

TRANSCRIPT

ROAD SAFETY COMMITTEE

Inquiry into motorcycle safety

Melbourne — 18 October 2011

Members

Mr A. Elsbury

Mr T. Languiller

Mr J. Perera

Mr M. Thompson

Mr B. Tilley

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Witnesses

Ms A. McGowan, general manager, and

Mr A. Judge, motorcycle trainer, Armstrong's Driver Education.

The CHAIR — Thank you very much for joining our inquiry today. We have received some 68 submissions, and we are grateful for the public hearings to provide a further spotlight or focus on some of the matters arising. Hansard is recording proceedings. You have the benefit of parliamentary privilege for the present time; I trust you will not need it per se. Also, you will have the benefit of a transcript. If you could correct any typos and get it back to the committee, it is proposed that it will be placed online. I invite you to speak to your presentation, following which you will receive a robust series of questions from my colleagues, some of whom have undertaken recent learner driver education and have a particular vista of that experience. I welcome you to the committee and invite you to comment.

Ms McGOWAN — Thank you. To give you a bit of background, Armstrong's Driver Education has been in business for 50 years, mainly in the heavy vehicle and car licensing arena. In the last 10 years it has been involved with motorcycle licensing and training. I am an active member of the VicRoads accredited provider reference group, as is Amanda. We participate in the heavy vehicle and motorcycle licensing and training arena with regard to that particular group. In terms of our submission, we felt that we could legitimately comment on three sections within the scope of the inquiry, and we focused our submission around our knowledge and experience with the training and licensing facility we operate at Thomastown. We operate from just the one site in Thomastown. I listened with interest to Amanda's comments in relation to on and off-road components. Well done to you for going and getting your learners permit, because it is not easy. I have done it myself, and from that perspective it really does open your eyes to what is involved in the training.

In terms of our submission, there are two additional pieces of information we would like to provide. One is in relation to returning riders. Even though we touched on it very briefly in our submission, we feel that for people who obtain a licence, may ride for several years, have a break from riding and then return to riding after a several-year gap there is a need for some refresher training to be associated with them returning to riding. We feel there is a gap within the current system. We would also like to add to our submission that we feel that perhaps some high-visibility clothing designating an L rider and a P rider would help other users of the road to identify the level of skill that person has while they are on the road. They are the two things we felt we wanted to add that were not covered in our submission.

From our perspective, we believe that the level of training that is given varies across all of the providers, and we feel there should be a number of hours designated to the learning component before a person goes for their learner permit assessment or licence assessment. The accredited providers that are currently operating are not required to be registered training organisations, although they are for the purposes of heavy vehicle licensing with VicRoads accreditation. We feel that allows the opportunity for the level of training to be at the discretion of the person running that operation rather than there being a mandatory standard that needs to be applied across the whole industry.

In relation to the minimum number of hours, we feel there is an opportunity for our learners permit program to have a minimum of 15 hours, with a component of at least 2 hours on-road prior to an assessment for the learners permit to occur. At the moment VicRoads does not designate a minimum number of hours for training. All that VicRoads mandates is the way the assessment is conducted and the facility in which the assessment is conducted, and we feel there is a requirement to put some minimum numbers of hours against the training.

In terms of licence testing, we also feel that a minimum number of 10 hours with at least a 5-hour component would be an appropriate level for a person, assuming that person has continued to ride from the time they obtained their learners permit to the time they are eligible to go for their licence. Also for returning riders, linking it with the renewal of their licence, there should be some mandatory training that occurs during that period as well. We would suggest a minimum of 10 hours, with 5 hours off-road, to be able to develop the road craft, road law and riding skills, and then an on-road component of 5 hours as well.

The CHAIR — Just to clarify, what do you mean by off-road?

Ms McGOWAN — At a training facility.

Mr PERERA — For those two elements you are recommending only 15 hours of mandatory training; is that right?

Ms McGOWAN — No. We recommend 15 hours in the lead-up to the learners permit assessment being undertaken.

Mr PERERA — You mentioned that it should be made mandatory that they should train on the road from the date they get their Ls to the time they sit for their Ps.

Ms McGOWAN — During that time they would be eligible to ride on the road, and as part of their process leading up to the licence assessment there should be a minimum number of hours with a training provider that includes off-road — that is, facility-based — training and on-road training as well. There should also perhaps be a logbook involved in the learners permit to licence stage so that a person can record the number of hours. If they are a member of a club and riding with the club, perhaps it could be endorsed by the club as part of their participation in club runs and so on, which counts towards the fact that they are building the on-road skills they need when moving from Ls to Ps.

