes of motorcycle riders. Of great concern is how some TAC campaigns have used questionable data; for example; the “38” times risk of injury claim shown in Figure 19 has been referred to by Professor Mark Stevenson of the Monash University Research Centre (MUARC) as “*inaccurate*”²¹.

It is unfortunate that past and present TAC road safety campaigns, such as “38 Times” and the “Perfect outfit for a hospital visit”, can be seen as contributing to the creation of negative stereotypes, perceptions and attitudes towards riders.

TAC road safety campaigns attempting to convince riders to wear safety gear are commendable, but any positive effect they may have on road safety is severely negated when they portray riders as irresponsible and dangerous.

6.0 RIDERS WORK TO MAKE VICTORIAN ROADS SAFER

As already discussed, research shows negative stereotypes and perceptions of riders see one third of all drivers having the attitude motorcycles as a road menace. The negative perceptions, stereotypes and attitudes towards riders no doubt contributing to the cause of motorcycle accidents, particularly those involving a motorcycle and another vehicle. Yet as can be seen from Figure 21, although motorcycle fatalities peak in some years the trend over the last decade has been for them to reduce, this even though the number of riders on Victorian roads has increased significantly in the same period. Unfortunately, 2022 looks like being one of the years in which motorcycle fatalities spike.

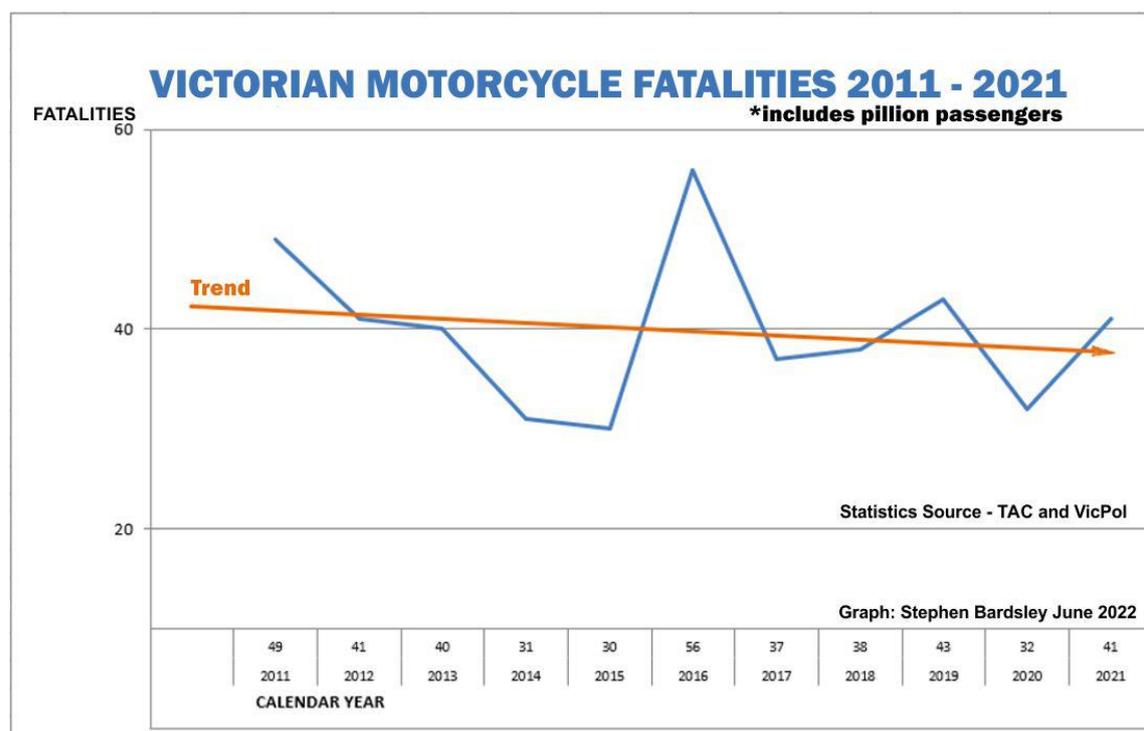


Figure 21 – Reducing motorcycle fatalities

Whereas road safety campaigns which often portray riders as dangerous and irresponsible and road safety strategies which do not have enough emphasis on motorcycle safety cannot be seen in any way responsible for the trend during the last decade for motorcycle fatalities to reduce, the actions of riders certainly can.

Although riders are all too often portrayed as dangerous and irresponsible, it is rarely mentioned how they have for many years helped to reduce the road toll with their own road safety initiatives, these including motorcycle awareness campaigns and motorcycle training courses. As early as 1980 the MRA first conducted driver awareness campaigns including Motorcycle Month, below is the flyer from the 1985 MRA Motorcycle Month.

**MOTORCYCLING
IS MAGIC!**
NATIONAL MOTORCYCLE MONTH 1985

MRA

6th Bill Stalker DRIVER AWARENESS RUN **OCTOBER 19th**

Leaves Elizabeth St., Melbourne. 2PM
West Gate Bridge (toll 80¢) to Geelong.
RALLY, BANDS, CAMPING & BADGES.
(03) 662 1889 (052) 22 1274

Figure 22 - MRA Motorcycle Month Flyer 1985

In 1991, during his last year as the Prime Minister of Australia Bob Hawke congratulated the MRA for their Motorcycle Month and for showing their concern for road safety. Hawke noted that motorcyclists remain a high risk group and no-one is more aware of this than riders themselves, he congratulated the MRA and riders for a range of activities, including public education campaigns and training, below is the letter from Mr Hawke.



PRIME MINISTER
CANBERRA

I WELCOME THE INITIATIVE OF THE MOTORCYCLE RIDERS' ASSOCIATION OF AUSTRALIA INCORPORATED, IN LAUNCHING NATIONAL MOTORCYCLE SAFETY MONTH IN MELBOURNE TODAY.

MOTORCYCLISTS ARE NOT JUST SHOWING THEIR CONCERN FOR ROAD SAFETY, BUT ARE DEMONSTRATING THEIR INVOLVEMENT IN, AND CONCERN FOR, THE COMMUNITY AT LARGE BY THEIR ANNUAL TOY RUN, WHICH PROVIDES TOYS TO THE SALVATION ARMY FOR NEEDY CHILDREN AT CHRISTMAS, AND BY GIVING BLOOD TO THE RED CROSS.

MOTORCYCLISTS REMAIN A HIGH RISK GROUP. NO-ONE IS MORE AWARE OF THIS THAN THE RIDERS THEMSELVES. THEIR POSITIVE EFFORTS TO REDUCE THIS RISK INVOLVE THEM IN A RANGE OF ACTIVITIES WHICH INCLUDE PUBLIC EDUCATION CAMPAIGNS AND TRAINING. SUCH AN APPROACH MIGHT WELL BE ADOPTED BY OTHERS WHO USE OUR ROADS.

I CONGRATULATE THE MOTORCYCLING COMMUNITY. THEIR EFFORTS TO IMPROVE ROAD SAFETY DESERVE THE WIDEST SUPPORT.

R J L HAWKE

(1991)

Figure 23 – Letter of congratulation to riders from Prime Minister Hawke

Unfortunately, the good work motorcycle riders do and have done in the name of road safety over the last two decades is rarely if ever mentioned, instead the tendency is to portray riders as dangerous and irresponsible as seen in many road safety campaigns.

