

Summary Record
Motorcycle Safety Consultative Committee
Monday, 27 March 2006

Attendance

Mr Joe Motha	ATSB (Chair)
Ms Annette Bartlett	ATSB (Secretariat)
Mr Daniel O'Malley	ATSB (Secretariat)
Mr Tony Ellis	Motorcycle Riders' Association of Australia
Mr James Mayfield	NSW Motorcycle Council
Mr Neville Gray	Ulysses Club
Mr Ray Newland	Federal Chamber of Automotive Industries
Ms Robyn Major	Representative for Women Riders
Mr Shaun Lennard	Australian Motorcycle Council
Mr Adrian Toscano	Motorcycle Riders' Association Queensland

Apologies

Michael Czajka from the Motorcycle Riders' Association of Australia is unable to attend meetings this year because of university study commitments. Guy Stanford is attending a motorcycling conference in Long Beach, California.

Welcome

- Tony Ellis who is replacing Michael Czajka for this meeting.
- James Mayfield who is replacing Guy Stanford for this meeting.
- Shaun Lennard of the Australian Motorcycle Association. Shaun is replacing John Schiebl.

1. Adoption of Agenda

- The topic of lane-splitting and traffic-filtering was added to "other business."
- Mr. Gray distributed copies of Ulysses Club's draft *Submission to the Queensland Travelsafe Parliamentary Committee Inquiry into the Q-Ride Rider Training Program* for the committee's perusal.
- The meeting agreed to the revised draft agenda.

2. Adoption of Summary Record of the Last Meeting

Members agreed to adopt as correct the minutes of the last meeting on 7 November 2005 and the accompanying action summary report (copy attached). Annette Bartlett summarised the progress made on the actions and noted some outstanding actions. Progress on actions from the last meeting was noted and the following issues were discussed:

- David Francis of Austroads has confirmed that the electronic download of the Austroads *Guide to Engineering Practice: Motorcycle Safety Part 15* is available free of charge to local councils. Councils interested in gaining access to the report

should contact Mr. Francis at +61 2 9264-7088 and he will provide them with a user ID and password. Any problems with the system should be directed to him.

- Regarding the issue of daytime running lights, the FCAI reported that the international manufacturers' association is in favour of pursuing it, and that there is strong support for it in Europe. One proposal had been the assignment of a signature colour (possibly magenta) for two-wheeled vehicles, but the issue is generally regarded as being problematic. The International Motorcycle Association is advocating further research to examine the technical feasibility of proposals. It was pointed out that, in Australia, circumstances are different, with environmental conditions influencing benefit/cost ratios. Advice from the Department's Vehicle Safety Standards Branch noted that further examination of the issue for Australia was not an immediate priority.

Action: ATSB to mail copies of Transport Innovation and Riding through Time to Tony Ellis, James Mayfield and Shaun Lennard.

3. National Road Safety Strategy Panel Meeting

Joe Motha reported on the latest biannual meeting of the National Road Safety Strategy Panel in Canberra on 24 February 2006.

It was noted that a comparison between the current road fatality statistics and the target set by the NRSS 2001–2010 is always high on the agenda. The target is a 40 per cent reduction in the population rate of road deaths by 2010, compared with the rate in 1999.

The Panel heard that the road fatality rate has increased steadily throughout the year, and there is now a significant gap between the current fatality rate and the rate required for the Strategy to be "on target". It is, unfortunately, the largest gap that has opened up between actual road deaths and the target figure over the five years of the NRSS to date. Additionally, in the context of the overall figures, the motorcycle fatality rate has been increasing since the NRSS began.

The committee discussed possible reasons for this:

- Increasing motorcycle usage.
- The fact that vehicle kilometres travelled (by all vehicles) has also increased to an extent greater than predicted.
- People learning the locations of speed cameras.
- Increasing use of mobile phones.
- Distraction by navigation systems.
- Harried lifestyles (combined with stress and fatigue)

The committee noted the media's interest in the increased Christmas holiday period road death toll, as compared to a relatively lower figure the previous year. Joe Motha explained that this increase most likely represented an example of the statistical principle "regression to the mean." It states that for related measurements where the first measurement is either extremely high or extremely low, the expected value of the second is closer to the mean than the first. In addition, an evaluation prepared by the ATSB revealed that there is little difference between the holiday period and the rest of the year. A new study covering trends and crash factors will be released later in 2006.

It was noted that a continuing issue in national crash data is the inconsistency between the states and territories' fatal crash definitions. A committee has been formed to address to consider the scope for nationally uniform guidelines. It includes New South Wales, Victoria, Queensland and South Australia, and the ATSB is providing support.

Regarding road safety issues affecting international visitors, the ATSB is working with transport and tourism agencies in the states and territories to develop consistent messages. The decision not to develop further action plans separate to the National Road Safety Strategy Action Plans was noted.

It was reported that the 2006 Road Safety Research, Policing and Education Conference will be held at the Gold Coast, from 25 to 27 October 2006. In addition, the ATSB is organising the Indigenous Road Safety Conference to be held in Broome from 23 to 25 October.