Mr LANGUILLER — What roles could clubs have in terms of health and training? Do you see a role for the clubs in addition to what they do normally?

Ms McGOWAN — I think that training providers and the clubs need to foster a much closer relationship and certainly ensure that there are regular opportunities for people to have some additional training or have access to trainers to be able to bounce ideas off them or get some further feedback from them in relation to how they can further improve their skill. We think there is a gap there between the providers and the clubs, and we should be fostering a closer relationship with them to help the participants develop their skills. I think that is also a good way with the returning riders as well to build in a component there so that they have access to the additional training that they need.

Mr LANGUILLER — If you are going to get a licence and you do not have a mate who you can ride with, how would you do it? You have got to do it on your own. A club perhaps could provide assistance with that.

Ms McGOWAN — Yes.

Mr LANGUILLER — And they do not do it currently, do they?

Ms McGOWAN — Not that I am aware of, unless there are — —

Mr LANGUILLER — Not in a formal way anyway. Thank you.

Mr PERERA — Your submission indicates that filtering is legal. Can you explain why you believe this is the case?

Ms McGOWAN — I will hand over to Adam on that one.

Mr JUDGE — According to the VicRoads manual. It states in there that lane splitting is legal as long as you are approaching a controlled intersection, that you have a red light and the traffic is stopped. The perception for most car drivers I suppose is just the motorbikes cannot wait and that it is illegal. It seems to agitate and irritate car drivers, but it is legal to do so.

Mr LANGUILLER — For the purpose of the record, given that the public will actually be reading the submissions, can you explain in plain English what ‘filtering’ means?

Mr JUDGE — Yes. If you have stopped at an intersection controlled by traffic lights and it is a dual carriageway — two lanes of traffic heading in the one direction — if the traffic has stopped, a motorcycle is allowed to ride between the traffic to get to the front of the queue.

Mr TILLEY — This is the training and the instruction that Armstrong’s delivers to its drivers?

Mr JUDGE — No, but the question does come up.

Mr LANGUILLER — Do you see any benefits? What do you think about filtering? What does it mean in real terms?

Mr JUDGE — Especially for a novice rider I think it is quite dangerous. If you have had plenty of years experience and you are an accomplished rider, it is probably not quite so dangerous. It is probably not an ideal

practice, but if you are a novice rider — especially a learner — it is not something you would be promoting, and that is why we do not do it.

Mr LANGUILLER — Why do riders do it? Not the ones who are novices but the ones who are experienced. Why do they do it on the road?

Mr JUDGE — You can save yourself a lot of time, especially riding to work.

Mr LANGUILLER — Is there a safety component, for example? If you have got 10 000 cars behind you and a few trucks, I would probably want to be on the first line and take off. I am pretty sure I would.

Mr JUDGE — Yes.

Mr PERERA — But you can only do it when the red lights are on. Is that right?

Mr JUDGE — When the traffic is stopped.

Mr PERERA — Stopped, and the red lights are on?

Mr JUDGE — Yes. If the red lights are on and the traffic is still moving and approaching that intersection, it is not legal. That is how it is written in the VicRoads book.

Mr PERERA — At this stage it is not really policed, is it?

Mr JUDGE — I have not seen it policed. That is not to say that it is not.

Ms McGOWAN — The comment was in relation to the component of rider and driver attitudes towards each other. In relation to that specific component, we feel that if drivers were more aware of the fact that it is legal to do that in certain conditions, that may take away some of that irritation factor.

Mr LANGUILLER — My rear-vision mirrors sometimes get irritated, but I must tell you that I think there is some benefit in doing it properly anyway, but that aside!

Ms McGOWAN — Yes.

Mr PERERA — I lost one of my mirrors. Actually my understanding was that it is illegal.

The CHAIR — It may be helpful to the committee if you can refer us to the precise section of the rules or regulations that prescribe that.

Mr JUDGE — I do not have that with me.

The CHAIR — That is okay, but by way of follow up it would help our work to have that clearly enunciated to us so we have some information that prescribes the practice of filtering so that we can zero in on that.

Mr ELSBURY — My question is about ensuring that we have got the quality of riders going out onto the roads. What do you think would be an adequate penalty for providers who breach contract licence assessment requirements?

