

Secretary: *Anna Dacre***RECEIVED****13 OCT 2003****HOUSE OF REPRESENTATIVES  
STANDING COMMITTEE ON  
TRANSPORT AND  
REGIONAL SERVICES**

Dr Anna Dacre  
Committee Secretary  
House of Representatives  
Standing Committee on Transport  
Canberra ACT 2600

Dear Dr Dacre

**Education & Training**

I'm enclosing:

1. Copy of a SAPOL 'Motorcycle Crash Fatality Information 1/1/02 to 31/12/02'. Please note the highlighted areas where high alcohol was designated as speed caused crash.
2. 'Stats' letter dated 19/06/03. This is part of a submission I made to another body.

Notes: My interpretation

In 1, the States are so keen to have the facts manipulated to support their revenue raising propoganda that SAPOL are prepared to say that a person 5 times over the legal limit had a crash caused by speeding. Wow!. Speed crashes are statistically the cause of very few crashes. But speed is the revenue raiser for the Government. So what they now do is say that 'speed was a factor' at every opportunity, and by grouping statistics, they have now got speed as a factor up to 30%. So we have someone drunk, using a mobile phone, and searching on the floor for a dropped cigarette, doing 3kmh over the speed limit, rated as 'speed was a factor' crash. Lies! Lies!

In 2. This shows the effectiveness of Education and Training by the South Australian Ridersafe program. Motorcyclists in SA, have had the greatest success of any road user group, and yet the SA Government is reluctant to acknowledge this.

Yours sincerely

*Marshall A. Peters*

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National Motorists Association Inc

### MOTOR CYCLE FATALITY CRASH INFORMATION 1/1/02 TO 31/12/02

DATE	TIME	METRO OR COUNTRY	BAC	POSSCAUSE	FATALS	SEX	AGE	LIC NOS	TYPE	EXPIRY	SPDLIMIT	CRASH TYPE	UNIT 2
3/01/02	1755	C	0.015 (Nil)	INATTENTION	1	M	39	B81548	HRR	25/04/02	110	REAR END	FULL HC
5/01/02	1235	M	0.213	EXCESSIVE SPEED	1	M	29	F94009	R	1/08/05	60	LEFT RD O/CNTRL	SOLO
8/01/02	1541	C	Nil	FAIL TO STOP STOP SIGN	1	M	84	95855	C	27/08/05	60	RIGHT ANGLE	FULL MR
4/02/02	1300	M	0.156	INATTENTION/SPEED	1	M	28	G15270	CR	2/07/06	80	HIT FIXED OBJECT	SOLO
19/02/02	0915	C	Nil	UNKNOWN	1	M	40	B08007	HCR	2/06/02	100	HIT ANIMAL	SOLO
5/03/02	1115	C	0.012 (Nil)	SPEED	1	M	34	D62818	MRR	26/08/02	90	HIT FIXED OBJECT	SOLO
7/04/02	1145	C	0.04 (Nil)	SPEED	1	M	35	AB2582	HR	16/06/05	100	HIT FIXED OBJECT	SOLO
4/05/02	1629	M	Nil	INATTENTION	1	M	52	D63437	MRR	1/05/04	60	RIGHT ANGLE	FULL C
26/05/02	1135	C	0.007 (Nil)	INATTENTION	1	M	77	673502	HCR	1/12/09	100	HEAD ON	SOLO
8/07/02	1013	C	0.231	SPEED	1	M	40	156482	CRD	30/06/08	60	REAR END	FULL MCF
19/08/02	0410	C	Nil	FAIL TO GIVE WAY	1	F	30	A93599	MRR	18/03/03	100	LEFT RD O/CNTRL	SOLO
31/08/02	1020	M	Nil	SPEED	1	M	27	U86344	R	28/02/03	80	RIGHT ANGLE	FULL HR
14/09/02	1930	C	Nil	INATTENTION	1	M	35	Y47132	CR	29/11/03	80	LEFT RD O/CNTRL	SOLO
1/10/02	1600	C	Nil	SPEED	1	M	19	40937409	VIC HC		110	RIGHT TURN	FULL HR
19/10/02	1100	C	Nil	NO ERROR	1	M	33	Y87053	R(PROB)	10/12/02	60	LEFT RD O/CNTRL	SOLO
10/11/02	1020	C	0.168	FAIL TO STOP	1	M	28	E73353	CR	4/05/05	100	RIGHT ANGLE	FULL C
13/11/02	1855	C	Nil	INATTENTION	1	M	52	F15851	CR	5/02/12	60	SIDE SWIPE	FULL C
8/12/02	1935	C	Nil	EXCESSIVE SPEED	1	M	27	709309	CR	21/08/12	60	HIT FIXED OBJECT	SOLO
20/12/02	1510	M	No Results	ALCOHOL	1	M	23	U49996	CR	13/09/04	60	RIGHT ANGLE	FULL HRR
27/12/02	0600	C	Nil	INATTENTION	1	M	29	V74355	CR	1/12/06	100	HIT FIXED OBJECT	SOLO
30/12/02	1350	C			1	M	29	H05992	C	15/02/03	100	LEFT RD O/CNTRL	SOLO