The Novice Driver Programme Trial project is progressing. It is expected that after Easter tenders will be issued for curriculum development.

4. Review of the National Road Safety Strategy

To assist discussion on the progress of motorcycle safety, members were provided with a statistical handout prepared by the ATSB. A state by state breakdown of motorcycling deaths was requested. It was also noted that the National Strategy tracking graph was absent, and that it remained relevant.

Action: *ATSB to consider adding a state and territory breakdown to the motorcycle road fatality statistical report that is to be produced for each MSCC meeting.*

There was some discussion about the role of mobile phones in crashes, and the conclusions of the George Institute for International Health's recently-conducted seminar on the issue.

Shaun Lennard recommended the book *Driving Lessons: Exploring Systems That Make Traffic Safer* by J. Peter Rothe (Editor). Joe Motha noted that the ATSB had recently purchased the books *The Handbook of Road Safety Measures* by Rune Elvik and Truls Vaa, *Traffic Safety and the Driver* by Leonard Evans and *It's No Accident: The Real Story Behind Senseless Death and Injury on Our Roads* by Lisa Lewis. He expressed some reservation about the latter's emotional presentation of its arguments.

Joe Motha described a planned review of the NRSS by a task force. The group will consist of Joe and the state and territory counterparts, road safety managers and police representatives. In addition the group will engage five experts: Ray Taylor, Prof Rob Donovan (from Curtin University in WA), Rob Robinson (former NZ Police Commissioner), Prof Richard Allsop (University of London, worked on UK road safety strategy), Brian Jonah (Transport Canada). Three members of this group are meeting in Australia on 4 to 5 May, 2006: Messrs Jonah, Taylor, and Robinson. The task force will help to produce a new action plan for 2007 and 2008. The new plan will be available for consideration by the Standing Committee on Transport at its next meeting in September.

Joe Motha pointed out that while development of a national motorcycle strategy was not possible because of lack of support from the states and territories, he was eager to garner suggestions for safety improvements from the MSCC, and allow for consideration of these in the new plan. While it cannot be guaranteed that all the ideas would be used, it would be important for members to focus on effective, do-able concepts. It was agreed at the last meeting that Guy Stanford would produce the list in consultation with other members and submit it for consideration by the task force.

Action: Guy Stanford to liaise with other MSCC members and provide a finalised list of suggested initiatives for inclusion in the next Road Safety Action Plan for 2007 and 2008 before the first meeting of the NRSS review task force.

5.1 Educational Projects: Protective Clothing Project

Guy Stanford had provided a revised proposal to ATSB as agreed at the last meeting. When the proposal is finalised, it will be attached to a contractual agreement between the ATSB and the Australian Motorcycle Council. ATSB is required to seek internal legal advice on the suitability of using a standard grant agreement for this work. Doing this may slow the process down somewhat.

Action: ATSB to provide feedback to Robyn Major on completeness of revised booklet proposal.

Ray Newland and Guy Stanford were thanked for their contributions to the project. Joe Motha expressed a concern regarding the project stating that it would need approval and a “buy-in” from all the states. Currently, the project outline states that the overseers need to establish a steering committee, and then make contact with the states. It was felt that this approach places an onus on the steering committee rather than the proposed consultant, Ms DeRome. It was agreed that Ms DeRome need only contact them and get their stamp of approval. Robyn Major agreed to investigate whether there would be any extra cost. It was pointed out that all the MSCC was seeking from the states was comment.

Action: Robyn Major to arrange with Liz DeRome to finalise booklet proposal

5.2 FCAI Safety Initiative Proposal – Giveaway ‘Ride On’ DVD

In an email exchange with Ray Newland on 28 February 2006, Joe Motha agreed in principle to the proposal to update and disseminate the ‘Ride On’ DVD under joint ATSB and industry labelling. The agreement was subject to sighting the planned changes to the DVD.

Ray Newland stated that regarding the matter of copyright, the FCAI would maintain the current label, acknowledging authorship and contributions. He also gave assurances that the ATSB would retain editing control and that the final product would be submitted to the ATSB for approval.

It was emphasised that neither the ATSB nor the FCAI wish two versions of the DVD to be available. It was agreed that George Nadal (Team Leader of the ATSB’s

Information and Coordination Section) would be the FCAI's contact point within the ATSB. It would be investigated whether an MOU was needed, and the ATSB legal department would be consulted. The project would be approached as a partnership with the industry.

Action: *ATSB to seek internal legal advice on required agreement or MOU for FCAI and ATSB to jointly distribute an updated version of the ATSB's Ride On DVD.*

Concerns were expressed regarding any outdated aspects within the DVD. Ray Newland explained that the primary goal was to feature a celebrity, surrounded by modern product, introducing the DVD. The rest of the DVD would remain unchanged. He stated that the industry does not have the funds to review the DVD. The MSCC discussed whether further review was necessary, and it was agreed that despite the age of the DVD, it remained viable.