7.0 A MORE COOPERATIVE APPROACH REQUIRED

A more cooperative and less anti motorcycle biased approach needs to be shown by the Victorian road safety partner agencies. The author of this report was a member of the VicRoads Motorcycle Advisory Group (MAG) and recalls how in 2015, a VicRoads senior manager openly made the following statement during a MAG meeting at the VicRoads headquarters in Denmark Street, Kew:

“we [VicRoads] have done everything in our power to discourage motorcycle riding in Victoria and have failed”²²

This statement epitomises the anti-motorcycle bias shown by the Victorian road safety partner agencies, it was one of the reasons the author of this report resigned from MAG with a year of his tenure remaining. It is also the experience of motorcyclists and advocacy groups how some of the Victorian road safety partner agencies are extremely reluctant to engage in meaningful dialogue with outside parties. They are reluctant to discuss motorcycle safety, discrimination against riders or the collection, collation, provision and interpretation of data relating to accidents or motorcycle safety in general.

To be fair, most of the road safety partner agencies reluctance to engage with riders and road safety advocates has been encountered mainly when attempting to communicate with Road Safety Victoria (VicRoads) and the Victorian Transport Accident Commission (TAC), who have shown little inclination to listen, engage or cooperate with motorcycle riders outside of their own hand-picked and so-called “expert” and “engagement” panels.

7.1 TAC Unresponsive

In March 2021 the author of this report sent a copy of his motorcycle safety report “The blame game continues” to a senior staff member at the TAC, asking it be considered, this after a statement from the staff member was published in a Victorian daily newspaper.

The statement reiterating motorcycles make up just 4% of registered vehicles, but account for 17% of deaths and serious injuries on Victorian roads. The TAC statement was once again made without mentioning the driver, not the rider, is usually at fault in collisions involving a motorcycle and another vehicle. The report sent to the TAC included a proposal detailing the possibility of saving 5 motorcycle riders lives per year. A reply was never forthcoming from the TAC, neither was even the courtesy of an acknowledgement advising the report had been received. The TAC senior staff member perhaps believing a proposal to save the lives of motorcycle riders was not worth considering or acknowledging.

In July 2022 and prior to this report being released, a draft hard copy was sent to Mr Joe Calafiore, the CEO of the Victorian TAC. On the 9th August advice was received the report was under review and *“a member of our Road Safety team will be in contact with you as soon as possible”*. A belated response was only received (after requests), some 7 weeks later, this from the acting TAC CEO, Liz Cairns. The response can only be viewed as not addressing many of the issues raised in the report. The response was signed off saying:

“The TAC will continue to work with the motorcycling community and across the Victorian road safety partnership to support motorcyclists and promote their safety”.

This response being difficult to comprehend, as the report identified TAC shortcomings regarding how they do not in effect work with the broader motorcycling community and illustrated how the TAC should do much more to promote motorcycle safety.

At least a response was finally received, which is better a better result than on previous occasions. The response is of concern and does little to raise hope that the TAC will in the future be prepared to work with the broader motorcycle community to develop and implement more appropriate and effective road safety strategies and campaigns able to help improve motorcycle safety.

7.2 Road Safety Victoria (eventually responsive)

The blame game continues” report had also been sent to a senior staff member at Road Safety Victoria in September 2020. This both by email and as a hard copy, printed, bound add sent by Australia Post. As experienced with the senior TAC staff member, no acknowledgement of having received the report was given. After waiting many months for a response, in February 2021 the author raised this matter with the Hon. Ben Carroll, Minister for Road Safety. In April 2021 a response was finally received from the Victorian Department of Transport. The response advised unfortunately the office of Road Safety Victoria had not been able to locate either the email or hard copy of the report. An apology was provided, along with thanks for having prepared the report. The response advised the report would be considered by Road Safety Victoria. Considered or not, who knows? This was the last ever heard from the Victorian Department of Transport.

7.3 VicRoads an uncooperative organisation

In February 2021 the author of this report, as the Road Safety Officer for the Motorcycle Riders Association of Australia (MRAA), requested VicRoads to advise the number registered motorcycles in Victoria, this to assist with a report being prepared to help improve motorcycle safety in Victoria. VicRoads were advised the report was to include a graph showing the number of registrations, this compared to the number of fatalities, so the number of registered motorcycles was required to prepare the graph. One would think this a fairly simple request for information that should actually be publicly available. VicRoads however declined to provide this information and so assist with a report being prepared to help improve the safety of Victorian motorcycle riders. VicRoads were uncooperative and evasive, at first advising they did not have this information, which of course was an absurd response. Then after further requests they advised a “Data Exchange Request Template” would need to be submitted if they were to release the information. The complicated template was submitted, but the information regarding how many motorcycles were registered in Victoria was never received, this illustrating lack of consideration and cooperation from VicRoads. The information was however eventually obtained, it was found to be publicly available from the Australian Bureau of Statistics, having been provided to them by, wait for it..... VicRoads!!!

Such evasiveness, lack of cooperation, belated responses, reluctance to engage with those desiring to create reports to help save lives, illustrates the anti-motorcycle bias shown by VicRoads and some of their highly paid civil servant employees. What is appalling, is how such bias is shown to well-meaning unpaid volunteer motorcycle safety advocates, whose only interest is to dedicate their own time and efforts to help improve road safety in Victoria. Without better cooperation nothing will change, riders will continue to be unnecessarily endangered, seriously injured and killed on Victorian roads whilst those working to prevent this will continue to be ignored and treated with contempt by the road safety partner agencies. In 2013 the Independent Riders Group (IRG), now known as the Motorcycle Riders Association of Australia (MRAA), called for a new approach to be used in road safety campaigns.

The IRG report “Hitting the wrong target”²³ asked if the TAC and VicRoads might take a different and more conciliatory approach towards riders. The IRG suggested instead of using campaigns creating negative perceptions, stereotypes and attitudes towards riders, the TAC and other road safety partner agencies instead highlight the vulnerability of riders and attempt to redress the negative attitudes drivers have towards riders. No response was ever received.

It was pleasing to see a more conciliatory approach adopted in the October 2013 TAC “Perfect Ride” road safety campaign, this showing the types of risks riders face each time they are on a recreational ride, some due to other road users. There was however still a blame the rider mentality in the campaign, which once again did not mention who is at fault in the majority of accidents involving a motorcycle and another vehicle. Riders were identified as accounting for 20 per cent of all TAC's trauma related costs, this also without explaining who was at fault for many of the accidents resulting in such costs.

In 2019 VicRoads and the TAC disappointingly in another campaign placed greater onus for road safety onto motorcycle riders, when once again ignoring the concept of road safety as a shared responsibility of all road users. The TAC “Every Second - Always On” campaign was admirable in that it encouraged riders to check and update riding skills, but it unfortunately once again appeared to place responsibility on riders, not drivers by highlighting the need for motorcyclists to be constantly vigilant, a commendable sentiment, but once again there was no mention of who is to blame in the majority of accidents involving a motorcycle and another vehicle. The campaign therefore may be considered as suggesting rider safety is solely attributable to the rider, especially when reiterating motorcycles account for 4 per cent of registered vehicles and 1 per cent of kilometres travelled and 15% of fatalities, again without mention of how drivers are usually to blame for collisions involving a motorcycle and another vehicle. There was also an over emphasis on ABS motorcycle brakes and advice that to avoid being involved in a collision riders must always move away from approaching cars, necessary due to the law of the jungle driver mentality on Victorian roads, where smaller more vulnerable motorcycles must always, even when required by law not to do so, must give way to larger vehicles, or risk being involved in a collision due to driver negligence or error.

Advice from the Victorian Parliamentary Road Safety Committee was a that a more conciliatory approach should be taken by the TAC in their road safety campaigns, this in recommendation 22 from the 2012 Parliamentary Inquiry into Motorcycle Safety, saying:

“That the TAC focus its motorcycle safety advertising on redressing the attitude that responsibility for rider safety is solely attributable to the rider, by ensuring that campaigns dealing with motorcycles raise driver awareness and do not create negative stereotypes, perceptions or attitudes among drivers”²⁴

Yet some 10 years later, it is apparent Recommendation 22 appears not to have been heeded by the TAC, certainly not to the extent expected or which may be deemed as being responsible and in the spirit of the Parliamentary Road safety Committee recommendation.

