



Australian Government

Department of Infrastructure,
Transport, Regional Development
and Local Government



Motorcycle and Scooter Safety Summit: *The Road Ahead* 10-11 April 2008

A report by
The Motorcycle Safety Consultative Committee

Sponsored by

The Department of Infrastructure, Transport,
Regional Development and Local Government

The Federal Chamber of Automotive Industries

The Department of Territory and Municipal Services (ACT)

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Introduction

The Motorcycle Safety Consultative Committee (MSCC), a national forum for consultation between the Australian Government and other stakeholders in motorcycle safety, convened a Motorcycle and Scooter Safety Summit from 10–11 April 2008 at Rydges Eagle Hawk Resort, Canberra to encourage stakeholders to contribute ideas to improve rider safety.

The Summit was opened by Mr Jason Clare MP, Member for Blaxland, on behalf of the Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government (the Department). It was jointly funded by the Department and the Federal Chamber of Automotive Industries (FCAI), with the ACT Department of Territory and Municipal Services also contributing.

Participation was by invitation only, and the Summit was attended by over 100 delegates nominated by the MSCC. Delegates represented a broad range of government, industry, research and rider organisations. Costs of the Summit were met by the sponsors and no registration fees were charged. Efforts were made to ensure a balance of representation, with a travel subsidy being provided to support attendance by rider representatives. The Summit aimed to provide a platform to bring forward the views and experience of motorcycle and scooter riders.

The Summit included a series of presentations from international and Australian speakers on key issues and a series of facilitated workshop discussions to address key safety issues identified by the MSCC. Keynote speakers were Dr Nick Rogers, Secretary General of the International Motorcycle Manufacturers Association (IMMA), Mr Tony Sharp, Vice-President of the Institute for Highway Incorporated Engineers (IHIE) in the UK, and Mr Steve Kratzke, of the US National Highway Traffic Safety Administration (NHTSA).

The objectives of the Summit were to explore key motorcycle and scooter safety issues and identify the scope for improving existing safety measures and developing new measures. The Summit was expected to provide input to the development of a post-2010 national road safety strategy based on practical, evidence-based recommendations for actions to improve motorcycle and scooter safety.

The popularity of motorcycling is increasing. Motorcycle and scooter sales have increased dramatically in recent years, and are expected to continue to grow. Motorcycle sales figures show that nearly 130,000 motorcycles were sold in 2007 – an increase of more than 10,000, or around 9 per cent compared with 2006. Scooter sales have also shown strong growth. Increases in fuel prices may be contributing to the increasing trends in motorcycle and scooter use.

Despite this growth in popularity, motorcycles make up only 4.5 per cent of all registered passenger vehicles on Australia's roads but account for about 15 per cent of road deaths and an even higher proportion of road-related serious injuries.

Motorcyclists are 23 times more likely to be killed per kilometre travelled than car occupants and 41 times more likely to be seriously injured. The number of riders aged over 45 years is increasing at a rate far greater than the overall participation rate and accounts for most of the upward trend in the numbers of rider deaths.

International speakers at the Summit presented updates on international efforts to improve motorcycle safety through education, vehicle safety and traffic engineering measures, and motorcycle safety strategies. Australian speakers presented on issues that included protective clothing, training and licensing, public education, risk taking, road infrastructure and enforcement.

Workshop discussions were held to address key issues in the following areas: data and analysis, rider protection, training and licensing, education, risk taking, enforcement and road infrastructure. A summary of these workshop discussions is in Appendix 1. The recommendations have largely been derived from the workshop discussions. A list of Summit attendees is in Appendix 2. The Terms of Reference of the MSCC and its member organisations are in Appendix 3.

Two months after the Canberra Summit, an international workshop on motorcycle safety was held by the OECD and the International Transport Forum in Lillehammer, Norway (10–11 June 2008). This workshop covered many of the issues considered in the Motorcycle and Scooter Safety Summit. A report on this workshop and its main recommendations are in Appendix 4.

The Department produced and circulated a CD record of the proceedings, including speakers' presentations.

Opening Speech

The Summit was opened by Mr Jason Clare MP, Member for Blaxland, on behalf of the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP. Mr Clare thanked Indigenous elder Aunty Agnes Shea for her warm welcome to Ngunnawal country. He acknowledged the work of the Motorcycle Safety Consultative Committee in organising the Summit and thanked the sponsors for their support.

Mr Clare noted the growing popularity of motorcycling and commented on some of the road trauma statistics contained in a publication (*Fatal and serious injury crashes involving motorcycles*) by the Department. These include the finding that while motorcycles make up 4.5 per cent of registered passenger vehicles and less than 1 per cent of vehicle kilometres travelled (VKT), motorcyclists account for approximately 15 per cent of all road crash deaths and an even higher proportion of serious injury cases. Motorcyclists are 23 times more likely to be killed per kilometre travelled than car occupants and are 41 times more likely to be seriously injured. Since 2002, motorcycle usage (on a kilometre travelled basis) has increased at approximately 5.7 per cent per year and motorcycle deaths have increased at about 3.6 per cent per year.

Mr Clare noted that a key objective of the Summit was to develop recommended actions that could be considered by Transport Ministers for inclusion in a new ten-year National Road Safety Strategy.

PRESENTATIONS

International Keynote Speakers

Motorcycle safety - the road ahead: an international update

Dr Nick Rogers, Secretary General of the International Motorcycle Manufacturers Association

Dr Rogers explained that national crash statistics based on police reports cover the basic crash factors, but provide little information on why the crash occurred. He explained that the development of the OECD Common Methodology in 2000 formed a consistent basis for in-depth crash analysis across different jurisdictions.

Dr Rogers outlined the Motorcycle Accident In-depth Study (MAIDS) project, a large in-depth study of motorcycle crashes in France, Germany, Italy, the Netherlands and Spain undertaken between 1999 and 2002. The study involved 921 crash cases and 923 exposure cases. The main findings included:

- human factors accounted for 87.5 per cent of the cases
- road environment factors were a significant cause of crashes (8 per cent of primary causes)
- vehicle factors such as engine size and motorcycle type were found to be negligible (0.7 per cent of cases).

Dr Rogers reported on behavioural conspicuity research, which looks at the range of detection, perception, decision-making and execution responses involved in collision avoidance.

Dr Rogers argued that objective in-depth data is needed for effective policy making and that in-depth studies such as MAIDS are the way forward. He concluded that human error is the major issue and licensing and rider education and training are significant factors in safety.

Improving safety through engineering and integration: the IHIE guidelines for motorcycling

Mr Tony Sharp, Vice President, UK Institute of Highway Incorporated Engineers (IHIE) and Chair, UK National Motorcycle Council, Traffic Management, Planning and Transportation Policy Sub-Group

Mr Sharp reported on the development of the UK Motorcycling Strategy, which aims to facilitate motorcycling as a travel choice within a safe and sustainable transport framework and recognises the potential for motorcycling to deliver congestion, access and air quality benefits.

Mr Sharp reported on local rider forums as a way for motorcyclists to work with local government to improve motorcycle safety. Local governments in the UK are required to develop travel plans and motorcycles are recognised in such plans as an environmentally friendly alternative form of transport. Some jurisdictions have websites which include Google earth maps where motorcyclists can report road hazards and leave comments.

Mr Sharp highlighted a number of motorcycle-specific traffic engineering treatments, including removing surface hazards on bends and treatments using closely-spaced hazard markers on the outside of bends to combat problems associated with target fixation. Metal service covers were a recognised problem and standards to improve their skid resistance were noted as necessary. Motorcycle hazards resulting from sub-optimal road maintenance practices are also recognised as a problem, with treatment of diesel spills a major concern.

Motorcycle Safety in the United States

Mr Steve Kratzke, Associate Administrator for Rule Making, US National Highway Traffic Safety Administration (NHTSA)

Mr Kratzke noted that motorcycling safety is a growing problem in the United States: motorcyclist fatalities increased by 127 per cent since 1997, while motorcycle registrations rose by 75 per cent in the same period. Younger motorcyclists (20–29 years) still account for the highest number of fatalities; however, the greatest increases in fatalities have been among older motorcyclists (172 per cent increase in 40–49 age group, 307 per cent increase in 50–59 age group).