Not all motorcycle manufacturers will be involved in the project, but only those who are members of the FCAI. The DVD will be provided to registered road users when they purchase new motorcycles. Distribution will not extend to the second-hand market. The FCAI membership does not include Triumph, KTM, or Huskies. In response to enquiries after the market share that would receive the DVD, Ray Newland stated that he would need to check financing figures, but that the FCAI's share of new bike sales was as high as ever, citing the figure 46,000 out of 126,000. It was stated that at some point the MSCC would need to target scooters and second-hand sales. Ray Newland advised that the FCAI would be spending over \$100,000 and would base the project on an estimate of a year's sale.

Suggestions were put forward as to how to provide the DVD to a larger audience. It was reflected that many second-hand motorcycles are transferred through private sales, and the question was raised about how to distribute the DVD to such purchasers. Efforts by some Tasmanian organisations were described, including a proposed mail-out to all registered motorcyclists. A key feature of Tasmanian efforts is targeting people's partners and mothers. It was accepted that ATSB would continue to sell the update of DVD and help fill this distribution gap.

5.3 Updated motorcycling safety brochure, *Making Motorcycling Safer. What you can do.*

It was agreed at the last meeting that ATSB would work with the Ulysses Club to update and revise two brochures for national distribution. These were products of the former Federal Office of Road Safety (FORS) brochure, *Car drivers and Motorcycle riders. Be Aware* and the SA Government, *Are you skilled enough to ride and survive?*

However, when researching the revision of these brochures, it was found that the old FORS brochure *Making Motorcycling Safety: What You Can Do*, (currently on the ATSB website but not available in print) covered all of the advice contained in the two brochures discussed at the last meeting. Therefore it was agreed that a more cost-effective course of action would be to update this brochure.

The ATSB had produced a draft version of the text of the new brochure that Dan O'Malley sent to the committee members on 23 March 2006. It includes some up-to-

date statistics but still needs editorial modifications to streamline the presentation of the material. These modifications include:

- Removing the references in the brochure to private businesses.
- Addressing the problem of the dual-target audience.
- Removing repetition.
- Illustrating clearly the concept of the 3-second gap for those readers unfamiliar with it.
- Adding the concept of accepting responsibility for risks taken.

It was suggested that when the pamphlet was completed, it should go to each state and territory and be provided free with registration renewals.

Action: *ATSB to seek members' advice on a revised text of the brochure based on the former FORS publication Making Motorcycling Safer: What You Can Do. Brochure to be revised to improve the clarity of the communication, remove repetition, including explaining the intent of the 3-second rule, and adding the concept of road users thinking about the risks they take on the roads.*

6. ATSB Motorcycle Safety Web Pages

ATSB is planning to consolidate information on motorcycle safety which is currently available through the ATSB website into a dedicated motorcycle safety "web page". The idea was well received by the Committee. The concept is that the page would develop into a resource centre for information relating to motorcycle safety. Initially, it will include an introduction on the role of the ATSB in relation to motorcycle safety and contain links to:

- MSCC terms of reference
- MSCC minutes of meetings
- MSCC members and links to their websites
- Relevant research reports
- Availability of public education materials
- ATSB statistics

Various suggestions for inclusion on the website were put forward, including:

- PDF versions of the new brochure.
- The Road Safety in Australia chapter on motorcycles.
- Links to international sites, including the MAIDS study.
- Organising it in a meaningful manner so as to be easily accessible for people.
- Links to the interactive statistical webpage.
- Cross-references to state road safety strategies and action plans.
- Relevant news clippings.

Action: *ATSB to develop a dedicated ATSB web page for motorcycling safety information.*

7. Other Business

Concern was expressed regarding the National Transport Commission's (NTC) impending restrictions on lane-splitting and traffic filtering. Motorcycle rider representatives reported that various submissions from motorcycle groups had been made to the NTC. Riders' comments on the issue included:

- Questioning whether it represented a genuine boon to safety.
- Permitting traffic filtering was, in fact, safer.
- Lane-splitting and traffic-filtering should be considered as separate issues.
- Lane-splitting was not supported, that it was illegal and should remain so but that traffic-filtering should be researched in greater depth. The definition of filtering was defined as moving between the lines of traffic in slow or halted traffic.
- The motorcycling sector believes filtering is not a dangerous practice.
- There are stop-boxes designed for push-bikes, but that the same agency was advocating a different approach to motorcycles.
- Emergency vehicles were permitted the practice of filtering.
- The Department of Transport in the UK provides guidelines to its motorcyclists on how to filter safely, and that perhaps a similar plan might be adopted in Australia.
- There are concerns that the motorcycling sector would react negatively to explicit banning of a common practice.

It was agreed that Tony Ellis should draft up an MSCC position letter to the NTC, and that the ATSB would forward it to the NTC to convey the views of MSCC members.

Action: *Tony Ellis to provide ATSB with a draft letter outlining the MSCC position on lane-splitting and lane-filtering.*

Concern was expressed regarding the timetable of the NTC, and it was agreed that details be sought about the status of the project.