8.0 ROAD SAFETY IS NOT A SHARED RESPONSIBILITY IN VICTORIA.

An obvious problem in Victoria is the identified anti-motorcycle bias and how riders are discriminated against. Unlike other road users riders have a financial burden imposed upon them, the Motorcycle Safety Levy (MSL). It therefore cannot be said road safety is an equally shared responsibility of all road users. The current "Victorian Road Safety Strategy 2021-2030", "Towards Zero" and other Victorian road safety strategies and campaigns, have not done enough to address critical motorcycle safety issues or the inequity of the MSL, which demands riders of motorcycles with engine capacities greater than 126cc are the only road users who must pay an additional levy to use Victorian roads.

Far from promoting road safety as a shared responsibility, the MSL is blatantly discriminatory being directed at just one sector of road users, motorcycle riders! The MSL epitomises the anti-motorcycle bias prevailing in Victoria. Instead of equal and shared responsibility for road safety there exists a blame the victim not the perpetrator mentality. Why is it that riders are forced to pay a so-called "safety levy" when their vulnerability is increased by the actions of other road users? The MSL not only financially discriminates against motorcycle riders, but creates negative stereotype of riders as irresponsible road users. The MSL may be seen to suggest riders are dangerous and so less entitled to use Victorian roads than other road users, they must therefore pay an additional fee to do so.

One of the "justifications" used for the MSL is the frequent advice motorcycles represent just 4% of the vehicles registered in Victoria and just 1% of vehicle kilometres travelled, but account for 18% of fatalities. Whereas this may be true, there is little discussion regarding who is at fault for many of the fatalities and how it is often not the rider.

The evidence in this report shows there is justification to place a "safety" levy not on riders, but drivers. It therefore need be asked, are the Victorian road safety partner agencies approaching road safety from the wrong end and with anti-motorcycle bias?

8.1 Why a Victorian Motorcycle Cycle Safety Levy?

Motorcycle riders are discriminated against in In Victoria, they are the only road users who pay the "road safety levy", even though ten years ago a recommendation resulting from the Victorian Parliamentary Inquiry into Motorcycle Safety was the levy be abolished. Imposing a "safety" levy only on motorcycle riders not only suggests they are dangerous, but the financial burden discourages motorcycle riding (was this the intention of introducing the levy?). Such anti-motorcycle bias does not and is not conducive to promoting road safety as a shared responsibility of all road users.

Most road users appreciate motorcycle riders are vulnerable road users, this mainly due to the unprotected nature of motorcycles. Riders are however made even more vulnerable due to the lack of respect and an unwillingness to share the road shown by some drivers. There is a difference between being vulnerable and being dangerous. Announcements and road safety campaigns from the Victorian road safety partner agencies, which negatively portray motorcycle riders as being over represented in accidents without citing the cause of the accidents only exacerbate such disrespect. This creates negative stereotypes, perceptions and attitudes towards motorcycles and their riders and so increases their vulnerability, placing them at greater risk on Victorian roads.

Figures 7 and 8 on page 9, show increasing motorcycle and scooter registrations and how since 2010 the trend has been for rider fatalities to decrease. Why then are riders forced to pay a “safety” levy? The MSL was implemented in May 2002 by the Victorian Labour Government, it was and still is the only Victorian levy ever directly imposed on any specific category of road user for the purpose of road safety. The initial MSL levy was \$50, this for each motorcycle registration, but due to protests from riders it is now levied on just one motorcycle owned by a rider. The impost has increased significantly over the years by almost 50% to \$75.90. The levy is indexed to inflation, so will continue to increase, this at a greater rate than ever before, due to current and predicted future inflation.

The Victorian Motorcycle Safety Levy is understandably seen as controversial and discriminatory, because it targets only one sector of road user, motorcyclists. Yet road infrastructure works funded by the levy benefit other road users. It also needs to be asked why the fee for the motorcycle safety levy is not clearly shown on motorcycle registration invoices and renewal documents, is it something that should be hidden?

It also must be considered how a recent TAC annual report shows \$5,000,000 collected from riders in MSL funds remains unspent and so have done absolutely nothing to improve the safety of motorcycle riders.

8.2 Concerns regarding the use of Motorcycle Cycle Safety Levy funds

There has been much criticism of the Motorcycle Safety Levy (MSL) and the secrecy surrounding it. Reportedly more than **\$100,000,000 dollars** has been collected from motorcycle riders since its inception. It’s difficult to believe motorcyclists have received anything like value for their money. It has also been difficult to ascertain where much of this money has been spent and importantly how much actually hasn’t been. A Freedom of Information application in 2015 by the Independent Riders’ Group (now known as the MRAA), revealed \$18.5 million of fees collected remained unused in Government coffers.

The then Minister for Roads and Road Safety, Luke Donnellan, advised the \$18.5 million had been accounted for in recently approved, but not publicly announced road infrastructure projects, also advising no details of the projects were available. To be fair during his tenure as Minister for Road Safety Luke was supportive of and had genuine concern for motorcycle rider safety. Luke gave his own personal time to attend motorcycle gatherings, his office door was always open for riders to meet him personally, there was little he could do to convince the Victorian Labour Government to abolish the levy.

Luke was well supported by the excellent Victorian Government Road Safety advisor, Roger Willsmith, himself a motorcycle rider. However; the reality is there always has been and there still are concerns regarding how MSL funds are used and also importantly not used. A major concern was the use of Motorcycle Safety Levy funds used to pay for operational enforcement. Further concerns were raised regarding transparency relating to expenditures made using MSL funds. The 2012 Victorian Parliamentary Inquiry into Motorcycle Safety report from the Parliamentary Road Safety Committee saying:

“The Committee agrees with the view that information on the safety levy, its expenditure and the outcomes of projects are not adequately reported by VicRoads and the TAC nor made available for public consumption in a way that meets the community’s expectations”²⁵.

Recommendation 32, resulting from the Victorian 2012 Parliamentary Inquiry into Motorcycle Safety says²⁶

“That projects that do not adhere to the *Strategic guide for expenditure of the motorcycle safety levy funding* must not receive funding under any circumstances, particularly those projects that propose to use motorcycle safety levy funding to pay for enforcement or Victoria Police operational costs”.

8.3 MSL DISCRIMINATORY AND RECOMMENDED TO BE ABOLISHED

In the 2012 Victorian Parliamentary Inquiry into Motorcycle Safety Report, the Parliamentary Road Safety Committee showed reservations in regard to many aspects of the motorcycle safety levy, including the funding of projects and how it is discriminatory, saying:

“the safety levy can only be justified if it is subject to the oversight arrangements which originally applied to its use and if the projects it funds are evaluated appropriately. Nevertheless, the safety levy remains a discriminatory approach to road safety focusing on one road user group”²⁷

In 2012 the Parliament of Victoria Road Safety Committee recommended VicRoads and the TAC report on the effectiveness of the motorcycle safety levy in future annual reports, including the demonstrable effects of the levy in improving rider safety and the effectiveness of individual projects. In regard to governance and concerns relating to the type of projects using motorcycle levy funds, Recommendation 24 of the 2012 Victorian Parliamentary inquiry into Motorcycle Safety says:

“That the Auditor-General’s Office undertake a performance audit of the motorcycle safety levy including those projects funded and implemented since 2002 , and its governance arrangements”²⁸

Recommendation 25 of the 2012 Victorian Parliamentary Inquiry into Motorcycle Safety was ***“That the Motorcycle safety levy be abolished”***²⁹

Recommendations: Chapter 9

Recommendation 24:

That the Victorian Auditor-General’s Office undertake a performance audit of the motorcycle safety levy including those projects funded and implemented since 2002, and its governance arrangements.