Impaired riding is a major problem, with 27 per cent of motorcyclists in fatal crashes during 2006 having a blood alcohol content (BAC) of over 0.08. One in four motorcycle operators involved in fatal crashes in 2006 were operating their vehicles with invalid licenses at the time of the collision. Helmet use has declined from 71 per cent in 2000 to 51 per cent in 2006 – a 70 per cent increase in non-use.

The U.S. Department of Transportation has developed an *Action Plan to Reduce Motorcycle Fatalities* and a *National Agenda for Motorcycle Safety*. Behavioural countermeasures being pursued include the development of a national standard for motorcyclist training, campaigns to address impaired riding and helmet wearing and campaigns to raise motorcycle awareness among motorists. A Motorcycle Advisory Council provides advice on road infrastructure hazards. The Department of Transportation is working with the States to address technical issues and improve the collection of motorcycle exposure data.

Australian Speakers

From data to strategy

Ms Liz de Rome, LDR Consulting

Ms de Rome presented information on a series of motorcycle crash statistics, noting the importance of establishing the size of the active motorcyclist population and actual crash rates.

Issues raised by Ms de Rome were:

- the need to learn more about unlicensed motorcyclists to address this high-risk group;
- the need for better targeting of safety information to motorcyclists, along with campaigns to increase motorcycle awareness among drivers;
- improvements in road design, maintenance and road furniture standards to help reduce crashes and crash injuries;
- the need to monitor advances in the safety of motorcycle vehicle design and protective clothing; and
- at a strategic level, the importance of recognising motorcycles as a separate class of road user for road safety policy, traffic management and transport planning.

Accuracy of data analysis and evidence-based research

Dr Michael Kremmer, Lecturer, Griffith Business School, Griffith University

Dr Kremmer presented a number of statistical analyses covering long time periods. He argued that motorcycling is more popular than ever and that it is safer than it has ever been.

- Dr Kremmer presented statistics to show that over the last half-century motorcyclist mortality rates have consistently fallen faster than driver mortality rates and continue to do so.
- He noted that since 1964 exactly the same economic and demographic forces have determined changes in the growth rates of motorcyclist and driver mortality.

- He argued that changes in motorcyclist mortality rates are predominantly determined by the safety of the traffic system in which they operate rather than by the characteristics of the motorcycles or their riders.

Dr Kremmer concluded that all this does not mean that we cannot make motorcycling safer still.

Road infrastructure and roadside hazards

Mr Nial Finegan, Regional Director, Metro North West, Vicroads

Mr Finegan outlined the Safe System approach which recognises that crashes will occur, but seeks to design the road system to reduce the likelihood of crashes happening, and minimise the potential for death and injury when crashes occur. Safer vehicles and safer road users are key elements of the Safe System.

He outlined the Victorian motorcycle safety levy which has collected over \$20 million since 2002. Of this amount, \$12 million funded a motorcycle black spot program and \$8 million was spent on research.

- The motorcycle black spot program is a systematic road improvement program in which high-risk locations are identified and reviewed by expert motorcyclists and engineers and target treatment programs are developed.
- The program targets loss of control black spots, intersections with high motorcycle crash rates, and popular motorcycle routes to provide consistent road conditions along the whole route with no surprises.
- Stakeholder involvement through the Victorian Motorcycle Advisory Council is critical to the success of the program.
- The program also funds research into crashes and risk, including the *Enhanced Motorcycle Crash Investigation* – an in-depth investigation of vehicle, road user and road environment factors.
- A motorcycle exposure study is currently investigating demographic, household, vehicle and travel information related to motorcycling in Victoria.

Training and licensing best practice – variations among jurisdictions

Mr Ray Newland, Motorcycling Manager, Federal Chamber of Automotive Industries

Mr Newland's presentation compared training and licensing arrangements in the States and Territories.

- Most jurisdictions have some form of compulsory rider training as part of the licensing system, and in most cases this is delivered by approved providers.
- An on-road training component is included in some jurisdictions but not others.
- Some jurisdictions include an electronic assessment of rider skills such as braking, swerving and riding curves.
- Some jurisdictions include a knowledge test based on a motorcycle riders' handbook.
- Some jurisdictions include a hazard perception test.

The presentation concluded that there is scope for harmonisation around a best practice approach to the training curriculum, the riders' handbook and the skills assessment process.

Moped licensing

Ms Hollie Black, Chair, Australian Scooter Federation

Ms Black's presentation noted:

- The differences between mopeds, which are limited to 49 cc engine size and speed limited to 50 km/h and scooters, which do not have such restrictions.
- In Queensland, South Australia, the Northern Territory and Western Australia people can legally ride a moped if they have a driver's licence. Other jurisdictions require a motorcycle licence to ride any motor scooter, including a moped.
- Ms Black pointed out that moped crashes are increasing, but at a lower rate than moped registrations, and the crash rate per registered moped is falling.
- Scooters and mopeds are seen as providing many benefits in terms of accessible transport, congestion and emissions.
- Options for the future include moped training and licensing for riders aged 16 years, and moped use on drivers' licenses. Further research is needed.

Protective clothing

Ms Liz de Rome, LDR Consulting

Ms de Rome outlined the benefits of protective clothing in terms of protection from injury and increasing riding comfort.

- Protective clothing uses abrasion and cut-resistant materials, with impact protectors in vulnerable zones and construction to ensure that the clothing stays in place in a crash.
- Research indicates that there is considerable potential for injury reductions from the use of protective clothing in a significant proportion of motorcycle crashes.
- Motorcyclists need information about injury risks, and independent information about the protective performance of products, as well as a range of products suitable for the Australian climate.

The industry needs information, incentives and support to provide reliable protective gear.

The effectiveness of Victoria's Black Spot program in reducing motorcyclist crashes

Dr Bruce Corben, Senior Research Fellow, Monash University Accident Research Centre

Dr Corben presented a report on research evaluating the effectiveness of two different black spot programs in Victoria in reducing motorcyclist crashes. The findings include:

- Black spot programs are effective for motorcyclists, both at intersections and along routes.
- In some locations the crash reductions were greater for motorcyclists than for other road users.
- Investing in proven treatment types at systematically identified locations will likely deliver the best overall result.
- The results suggest that there is no strong economic justification for black spot investment for motorcyclists only, unless integrated within overall program priorities.

Psychological and social factors influencing risky motorcycle rider behaviour

Associate Professor Barry Watson, Centre for Accident Research and Road Safety
Queensland Institute of Technology

Dr Watson reported on research aimed at better understanding the psychological and social factors influencing risky riding.

- This research identified three main areas of risky riding, including 'pushing your limits', 'bending the road rules' and 'extreme riding'.
- These risky riding behaviours were correlated with psychological factors such as thrill seeking, aggressive riding and emotional riding (blowing off steam).
- The implications for countermeasures include the need to be mindful of motivational factors.
- The research highlighted the positive (looking after your mates) and negative (pushing your limits to keep up) potential for peer pressure to influence rider behaviour.

Further research is being undertaken to develop a motorcycle training intervention based on the research findings.

Keeping motorcyclists safe: A behavioural approach

Dr Patricia Bryant, Principal Behavioural Scientist,
New South Wales Centre for Road Safety

Dr Bryant presented on an approach to public education that seeks to engage motorcyclists to be safer. Public education campaigns are developed in consultation with motorcyclist groups and address both riders and drivers. One campaign developed by the Centre for Road Safety targeted cornering, which accounts for 51 per cent of motorcyclist fatalities. The approach taken did not try to tell motorcyclists what not to do, but rather provided positive messages about braking, positioning, changing gear and setting up the bike to negotiate corners safely. Evaluations revealed that the messages were well received and regarded by motorcyclists.

RECOMMENDATIONS

Data and Analysis

Key Action

- A working group of stakeholder representatives be set up to develop an information strategy to define data needs in the short, medium and long term.

Future directions

- Ensure that motorcycles and scooters are included in all transport planning.
- Review data collection systems of State and Territory agencies to determine if they are consistent with the information strategy.
- To the extent possible, link separate databases held by road authorities, police, hospitals and insurers and others where deemed relevant.
- Implement periodic quality audits of databases.
- Harmonise data definitions and codes to the extent practicable.
- Move towards real time data using on-line collection.
- Use in-depth motorcycle-specific studies similar to the MAIDS (Motorcycle Accident In-depth Study) to identify key factors relevant to motorcycle crashes and allow international data comparison.
- Use new technology to improve crash investigation, including GPS data collection and digital cameras to identify crash locations accurately.
- Use improved data to evaluate the effectiveness of rider training.
- State and Territory agencies to improve analysis of crash statistics by vehicle class to identify motorcycle categories such as trikes, cross-overs, mopeds, quad bikes and non-registered motorcycles. Use VIN numbers to identify motorcycle types.