Action: *ATSB to seek advice from DOTARS land transport policy area on NTC timetable for submission on the proposed legislation, and forward a letter on behalf of the MSCC to NTC.*

The Ulysses Club provided copies of their document *Q-Ride: Submission to the Queensland Travelsafe Parliamentary Committee Inquiry into the Q-Ride Rider Training Program*, and noted that it had been submitted.

Neville Gray reported that Ron Christie had been engaged by the Queensland government to evaluate Q-Ride. The initial investigation yielded some disturbing facts, and stated that additional work was needed. Queensland was identified as having the highest rate of motorcycle sales and fatalities.

Joe Motha inquired after the success of the National Motorcycle Awareness Ride in Canberra on 28 January 2006. The general consensus was, while it was good to meet Minister Truss, the ride itself had not been organised in such a way as to ensure full and active support from the motorcycling community.

Robyn Major reported on Guy Stanford's behalf that Austroads was unwilling to release an internal document he had requested. This document was noted in papers that Stanford received as a member of the NRSS Panel (Bill Frith, as the Austroads Safety Manager, has included the document in a list of Austroads reports). It was pointed out that it was Austroads' policy not to publicly release reports marked for internal use only (i.e. those with IR numbers.) Motorcycle rider representatives indicated that all information on issues relating to safety should be freely available. It was agreed that the matter be discussed with Austroads.

Action: *Joe Motha to discuss the issue of accessing internal reports with Austroads Program Manager, David Francis.*

8. Information Items

The committee then viewed segments from the British Driver's Education DVDs *A Street, a Track, an Open Road* and *Get the Message: Act Your Age*. ATSB drew attention to the impending publication of a European publication on road design.

Action: *ATSB to investigate the value of purchasing a publication 'PTW – Safer Road Design in Europe'*

9. Next meeting: 4 September 2005, subject to availability by members.

Summary Record
Motorcycle Safety Consultative Committee
Monday, 7 November 2005

Attendance

Mr Joe Motha	ATSB (Chair)
Annette Bartlett	ATSB (Secretariat)
Mr Michael Czajka	Motorcycle Riders' Association of Australia
Mr Guy Stanford	NSW Motorcycle Council
Mr Neville Gray	Ulysses Club
Mr Ray Newland	Federal Chamber of Automotive Industries
Robyn Major	Representative for women riders
Mr Chris Cook	Australian Motorcycle Council
Mr Adrian Toscano	Motorcycle Riders' Association, Qld

Apologies

David Shellshear, Motorcycle Riders Association, QLD has resigned from the MSCC and has been replaced by Adrian Toscano. John Schiebl, Australian Motorcycle Association, Tasmania, has also resigned and has been replaced by Chris Cook. The meeting agreed that their appreciation for the contributions of David and John be formalised in a letter of thanks from the Chair.

Action: ATSB to write letters of thanks to David Shellshear and John Scheibl.

Welcome

Members welcomed new members Adrian Toscano and Chris Cook.

1. Adoption of Agenda

The meeting agreed to the draft agenda. It was noted that Ray Newland had suggested the addition of agenda item 7 "FCAI Safety Initiative Proposal - Giveaway Ride On DVD".

2. Adoption of summary record of last meeting

The FCAI asked that the minutes be amended to note on the issue of the front identification of motorcycles that "The FCAI supports the initiative providing that there are no adverse safety or engineering impacts.". Members agreed to adopt as correct the minutes of the last meeting on 7 March 2005 (as amended to include the FCAI change) and the accompanying action summary report (copies of these were distributed at the meeting).

Progress on actions from the last meeting were noted and a number of issues discussed:

- members asked for a status report on the ATSB grant research to develop a *Rider Risk Assessment Measure*. NSW and Victorian members have provided input to

the study being conducted by the Centre for Accident Research and Road Safety (CARRS-Q).

- some members queried the Austroads advice provided at the last MSCC meeting that the electronic PDF version of the Austroads *Guide to Traffic Engineering Practice. Motorcycle Safety Part 15*, is available free of charge to local Councils. They were aware that the Councils of North Sydney, Willoughby, Hawkesbury and Gosford did not have this access. It was agreed that the ATSB would follow up on the issue.
- the FCAI reported that their proposal for the development of a national training and licensing system would not be raised again through Austroads (letter from Austroads dated 28 June 2005 advised that the issue was not on the Austroads' immediate agenda). The issue is to be taken up through other government avenues and assistance to the FCAI from the rider groups would be appreciated.
- members indicated their continuing interest in receiving advice from the Department's Vehicle Safety Standards Branch (VSS) about any proposed plans for a Regulation Impact Statement on daytime running lights for all vehicles.

Action: *ATSB to amend summary notes of 7 March 2005 meeting as requested by FCAI.*

Action: *ATSB to advise members of status of ATSB research grant to develop a Rider Risk Assessment Measure.*

Action: *ATSB to ask Austroads if electronic download of Guide to Engineering Practice: Motorcycle Safety Part 15 is available free of charge to local councils.*

Action: *ATSB to obtain advice from VSS on their consideration of the "lights on" issue.*

3. Proposed program on women in motorcycling

Robyn Major reported she had investigated the idea of a female rider questionnaire and development of a later, separate program but had decided not to progress it. The meeting agreed that, while it was important to keep issues for women in focus, these could be addressed along with the mainstream agenda and that this issue should be removed as a standing item on the agenda.