Recommendation 25:

That the motorcycle safety levy be abolished.

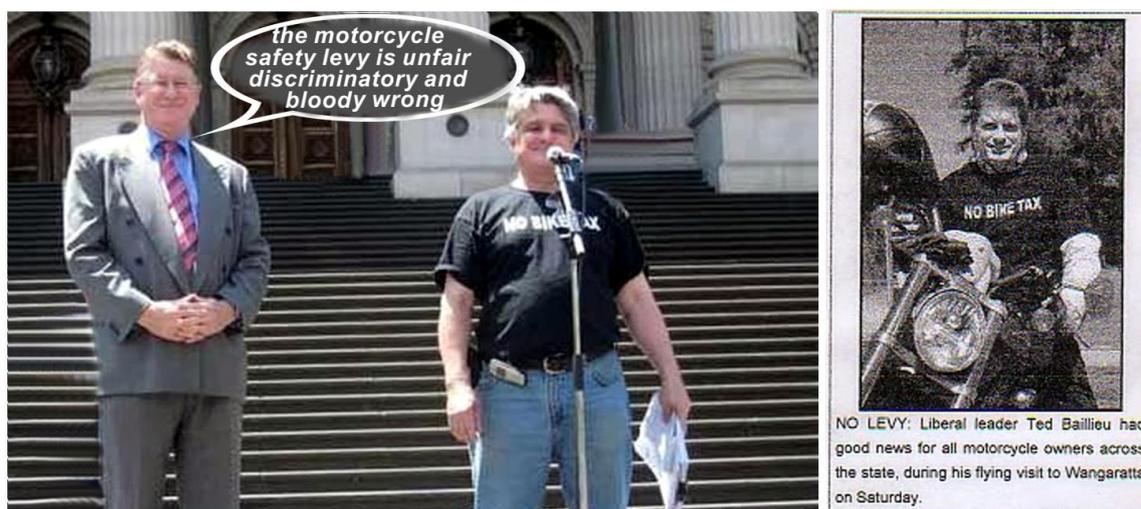
Figure 24 – Victorian Parliamentary Inquiry Recommendations

The recommendation to abolish the motorcycle safety levy was not supported in the whole of Government response, even though there had been many promises by politicians in the preceding decade to abolish it.

In 2002 the Victorian Government opposition leader, Dr. Denis Napthine said the MSL was **“unfair, discriminatory and bloody wrong** pledging to abolish the levy if his Liberal Government were elected. In 2012 the Parliamentary Inquiry into Motorcycle Safety identified the levy as discriminatory and as shown in Figure 24, recommended it be abolished. In March 2013 Dr. Napthine was still in politics, he was elected as the leader of the Victorian Liberal Party, the Motorcycle Safety Levy remained.

The Victorian Parliamentary Inquiry into Motorcycle Safety was conducted over 18 months, its findings released in December 2012. There were 64 recommendations regarding improving the safety of Victorian motorcycle riders. Only 16 of the recommendations were fully supported by the whole of Government response, most were in effect rejected, including Recommendation 25, that the Motor Cycle Safety Levy be abolished. The irony is the recommendations were rejected by those identified as needing to do more for motorcycle safety. **In reality this akin to the accused being the judge and jury at their own trial, this rather than a response provided from an independent office of road safety.** Victoria still does not have an independent office of road safety data, because along with the recommendation to abolish the safety levy, in 2013 the road safety partners effectively rejected the recommendation of the Parliamentary Road Safety Committee to establish one and since appear to have shown no inclination to do so.

Victoria does however still impose a safety levy on motorcycle riders, this having little support. In 2010, after 11 years in power, the Victorian Labour Government was ousted by the Liberal / National Party Coalition. During the election campaign the Coalition released a motorised two-wheel policy, this pledged to implement a raft of proposals if they won the election. They did, Ted Baillieu was sworn in as Premier, there were again hopes the Motorcycle Safety Levy would be abolished, but it wasn't. In 2017 Rodney Brown, a keen motorcycle rider advocate, member of the MRAA and campaigner against the MSL, wrote to the Liberal shadow minister for roads David Hodgett, suggesting the safety levy was nothing more than an additional tax on motorcycle riders and should be abolished. The response from the shadow minister was encouraging: **“regarding your specific concerns with the Motorcycle Safety Levy, I have noted these and I am happy to consider your feedback on this matter as we continue to develop our policies towards next year’s State election.”** The election was however won by Labour and the MSL remained.



Figures 25 and 26 - Denis Napthine and Ted Baillieu – Both said NO to the Motorcycle Levy

The Independent Riders Group (IRG) today known as the Motorcycle Riders Association of Australia (MRAA), has campaigned for the abolition of the MSL and has on many occasions protested against its inequity and its obvious discrimination against motorcycle riders. The MRAA has lobbied Governments, Ministers and Shadow Ministers of all political persuasions, they have been disappointed however, in that the “safety” levy has not only remained, but has increased by almost 50%, this in part as it is indexed to inflation. The MRAA and many motorcycle riders believe the motorcycle safety levy was never about safety, but was imposed as an impost on riders to discourage motorcycle riding in Victoria.

9.0 THE VICTORIAN MOTORCYCLE SAFETY ROUNDABOUT

The Victorian Road Safety Action Plan 2021-23 is a commendable road safety initiative, however in regard to motorcycle road safety it is flawed, for example when saying:

“We will work directly with the Victorian Government Motorcycling Community Engagement Panel (MCEP) on initiatives to improve rider safety and promote the benefits of motorcycling”.

During the last two decades there has been many Victorian motorcycle safety advisory groups/panels, such as the current MCEP, most which may be viewed as having achieved little to improve the safety of Victorian motorcycle riders. Such groups have included VMAC and MAG (the Victorian Motorcycle Advisory Group) of which the author of this report was a member for two years, but resigned in frustration, this due to its perceived ineffectiveness and lack of transparency. There has always been a veil of secrecy around such advisory panels, for example; at the insistence of VicRoads the Minutes from MAG meetings (usually held at the headquarters of VicRoads) were available only to MAG members and not for public distribution. The understanding was any member of MAG discussing its inner workings, Agendas or Minutes outside of MAG meetings would be dismissed. At the time of writing the minutes of the current MCEP are not available to the public, this when consultation with the broader Victorian motorcycle community is more important than ever.

VicRoads insisted all MAG rider representatives were appointed as “independents”, this intentionally limiting their input to being from a single person, rather than a motorcycle community or advocacy group that the rider may have wanted to represent. It is also questionable as to why many highly experienced, educated and qualified riders who apply for positions on such advisory groups/panels are rejected. Over 800 riders applied to join MCEP, yet only 7 were selected, the other 5 members holding executive positions across the Victorian government. The result being much experience, knowledge and expertise relative to motorcycle riding and road safety will not be utilised. Such Committees, although having members who generously give up their time to represent riders, are often seen not much more than rubber stamps for predetermined outcomes as desired by the road safety partner agencies and which are used so it can be said a process of consultation with riders has taken place. This certainly was how the author of this report felt during his 2 year tenure on the Victorian Motorcycle Advisory Group, hence his early resignation.

The mock flow chart (Figure 27) was prepared to illustrate why after two decades not enough has been done in Victoria to improve rider safety. The chart includes “Stakeholder Input” as part of the process and shows how recommendations of Parliamentary Inquiries were not supported, this illustrating the reluctance of the road safety partner agencies to ensure important road safety issues are addressed or included in their strategies.