Rider Protection

Key Action

- Implement a star rating system for protective clothing based on the European Union Standard supported by appropriate testing and widely disseminate the information including use of appropriate websites and other media.

Future directions

- Ensure that riders have access to good information on the comparative effectiveness of protective clothing options.
- Ensure that information on the availability of effective protective clothing to meet the needs of different types of rider is widely disseminated.
- Representatives of motorcycle and scooter organisations to seek GST-exemption for clothing that can be classified as 'safety gear' by meeting minimum standards.
- Request Standards Australia to review the motorcycle helmet standard with a view to aligning it with best practice international standards.
- Encourage insurance companies, manufacturers and other potential funding bodies to fund data collection and research to establish whether any design features of motorcycles are systematically associated with particular types of injury.

Training and Licensing

Key Action

The MSCC to convene an expert working group to develop key criteria for national graduated training and licensing systems for motorcycles and scooters.

Future directions

- Implement post-licence training as a continuation of the licensing process, particularly for returning riders.
- Incorporate best practice knowledge, attitudes and higher-order cognitive skills into rider education programs.
- Provide incentives to stay on Learner Approved Motorcycle Scheme (LAMS) motorcycles through lower registration fees and/or lower compulsory third party insurance premium incentives.

Education

Key Action

- Ensure that public education strategies for motorcycle and scooter safety include key messages for both riders and other road users.

Future directions

- Identify specific motorcycle safety issues for each jurisdiction that can be addressed through education and implement appropriate targeted actions.
- Share motorcycle public education materials nationally where appropriate.
- Establish key partnerships between riders, road safety authorities and other stakeholders (e.g. insurers) in each jurisdiction to help in development and delivery of motorcycle safety messages.
- Explore new ways to communicate motorcycle safety messages – viral marketing (via internet forums, blogs, e-mails), national motorcycle awareness day.
- Conduct attitudinal and behavioural research on riders and drivers' attitudes to riders.
- Establish and maintain an effective consultative framework for road safety authorities and rider representatives to develop motorcycle and scooter safety messages.
- Evaluate existing messages including engagement, recognition and behaviour change among the target audience.
- Provide training for crash scene police to help them identify motorcycle hazards and issues specific to motorcycle crashes.

Risk taking

Key Action

- Implement education campaigns which acknowledge that riders must have high attention levels, manage risks in everyday riding and need to take responsibility for themselves and their rider groups by not engaging in unnecessarily risky behaviour.

Future directions

- Conduct research on the role of fatigue in single-vehicle motorcycle crashes and during group riding. The results of the research to be used to develop an education program about managing the factors that cause fatigue.
- Implement education campaigns that address the problems of speeding and unlicensed, unregistered and intoxicated riders.
- Develop a targeted education campaign with the message that motorcycles and alcohol do not mix, for inclusion in mainstream community communication.
- Share information on fatigue with occupational health and safety agencies and the mining industry; examine military responses to fatigue.
- Promote group rides to minimise fatigue.

Enforcement

Key Action

- Implement community policing campaigns (education and enforcement) aimed at educating other road users to be mindful of motorcyclists and for motorcyclists to be responsible for their own safety.

Future directions

- Target enforcement at high-risk behaviour, including offences other than speeding.
- Enforcement should be targeted at drivers and riders committing life endangering offences, particularly non-licensed riders and non-registered motorcycles.
- There is a need for both overt (visible) and covert (unmarked) enforcement. A mix of both types provides a better deterrent (anywhere, anytime) effect.
- Investigate alternative vehicle identification systems such as radio frequency identification devices.

Road Infrastructure and Roadside Hazards

Key Actions

- Develop an Australia-wide website for reporting local road hazards which allows for uploading data and photos and includes details of treated hazards.

Future directions

- Scope best practice infrastructure-related motorcycle and scooter safety measures across Australia and develop national guidelines.
- Scope best practice safety measures for roadside barriers.
- Ensure that jurisdiction-based auditing schemes for roadside hazards take account of specific hazards for riders of motorcycles and scooters.
- Communicate research and best practice by facilitating professional development education for traffic engineers.
- Review national motorcycle-related black spot funding criteria, noting that treating these black spots will also benefit other vehicles.

Appendix 1: Workshop Summaries

(Items marked* are identified as early success issues)

Data and Analysis

- Set up a working group comprised of an independent national body and incorporating stakeholder groups to develop an information strategy that defines data needs to inform actions in the short, medium and long term.*
- In the medium term, harmonise systems used by States/Territories and their agencies and conduct regular quality audits of databases.
- In the longer term, conduct motorcycle-specific studies, similar to the MAIDS (Motorcycle Accident In-depth Study) and studies on the interaction between motorcycles and the rest of the transport system.

Sources of data

State/Territory:

- Registration authorities (licensing/registration)
- Hospitals (trauma)
- Hospitals (interviews with injured riders)
- Police (crash scene)
- Occupational health and safety (OH&S) agencies (workcover authority)
- Insurance industry
- History (studies, research)

Federal:

- Reintroduce ABS registration data (dropped in 2001).
- Industry is a surrogate source of data – retail sales. What data can be collected at these points? Sales of safety (approved to EU standard when implemented) clothing for example.

Standardisation of data collection and processing

- Each jurisdiction to review current databases in terms of their reliability, content and accuracy.
- Jurisdictions to work towards linking different databases held by road authorities, police, health and insurance agencies.
- Harmonise data definitions and codes across authorities etc but also between States and Territories with a view to being able to gather national statistics should national analyses become preferable.
- Ensure that motorcycles are embedded into all transport plans and scenarios.
- Move toward real time data using on-line collection.
- Improve analysis of crash statistics by vehicle class to identify motorcycle categories such as trikes, cross-overs, mopeds, quad bikes and non-registered motorcycles. Use Vehicle Identification Numbers (VIN) to identify motorcycle types.
- Use new technology to improve crash investigation, including GPS data collection and digital cameras to identify crash locations accurately.
- Provide training for crash scene police to help identify motorcycle hazards.
- Provide training for motorcycle specific hazard perception auditing of all new planned roads and all existing roads every two years.

- Engage in ongoing government/stakeholder consultation.
- Use improved data to evaluate the effectiveness of rider training.

Rider Protection

- There is evidence that protective clothing can reduce or prevent some injuries in motorcycle crashes. The usage of such clothing would be increased by providing incentives to make protective clothing more affordable through:
 - GST exemption for clothing that can be classified as 'safety gear' by meeting minimum standards
 - personal injury and medical/ health insurance benefits such as a rebate on the cost of clothing, premium reductions etc (need to ascertain if this is possible for insurers).
- Availability of reliable information about the features of effective motorcycle protective clothing to enable riders to make informed purchasing decisions.
- Implement an independent, consumer-based system of testing the safety performance of protective clothing and publish the results.

This could be a star rating system based on the test performance required by the EU Standards. An organisation such as the Australian Consumer Association (Choice Magazine) could be contracted to manage the system, modelled on the UK government Safety Helmet and Assessment Rating Programme (SHARP).

Note: SHARP provides consumers with an independent assessment of the safety performance of helmets sold in the UK. The SHARP RATING reflects the performance of each helmet model following a series of advanced tests and rates helmets from 1–5 stars.

- Publish the information on a web site and make it available to the media.
- Create a marketing advantage for those whose products perform well on the tests. Manufacturers could choose whether to promote the results of their sales and marketing on swing tags and advertising. Those that have good results would have a competitive edge over others, which would add value and allow riders to make an informed choice. The success of some products would create market pressure on others. The labelling of results and star ratings would be controlled by an independent body such as Standards Australia.
- Create an incentive for importers to bring in products that are already marked as complying with the EU standard. These products would not need to be retested, but could apply for a star rating on the evidence of those results.

Note: The EU standards are currently the only existing set of standards for motorcycle protective clothing.

- Provide research-based evidence for the benefits of protective clothing through research to identify injury risks and correlations between motorcycle type, clothing worn and injuries sustained.

Note: This is currently under way. It is the GEAR Study which Liz de Rome is conducting over the next 12 months in the ACT.