4. National Road Safety Strategy Panel - 19 August 2005

Joe Motha outlined a number of topics from the summary record of the last Panel meeting that might be of interest to members, including a progress report on the National Road Safety Strategy and Action Plan progress report. The summary record is available on the ATSB website at http://www.atsb.gov.au/road/national_road_safety_strategy/Latest_Panel_Minutes.aspx

Guy Stanford, who is the motorcycle rider representative on the Panel noted that he keeps members of the MSCC informed about the work of the Panel.

Action: *ATSB to send copies of the following to:*
Chris Cook - 50 NRSS action plan 05/06 & 10 Ride On DVDs
Ray Newland - 10 NRSS action plan 05/06
Neville Gray -10 Ride on DVDs

5. Review of National Road Safety Strategy 2006

To assist discussion on the progress of motorcycle safety, members were provided with a statistical handout prepared by the ATSB. It includes various graphs relating to motorcycle road crash deaths and a table of major factors contributing to road deaths of motorcyclists. In addition, Joe Motha gave an update on motorcycle road crash fatality statistics:

- Motorcyclist fatality count up 26% since 1999
 - 222 in 12 months to September 2005
 - 176 in 1999
- The non-motorcyclist fatality rate has dropped by 18% since 1999
 - from 8.4 per 100,000 population to 6.9 per 100,000
 - compared to a drop of 14.5% in the total fatality rate (all road users)
- The population fatality rate for motorcyclists has increased by 18% since 1999

Members suggested that further explanation to these statistics was needed, for example, there has been a 35% increase in motorcycling, a state by state breakdown to reveal trends.

Joe Motha advised that planning had commenced for a review next year of the Strategy. At its last meeting the NRSS Panel endorsed the approach of involving a task force and expert advisory group to enable the review to be completed before the second meeting of SCOT and ATC in 2006. Members could provide suggestions to ATSB on the review process, including membership of the expert advisory group if they wished.

Members were reminded that the National Road Safety Strategy target was to achieve a 40% reduction in the number of fatalities per 100,000 population by 2010. To achieve this at a uniform rate, a 5% annual reduction would be needed. So far, a 3.2% annual reduction has been achieved. At the uniform rate we would have expected a 21.5% reduction in the road toll by now, but we have achieved only 14.5%. A 30% reduction is needed until 2010. This means a 6.5% reduction every year until 2010. With the reductions achieved to date, it is apparent that achieving the Strategy target will be difficult. Nevertheless, SA had achieved a 30% reduction in the last five years and Victoria had achieved a 30% reduction in two years. The approach adopted in the last action plans was to work towards maximum synergy among a safer road environment, vehicles and road user behaviour.

There was some discussion about the expected continued increase in the sale and use of motorcycles and the potential effects of the rising cost of petrol.

Some suggestions by members for reducing fatalities for motorcycles were:

- targeted motorcycle awareness campaigns. Such campaigns in NSW over the last five years had led to a significant reduction in motorcycle crashes.
- need for a motorcycle specific national strategy.
- remove wire rope barriers.
- need for universal and best practice rider training.

Motorcycle group members provided a list of areas where safety benefits may be achieved for motorcycle riders, under the headings of speed management, engineering measures, driver impairment, vehicle measures, licensing and driver management and special groups and issues. As agreed at the last meeting, the list could provide the basis for a submission from the MSCC for the next National Road Safety Action Plan for 2007 and 2008. During discussion, it was noted that some of the areas, such as speeding, alcohol and drugs, were already covered under existing or planned countermeasures for all road users. It was generally acknowledged that it would be useful to have more information about each suggested safety idea to help in consideration of potential costs and benefits.

Action: *ATSB to provide members with statistics on motorcycle fatalities and injuries.*

Action: *Guy Stanford to provide to the ATSB a revised list of suggested items for consideration in the NRSS action plan for 2007/08 that includes a descriptive paragraph for each item under the headings: safety issue, solution, costs and benefits.*

6. Protective clothing project

An action from the last meeting was for Ray Newland and Guy Stanford to provide a proposal for development of a project to encourage motorcyclists to wear protective clothing in addition to a helmet and protective jacket. The resultant proposal, provided out of session to ATSB on behalf of the Australian Motorcycle Council, was discussed at the meeting. It was agreed that the proposal needed some amendment to include a project timetable and plans for consultation with State and Territory transport agencies on the content of the handbook. When the proposal is finalised, the ATSB offered to assist with establishing contacts in the transport agencies for consultation purposes.

Action: Guy Stanford to provide to ATSB a revised project proposal that includes:

- *the need to consult with and obtain a letter of approval from road safety agencies in each jurisdiction on the content of the final handbook*
- *a project timetable with clear progress milestones. Payment by the ATSB would be made in arrears on presentation of evidence that each milestone had been achieved.*
- *remove reference to canvassing sponsorship of Ride On DVD.*

Action: ATSB to email standard contractual documents to AMC.

