



Road Safety Committee Inquiry into Motorcycle Safety

TAC PRESENTATION

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TAC's involvement

Transport Accident Act - 1986

- Reduce the cost of crashes to Vic Community
- Reduce the number of crashes

Involved in motorcycle safety for more than 10 years

Work collaboratively with VicRoads, Victoria Police, Department of Justice, Department of Sustainability & the Environment and others.

TAC research

Ongoing

- TAC motorcycle tracking research
- TAC advertising research
- TAC claims data

Specific

- TAC client research
- Helmet testing
- Joint research inc. ARC linkage grants
- Protective clothing wearing rates
- Protective clothing testing program (current)

What we know

Extremely vulnerable

- 4% registered vehicles
- 13% TAC accepted claims
- 20% TAC claims costs (inc no fault & Common law)

TAC Claims Trends

- Increasing numbers
- Majority of clients male (93%)
- Most aged 49 years or younger
- 68% live in Melb, only 52% from crashes in Melb
- Melb crashes = morning & evening peak
- Rest of State = weekend & daytime crashes.

Off Road v On Road Crashes

- **60% TAC claims relate to road bikes**
- **31% off road, 7% scooters, 1.4% mopeds**
- **Large bikes (>500cc) = 45% of claims**
- **95% all bikes registered**
- **VISU – 18% admissions & 25% all emergency (off road)**
= 0 – 14 yrs, (cf 2% < 17 yrs TAC)
- **Some evidence of unregistrable/DIY bikes being involved in crashes**

Crash characteristics

Police reported injury crashes

- 39% at intersections(15% side impact)
- Loss of control =27% of injuries*
- Run off Road = 21% of injuries*

*Speeding likely to be contributor

Police estimate that speeding contributory in > 50% of single vehicle fatality crashes.

Attitudes to safety & risk taking

- **Drink driving, self reported behaviour low (3%) and most believe it's a risky practice (66%)**
- **Drug, use slightly higher in riders (6% v 4%) but fewer (11% v 25%) report riding after use. Riders believe highly risky (82%)**
- **Speeding 16% admit all or most of the time cf 11% for drivers**
- **Riders state they are less likely to be caught speeding (13% v 26%).**

Attitudes

Safety features & protective clothing

- 10% report having ABS (v7% new bikes)
- 58% would consider ABS on next bike
- Approx 80% say they own a complete set of protective clothing
- Those who don't own say its too expensive or not needed
- About two-thirds say they own body armour
- Don't wear gear because it's:
 - Short trip
 - Too hot
 - Inconvenient

Protective Gear

TAC & De Rome research shows protective gear works.

- particularly effective against open wound injury
- but, not in all cases

Wearing:

- full face helmet
- boots v shoes/runners/thongs
- gloves, jackets & boots
= substantial protection.



Attitudes

Riders & drivers' to each other

Ongoing tracking

- joint responsibility to be seen/stay safe (shift in agreement)
- agreement that drivers don't understand what it's like to ride a bike.

Recent group research

- drivers don't think about riders v riders thinking about drivers.
- acknowledge difficulties were the fault of both parties
- backs up research that riders hard to see & not expected
- relationship characterised as one of neutrality.

Off road riding

- TAC has had little involvement to date
- Evidence base not as comprehensive as for road riding
- Looking to hospital admissions data to improve our understanding
- Started a relationship with DSE – collaborative safety related programs.

TAC Preventative Program

Public education campaigns

- Put yourself in their shoes
- What's b/w you and the operating table (protective clothing)
- Its up to you to reduce the risk
- Look again (Levy funded)

Spokes.com.au

Ridesmart CD

MotoGP & Motorcycle Expo

Enforcement support



Other initiatives

- **ABS – good crash reduction outcomes**
- **Airbags – some evidence of effectiveness at lower speeds**
- **Inflatable body protectors**
- **Protective clothing – consumer information program**
- **ISA – assist riders to keep within the speed limit**
- **Training & graduated licensing**

Research

- **SRIP (evaluation)**
- **Helmet Study and helmet testing**
- **Retailer studies**
- **Pilot protective clothing program**
- **ARC collaborative programs.**

TAC Premium

- **Underlying objective is viability and equitable access for all**
- **Cross subsidisation exists across the scheme**
- **Motorcycle charges comparable with other jurisdictions**
- **\$53m pa collected = 3.5% of TAC revenue**
- **In 2010 paid \$152m in compensation (20% of total TAC compensation)**

Working with stakeholders

- Retailers program & industry
- Demonstration days
- RideSmart – reference group
- Protective clothing – reference group
- Protective clothing seminars
- Support for ACRS seminars



Thank you