- Encouraging manufacturers and retailers to provide a wider range of products that cater to the needs of different types of riders such as commuters, scooter riders, women riders and children under the age of eight years for recreational use and over the age of eight years for road use.
- The Standards Australia Motorcycle Helmet Committee should be encouraged to support recognition of other helmet standards and to adopt them if appropriate.
- Insurance companies should be encouraged to undertake research to establish whether any design features of motorcycles are systematically associated with particular types of injury.

Training and Licensing

- Acknowledge that education includes three elements: knowledge, skill and attitudes.
- National Graduated Licensing System framework for motorcycle and scooter licences.*
 - agreed national curriculum framework
 - delivered by nationally accredited educators
 - audited by qualified organisations
 - provisions included for remote and disadvantaged riders
 - systems built in for research, review and development
 - driven by stakeholders
- Post-licence training, as a continuation of the licensing process.
 - road safety based courses
 - aspirational – riders should want to do it, this may be a star, point or rating (eg. gold, silver, bronze) system
 - relevant to returning riders
 - must include on-road component and may include an off-road (track-based) component
 - national curriculum standards
 - financial incentives – rebates for insurance/registration/licence
 - explore the possibilities of compulsory self-funded remedial training for recidivist rider offenders and those about to lose their licence when acquiring close to maximum licence demerit points.
- Scooters: agreed graduated licensing system framework to be adopted nationally.
- Junior off-road licence
 - restricted to a designated area
 - attached to a guardian's licence, so any penalties go to the guardian.
- Incentives to stay on Learner Approved Motorcycle Scheme (LAMS) bikes through lower registration or Compulsory Third Party (CTP) insurance. Currently LAMS is in force in NSW, Victoria, South Australia, Australian Capital Territory and Tasmania. It will be in Queensland hopefully by 31 July 2009. South Australia has a system of cheaper registration for all LAMS machines.

Education

- Obtain national agreement that public education strategies for motorcycle and scooter safety need to include key messages for both riders and drivers.*
- Identify specific motorcycle safety issues for each jurisdiction.
- Conduct attitudinal and behavioural research on riders' and drivers' attitudes and base educational campaigns on the results of this research.
- Share motorcycle public education materials nationally where appropriate.
- Establish key partnerships between riders, road safety authorities and other stakeholders (e.g. insurers) in each jurisdiction to help in development and delivery of motorcycle safety messages.
- All jurisdictions ensure an appropriate allocation of resources to develop and deliver motorcycle safety public education.
- Explore new ways to communicate motorcycle safety messages – viral marketing (via internet forums, blogs, e-mails), national motorcycle awareness day.
- Audit existing messages in terms of the target audience, stakeholders and key messages agreed by all.

Risk Taking

Risk issues

- Riders need to be risk managers.
- Risk management is required to manage extreme, illegal, incompetent, unaware and impaired behaviour.
- Risky behaviour is often a result of mismatch between perceived skill and actual ability.
- Need to identify hazards in the personal, situational and physical environments.
- Need to acknowledge responsibility to self and to the group.

Alcohol and unlicensed riding

- Riding while impaired by alcohol, while unlicensed and the riding of unregistered vehicles are 'opportunistic' behaviours that often occur in combination. Need a tailored education campaign with the message that machines and alcohol do not mix, for inclusion in mainstream community communication.
- Examine the feasibility of holding the motorcycle owner responsible for the qualifications of anyone riding their motorcycle, with possible penalties for illegal use including confiscation.
- Target locations where unlicensed and unregistered riding takes place via an onsite Police presence and the use of number plate recognition processes.
- Need to use leadership and peer influence to engage, encourage and educate riders.
- Target first offence illegal BAC riders with compulsory remedial lecture attendance.

Fatigue

- Fatigue for riders is very different to driver fatigue.
- Risk factors include the physical environment (heat/cold), dehydration, over-heating.
- Actions include peer influence and leadership, looking out for others, observing 'little mistakes'.
- Research needed to look at single vehicle crashes on straight sections of road.
- Information sharing with OH&S agencies and the mining industry; military responses to fatigue need to be examined.
- Communication to riders is required regarding managing fatigue, avoidance management, medications.
- Managing group rides to minimise fatigue needs to be promoted.

Bending the road rules

- There is a loss of credibility of the body of law due to perceived 'stupid laws'.
- There is low-risk rule bending and high-risk rule bending.
- Visible police presence is required and enforcement for offences other than speeding e.g. intersection behaviour.
- Engagement needed with Attorney General's Department in all jurisdictions.

Inappropriate speed

- An environmental/situational definition i.e. inappropriate when there are pedestrians, poor conditions, livestock, traffic, or when rider is in a poor mental state.
- Need to get the message out that 'It's ok to slow down'.
- Road etiquette – sharing the road is important.
- Consideration of other riders' abilities when setting the speed of a group.
- Role modelling, leadership, peer pressure, mentoring young or new riders and accountability.

Enforcement

- Community Policing – an education and enforcement specific program aimed at educating drivers to benefit motorcyclists e.g. giving way to motorcyclists.*
- Equally, a program is required for educating riders about the consequences of irresponsible riding.*
- Enforcement is to be included as part of any road safety program.
- There is a need for a nationally consistent enforcement tolerance for speeding offences.
- Enforcement should be targeted at drivers and riders committing life endangering offences, particularly non-licensed riders and non-registered motorcycles.
- There is room for both overt (visible) and covert (unmarked) enforcement. Overt enforcement is preferred but it is acknowledged that a mix of both types provides a better deterrent (anywhere, anytime) effect.
- Frontal identification would be acceptable, after consultation with industry and key stakeholders including motorcycle rider associations, by Australian Design Rule (ADR) approved Radio Frequency Identification Device (RFID) technology. It should be applied to all vehicle operators and be at no cost to the vehicle owner. Such techniques should be linked to registration databases for instant detection of unregistered motorcycles.
- There is an urgent need to secure funding for specific programs to benefit motorcyclists.
- Research is required on introducing the possibility of lowering the legal BAC for all vehicle controllers.

Road infrastructure and roadside hazards

- National and international involvement in research and evaluation of roadside infrastructure to determine what works and what does not.
- Scoping of best (successful) practice across Australia and development of national guidelines.
- Communicating research and best practice in motorcycle friendly design. To promote the need for traffic engineers to undertake professional development education and be aware of the relevant Austroads motorcycle safety publications.
- Develop jurisdiction-based local road hazard reporting websites and specific phone numbers for reporting hazards.
- Road safety audits to consider motorcycle-specific issues through access to motorcyclist 'associate auditors' and feedback at the design stage.
- Review of national black spot criteria for motorcycle funding, noting that treating motorcycle black spots will benefit other vehicles.

Appendix 2: List of Attendees

Ms Pam Albany	Motor Accidents Authority, NSW
Ms Annette Bartlett	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Chris Beek	Motorcycle Riders Association, Qld
Ms Hollie Black	Bolwell Select Pty Ltd
Mr Anthony Boddy	Insurance Australia Group
Mr Karl Brown	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Dr Patricia Bryant	NSW Centre for Road Safety, Roads and Traffic Authority
Mr Wayne Carter	Stay Upright Motorcycle Techniques
Mr Neil Chaytor	Department of Planning and Infrastructure, WA
Mr Dennis Chester	Ulysses Club
Ms Sam Cockfield	Transport Accident Commission, VIC
Mr Mark Collins	Honda Australia Rider Training
Mr John Collis	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Dr Bruce Corben	Monash University Accident Research Centre
Ms Gita Curnow	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Cameron Cuthill	BMW Motorrad
Mr Fred Davies	Morgan and Wacker Motorcycle Training Centre
Sergeant Peter Davis	ACT Policing
Ms Liz de Rome	LDR Consulting
Chief Supt. Kerry Dunn	Queensland Police Service
Mr Peter Dunphy	Victorian Automotive Chamber of Commerce
Mr Tony Ellis	Motorcycle Riders Association of Australia, Vic
Mr George Fearon	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Nial Finegan	VicRoads
Mr Peter Frede	Australia Post