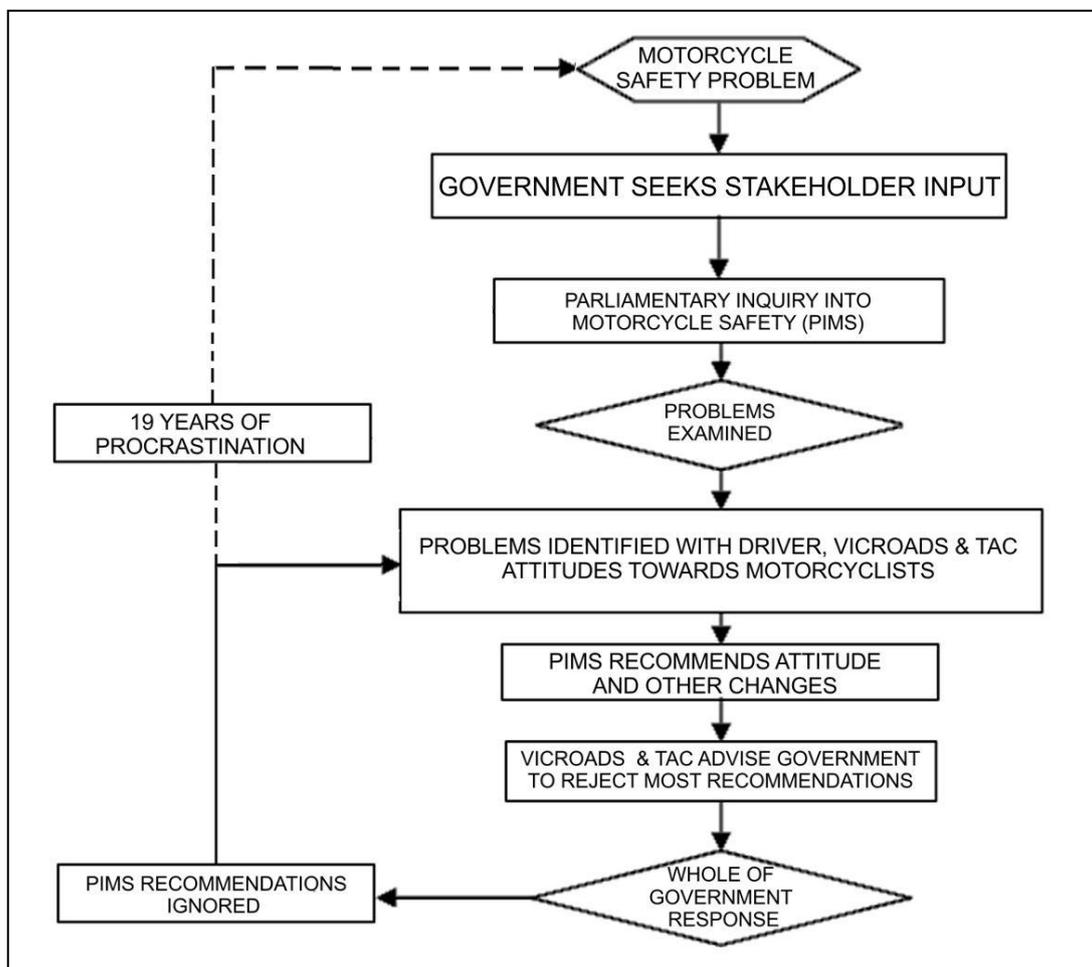


Figure 27 - The Victorian Motorcycle safety roundabout

In regard to improving road safety for riders, little resulted from the both the 1993 and 2012 Victorian Parliamentary Inquiries into Motorcycle Safety. In 2012 the whole of Government response, including from the TAC and VicRoads, was to fully support just 16 of the 64 recommendations made by the Victorian Parliamentary Road safety Committee, this whilst the Motorcycle Safety Levy continued to gouge millions of dollars each year from motorcycle riders, supposedly in the name of “safety”. What is alarming and as shown at Figure 27, is how the Victorian road safety partner agencies have resisted attempts to engage with motorcycle riders and sectors of the Powered Two Wheeler community, this although Recommendation 40 resulting from the 2012 Parliamentary Inquiry into Road safety said:

“That VicRoads review the Roadsafe program with a view to identifying improvements for engaging where appropriate with all sectors of the Powered Two Wheel community”³⁰

The whole of Government response was **“THIS RECOMMENDATION IS NOT SUPPORTED”**.

This illustrating how the road safety partner agencies refuse to engage with motorcycle riders from “*all sectors*”. The diagram also helps illustrates why decisions regarding which recommendations from a Parliamentary Inquiry are supported or rejected, should be made by an independent office of road safety and data and not the road safety partner agencies identified in the inquiries as needing to do more to ensure the safety of motorcycle riders, including redressing negative perceptions, stereotypes and attitudes shown to them.

10.0 DRIVER EDUCATION AS A PRIORITY

We have seen how evidence shows drivers are at fault in most collisions involving a motorcycle and another vehicle. There is therefore an urgent need for drivers to be educated about motorcycle awareness. The Victorian Government “Road Safety and Transport Strategic Action Plan for Powered Two Wheelers 2009-2013” says (page 26):

Other vehicles are involved in about half of PTW serious casualty crashes. In a significant number of these crashes the driver of the other vehicle is at fault; many involve the driver of a vehicle failing to give way at an intersection and turning across the path of a PTW travelling straight ahead.

These types of crashes, and others in which drivers are at fault, could potentially be avoided if drivers have a greater awareness of PTWs, make better judgements and take more responsibility in sharing the road safely with riders.

Yet in spite of such statements, not enough has been done since 2009 to educate drivers regarding motorcycle awareness. It can be seen there needs to be a new approach from the Victorian road safety partner agencies, the anti-motorcycle bias must cease. Instead of adopting the anti-motorcycle approach of rejecting recommendations to engage with all sectors of the Powered Two Wheel community, the agencies need to more genuinely consult with and utilise the significant knowledge and experience that exists within the Victorian motorcycling community relative to motorcycle road safety. Importantly the agencies need to stop making statements regarding the number of motorcycle accidents without also stating the major causes of those accidents.

The strategies, campaigns and public statements from the road safety partner agencies need to redress the negative perceptions, stereotypes and attitudes towards motorcycle riders. Education programs will ensure drivers are more aware, tolerant and willing to share the roads, this will help reduce accidents, injuries and motorcycle rider fatalities. Driver education programs can be effective, it is proven drivers with motorcycle rider training and experience are far less likely to commit a right of way violation against a motorcycle rider. Figure 28 from MAIDS, shows how drivers who also have a motorcycle licence are much less likely to commit a perception failure than are those who only possess a car licence. This is because as riders, as well as drivers, they are better educated, more aware of, more tolerant of and importantly more willing to share the roads with motorcycles.