Ms McGOWAN — If you have breached them?

Mr ELSBURY — Yes.

Ms McGOWAN — I think that there should be penalties applied that remove their accreditation. That would be the most severe case, but certainly VicRoads needs to ensure that penalties are established and that they are applied, because at the moment that does not seem to be the case. My colleague Amanda mentioned different sets of rules for different providers, and certainly that can be seen to be the case, particularly where the providers are not required to be a registered training organisation for the purpose of delivering training and licensing on behalf of VicRoads.

Mr ELSBURY — So a bit more standardisation in what is being offered?

Ms McGOWAN — Yes.

Mr ELSBURY — But not prescribing down to the letter.

Ms McGOWAN — Not prescribing down to the letter, but certainly there needs to be some rules within which we all operate — the standard of facility, the standard of trainer, the way that the training is conducted — not just the licence assessment or the learner permit assessment, which is all they focus on at the moment. In one of our comments we felt that the audit process for VicRoads as well needs to be improved and that it should not focus on documentation — it should focus on the quality of the training and licensing that is occurring.

Mr ELSBURY — Thank you.

Mr LANGUILLER — Thank you for your submission; it is a very useful and instructive one given your experience. Further to your last comment, can you elaborate on your statement that audits of providers should focus on the effectiveness of the licensing process rather than document control? How would you propose assessing effectiveness?

Ms McGOWAN — There are two ways to be able to do that. One is that VicRoads currently conducts surveillance audits when testing is occurring. It is our view that VicRoads should also play a minor role, but still a role, in the quality of the training that is being delivered. They focus only on the assessment, and the training is equally as important. In terms of the audit process, there should also be a requirement that a closer vehicle inspection should be done. Currently they may come out and look at certain motorcycles and check whether or not they are in good operating order. That can mean different things to different people. Some providers have all of their motorcycles registered, insured and roadworthy, whereas some providers do not have the same stringent boundaries applied, if you like, because they are not required to show evidence that the motorcycles are being kept and maintained in good order. For those people —

Mr LANGUILLER — So they may not be roadworthy.

Ms McGOWAN — They may not be. It may be just the luck of the draw that when the auditor comes out to do a surveillance audit the headlight is not working on that particular day or the bikes that were put out for the purpose of the testing happened to be in good order rather than looking at the whole fleet and making sure that the whole fleet is in good order. I am not sure that I have actually answered your question. In terms of the other audit requirements — and I am sure that VicRoads is doing this in house, if you like — making sure that a provider is not issuing more licences than can be reasonably issued during a given period of training.

Mr LANGUILLER — I am not sure that I understand what you mean by that.

Ms McGOWAN — If a provider has the resources of one trainer, then reasonably that trainer could train and assess, say, six people. If the provider is actually issuing more licences than can reasonably be issued by one trainer, then that shows the deficiency in the audit process and that should be addressed.

Mr LANGUILLER — It shows a lot of things. And do you think that happens in the market? I am not asking you for names; I am simply asking you do you think that happens.

Ms McGOWAN — Do I think that happens? Yes, I do think that happens.

Mr TILLEY — I just want to go back. Adam, when we were discussing filtering, you made a comment about being in the VicRoads book. Can you assist the inquiry by telling us which VicRoads book you were talking about?

Mr JUDGE — It is the rider handbook.

Mr TILLEY — All right. I am very interested in the contribution you have made in relation to the number of hours of riding, both in a safe driving environment and on-road. Speaking from personal experience, my entry into using and riding motorcycles was a four-week, continuous course through Defence, and that was —

The CHAIR — Bill is otherwise a very quick learner, I might add.

Mr TILLEY — But that has not prevented me from some of the risky activities that are inherent with motorcycle riding and some of the injuries. In fact I am the recipient of a Veterans Affairs pension due to my motorcycle activities. What particular interests me is the discussion in your submission in relation to countermeasures and I would just like you to give us some further commentary in relation to countermeasures, particularly hazard perception, and why the training regime is not delivering these skills that are so inherently needed on the road for new and experienced riders. Could you explain what countermeasures are to the rest of the committee?

Ms McGOWAN — Do you mean countersteering?

Mr TILLEY — Countersteering, yes. Sorry, my apologies.