Mr Jon Gibson	Office of Road Safety, Department of Premier and Cabinet, WA
Mr Simon Gloyne	PS Importers Pty Ltd
Mr John Goldsworthy	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Neville Gray	Ulysses Club
Professor Raphael Grzebieta	NSW Injury Risk Management Research Centre
Mr Jack Haley	NRMA Motoring Services
Mr Dane Hansen	LB International Pty Ltd
Mr David Hart	Rider Awareness, NT
Mr Sean Hawley	Motorcycle Council of New South Wales
Mr Peter Haywood	DECA Solutions
Ms Lorrie Hemming	Australian Motorcycle Council
Mr Tony Hinton	Honda MPE
Ms Debbie Hood	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Ms Jodi Hood	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr John Hooker	Ulysses Club
Mr James Hurnall	Federal Chamber of Automotive Industries
Ms Linda Ivett	VicRoads
Ms Jan Jeffries	Motorcycle Riders Association, Qld
Dr Soames Job	NSW Centre for Road Safety, Roads and Traffic Authority
Mr Peter Johnston	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr John Karmouche	Motorcycle Riders Association of Australia, Vic
Mr Andrew Keightley	Department of Transport Energy and Infrastructure, SA
Mr Steve Kratzke	National Highway Traffic Safety Administration, US
Dr Michael Kremmer	Griffith University
Mr Detlef Lamp	Victorian Motorcycle Council
Mr Shaun Lennard	Australian Motorcycle Council
Mr Stephen Macrow	Department of Planning and Infrastructure, NT
Ms Robyn Major	Motorcycle Riders Association, ACT

Mr Peter Major	Motorcycle Riders Association, ACT
Mr Darryl Marr	Motorcycle Council of New South Wales
Mr Andrew McCall	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Phillip McClelland	Motorcycle Riders Association, SA
Mr Mark McDonald	Department of Main Roads, Qld
Mr Gary McDonald	Department of Territory and Municipal Services, ACT
Mr Andrew McKellar	Federal Chamber of Automotive Industries
Mr Alec McQueen	Stoney Creek Powersports
Mr Duncan McRae	NSW Centre for Road Safety, RTA
Mr Rodger Mortimer	Tasmanian Motorcycle Council
Mr Joe Motha	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Ms Dene Nash-Basnett	Girls on the Move ACT
Mr Ray Newland	Federal Chamber of Automotive Industries
Ms Penny Nicholls	Department of Infrastructure Energy and Resources, Tas
Ms Paula Norman	Department of Transport Energy and Infrastructure, SA
Mr Roger Northam	Victorian Motorcyle Advisory Council
The Hon Neil O'Keefe	Victorian Motorcyle Advisory Council
Ms Karina O'Malley	Motorcycle Riders Association, WA
Mr Nick Overton	Motorcycle Council of New South Wales
Mr Roy Packer	Motorcycle Riders Association, Qld
Ms Pam Palmer	Queensland Transport
Mr Ian Parks	Ulysses Club
Mr Ross Petterson	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Mr David Quinlan	Department of Territory and Municipal Services, ACT
Mr Paul Riley	Institute of Public Works Engineers Australia
Mr Peter Robertson	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Dr Nick Rogers	International Motorcycle Manufacturers Association
Mr Dan Rotman	Motorcycling Australia

Mr Hamilton Savage	Road Safety Branch, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Tony Sharp	Institute for Highway Incorporated Engineers, UK
Mr Rob Smith	Victorian Motorcycle Advisory Council
Mr Daniel Squillace	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Guy Stanford	Motorcycle Council of New South Wales
Mr Michael Stapleton	Queensland Transport
Mr Perry Stephens	RoadSafe Victoria
Mr Stuart Strickland	Honda MPE
Ms Wendy Taylor	RoadSafe Victoria
Mr John Thompson	Transport Accident Commission, Vic
Mr Adrian Toscano	Motorcycle Riders Association, Qld
Mr Dave Tynan	Blacktown City Council
Major Michael Tyquin	Department of Defence
Professor Barry Watson	Centre for Accident Research and Road Safety, Qld
Professor Marcus Wigan	Oxford Systematics
Mr John Williams	Vehicle Safety Standards, Department of Infrastructure, Transport, Regional Development and Local Government
Mr Andrew Wilson	Department of Infrastructure, Transport, Regional Development and Local Government
Mr Darren Wishart	Centre for Accident Research and Road Safety, Qld
Mr Brian Wood	Australian Motorcycle Council
Ms Jennifer Woods	Ulysses Club
Mr Michael Woodside	Ministry of Transport, NZ
Mr David Wright	Motorcycle Riders Association, WA

Appendix 3: Motorcycle Safety Consultative Committee

Terms of Reference

1. The Motorcycle Safety Consultative Committee (the Committee) will provide a forum for constructive consultation between the Government, represented by the Department of Infrastructure, Transport, Regional Development and Local Government, and other major stakeholders in national motorcycle rider safety.
2. The Committee will focus on issues of strategic importance to the national goal of reducing the number of serious injuries and fatalities resulting from motorcycle crashes.
3. The Committee will provide a forum where relevant issues not being addressed in other consultative arrangements can be canvassed by participating parties.

Membership and meeting arrangements

1. The Consultative Committee will consist of officials from the Department of Infrastructure, Transport, Regional Development and Local Government, together with representatives of major motorcycle rider associations, and the motorcycle industry. Representatives of other stakeholder groups may be invited to attend meetings to discuss particular issues as they arise.
2. The Consultative Committee will meet once a year in Canberra, or as agreed by members.
3. A draft agenda for each meeting will be circulated to members approximately two weeks before the meeting. All members of the Consultative Committee, however, will be free to raise at meetings issues not on the agenda.
4. A summary report of each meeting will be provided to Committee members within three weeks of each meeting.
5. The Consultative Committee will remain in place until 30 June 2009 and its continuation beyond that date will be subject to review.

The Motorcycle Safety Consultative Committee

The Department chairs the MSCC and provides secretariat support and funding for rider members to attend meetings in Canberra. Membership comprises representatives of the following organisations:

- Australian Motorcycle Council (AMC);
- Federal Chamber of Automotive Industries (FCAI);
- Motorcycling Australia (MA)
- Motorcycle Council of NSW (MCC of NSW);
- Motorcycle Riders Association Australia (Victoria) (MRAA);
- Motorcycle Riders Association of Queensland (MRAQ);
- Tasmanian Motorcycle Council (TMC); and
- The Ulysses Club Inc;
- Women riders' representative.

Under the current membership arrangements, some members represent the views of other groups in addition to their own. In addition to representing the national views of riders at the MSCC, the Australian Motorcycle Council represents the Motorcycle Riders Association of Western Australia and the Tasmanian Motorcycle Council. The Motorcycle Riders Association of the ACT and ACT riders are represented by the women riders' representative, and the Ulysses Club represents the views of the Motorcycle Riders Association of South Australia and South Australian riders.

A brief description of each of the MSCC member organisations follows.

Australian Motorcycle Council

The Australian Motorcycle Council (AMC) was formed in 1982 and is the peak body for motorcycle road riders in Australia.

The objectives of the Council are to:

- Promote and improve all aspects of road safety concerning motorcycling in Australia
- Promote, improve and protect the use of motorcycles in Australia, recognising their environmentally beneficial place in urban and land transport planning and systems
- Promote and improve at all levels the full knowledge, awareness, understanding and acceptance of motorcyclists' welfare and safety needs in Australia
- AMC membership is open to any organisation formed in the interest of motorcycling, as may be approved by the members.

Its membership currently consists of:

- Motorcycle Riders Association Queensland
- Motorcycle Council of NSW
- Motorcycle Riders Association ACT
- Motorcycle Riders Association Australia (Motorcycle Riders AssociationA)
- Victorian Motorcycle Council (VMC)
- Tasmanian Motorcycle Council (TMC)
- Motorcycle Riders Association SA
- Motorcycle Riders Association WA
- Bikes Unlimited
- The Ulysses Club Inc
- Bikers Rights of New Zealand

The AMC is a member of the MSCC, as are some AMC members in their own right.

In addition to the MSCC, the AMC currently represents motorcyclists on the following committees:

- Australian Road Signs and Traffic Signals Standards Committee
- Australian Road Marking Paints Standards Committee
- Australian Speed Controls Standards Committee
- Australian Road Safety Barrier Systems Standards Committee
- Australian Paint and Line Marking Standards Committee
- Technical Liaison Group and Technical Emissions Liaison Group
- Australian Recall Committee
- National Road Safety Strategy Panel

The AMC provides submissions on issues at a national level, and represents motorcycle riders nationally in the media. The AMC also has a close working relationship with the Federation of European Motorcyclists Associations (FEMA) and represented Australia and New Zealand riders and organisations at the OECD/International Transport Forum motorcycle safety workshop in Norway.