7. FCAI Safety Initiative Proposal - Giveaway *Ride On* DVD

Ray Newland outlined a proposal for the FCAI to fund and organise the distribution of a slightly updated version of the Ride On DVD with the sale of new motorcycles. Approximately 30,000 road bikes are sold each year. Industry has shown an interest in the concept. It is proposed that the introduction to the DVD be updated to show more recently available motorcycles. The ATSB is considering the proposal.

Action: ATSB to consider FCAI proposal about industry providing slightly updated copies of Ride On CD with motorcycle sales.

8. ATSB research grant relating to helmet protection against basilar skull fractures

Joe Motha drew members' attention to a successful 2005 ATSB research grant by Mr Tom Gibson from Human Impact Engineering. The project will investigate mechanisms of basilar skull injury to helmeted riders in a series of fatal crashes. The results will be applied to improving the test methodology to prevent these injuries.

9. Other business

Educational resources:

The Ulysses Club member initiated a discussion about the merits of reactivating the former Federal Office of Road Safety (FORS) "Look left, Look Right, Look Bike". As discussed at previous meetings, members accepted that the ATSB no longer has the broad public education role and associated funds of the former FORS. However, it was agreed that a cost-effective alternative would be for the ATSB to work with the Ulysses Club to update and distribute two existing brochures on motorcycle safety.

Action: ATSB to seek comment from members on a mock up of an updated version of the former FORS brochure, Car drivers and Motorcycle riders. Be Aware.

Action: Ulysses Club to obtain written approval from the SA road safety agency to re-use the content of the SA Government brochure Are you skilled enough to ride and survive? in an updated, national version.

Scooters:

There was some discussion about the increasing sale and use of scooters and the lack of available national information about their safety performance. There was some concern expressed that in some jurisdictions it was legal to ride a 50cc scooter with a driver's licence. Issues relating to scooter safety had also been raised at National Road Safety Strategy Panel meetings. The meeting agreed that scooter use was an emerging safety issue that warranted further discussion in this Committee.

Action: Michael Czjaka to email members a presentation by Hollie Black, Secretary of the Australian Scooter Federation.

Action: *Guy Stanford to provide a request for road trauma data on scooters*

10. Next meeting

It was agreed that the next meeting would be on Monday, 27 March 2006.

Action: *Members to advise ATSB if they are unable to attend the next meeting on Monday, 27 March 2006 (and arrange a substitute if appropriate).*

Summary Record
Motorcycle Safety Consultative Committee
Monday, 7 March 2005

Attendance

Present

Mr Joe Motha	Chair, ATSB
Ms Robyn Major	Women riders' representative
Mr Michael Czajka	Motorcycle Riders' Association of Australia
Mr Guy Stanford	NSW Motorcycle Council
Mr Neville Gray	Ulysses Club
Ms Helena Gritton	Ulysses Club (observer)
Mr Ray Newland	Federal Chamber of Automotive Industries
Mr Adrian Toscano	Motorcycle Riders' Association Queensland
Mr John Scheibl	Australian Motorcycle Council

Apologies

Apologies were received from:

- David Shellshear.
- Mr Barry Whittington advised (via Ms Sammi Ross) that he was not longer able to continue as a committee member. Joe Motha has written a letter of thanks to Barry Whittington for his efforts as a committee member. Members asked that the minutes show that Barry had made a solid and thoughtful contribution to meetings and would be missed.
- Ms Sammi Ross who resigned from the committee in a letter dated 16 February 2005. Members asked that a letter of thanks be sent to Ms Ross for her valuable contribution to the committee.

Action: *Joe Motha to send a letter of thanks to Sammi Ross on behalf of the MSCC.*

Welcome

Joe Motha welcomed members and gave particular acknowledgement to:

- John Scheibl's return as a committee member representing the Australian Motorcycle Council.
- Adrian Toscano, the President of the MRA, QLD, who substituted for David Shellshear at the meeting.
- Helena Gritton from the Ulysses Club who joined the meeting as an observer and who also attending the meeting with Minister Lloyd.
- Robyn Major who joined the group later in the meeting. Ms Major was invited by members to join the group as a substitute for Sammi Ross as a member representing the views of women riders.

1. Adoption of Agenda

The agenda was adopted without amendment.

2. Adoption of summary record of last meeting

Members agreed to adopt as correct the minutes of the last meeting on 21 June 2004 and the accompanying action summary report (copies of these were distributed at the meeting). There was discussion on some items in the action summary from the last meeting. Members expressed an interest in seeking to discuss with ATSB possibilities for further extending the distribution of the *Ride On* DVD.

In response to a query about the policy status of daytime running lights for cars, Joe Motha advised that recent research had identified that benefit cost ratios of greater than one could be achieved with the introduction of this initiative. The Vehicle Safety Standards Branch of the Department was considering undertaking a Regulation Impact Statement on the topic.