Mr JUDGE — That is okay. At the moment in the VicRoads learners assessment there is no need for countersteering; it makes no mention of it. As a training provider we introduced VicRoads to countersteering, but it is not in the course structure itself. The reason why I think it needs to be is because three months later they can come back and sit their licence if they want to and the majority of your test revolves around your defensive skills, one of those being countersteering and emergency braking. So I think some mention — maybe in the course structure — needs to be made in there. Maybe if they can be assessed on it to some extent in their learners course.

Mr TILLEY — If you could just expand for the rest of my colleagues on the committee exactly what countersteering is so they understand what the practice is. As an instructor — —

Ms McGOWAN — That is pretty much it.

Mr TILLEY — My colleague Andrew should know hopefully.

Mr ELSBURY — Yes, slight turn to the left and then a big turn to the right if you want to go right. A slight turn to the right and then a big turn to the left if you want to go left. It is not very intuitive to where you want to be.

Mr LANGUILLER — There is a future after politics for him. Employment opportunities.

Mr ELSBURY — I am sure you would like that, Telmo, but I am looking forward to a long career here, thank you, sir.

Mr JUDGE — Basically what it is is if you want to go in a particular direction, let us say if want to go to the left, what we tell our students is look to the left and put pressure on that left bar so it actually makes your front tyre point the opposite way momentarily. Just the idea of that tends to confuse a lot of people but that is why it is called countersteering.

Ms McGOWAN — And it is a valuable skill for people to have, to understand how the motorcycle actually moves.

Mr ELSBURY — I have to say we spent probably about half an hour on it even though it was not in the test.

Mr TILLEY — You do not go as far as laying the bike down for your students in sandpits, do you?

Mr ELSBURY — That would be get expensive, Bill.

Mr TILLEY — I suppose Defence is a big organisation.

The CHAIR — A number of submissions received by the committee state that the current training and licensing regime is inadequate, in that people who lack the skills or knowledge to ride a motorcycle are being passed. What responsibility do you think the providers have not to pass people who do not have the requisite skills to take up their learners permit?

Mr JUDGE — My understanding is that we do not have that ability to not issue somebody if they meet the VicRoads standard, if that makes sense. Mr Elsbury did the test a while ago. You would probably be the first to agree that it is a fairly simple and easy standard, isn't it?

Mr ELSBURY — Yes.

Mr JUDGE — A very basic standard.

Mr ELSBURY — Although I did have to redo one of the tests because I went a little bit hot on my left-hand turns.

Mr JUDGE — But like you said, you know when you are doing the neck-breaking speed of 30 kilometres an hour and then are expected to ride on the road with other traffic doing 50, 60, up to 110 kilometres an hour. I just think maybe the test standard needs to be a bit more difficult and a bit closer maybe to your normal road-going speeds and so forth. Part of both tests is an emergency braking exercise. The maximum speed for that exercise is 25 kilometres an hour.

The CHAIR — Perhaps I will put my question again slightly differently. The suggestion in the question was that people are not meeting the current low standard set by VicRoads but are still being passed. Is that something that you see as being a practice in the industry?

Mr JUDGE — I can only speak on our behalf, and I would say no.

Mr LANGUILLER — Just in relation to your suggestion that TAC not cover permit or probationary riders if they choose not to wear protective clothing, how does that fit with the TAC — and we received submissions yesterday that they are a no-fault insurer. How would riders know that is approved given there is no Australian standard?

Ms McGOWAN — The point that we were making was that we know that there are riders out there who are riding without any protective clothing, so where they have made a conscious decision not to wear a helmet or gloves or appropriate clothing, it should not be just an automatic cover if something happens to them. They have made a conscious decision. We felt that if a person makes that conscious decision, that it should not necessarily flow through that they would be covered by the representatives there. There is an element of responsibility on the part of the rider, and if the rider is not following what they should be, then —

Mr LANGUILLER — But put aside the wearing of a helmet, if I may, and I think it would be fair to suggest that you cannot put the helmet and protective gear in the same bag. Would that not be fair?

Ms McGOWAN — The two do go together.

Mr JUDGE — I suppose it is protective gear.

Mr LANGUILLER — It is required that you have to wear a helmet.

Mr JUDGE — And that is it, yes.

Mr LANGUILLER — And that is it, but it is not compulsory, not mandatory, that they wear protective gear. I wholeheartedly endorse the notion of wearing protective gear, but I am just trying to do some reverse thinking, if I may. I get the impression sometimes that we blame the victims, if you know what I mean, in terms of bike riders, whereas if it is not a requirement, if it is not part of the legal regulations and so on, why should we punish them?