Federal Chamber of Automotive Industries

The Federal Chamber of Automotive Industries (FCAI) Motorcycle Group is the peak body representing the motorcycle industry in Australia. It represents the interests of its motorcycle members in dealings with government groups and officials at both Federal and State /Territory levels in all areas of motorcycling including registration, licensing, training and motorcycle safety issues.

The motorcycle industry supports the work of the FCAI Motorcycle Manager in providing advocacy and advice from a national industry perspective to key motorcycle committees established by the States and Territories to examine and review strategic motorcycle safety measures.

In this role the FCAI maintains close links with the peak rider body in Australia, the Australian Motorcycle Council (AMC) and its constituent members, concerning particular areas of motorcycle safety where industry and riders share a common position regarding the issue.

The preparation and staging of the Motorcycle and Scooter Safety Summit: *The Road Ahead* is but one example of collaborative links between the FCAI and the AMC working together to achieve improvements in rider safety.

In addition, the FCAI and the AMC as members of the Motorcycle Safety Consultative Committee have been working cooperatively with the Federal Department of Infrastructure, Transport, Regional Development and Local Government in developing this national Summit.

The FCAI motorcycle group represents 16 leading brands of motorcycles:

Arqin	Harley-Davidson/Buell	Moto Guzzi
Aprilia	Honda	MV Agusta
BMW	Husqvarna	Suzuki
Cagiva	Hyosung	Triumph
Ducati	Kawasaki	Yamaha

The Australian Scooter Federation (ASF), representing the leading brands of scooters in Australia, is an associate member of FCAI.

FCAI also maintains connections with the global motorcycle industry through its associate membership of IMMA (International Motorcycle Manufacturers Association).

Contact:

Ray Newland
Motorcycle Manager
Tel: 03 9820 5967
Mobile: 0418 688 110
Email: ray.newland@fcai.com.au

Motorcycling Australia

Motorcycling Australia (MA) is one of Australia's largest rider organisations, with more than 26,000 members. For more than 80 years, it has been the governing body of motorcycle sport in Australia. Since 2005, MA has accepted non-racing motorcyclists to its membership.

MA is the sole Australian affiliate of the international governing body for motorcycling, Fédération Internationale de Motocyclisme (FIM), based in Geneva, Switzerland.

MA is the only rider organisation with representative offices in every State and Territory (except the ACT). The structure is a Federation of seven State Controlling Bodies (SCB). There is a National Council with one delegate from each SCB and the President.

MA's National Office is in Melbourne with a full-time staff. Together with the SCBs, their responsibility is to help riders enjoy their motorcycling to the full.

Member Representation and Responsibilities

The structure of MA allows members have their views represented as individuals, through their clubs, and SCBs.

The National Council is responsible for policy and strategic development. It elects four members of the Board, who in turn appoint two independent Directors.

The Board is responsible for implementing and reviewing the strategic plan, governance and appointing suitable people to join Commissions and Committees. The CEO is employed to manage the organisation.

There are discipline-specific Commissions which help in the management of the sport. They cover the spectrum of motorcycle sport, including road racing, motocross/supercross, speedway/track, enduro, trials, junior, classic motocross, historic racing and dirt-track.

MA returns any profit made in its operations to the benefit of motorcycling.

Administration of Motorcycle Sport

Motorcycle Sport is administered under the principle of 'relevant controlling bodies'.

The FIM is responsible for international competitions, MA for Australian championships and series, and SCBs control state and club competitions. Although each SCB is autonomous, MA and SCBs have a mutual obligation for the efficient management of the sport.

MA and the SCBs administer competitions under common rules and SCBs have delegated authority to licence competitions, venues and control the sport to state level.

Together MA and SCBs are concerned with the well-being of riders, officials, venue and track standards, aspects of risk management and safety, the administration of safe, free and fair competition in accordance with the principles of natural justice and the development of the sport in Australia.

Contact:

Dan Rotman
Manager – Riders' Division
Tel: 03 9684 0509
Motorcycling Australia
PO Box 134
SOUTH MELBOURNE VIC 3205
Web: www.ma.org.au

Motorcycle Council of NSW

The Motorcycle Council of NSW Inc. (MCC of NSW) is an internationally recognised umbrella group for motorcycle clubs, associations and rider groups, in the state of New South Wales, Commonwealth of Australia.

Established in 1982, the MCC of NSW is the peak body for motorcycling in this state. It represents over 41 clubs, with more than 36,000 riders.

The MCC of NSW lobbies locally in NSW, nationally through AMC and works internationally for motorcycle riders' rights. It promotes motorcycling, motorcycle safety and the interests of motorcyclists. Some issues include:

- Road safety
- Legislation
- Shared Responsibility
- Parking
- Tolling
- Planning.

The MCC is run along democratic lines. Member clubs raise issues from their own meetings via their delegates to the MCC. These items are placed on the agenda of the MCC. The decision on whether an issue will be taken up or not is determined by a vote of the delegates.

After members vote to pursue an objective, club representatives work together on developing a solution. Unaligned riders may assist with this process, but member groups are kept informed of progress at all times.

MCC membership is open to all motorcycle clubs, associations and rider groups in NSW, but not to individuals. Each affiliated club has two delegate seats on the MCC. Membership is free and voluntary.

The needs of motorcyclists as road users are rarely considered by those who draft legislation, change regulations or implement road safety campaigns. If riders do not work together at maintaining and improving legislation, regulations and campaigns, it will be a case of "united we ride, divided we walk".

Contact:

Motorcycle Council of NSW
Administrative Office
15 Huddleston St
COLYTON NSW 2760
AUSTRALIA

Tel: 02 9833 7794

Fax: 02 9833 7795

Email: mccofnsw@ar.com.au

The Motorcycle Riders Association of Australia (Victoria)

The Motorcycle Riders Association of Australia (Victoria) was founded in Melbourne in 1978. It is a non-profit organisation serving and representing the interests of motorcyclists. The aims of the MRAA (Vic) are the promotion of road safety, fair and sensible laws and promoting a better image for motorcyclists.

Road Safety

In attempting to further the aims of the Association, MRAA representatives participate on various State and Federal committees including the following:

- VicRoads Road Safety Reference Group
- Victorian Motorcycle Advisory Council (VMAC)
- Australian Motorcycle Council (AMC)
- Motorcycles in Melbourne
- Motorcycle Safety Consultative Committee.

Fair and Sensible Laws

The Association has played a leading role in several motorcycle campaigns over the years, including maintaining access to footpath parking in Victoria, repeal of the mandatory lights on regulations, introduction of Learner Approved Motorcycles and many more.

Current campaigns include efforts to repeal the motorcycle safety levy in Victoria and the removal of roadside barriers and objects that are dangerous to motorcyclists.

A Better Image for Motorcyclists

Among other activities undertaken by the Association are the annual Melbourne Toy Run (now in its 31st year) and the MRA Cranbourne GP Run which attracts upwards of 17,000 motorcyclists and the annual Eureka Run. The Association also strongly supports both the Ride to Remember (Blue Ribbon Ride) and the Pink Ribbon Ride for Breast Cancer.

Contact:

E-mail: secretary@mraa.org.au
Postal Address:
MRAA
PO Box 5227
CLAYTON VIC 3168

Motorcycle Riders Association of Queensland

The Motorcycle Riders' Association of Queensland Inc. (MRAQ) is the official voice of Queensland's road riding motorcycle and scooter community. With more than 125,000 motorcycles and scooters now registered in Queensland, it is imperative that these people are being properly considered as a legitimate part of the transport mix.

The MRAQ's primary role is to convey the road safety concerns and suggestions of the road riding community to relevant government bodies and work with them to achieve the goal of improving motorcycle and scooter safety. It has been representing Queensland motorcycle and scooter riders at the highest levels since 1982.

The MRAQ's objectives are to:

- Enhance the road safety of motorcyclists
- Facilitate the development of more effective road safety policies
- Enhance the fulfilment of motorcycling as a recreational activity
- Promote motorcycling to the wider community
- Improve the public's image of motorcyclists
- Promote the consideration and respect of motorcyclists concerns in urban planning and road design.

The MRAQ aims to actively promote road safety issues, including providing commentary on media articles relating to motorcycles, scooters and road safety.

MRAQ supports responsible, safe, yet enjoyable riding practices, and encourages motorcycle and scooter riders to participate in advanced rider training and track days to safely develop their skills and experience and the potential of their machines off public roads.