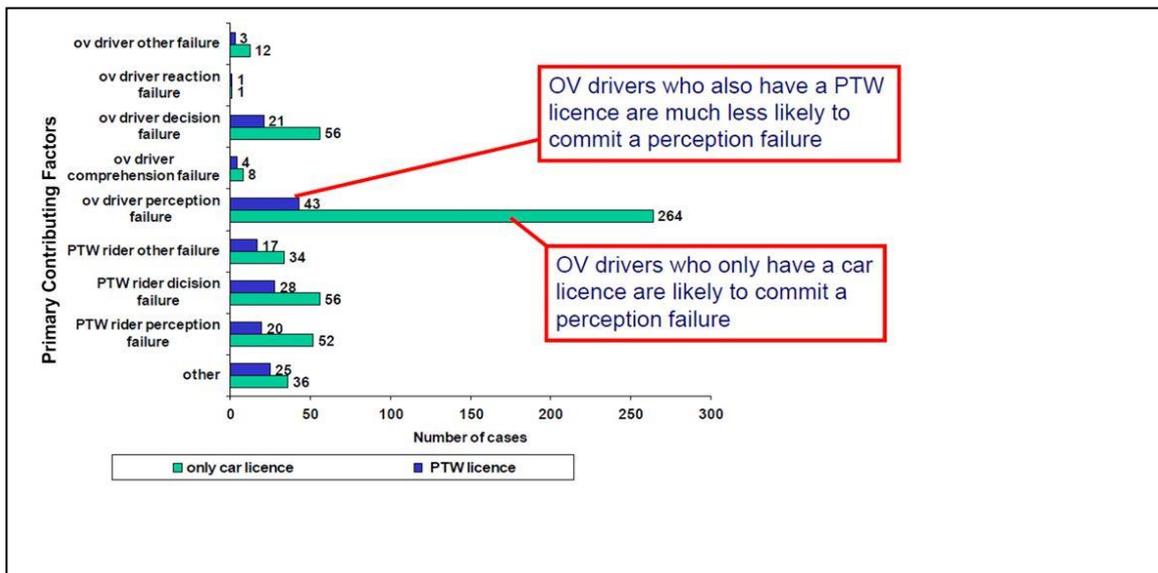


Figure 28 – Drivers with a motorcycle licence are safer

10.1 Education for Drivers - USA Motorcycle Safety Foundation

The introduction of motorcycle awareness campaigns for drivers in Victoria would not be difficult and there are millions of dollars available to develop them, as collected from motorcycle riders via the Victorian Motorcycle Safety Levy. Whereas it may seem somewhat ironic and inequitable that motorcyclists should pay for programs which educate drivers to be more motorcycle aware, this is still a far better alternative than riders being involved in collisions with cars and further lives being unnecessarily lost, this due to lack of motorcycle awareness and driver negligence.

The Victorian road safety partner agencies may wish to consider the example of the USA Motorcycle Safety Foundation, which operates a driver education program, this teaches drivers how they can more safely interact with motorcyclists. It is a ten point program and commences by advising drivers:

“over half of all fatal motorcycle crashes involve another vehicle. Most of the time, the motorist, not the motorcyclist, is at fault.”³¹

The program has been designed to educate drivers to be more willing to share the roads with motorcycles and covers important safety issues drivers need to be aware of. These include motorcycle observation, how motorcyclist often slow down by changing gears and so brake lights may not be illuminated, how to keep a safe distance, understanding how and why motorcycles change lanes, not to expect a motorcycle will always be able to move out of the way, to think about the person under the helmet, and how in a motorcycle accident there are no take backs and so drivers are likely to never forgive themselves if a rider is seriously injured or killed in a collision with their vehicle.

This is precisely the type of driver education program that could and should be introduced in Victoria, so as to help prevent serious motorcycle accidents involving another vehicle and so save the lives of many riders. What are the Victorian road safety partner agencies waiting for?

Why is their anti-motorcycle bias and reluctance to develop such programs? How much more evidence do the Victorian road safety partner agencies need to understand and accept, that motorcycle awareness educational programs for drivers are part of the solution to reducing fatalities on Victorian roads? What is the point of instead prioritising other initiatives, such as encouraging the wearing of safety gear, which other than crash helmets (as already worn by 99% of riders) won't help save lives? The approach appears to be round up the mice, but let the elephants roam free.

11.0 HOW MANY LIVES MIGHT BE SAVED?

Statistics show how each year in Victoria around 41% of motorcycle and scooter fatalities involve only a motorcycle as a single vehicle, the majority (59%) of fatalities involve another vehicle. Whereas it is frequently inferred the rider is to blame in most accidents involving a motorcycle and another vehicle, this is not the case, as shown in this report, evidence from Australia, the UK, Europe, the USA all shows in the majority of cases the driver not the rider is to blame, this usually 60% of the time.

11.1 Calculating how many lives might be saved

Statistics from the TAC show in 2021 there were forty one (41) motorcycle (*including pillion*) fatalities in Victoria. If as per the evidence in this report, 59% of these riders were involved in a collision with another vehicle, it may be said these collisions were responsible for twenty four (24) deaths. When again considering the evidence in this report from Australia and around the World shows on average 60% of such deaths may be attributed to the fault of the driver, it can be seen at least fourteen (14) motorcyclists may have been killed due to driver error on Victorian roads in 2021. If just one third (33%) of these deaths could have been prevented by educational road safety campaigns aimed at drivers, then as shown in the calculation at Figure 29, the lives of approximately 5 motorcycle riders may have been saved and importantly may continue to be saved every year in the future.



Figure 29 – Estimation of rider lives that could be saved in Victoria annually

The expectation educational programs for drivers could reduce driver error and so the type of accidents that kill riders by 33% each year is not unrealistic; indeed, it may be reasonably expected even more lives may be saved. Victorian road safety authorities have the funds to develop and deliver such road safety programs, as they have already taken it from motorcycle riders via the motorcycle “safety” levy.

12.0 ADDITIONAL MOTORCYCLE SAFETY INITIATIVES ALSO REQUIRED

Saving the lives of five or more motorcycle riders each year due to the delivery of driver educational programs illustrates the possibility of how even more lives may be saved by introducing further road safety initiatives to protect riders. Motorcycle riders have waited for at least two decades for such initiatives to be delivered by the Victorian road safety partner agencies, this is far too long, it is simply inexcusable, particularly considering over \$100,000,000 has been collected from riders in the name of a “safety levy.

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

- There has been an anti-motorcycle bias approach to road safety by the Victorian road safety partner agencies for over two decades, this has failed motorcycle rider safety.
- The Victorian motorcycle levy is an unfair and unequitable impost on riders and epitomises anti-motorcycle bias.
- In excess of \$100,000,000 has been collected from motorcycle riders in the name of road “safety”, much of which remains unspent and so has done nothing to improve the safety of Victorian motorcycle riders.
- There is not and has not for over 20 years been an equally shared responsibility for road safety in Victoria. The greater onus for road safety placed on riders is epitomised by the Victorian motorcycle safety levy.
- Victorian road safety partner agencies sometimes portray motorcycle riders as dangerous road users responsible for most accidents they are involved in, this is unfair, inappropriate and illegitimate.
- Public announcements, campaigns and strategies from Victorian road safety partner agencies create negative perceptions, stereotypes and attitudes of motorcycle riders.
- The Negative perceptions, stereotypes, attitudes create lack of respect for and increase the vulnerability of motorcycle riders on Victorian roads.
- Negative stereotypes and attitudes towards riders result in drivers seeing motorcycles as less entitled to use the roads than other vehicles.
- Evidence shows drivers are to blame in most accidents involving a motorcycle and another vehicle, but this is rarely mentioned by Victorian road safety partner agencies.
- Evidence shows motorcycle riders are not more dangerous than other road users, but they are endangered by the actions and negligence of other road users.