Action: *Guy Stanford to discuss with Peter Saint some possibilities for widening the distribution of the Ride On DVD (including by electronic means).*

Action: *Annette Bartlett to circulate new European report and a Japanese study (see Guy Stanford) on daytime running lights.)*

Action: *Joe Motha to provide an update of plans for a Regulation Impact Statement on daytime running lights from the Vehicle Safety Standards Branch of this Department.*

3. Access to Austroads' publication *Guide to Traffic Engineering Practice Part 15: Motorcycle Safety*

Members have continued to request at meetings that the Austroads' publication, Part 15, be made available to them and local governments free of charge. Annette Bartlett had sought advice from Austroads on any developments in their publications cost recovery policy. Austroads advised that:

- there are plans to integrate Part 15 into a new series of publications which cover all road user groups;
- Austroads members, including local government, now have free access to all Austroads' publications available in PDF form (hard copies must be paid for); Others (which includes motorcycle rider groups) must pay for electronic access.
 - some members queried whether local governments did have free electronic access as they were not aware of this new development;
- Discounts are available for the purchase of multiple copies of publications; and
- motorcycle groups are welcome to put their views on the planned integration via the Austroads' website feedback mechanism.

Michael Czajka put forward a view that, because Part 15 had been available for a number of years at cost, that Austroads must have recovered the cost of its production by now, and therefore it should be made available free of charge.

Action: Joe Motha to confirm advice from Austroads that the PDF version of Part 15 is available at no cost to Austroads' members and local councils.

4. Proposal for the development of a national training and licensing system

Ray Newland advised that he had not been approached by Austroads to address a meeting of the Registration and Licensing Taskforce on this topic. Joe Motha wrote to Austroads on 27 October 2004 to seek Mr Newland's attendance at the next meeting of the Taskforce. Mr Newland expressed a continuing interest in addressing the meeting. Ms Major, who has a NSW licensed instructor with extensive experience in motorcycle rider training, also expressed an interest in joining such a meeting.

Action: Joe Motha to write to David Rolland, Austroads Program Manager for the Registration & Licensing Taskforce requesting again that Ray Newland (and Robyn Major) address the next meeting.

Ray Newland to re-circulate to members his paper on national training and licensing.

5. Proposed program on women in motorcycling

Joe Motha expressed his appreciation for the efforts that Sammi Ross had put into re-visiting a national survey on women in motorcycling. Annette Bartlett noted that other members' comments on Sammi's work indicated that there was no general support for conducting the survey. Members responded that since the survey was proposed a few years ago, the numbers of women riders had increased and there is much more activity to address their specific needs.

Robyn Martin noted that a female lobby group was being formed in the ACT and that there were plans to establish a national group. She advised that Dene Nash-Basnett had been instrumental in establishing the group, initially by email. Ms Martin offered to clarify for the group what needed to be done for women riders by looking at Sammi's work on the survey and the comments from members, and discussing the latest progress with Dene Nash-Basnett.

The meeting agreed that work on conducting a survey would be suspended and an agenda for women riders be put on hold until Ms Martin reported back to the group.

Action: Annette Bartlett to invite Dene Nash-Basnett to address the next meeting on plans for a national women riders' communication network.

Action: Annette Bartlett to give Robyn Major all papers received from Sammi Ross recording members' comments on a riders' questionnaire.

Action: *Robyn Major to examine members' comments on a proposed questionnaire, explore possibilities for a women riders' questionnaire with Dene Nash-Basnett and report back to the Committee.*

Action: *Joe Motha to write to Robyn Major to formally confirm her MSCC membership.*

6. National Road Safety Strategy Panel meetings

Joe Motha advised that there had been two meetings of the Panel since the last meeting of the MSCC on 21 June 04 and noted for Ms Martin's information that Guy Stanford is a member of the Panel. Members received copies of the minutes from these meetings and noted that these are available on the ATSB website [at <http://www.atsb.gov.au/road/nrss/index.cfm>]. Mr Motha noted the following items relevant to motorcycle safety:

Meeting of 29 August 2003

Frontal identification of motorcycles (page 8): A feasibility study is under way to develop a fitting to suit a wide range of motorcycles. It is expected that by mid-2004 that a system will be in place to enable frontal identification to be fitted to all motorcycles.

Meeting of 26 February 2004

National Road Safety Strategy (page 1):

- a new system for reporting on progress against the action plan for 2003 and 2004 is available on the ATSB web site.
- a taskforce (road safety managers, police and ATSB) has been set up to develop the draft action plan for 2005 and 2006. [(which ATC Ministers subsequently approved at their meeting on 19 November 2004)]

Frontal identification of motorcycles (page 9):

- Victoria advised that the implementation phase of the project is expected to commence in the first quarter of 2005.

Motorcycle Safety Action Plan (page 11)

- The Australian Motorcycle Council reported on demographic shifts among the rider population (less younger, more older), most crashes involve cars hitting motorcycles, and on the causes of single vehicle crashes (excessive speed, inattention, fatigue, slippery or loose road surfaces).