Contact:

Motorcycle Riders Association of Queensland (MRAQ)
PO Box 6577
UPPER MT GRAVATT QLD 4162

Or email any of the committee members below:

President:

Adrian Toscano president@mraqld.org

Vice President:

Chris Beek vice-president@mraqld.org

Secretary:

Jan Jeffries secretary@mraqld.org

Treasurer:

Roy Packer treasurer@mraqld.org

Membership:

Alison Small membership@mraqld.org

MRAQ Mobile Hotline: 0403 826 906.

Tasmanian Motorcycle Council

The Tasmanian Motorcycle Council (TMC) is a relatively new organisation, having been formed in 2004. The TMC was formed during the time the Tasmanian Government was developing its Motorcycle Safety Strategy.

Most of the motorcycle clubs in Tasmania and many businesses involved in the motorcycle industry are members of the Council. General meetings are held each two months in Launceston (being the most central location).

In that short time, the organisation has worked closely with riders, motorcycle clubs and organisations, the Royal Automobile Club of Tasmania, training providers, media and government. The TMC has worked hard to establish partnerships with a diverse range of groups.

Key achievements of the TMC include:

- production and distribution of the 'Ride Tasmania Safely' brochure
- development of Road Skills Refresher Courses, supported by the Motor Accidents Insurance Board (MAIB) and run by private providers

The TMC has an excellent relationship with the Tasmanian Government, and is a member of the Tasmanian Road Safety Council, the government's road safety policy advisory body.

The TMC is also currently involved with the development of novice driver reforms in Tasmania.

In addition to roles in road safety the TMC is active in other areas including motorcycle tourism.

Contact:

Shaun Lennard (President)
Tel: 0417 396 835
Tasmanian Motorcycle Council
468 Westbury Road
PROSPECT TAS 7250
Web: www.tasmanianmotorcyclecouncil.org.au

The Ulysses Club Inc.

The Ulysses Club celebrates its 25th anniversary in 2008 and has over 50,000 members. It is a social Club for older motorcyclists and their partners over the age of 40 years, the average age of members being 56.9 years. The Ulysses Club is the largest motorcycle related club in the Southern Hemisphere and is growing both nationally and internationally with affiliated Clubs now in many countries.

The Ulysses Club has been part of the Motorcycle Safety Consultative Committee for some 10 years, during which there has been rapid growth in the popularity of motorcycles, especially among older 'returnee' riders. Older riders have largely fuelled the sales boom in motorcycles over this period.

Many returning riders are members of the Ulysses Club and these people pose a serious concern as many are of the opinion that conditions and their preparedness to ride are still the same as when they last rode 20 or 30 years ago. To help these members especially, the Ulysses Club offers rebates of up to \$80 for those who complete an approved advanced rider training course to update their skill levels and better prepare them for the pleasures of motorcycling as safer riders. We also rebate up to \$60 to members who complete an approved first aid course, showing that safety and awareness issues are a high priority within the Ulysses Club.

The Ulysses Club, although being primarily a national body, is active in all States and has representatives on all major motorcycle safety related committees such as the Victorian Motorcycle Advisory Council, the Queensland Motorcycle Safety Working Group, the Motorcycle Council of NSW, the SA Motorcycle Task Force and the Tasmanian Motorcycle Council. Members are also active in their individual local areas working on community based safety issues. We are also an active member of the peak motorcycle safety body – the Australian Motorcycle Council – which enables us to have input and consultation with the various other bodies on the important issues that confront motorcyclists in this time and age.

The Ulysses Club is proud to endorse and be part of the Motorcycle and Scooter Safety Summit: *The Road Ahead*.

This Summit is long overdue and we welcome the opportunity to be part of the team to actively implement any recommendations coming out of this historic Summit. Motorcyclists have special needs and for far too long have been lumped into the 'general road user' category by Governments and road authorities. With the increasing popularity of motorcycles and the rapid escalation of fuel prices, Governments will need to treat motorcyclists as unique road users and produce and implement policies and strategies to further reduce the crash rate in line with the National Road Safety Strategy.

Contact:

Neville Gray
National Vice President
Ulysses Club Inc.
Tel: 1300 134 123
Web: www.ulysses.org.au
Email: administration@ulysses.org.au

Women riders' representative

At the time of the Summit, Mrs Robyn Major held a position on the Motorcycle Safety Consultative Committee, representing women riders. Mrs Major is a member of Women's International Motorcycling Association (WIMA) and the Australian Capital Territory's (ACT) Girls on the Move (GotM) in addition to a number of other motorcycle clubs and organisations.

The number of women road riders has increased dramatically in recent years. Women are now riding, rather than being pillion, as they too want to enjoy the lifestyle and pleasure that motorcycling offers in terms of touring, sporting and commuting activities. In fact, there are now noticeably more men riding pillion with their female rider partner, and women riders accompanying their 'learner' men in the pursuit of a licence.

While women make excellent riders, often the initial training experience was not tailored to the needs of women and did not recognise that their learning and communication styles are different. The training industry and governments have responded to this difference and training courses now on offer are more flexible and reflect, mostly but not always, women's preference to learn in smaller, women only groups and with a 'chattier' learning style. Statistics showed that initially many women were completing their learner training but not continuing on to become licensed riders. This gave rise to the formation of many new women's rider groups to provide the additional support and mentoring needed to close the gap between the learner and the proficient rider.

Another issue has been the retail market availability of suitable motorcycles and protective clothing. With the dramatic increase in the number of women making demands, the market has changed. We now have retailers who recognise that women are in their shop to buy a motorcycle or gear, not just to accompany a male partner. There is now a more suitable selection of motorcycles on the shop floor to suit women. There is also a lot of 'pink' on the shop shelves and gear that actually provides protection and comfort for a woman rider.

Mrs Major is a professional career woman in the ICT industry, married with four children, four grandchildren, and a passion for motorcycle riding. Mrs Major and her husband, also an avid motorcyclist, travel in the order of 20,000 to 60,000 kilometres per annum riding the roads of Australia, as well as a few car trips, too. This constant exposure to road users, road rules and road conditions provides substantial first hand knowledge and experience of road safety issues and a solid basis for informed contributions.

Her contribution to the community as a volunteer has spanned over 40 years and in road safety this began in 1993. In that time, Mrs Major has contributed to a number of successful road safety campaigns including rider Roadcraft development programs for the Ulysses Club returning riders and ACT and district motorcyclists; training media (Ride On video and manual) with the former Federal Office of Road Safety (FORS); television commercials (ACT Motorcycle Riders Association with sponsorship from the NRMA ACT Road Safety Trust); and public awareness strategies (FORS).

Ms Jennifer Woods was appointed to the MSCC as Women's Rider Representative following the resignation of Mrs Robyn Major during 2008. Jennifer is currently the President of the Canberra branch of the Ulysses Club, and Vice President of the MRA ACT.

Women riders continue to be well represented across all areas of motorcycle activities. Moving from being on a bike as pillion to being responsible as a rider in their own right has influenced a change in learner training to better suit the learning style of women; however, there are always improvements to be made. With the increase in suitable (and fashionable) protective riding gear becoming available due to the industry recognition of the increase in women riders, women can ride with more confidence and on motorbikes better suited to their size and frame.

Jennifer's experience on her motorbike (as well as car), with first hand exposure to road conditions and other road users, ensures a solid base of experience. She has a commitment to ensuring that changes made in the industry and community attitudes must reflect the needs of women as a significant part of the motorcycling community. The increase in women motorbike riders riding for sustainable or environmental reasons adds a further challenge to training and education. Whilst motorcycles make a positive and growing contribution to transport, they are yet to be included in State or Federal road transport planning.

Women riders' representative continued...

Jennifer is a professional career woman in the ICT industry. She has three adult children as well as three grandchildren, and is passionate about motorcycle riding. Jennifer has been a volunteer in the Canberra community for many years and believes that negative attitudes towards motorcyclists can be challenged and changed by active participation in the community.

Contact:

Ms Jennifer Woods
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Chisholm ACT 2905
Email: jenwoods@internode.on.net

Appendix 4: OECD and International Transport Forum Workshop on Motorcycling Safety – An extract from the final report

Executive Summary

The Norwegian Public Roads Administration, in co-operation with the Joint Transport Research Centre of the OECD and the International Transport Forum, hosted a Workshop on Motorcycling safety in Lillehammer on 10–11 June 2008.