- Evidence shows many motorcycle accidents are caused by drivers failing to give way to motorcycles which have right of way.
- Collisions occur between motorcycles and other vehicles occur even when the driver may have seen the motorcycle.
- Educational campaigns are required to ensure drivers become more aware of and willing to share the roads with motorcycles.
- Educational campaigns for drivers could significantly reduce collisions with motorcycles and so save lives.
- The TAC and VicRoads only fully supported 16 of the 64 recommendations made by the Victorian Parliamentary Road safety Committee, resulting from the 2012 Parliamentary Inquiry into Motorcycle Safety, this needs to be independently reviewed.
- Recommendations resulting from the Victorian Parliamentary Inquiry identified some Victorian road safety partners as needing do more to protect the wellbeing and lives of motorcycle riders. Yet it was the very same road safety partners who rejected many of these recommendations. The road safety partners should not be the ones determining which recommendations of Parliamentary Inquiries need to be followed, this should be the jurisdiction of an independent office of road safety and data.
- There is a lack of adequate resources to collect, collate and interpret accident data effectively. There needs to be a better, more uniform and efficient way of reporting, integrating and interpreting accident related data so as to provide better and more targeted analysis and countermeasures. An independent office of road safety data is required to address data collection and processing.
- Educational programs for drivers can reduce collisions between motorcycles and other vehicles, this reducing injuries and saving the lives of riders.
- Many more motorcycle rider lives may be saved with the introduction of further road safety initiatives aimed at drivers, these in addition to motorcycle awareness educational programs.

Recommendations

- 1)** Victorian road safety partner agencies must cease operating with anti-motorcycle bias.
- 2)** Victorian road safety partner agencies should cease quoting motorcycle accident statistics without explaining the causes of such accidents, this in their public statements, road safety campaigns and strategies.
- 3)** A more cooperative and less anti motorcycle biased approach needs to be shown by Victorian road safety partner agencies, as does better and more genuine engagement with the all sectors of the Victorian motor cycle community.

- 4)** Victorian road safety partner agencies should follow the recommendation of the 2012 Parliamentary Inquiry into Motorcycle Safety, ensuring their campaigns do not create negative stereotypes, perceptions or attitudes of motorcycle riders.
- 5)** Victorian road safety partner agencies should follow the recommendation of the 2012 Parliamentary Inquiry into Motorcycle Safety and focus motorcycle advertising and campaigns on redressing the attitude that responsibility for motorcycle rider safety is solely attributable to riders.
- 6)** In the interest of road safety as the shared responsibility of all road users, the Victorian motorcycle safety levy should be abolished, or placed on all road users.
- 7)** Until abolished, the fee for the Victorian motorcycle levy should be clearly listed on all motorcycle registration invoices and renewals.
- 8)** When the motorcycle safety is abolished, any unused funds should be returned to motorcycle riders.
- 9)** Victorian road safety partner agencies should not be the organisations determining which recommendations of Parliamentary Inquiries need to be followed. This should be the jurisdiction of a newly formed independent office of road safety and data.
- 10)** An impartial inquiry should examine why 48 of 64 recommendations resulting from the 2012 Victorian Parliamentary Inquiry into Motor Cycle Safety were not fully supported by the road safety partner agencies. The whole of Government response should be reviewed by an independent road safety committee.
- 11)** An independent office of road safety and data should be created. The agency to be responsible for collecting, collating, interpreting and publishing all data specific to motorcycle accidents and road safety.
- 12)** Road safety campaigns aimed at drivers should be introduced. These specifically developed to educate drivers regarding motorcycle awareness and how to more effectively interact with and share roads with motorcycles.
- 13)** Road safety campaigns should be developed to change negative perceptions of motorcycle riders. This by focusing on how collisions involving a motorcycle and another vehicle are usually the fault of the driver, not the rider.
- 14)** Analysis should be conducted to determine why drivers are responsible for most collisions involving a motorcycle and another vehicle, this so road safety strategies, campaigns and countermeasures may be developed to prevent other vehicles colliding with motorcycles.
- 15)** There needs to be an increased emphasis placed on motorcycle awareness in learner permit / driver, training and tests.
- 16)** Compulsory motorcycle awareness educational programs for drivers should be introduced. These to help reduce collisions between other vehicles and motorcycles. The aims of the programs to increase motorcycle awareness, identify the cause of and reduce motorcycle rider injuries and fatalities.

LIST OF REFERENCES

- ¹ Towards Zero 2016-2020, Victorian State Government, page 3, 2016
- ² Towards Zero 2016-2020 Road Safety Strategy and Plan
<https://www.tac.vic.gov.au/road-safety?a=168559>
- ³ Victorian Road Safety Strategy 2021-2030, page 16
- ⁴ Parliamentary inquiry into the increase in Victoria's Road Toll, March 2021
Parliament of Victoria, Legislative Council, Economy and Infrastructure Committee
- ⁵ The Australian Joint Select Committee on Road Safety, "Improving Road Safety in Australia", October 2020, p33
- ⁶ Contributing factors to motorcycle injury crashes in Victoria, Australia.
T. Allen, S. Newstead, M.G. Lenné, R. McClure, P. Hillard, M. Symmons, L. Day,
February 2017
- ⁷ Report No 234 from the Monash University Accident Research Centre (MUARC)
- ⁸ Road Traffic Authority (RTA) and Motorcycle Riders Association (MRA) 1983
- ⁹ Victoria's Road Safety & Transport Strategic Action Plan for PTW's 2009-2013
Victorian State Government, 2009, p26
- ¹⁰ UK department for Transport, Road Safety Research Report No 54, D. Clarke,
P. Ward, C. Bartle & W. Truman, School of Psychology, University of Nottingham,
November 2004, p5.
- ¹¹ Common motorcycle crash causes, ROSPA, November 2017
- ¹² UK department for Transport, Road Safety Research Report No 54, D. Clarke,
P. Ward, C. Bartle & W. Truman, School of Psychology, University of Nottingham,
November 2004, p21.
- ¹³ UK department for Transport, Road Safety Research Report No 54, D. Clarke,
P. Ward, C. Bartle & W. Truman, School of Psychology, University of Nottingham,
November 2004, p22.
- ¹⁴ UK department for Transport, Road Safety Research Report No 54, D. Clarke,
P. Ward, C. Bartle & W. Truman, School of Psychology, University of Nottingham,
November 2004, p22.
- ¹⁵ Hurt, H.H., Ouellet, J.V. and Thom, D.R. (1981) Motorcycle Accident Cause Factors
and Identification of Countermeasures, Volume 1: Technical Report. Traffic Safety
Center, University of Southern California, Los Angeles, California, p45.

- ¹⁶ The European Motorcycle Manufacturers Association (ACEM)
Avenue de la Joyeuse Entrée 1 – 1040 Brussels. MAIDS In depth investigations of accidents involving powered two-wheelers, Final Report 1.3, 2004, p30.
- ¹⁷ International Transport Forum, Motorcycle Workshop, Lillehammer, Norway, Jacques Compagne, Secretary, General of ACEM, June 2008.
- ¹⁸ Sweeney Research, AAMI commissioned research surveying 2382 Australians Nationally, Sydney, Australia, 2007.
- ¹⁹ Inquiry into Motorcycle Safety, Parliament of Victoria, December 2012, p170
- ²⁰ Whole of Government Response to the Parliament of Victoria Road Safety Committee Inquiry into Motorcycle Safety, Parliament of Victoria, June 2013, p10.
- ²¹ Parliamentary Inquiry into Motorcycle Safety, Victorian Road Safety Committee, cites the Monash University Accident Research Centre's Professor Mark Stevenson when saying the "38 times" more likely figure is inaccurate, 2012.
- ²² VicRoads Motorcycle Advisory Group (MAG) meeting 2015, Statement from a VicRoads Senior Manager
- ²³ Hitting the Wrong Target, a report by the IRG and VSRA, 2013.
- ²⁴ Inquiry into Motorcycle Safety, Parliament of Victoria, December 2012, p170.
- ²⁵ Victorian Parliamentary Inquiry into Motorcycle Safety
Parliament of Victoria, December 2012, p234.
- ²⁶ Recommendation 32, Victorian Parliamentary Inquiry into Motorcycle Safety
Parliament of Victoria, December 2012, p222.
- ²⁷ Parliamentary Inquiry into Motorcycle Safety
Victorian Road Safety Committee, December 2012, p242.
- ²⁸ Recommendation 24, Victorian Parliamentary Inquiry into Motorcycle Safety
Parliament of Victoria, December 2012, p221.
- ²⁹ Recommendation 25, Victorian Parliamentary Inquiry into Motorcycle Safety
Parliament of Victoria, December 2012, p221.
- ³⁰ Recommendation 40, Victorian Parliamentary Inquiry into Motorcycle Safety
Parliament of Victoria, December 2012, p280.
- ³¹ For Car Drivers, USA Motorcycle Safety Foundation, <https://forcardrivers.com/>