Ms McGOWAN — Perhaps it should be part of the legal requirements that protective clothing be worn. That is probably more to the point —

Mr LANGUILLER — Your comment is of course that TAC accepts all claims irrespective of that, and they do so for a reason — not because they are, if I might suggest, a benevolent organisation; they do it because they have to. I am just curious, and I do endorse your overall submission, in terms of how would you manage that. Rather than the suggestion or the proposition that TAC not support them, why not propose perhaps that

you make it mandatory, in which case then you can or should have the expectation that all riders comply with the regulations?

Ms McGOWAN — And I would agree with that comment.

Mr LANGUILLER — You would agree?

Ms McGOWAN — Yes.

Mr JUDGE — It was just a way, really, of trying to encourage riders to wear the correct gear.

Mr LANGUILLER — Look, I personally agree with that, but I am just trying to see if we can phrase it in a manner where we do not reinforce the culture of ‘blame the rider’ — and you would appreciate that.

Ms McGOWAN — Yes.

Mr LANGUILLER — And I am sure that you are not intending to do that, so I do say that very respectfully.

Ms McGOWAN — That is correct.

Mr ELSBURY — Just going on to the quality of the training that is being provided, and it has always been a thing that you would want to ensure — that your teachers or trainers are right up to spec — is it the provider’s responsibility to ensure that their trainers and testers undergo regular training and development — that is, regardless of the standards set by VicRoads?

Ms McGOWAN — Yes, it is.

Mr ELSBURY — So they will go off and do a regular refresher?

Ms McGOWAN — Correct, and our trainers are also current riders. They are riding all the time, but we do expect that trainers participate in professional development activities.

Mr JUDGE — Next Friday?

Ms McGOWAN — Next Friday.

Mr ELSBURY — Next Friday, there we go.

Mr PERERA — Are you aware of motorcycle simulators, and if you are, do you use them? If not, would you consider using them in the future?

Ms McGOWAN — We do not have simulators at all. I am not familiar with simulators for motorcycle riding; I have no comment on that.

Mr JUDGE — I have seen them. I think there is definitely a lot of merit in them. They are not going to give you all the experience you need because obviously nothing compares to being out on the road itself, but as far as hazard perception and things like that go, they are great tools.

Ms McGOWAN — To support the training, not to replace the training?

Mr JUDGE — Yes, that is right.

Mr PERERA — You do not have any plans to introduce them?

Ms McGOWAN — No, not for the motorcycles.

Mr PERERA — Is it because it is costly, or you do not think there is value in it?

Ms McGOWAN — It is not something that we have considered, because we believe that an on-road component would be a far more valuable training facility than a simulator.

Mr ELSBURY — I hate to pick on you, but we keep hearing about return riders. I am just wondering what the definition would be of a ‘return rider’, because someone who has not been on a bike for two years could considerably have their skills base and what would naturally have come to them reduced. Then you have people who have been 10 years off the bikes, and that is almost a situation of start from scratch again, so what would you define us being a return rider?

Ms McGOWAN — A return rider in the concept that we were talking about would be 10 years plus.

The CHAIR — Excuse me, Alene, just one comment — and this is partly for the record — the hearing facilities in the room are not good enough for members of the public who are here. I think we need to make that point with the people who organised the room, so that those that give up their days to sit in here do have a chance to hear every question and every answer as part of the process. Hansard is recording it, and those who want to read it will have that opportunity in a month’s time. In the absence of there being good acoustic replay of your commentary— as you are quietly spoken, it would be very helpful if you are able to speak out, just so that those people in the room have a chance of hearing your wise words to our inquiry.

Ms McGOWAN — Certainly. In the context of our submission, we felt that an absence from riding for 10 years plus would contribute to a returning rider — that is, where they have gone through a 10-year licence renewal process, they would be considered a returning rider.

Mr TILLEY — Thank you today for giving up your time. I am not speaking on behalf of the committee, but I certainly do appreciate the evidence that you have given us today. You opened your submission with some points on returning riders and high-visibility clothing for learner riders. Taking those apart, what specific outcomes would you like to see come from this particular inquiry?

Ms McGOWAN — We would like to see a logbook being retained during the learner-to-licence period. We would like to see mandatory protective clothing being enforced, and we would like to see accredited training providers being required to be a registered training organisation, which is not currently the requirement; also that a minimum number of hours be attributed to training pre-licensing.