The objectives of the workshop were to identify the real problems of motorcyclist safety, discuss practical solutions to these problems, and propose a set of measures to improve safety. Nearly 100 expert participants from 21 countries, representing the main stakeholders involved in motorcycling safety met in Lillehammer.

The workshop was one of the rare events at international level where high-profile stakeholders had the occasion to meet and exchange their ideas and views on motorcycle safety. The focus of the workshop was mainly on the 50 countries of the International Transport Forum, but safety issues at the global level were also considered.

Opening Session

The workshop was officially opened by the Norwegian Minister of Transport and Communication, Ms. Liv Signe Navarsete, along with Mr. Jack Short, the Secretary General of the International Transport Forum. During her opening remarks, the Minister underlined that motorcycles have a natural place in the transport system. At the same time, the vulnerability of motorcyclists requires a range of policy responses including increased training and awareness as well as responsible behaviour from the individual road users.

Mr. Short pointed out that motorcyclist fatalities were rising in many countries and that the problem needed urgent attention. Motorcyclists are paying a heavy price on the roads of many OECD/ITF countries, with the situation in most countries worsening in recent years. To attain the ambitious safety targets that have been set, there is an urgent need to address the problem of motorcyclist safety, and implement counter measures that are known to be effective. In developing solutions it is essential to consult and set up a dialogue process with all stakeholders, including the motorcyclists themselves.

Session 1

Session 1 of the Workshop focused on the characteristics of motorcycle riders and the motorcycles market. In this regard, the booming markets are in Asia where 90% of motorcycles are less than 200cc. In OECD countries, the powered two-wheeler fleet is fed by steadily growing markets.

Modern motorcyclists cover a broad spectrum of road users. The majority of riders use their motorcycles for multiple purposes including commuting. Others use motorcycling for touring, racing or professional purposes. The great majority of the 313 million riders worldwide are as responsible as any other road users. Like all road users, they are subject to human error and sometimes commit traffic violations.

Session 2

Session 2 focused on accident causation across countries. Accident data collected in various studies confirm that human factors are predominant in accident causation: perception errors from car drivers and motorcyclists are reported as the main causal factors, followed by decision failures of motorcyclists. Consequences of accidents are often more severe for motorcyclists due their greater vulnerability. Speeding was reported as a contributing and worsening factor by many countries. Infrastructure represents a significant contributing factor in certain regions. Vehicles are rarely cited as the cause of an accident. Lack of experience and inappropriate training for new riders were reported as major factors in crashes by the participants.

Sessions 3, 4 and 5

Participants at the workshop identified general principles as well as practical measures for policy implementation in the short term to make motorcycling safer.

The overarching principle was the need to support continuing dialogue and co-operation between the various actors involved in motorcycle safety (including policy makers, researchers, manufacturers, and motorcyclists themselves).

Including motorcycles more fully in transport policy and infrastructure policy/management, so that an integrated approach can be developed, was seen as fundamental.

Motorcycle crash counter-measures need to be developed through evidence-based research into car driver and motorcycle rider behaviour. Evaluating the success of the measures introduced is a key aspect of developing effective safety programmes.

Better training is a key counter-measure. This means developing a tiered approach to motorcycle training which builds upon existing standards, focusing on risk awareness and risk avoidance and an understanding of the limits of rider/motorcycle capacities.

Regarding more practical measures, the following ideas were supported by participants:

- Including, in the general training for all drivers, a component on awareness and acceptance of motorcyclists.
- Supporting the furthering introduction of advanced braking systems for motorcycles.
- Partnering with motorcyclists to develop and implement programmes on safety issues that affect motorcycling communities.

The Workshop ended with a Session on *Integrated approach and shared responsibilities*, where the counter measures identified were seen from the following perspectives: research, best practices, harmonization and legislation.

Renewed *research* is needed for a comprehensive understanding of accident causation and behavioural determinants. Research works must encompass risk exposure analysis, statistical and in-depth accident studies, in order to better identify the factors of accidents and define appropriate counter measures. *Best practices* have highlighted that it is important to ensure dialogue with all stakeholders and to adapt practices to local needs. It also showed that for safety reasons, every rider should wear a helmet.

Discussions on *harmonization* concluded that training tailored to local conditions should be available for all riders. From a *legislation* point of view, motorcycles must be considered in all roadway planning, design, construction and maintenance.

In conclusion, the workshop has taught us that, by working together, stakeholders can achieve an integrated road transport policy that includes motorcycles, which is the best avenue to reduce the number of motorcyclists killed and severely injured. The event in Lillehammer was an important step towards the aim of ensuring a true dialogue between the various stakeholders.

The top priority measures identified by the Workshop's participants¹

A. GENERAL PRINCIPLES

1. Co-operation between the various stakeholders

Improving safety for motorcyclists implies to set up a continuing dialogue and co-operation between the various stakeholders, including the motorcyclists themselves, policy makers, researchers, and motorcycle manufacturers.

2. Transport and infrastructure policy

It is a fundamental motorcycle safety requirement that motorcycles should have a place in overall transport policy and infrastructure policy/management.

3. Research and evaluation

Counter measures need to be founded on evidence-based scientific research into driver and rider behaviour, and before-and-after evaluations should be conducted.

B. PRACTICAL MEASURES

1. Training programmes for motorcyclists

Countries have different training needs, based on their vehicle fleet and riding environment. Motorcycle training should therefore build on existing standards, focus on risk awareness and risk avoidance, and develop an understanding of the rider/motorcycle capacities and limitations.

2. Improved training for general drivers

A component on awareness and acceptance of motorcyclists should be included in the general training for all drivers, with a particular emphasis on the need for appropriate traffic scanning strategies.

3. Braking systems

Manufacturers should continue to introduce advanced (better) braking systems, such as combined brake systems and anti-lock-brake systems.

4. Getting safety messages to the riders and portrayal of responsible riding

Safety messages to riders should be developed in partnership with rider groups, in order to use the effectiveness of peer advice in communicating key issues to riders on issues that will impact their communities.

Codes of practice should be developed in order to promote and market motorcycling responsibly; the motorcycling press and rider organisations should also promote responsible behaviour codes.

5. Integrated awareness campaigns

There should be regular, targeted, campaigns addressing both motorcyclists and other road users. These should be supported where necessary by other actions, e.g. enforcement, on safety-related subjects that include: mutual respect, protective equipment, speed, alcohol and drug issues.

To develop an awareness of motorcyclists and mutual respect between road users, education activities and campaigns should be set up from childhood, to emphasise that "road safety means road sharing".

¹ The principles and measures below are presented in the priority order developed by the participants. Some measures identified during the workshop were however combined when relevant.

6. Guidelines for the development of road infrastructure and training for road designers

Each level of government should include in their infrastructure guidelines, measures for accommodating motorcycles, developed with input from relevant stakeholders. The guidelines should be relevant to the needs of the jurisdiction concerned, and coordinated with other jurisdictions and levels of government. An international transfer of best practices is also recommended.

The needs of motorcycles should be included in the basic training for road designers, and highway and traffic engineers.

Identification and resolution of roadway design problems (e.g. accident black spots and “corridor” analysis of a sequence in the road structure) should include input from rider organizations and relevant experts.

7. Protective equipment for riders

Where standards for protective equipment exist, they should be promoted; and where they do not, they should be developed, taking into account their safety performance, rider comfort, the ergonomics of their use, costs and the climate/regions where they will be used.

8. Policy dialogue

To enable communication and build mutual confidence, meetings between motorcycle stakeholders and policy makers/road authorities (e.g. forums, councils,) should be established, in order to exchange views, discuss needs and secure the necessary financing/resources for safety counter measures.

9. Motorcycles in ITS

Enhanced awareness of motorcycles should be incorporated into the development of all vehicle ITS projects.

10. Innovation and pilot schemes

Where proposed counter-measures are not based on evidence-based objective research, but are supported by stakeholders, policy makers should test and evaluate the proposal in a pilot scheme.

11. Speed warning systems

The safe management of vehicle speeds in the road network is improved by the use of speed warning systems, which may be on the vehicle or part of the road infrastructure. Such systems should be encouraged as the technology is developed.

12. Global Technical Regulations

The minimum safety performance of motorcycles should be based on Global Technical Regulations.

13. Headlamps in daytime

To improve rider/motorcycle conspicuity; for new motorcycles, headlamps should come on automatically when the engine is started; for other motorcycles, riders should switch on their headlamps before they start their journey.