Action: *Annette Bartlett to provide link to NRSS minutes on ATSB website.*

7. Front identification of motorcycles

Ray Newland advised that technical solutions for frontal identification of motorcycles was proceeding slowly. VicRoads had last month called for tenders for environmental testing of flexible decals. There were some concerns about the adhesive qualities of the decal and their effect on a motorcycle.

As at other meetings of the MSCC, members expressed their opposition to the introduction of this initiative. Guy Stanford said that motorcyclists were opposed to its introduction and spoke of the importance of getting “buy –in” from the public on safety or traffic management initiatives. He said it was important to teach people how to manage their own risks. The FCAI supports the initiative providing that there are no adverse safety or engineering impacts.

Members expressed their concern that their views were not being listened to. Joe Motha responded that there was solid national support for the initiative. Development of a suitable frontal identification system had been approved by ATC after consideration from a national taskforce comprising road safety managers from all jurisdictions and the police and that the taskforce was well aware of the views of motorcycle rider groups.

Action: Annette to clarify SA police position on the proposed introduction of front identification for motorcycles.

8. National Road Safety Strategy Action Plan for 2005 and 2006

Joe Motha advised that the new Action Plan was endorsed by ATC Ministers at their meeting on 19 November 2004 and provided hard copies to members. He noted that page 27 of the Plan provides for continuation of the Victorian project to implement a frontal identification system for motorcyclists. Mr Motha also provided to members a copy of a letter Minister Lloyd sent to Michael Czajka on 23 December 2004 which contained an explanation of why a national motorcycle safety strategy was not included in the Action Plan. Minister Lloyd also addressed in the letter the issues of frontal identification for motorcycles and the House of Representatives report *Eyes on the Road Ahead*.

Guy Stanford commented that a national motorcycle strategy was needed as motorcyclists were currently left out of the system and that they needed recognition as a legitimate, mainstream form of transport as the UK motorcycle strategy did. Joe Motha responded that the jurisdictions do not support the notion of a national strategy. Neville Gray commented that the special needs of motorcyclists are not covered by a generic action plan. He said that a SA government strategy was currently with Minister Trish White and she was expected to endorse it shortly. Ray Newland made the comment that the first Action Plan included a useful action to evaluate current rider programs. Joe Motha responded that there had been a change in tactic since the first Action Plan and that there were now concerted efforts to not include every thing that could improve road safety.

The meeting agreed to Joe Motha’s suggestion to devise suggestions for a few actions (that all members can agree on) that could be put forward for consideration under the

next NRSS Action Plan, possibly based on actions already included in current strategies in individual jurisdictions.

Action: *Annette Bartlett to post the following number of hard copies of the action plan to:*

Guy Stanford – 50

Ray Newland, Neville Gray, Helena Gritton & Adrian Toscano – 10

John Scheibl – 60

Action: *Guy Stanford to provide refined descriptions of proposed national safety initiatives – for consideration by members on how to obtain agreement to have these included in the next NRSS action plan.*

9. ATSB promotion of motorcycling safety

The meeting discussed suggestions received from members for initiatives targeting motorcycle safety that ATSB could consider funding and agreed that the suggestion for an educational campaign on protective clothing seemed the most promising.

The meeting also discussed a DVD proposal targeting motorcycle safety that Joe Motha had received from John Lewis at Arcimedia & Dombelle Productions. Members without exception did not support the concept described in the company's proposal.

Action: *Annette Bartlett to provide advice to Guy Stanford on how to apply for blackspot funding.*

Action: *Ray Newland and Guy Stanford to provide to Joe Motha a detailed proposal for the development of an educational advertising project to encourage motorcyclists to wear protective clothing in addition to a helmet and protective jacket.*

Action: *All members to provide comment on a DVD proposal by John Lewis (an out of session action requested in an email to members of 9/3/05)*

10. ATSB research grant to develop a Rider Risk Assessment Measure

Members were reminded that they could provide comment on a pilot research questionnaire by the Centre for Accident Research and Road Safety, Queensland University of Technology. The Centre has been awarded a research grant by the ATSB to use the questionnaire to assess self-reported rider behaviour and intentions, along with the personal, social and environmental factors contributing to unsafe riding practices.

Action: *Annette Bartlett to ask members to comment on a pilot questionnaire to contribute to a research study which aims to develop a rider risk assessment measure.*

11. Meeting with the Minister for Local Government, Territories and Roads

Members discussed their approach to the meeting with Minister Lloyd at 4pm at Parliament House.

12. Other Business

In response to Joe Motha's request for feedback on the UK Motorcycle Strategy, Michael Czajka commented that the Victorian motorcycle consultative group (V-MAC) supported a national motorcycle safety strategy.

Ray Newland gave an update on motorcycle sales data and noted that the Australian Bureau of Statistics had ceased to gather this data a couple of years ago. Industry are now releasing this information for the first time. He referred to an increase in the sale of sporting motorcycles and, 'fun' motorbikes. Although the latter do not comply with the Australian design rules and are designed to be ridden at enclosed mini bike tracks, some parents allow their children to ride these bikes in unsupervised urban situations and this is an issue of increasing concern.

13. Next meeting

There was no discussion of timing options for the next meeting.