Mr PERERA — At the moment training providers are not RTOs?

Ms McGOWAN — They are not required to be an RTO.

Mr PERERA — Can anybody train, or how do they start — what are the legal requirements?

Ms McGOWAN — First of all, they would need to be an accredited provider through VicRoads, and they would need to have access to equipment and facilities in order to be able to deliver that training and licence assistance. It does not mean that they have to have the facilities; they can have access to them. The trainers need to have their certificate IV in training and assessment, and also to be current riders or to have a minimum of five years riding experience.

Mr PERERA — What difference would it make if they had to be an RTO?

Ms McGOWAN — From that perspective, they would be more focused on the training delivery and the standard of training; that there be appropriate documentation specifically for the training plans and the way the training is conducted and structured. At the moment, without those requirements, it can be pretty much at the discretion of the provider. There is no compliance there, if you like, in terms of what is required to be trained, or the standard at which that training needs to be delivered.

Mr PERERA — A particular standard of training and the structures? Thank you.

Mr LANGUILLER — If I may, I note with interest — and I must tell you that it is something that has generated some interest — I quote your submission, ‘Training providers and motorcycle clubs should create closer relationships to promote the value of ongoing training’: can you elaborate further on that, please? How would you research that?

Ms McGOWAN — In that respect, building a relationship with the clubs to encourage clubs to participate in regular retraining and reskilling, if you like — that is what we believe should be fostered. It currently does not exist. Although I am aware of one training provider that has an ongoing relationship with, in particular, one

club, which has a very large membership base. If providers and the clubs could work together to offer training days, perhaps, to be able to participate in some of the club runs and to provide feedback to some of the participants if they wanted that — ride with a buddy, if you like, and provide feedback through the clubs — it would be good.

Mr LANGUILLER — A mentoring type of exercise in the riding sense?

Ms McGOWAN — Yes.

Mr LANGUILLER — All right. Thank you.

The CHAIR — Thank you, and we have one more question.

Mr ELSBURY — In relation to your submission, you did mention about protective clothing having a fluorescent capacity to it. I have gone off and had a look at some gear — in case I should decide to purchase a bike. I have to say that most of it was black, grey, charcoal and every shade in between. What kind of colour are we talking about? I mean, some of them have got piping around the seams that is fluorescent — they will fluoresce when light hits them — but are we talking about almost forklift driver-style vests for everyone?

Ms McGOWAN — That would be one way of being able to identify learners, people on their L-plates and P-plates. The other would be in terms of the manufacturing of the actual suits. Perhaps you could comment a bit more on that one.

Mr JUDGE — Yes. I would not see a problem of putting on a normal high-vis vest, even with maybe an ‘L’ embroidered or stamped on the back. You could maybe have an orange vest with a ‘P’ on the back for the first 12 months after they obtained their riders licences. I agree, you go to the motorcycle shops and most of the vests are in very dark colours. Some of them do have that piping and other bright flashes on them, but predominantly they are really dark colours.

Mr LANGUILLER — Not for the record, but the colour red was popular among certain members of the committee.

Mr ELSBURY — I much preferred blue, but that is another story altogether.

Mr PERERA — Just a quick one. You talked about riding with a buddy — how do you do that? I mean, you are not allowed to ride with a pillion rider when you are on an L-plate.

Ms McGOWAN — Correct.

Mr PERERA — So, how do you do that, do you ride in parallel?

Ms McGOWAN — Yes.

Mr PERERA — Would that be helpful in an emergency, or in a situation?

Ms McGOWAN — And also with the helmet-to-helmet communications.

Mr PERERA — Sorry?

Ms McGOWAN — The options would be to ride with a person in parallel, or behind, and give them feedback on what they are doing correctly; you would have to have regular stops so that you could provide feedback through one another. And there are some helmet-to-helmet communications available, though I personally do not know anything about those.

Mr ELSBURY — Some of the Bluetooth things.

Ms McGOWAN — That would be another way of being able to communicate with another rider.

Mr PERERA — Thank you.

The CHAIR — Adam and Alene, thank you very much for giving of your time to appear before us today. We wish you success with your further training. You will receive a copy of the *Hansard* transcript; amend it as appropriate in terms of typographical errors. On any matters that were going to be addressed by way of follow-up, please liaise with our secretariat.

Ms McGOWAN — Thank you.

Mr JUDGE — Thank you.

The CHAIR — Thank you for your time.

Witnesses withdrew.