

# TRANSCRIPT

## ROAD SAFETY COMMITTEE

### Inquiry into motorcycle safety

Geelong — 15 November 2011

#### Members

Mr A. Elsbury

Mr T. Languiller

Mr J. Perera

Mr M. Thompson

Mr B. Tilley

Chair: Mr M. Thompson  
Deputy Chair: Mr T. Languiller

#### Staff

Executive Officer: Ms K. Jenkins  
Research Officer: Mr J. Aliferis

#### Witness

Mr W. Moodie.

**The CHAIR** — Please give us your name and address.

**Mr MOODIE** — William Moodie, <address confidential>. I am a rider. I have ridden since I first got my licence maybe two or three years ago. There are a lot of safety issues going on. There is very little that you can do other than training to improve safety on motorbikes, no matter if you are wearing armour or wearing this or wearing that. I am going to say in response to the statistics that that bloke gave, saying that he has nearly cleaned up riders, that I have had about five instances where I have nearly been killed by someone either pulling out or not paying attention to what they were doing. I am comfortable enough with the ability to move out of the way on a motorbike. If I was in a car, there is no chance I could have done anything. It might not have been a major crash, but it still would have been an incident.

People are going to die either way. There is not much you can do with safety as far as motorbikes; there is only training. It is optional as to whether people want to do the training. Nine of those unlicensed motorbike riders were unlicensed. That is not a motorbike rider; that is just a person riding a motorbike. It does not make them a motorcycle rider, does it?

I have to say that that man does not like motorcycle riders. Every statistic he mentioned was against motorcycle riders. I understand lane splitting. I do not like lane splitting. If I lane split myself while I am on my bike, the only reason is because either the traffic is not moving or I do not feel safe in the position I am in. The only thing that we were pretty much taught in the two-day training is that if you do not feel comfortable — it does not matter if you are going slow or fast — get away from as many cars as you can.

Another thing with the performance of bikes is that it is a lot easier to get out of trouble if you have a larger cc motorcycle than if you have a 250 cc. If you are on a 250 cc motorbike and see a car coming out of a intersection, you have no chance whatsoever. You can try to stop, but if that bike does not stop, you are dead. If you have a bigger motorbike, you can accelerate fast enough to get past them. Fair enough, you might be going over the speed limit, but you have saved yourself from dying. There is not much I can really say on this considering we only found out about it yesterday.

**The CHAIR** — Thank you very much, William. If you have any other comments, we are going to be deliberating on these matters for a longer period of time. Our staff can give you contact particulars and if you or your friends wanted to see us again or put some further thoughts down or speak to us, we would be happy to meet with you for any thoughts you wanted to place on the public record. You will get a copy of your material made today. Correct it as appropriate, send it back to us and we will place it on the web. Thank you for your time.

**Mr MOODIE** — Thank you very much. Have a good day.

**The CHAIR** — Thank you, everyone, for attending here today.

**Committee adjourned.**