LIST OF FIGURES

Figure 1 – RIP Lisa Heathcote

Stephen Bardsley 2011

Figure 2 – Anti-Motorcycle bias influencers in Victoria

Stephen Bardsley, October 2022

Figure 3 – Victorian Road Safety Strategy 2021-2030 goals

Victorian State Government – Department of Roads 2021 (page 9)

Figure 4 – Method of data collection for road accidents in Victoria

Parliamentary inquiry into the increase in Victoria's Road Toll, March 2021, page 5
Parliament of Victoria, Legislative Council, Economy and Infrastructure Committee

Figure 5 – Lives lost in 2022 (to 29th September 2022)

Victorian Transport Accident Commission (website) 30th September 2022

Figure 6 - Common causes of motorcycle accidents

Chicago Legal Group - <https://www.chicagolegalgroup.com>

Figure 7 – Motorcycling in Victoria 20 year risk reduction

Dr. Michael Czajka, Motorcycle Riders Association of Australia, January 2020

Figure 8 – Increasing Victorian Motorcycle Registrations

Stephen Bardsley, July 2022

Figure 9 – Drivers fail to give way to riders

Herald Sun - February 2017

Figure 10 – Primary and Secondary Accident Contributing Factors

Contributing factors to motorcycle injury crashes in Victoria, Australia.
T. Allen, S. Newstead, M.G. Lenné, R. McClure, P. Hillard, M. Symmons, L. Day
November 2016

Figure 11 - The four most common accidents involving another vehicle,

Look right, look left, look bike, MRA and Road Traffic Authority, Road Safety and Traffic Bureau, Carlton, Victoria, Australia 1983

Figure 12 – 90% of PTW accidents occur at 60km/h or less

Carrs-Q, Centre for Accident Research and Road safety, Queensland, Comparison of Moped, Scooter and Motorcycle crash risk and crash severity, Road Safety Research, Policing and Education Conference 2013.

Figure 13 – Frequency of motorcycle accidents (UK)

Frequency of motorcycle accidents, UK department for Transport, Road Safety Research Report No 54, D. Clarke, P. Ward, C. Bartle & W. Truman. School of Psychology, University of Nottingham, November 2004, p21.

Figure 14 – Motorcycle accident types (from the accident Data Base)

UK department for Transport, Road Safety Research Report No 54, D. Clarke, P. Ward, C. Bartle & W. Truman. School of Psychology, University of Nottingham, November 2004, p41.

Figure 15 – Accident precipitating factors

Accident precipitating factors, Hurt, H.H., Ouellet, J.V. and Thom, D.R. (1981) Motorcycle Accident Cause Factors, and Identification of Countermeasures, Volume 1: Technical Report. Traffic Safety Center, University of Southern California, Los Angeles, California. Table 5.4.3.

Figure 16 - PTW usually in Driver line of sight prior to collision

The European Motorcycle Manufacturers Association (ACEM), MAIDS In depth investigations of accidents involving powered two-wheelers, Final Report 1.3, 2004, p57.

Figure 17 – Primary accident contributing factors

International Transport Forum, Motorcycle Workshop, Lillehammer, Norway, Jacques Compagne, Secretary, General of ACEM, June 2008.

Figure 18 – Blame the Victim Motorcycle Crash Data

Victorian Transport Accident Commission (Website) 2022

Figure 19 – Motorcycles at 38 times the risk TAC campaign

Victorian Transport Accident Commission, Melbourne, Victoria, Australia, 2009

Figure 20 – Trip to the Hospital TAC Poster

Victorian Transport Accident Commission, Melbourne, Victoria, Australia, 2022

Figure 21 – Reducing motorcycle fatalities

Stephen Bardsley, June 2022

Figure 22 - MRA Motorcycle Month Flyer 1985

Motorcycle Riders Association 1985

Figure 23 – Letter of congratulation to riders from Prime Minister Hawke

Motorcycle Riders Association, 1991

Figure 24– Victorian Parliamentary Inquiry Recommendations 24 and 25

Parliament of Victoria – December 2012

Figures 25 and 26 - Denis Napthine and Ted Baillieu - No to Motorcycle Levy

Damien Codognotto, 2010

Figure 27 - The Victorian Motorcycle safety roundabout

Stop the Blame Game (blaming the victims) Stephen Bardsley, 2012

Figure 28 – Drivers with a motorcycle licence are safer

The European Motorcycle Manufacturers Association (ACEM)
MAIDS In depth investigations of accidents involving powered two-wheelers, Final Report 1.3, 2004, p84.

Figure 29 – Estimation of rider lives that could be saved

Stephen Bardsley, July 2022

ABOUT THE AUTHOR

Stephen Bardsley is the Rider Safety Representative for the Motorcycle Riders Association of Australia (MRAA) and has been a motorcycle and scooter rider for 50 years. Qualifications include a Diploma in Electrical Engineering, a Graduate Certificate, Graduate Diploma and a Master's Degree in Business Administration. As a former member of the Victorian Government Motorcycle Advisory Group (MAG), past spokesperson for the Victorian Scooter Riders Association (VSRA), a former Chairperson and Secretary of Victorian Incorporated Associations and Clubs representing motorcycle riders, Stephen has campaigned to improve road safety for motorcycle and scooter riders for two decades. A qualified trainer and assessor, Stephen has helped prepare and deliver in-house motorcycle rider training courses for motorcycle clubs. Stephen is the author of many articles, manuals, user guides, safety reports and appeals to Government, including:

- E10 Fuel, OK in a Lambretta? (2008)
- Two Stroke Oil Guide for Classic Lambrettas and Vespas (2009)
- Classic Scooter Spark Plug Guide (2009)
- Stop the Blame Game (blaming the victims) 2012
- Submission to the Victorian Parliamentary Inquiry into Motorcycle Safety (2012)
- Guide to the Victorian Club Permit Scheme (November 2013, updated 2014)
- Hitting the wrong target (2013)
- Motorcycle Filtering (*appeal to Government*) 2013
- VSRA & RFL Road Safety Plan Proposal (2013)
- Crash Helmet Confusion (2013)
- Australian Crash Helmet Bulletin (2013)
- Information Bulletin 1698 (Motorcycle Crash Helmets) (2013)
- Adjusting the Focus (*on high visibility motorcycle rider safety attire*) 2014
- A Culture of Cooperation (*an appeal to Road Safety Authorities*) 2014
- Sharing Roads and Responsibility, (*an appeal to Victorian Government and Road safety Authorities to again consider Filtering*) Stephen Bardsley 2015
- The Blame Game Continues (*Blaming the Victims*) 2020 (*Revised March 2021*)

Stephen's motorcycle rider safety reports have been referenced in over 1,000 works published by Academia, his classic scooter maintenance guides have been downloaded from the Scooter Community website on more than 70,000 occasions.

Stephen is married to Elizabeth (for 39 years), is retired and rides a classic 1967 Lambretta motor scooter, which he is currently restoring.