**OTHER INFORMATION: FATALITY RE M/CYCLES 1/1/02-31/12/02**

TOTAL	21	
CURRENT LIC	18	2 had car only & 1 Vic. Heavy Combination.
PROBATIONARY	1	Riding 650cc m/cycle
OTHER UNITS	9	9 Crashes involved another vehicle-all licenced

AGES	TOTAL
15-20	1
21-25	1
26-30	7
31-35	4
36-40	4
41-45	0
46-50	0
51-55	2
56-60	0
61-65	0
66-70	0
71-75	0
76-80	1
81-85	1

15 fatalities between age groups 26-40

REG. OWNERS	15
NOT REG. TO DEC.	4
UNKNOWN	2

- 6 NOT OWN BIKES.
- 2 NOT REGISTERED
- 5 > 0.15 BAC.
- 3 UNLICENSED.
- 3 EARLY HOURS OF THE MORNING.
- 4 EXCESSIVE SPEED.

Crash statistics are taken from crashes that occur on public roads, this does include drive on beaches.  
 Info regarding bike ownership came from registraton details at the time of crash. The two unknowns: 1 bike didn't have registration, the other Victorian and details are no longer available.  
 Since 2002 we have data bases with history offences (only including traffic matters) and crash history of all units involved in the crash. We do not research the passengers.  
 Traffic Intell. base on a regular basis with members from Major Crash & the Victim Contact Officer which enables a better understanding of the crash circumstances.  
 Traffic Intell. is in the process of looking at the common trends/causes of fatal crashes. This takes time but it isn't being neglected...

Stats

I've used the 2002 provisional figures from Transport SA-

Using 1987 as a base line for motorcycles and all other road users-

**Ridersafe has saved 332 lives which is 53% less than what would have happened if 1987 had stayed the same through to 2002.**

**Using the same method, 2,732 serious injuries did not happen which is 46% reduction on what would have been expected.**

Over the same periods, all other road users -

802 lives were saved or 25%, and serious injuries reduced by 15,405 or 41%

Given that Ridersafe did not have full (almost) State coverage until 1992?, Ridersafe has been phenomenally successful.

Tamara's figure of 22 deaths 2002, is not up to date. It was actually 21.

Analysis of SAPOL 2002 Fatalities:

Of the 21 killed. It looks like only 4 were genuine crashes.

- 6 were not on own bike.
- 2 not registered
- 3 Unlicensed
- 5 greater than 0.05 alcohol
- 3 Early hours of morning
- 4 Excessive speed
- 3 were medical (heartattacks)

There is some doubling up in the above figures- ie excess alcohol also excessive speed etc. SAPOL put one high alcohol in early hours of morning down as speeding. All the more reason to look for the main cause; not best fit.

**The problem that I see, is a rogue problem. SAPOL need to enforce the registration and licensing. Public need to be made aware that a motorcycle is not a pushbike with an engine. (I presume that some of those people killed did not have the skill set necessary to ride legally or illegally).**

Thanks  
Marshall  
19/06/03