

Not to be confused with the Austroads-backed structure of the Australian Bicycle Council, the Motorcycle Council is a representative body made up of rider groups. Their details are all on the AMC's website, but for those unfamiliar with the organisations I'll mention them all by name here.

The members of the AMC are:

- Bikes Unlimited
- Motorcycle Council of New South Wales (MCC of NSW)
- Motorcycle Riders Association of Queensland (MRAQ)
- Motorcycle Riders Association of South Australia (MRA SA)
- Motorcycle Riders Association of the Australian Capital Territory (MRA ACT)
- Motorcycle Riders Association of Victoria (MRA Vic)
- Motorcycle Riders Association of Western Australia (MRA WA)
- Rider Awareness Northern Territory (RANT)
- Tasmanian Motorcycle Council (TMC)
- Ulysses Club
- Victorian Motorcycle Council (VMC)

For further information about how to contact any of these organisations, please contact the AMC by email committee@amc.asn.au.

Jurisdictions Working Together

We're all familiar with the public debate over hospitals, education and a number of other areas where Australia's federal system presents challenges for best-practice and efficient use of resources.

Although not as widely recognised or discussed, in my view road safety is clearly another area hampered by the State and Territory structures. How can eight different motorcycle rider training and licence regimes all be the "best"? Or how can there be eight different "best" ways of marking highway patrol cars in Australia?

I'm certain each of the jurisdictions shares the AMC's serious concerns – and the concerns of our member organisations – about motorcycle casualty numbers in Australia. Each of the jurisdictions was represented at the Canberra summit in 2008 and was therefore involved in developing the recommendations.

I mentioned the Australian Bicycle Council earlier intentionally. Austroads works collectively on issues concerning cycle safety and infrastructure planning. But each of the States largely works independently on motorcycle safety initiatives. A challenge in Australia is to work as collectively as we can; to break down the State borders and develop some nationally-consistent strategies.

Members of the Motorcycle Safety Consultative Committee will be working to progress outcomes from both the Canberra summit and the Lillehammer workshop as consistently as possible across Australia. We encourage cooperation between the jurisdictions, in consultation with rider groups as discussed above, to collectively bring about improvements in motorcycle safety in Australia.

A New Strategic Approach to Advance Motorcycle Safety and Mobility in Victoria

By Nicola Fotheringham, VicRoads

Abstract

Victoria recently released a new strategic action plan for Victoria's motorcycle and scooter riders. As part of its ongoing commitment to improving rider safety, Victoria already had a significant number and range of motorcycle safety projects currently being developed or delivered. The plan provides a new strategic focus as well as identifying a comprehensive set of actions aimed at improving both road safety and mobility for riders. Key focus areas within the plan include research and evaluation, the road network and environment, rider and pillion passenger safety, and vehicle safety and protective clothing. This paper provides an overview of the key safety actions identified in the plan and some of the projects in motion to address them.

Introduction

In August 2009, Minister for Roads and Ports Tim Pallas MP launched a new strategic action plan for Victorian motorcycle and scooter riders, *Victoria's Road Safety and Transport Strategic*

Action Plan for Powered Two Wheelers 2009-2013. The plan integrates both the road safety and mobility needs of riders and is the first of its kind for an Australian State Government. The plan recognises the role of motorcycles and scooters in Victoria's transport future. Its objectives are twofold: aiming to significantly reduce serious casualties to riders and pillion passengers and ensure that powered two wheelers (PTWs) are given appropriate recognition in transport and road use policy and planning.

Background

Since 2002, the Victorian Motorcycle Road Safety Strategy 2002 – 2007 guided the direction of motorcycle safety in Victoria. Over the life of the previous strategy, considerable gains in motorcycle safety were achieved. These contributed to a 20 per cent reduction in motorcyclist fatalities in Victoria at the same time as motorcycle registrations increased by 41 per cent.

Alongside targeted enforcement activities and the introduction of a Learner Approved Motorcycle Scheme, some of the recent achievements and completed projects in Victoria have included:

- *Motorcycle Blackspot Program.* Over 120 motorcycle blackspot sites and popular riding routes have now been treated under the Motorcycle Blackspot Program. Evaluation of the program showed a 24 per cent reduction in motorcycle casualty crashes at 85 sites treated since the program's inception. At a more detailed level of analysis, the evaluation showed a 40 per cent reduction in motorcycle casualty crashes at 54 treated blacklength sites.
- *Role of speed and speeding in motorcycle crashes.* This project improved our understanding of the role speed plays in motorcycle crashes. The project examined the separate role of inappropriate and excessive motorcycle speed on fatal motorcycle crashes, and identified rider, vehicle and environmental factors associated with fatal crashes involving excessive and inappropriate speeding.
- *Involvement of scooters in crashes.* This project improved our understanding of the involvement of the motor scooters in crashes and identified the types of crashes scooter are commonly involved in. The findings indicated that scooter crashes are increasing at a faster rate than that for motorcycles or cars, and that this increase is likely to be due to a proportionate increase in scooter use.
- *Motorcycle exposure study.* Measures of exposure to risk such as number of licences on issue or kilometres travelled do not necessarily represent the most accurate estimate of exposure for motorcyclists. The study collected and examined information on some of the more commonly travelled roads in Victoria, trip purpose and time of day, and key characteristics of different rider groups to provide enhanced information on the current exposure of motorcyclists in Victoria.
- *Motorcycle Enhanced Crash Investigation.* This project involved in-depth investigations of 25 serious motorcycle injury crashes and was aimed at increasing the understanding among road safety stakeholders, riders and emergency services professionals of the causes and outcomes of motorcycle crashes, as well as to identify issues requiring further action.
- *Look, look, look again campaign.* This campaign involved the adaptation of a UK commercial aimed at promoting the importance of drivers looking out for motorcyclists at intersections. The television commercial was supported by radio, billboards and online media.

Australian Road Safety Equipment Certification in Crisis?

By Tom Gibson CPEng

Introduction

Recent changes to the Australian standard setting and certification system threaten to undermine consumer confidence and certainty in safety products such as helmets and child

restraints. In the past, two separate systems have assured the quality of safety equipment used on the road. These two systems are detailed in the box.

Two Separate Systems to Assure Quality Control

1. For motor vehicles:

- The Motor Vehicle Standards Act 1989 requires new motor vehicles sold in Australia to comply with the Australian Design Rules (ADR).
- The ADRs are performance based vehicle standards which control vehicle safety, anti-theft and emissions.
- The Federal Road Vehicle Certification Scheme (RVCS) ensures that all new vehicles sold in Australia comply with the ADRs.
- The State Road Authorities ensure that the vehicles driven on the roads comply with the ADRs by means of the vehicle registration system.
- In both Europe and North America child restraint systems (CRS) and motorcycle helmets are part of the vehicle regulation.

2. For other road safety equipment not integrated with the vehicle (child restraints, bicycle helmets and motorcycle helmets), a separate certification system exists:

- Child restraints, bicycle helmets and motorcycle helmets are controlled at the Federal level by mandatory consumer safety standards through the Trade Practices Act of 1974.
- The import and sale of mandated equipment in Australia is enforced by the Australian Competition & Consumer Commission (ACCC) and the Australian Customs Service.
- The mandatory standards are AS/NZS 1754 for child restraints, AS/NZS 2063 or Snell 95C for bicycle helmets and AS/NZS 1698 for motorcycle helmets.
- Similar provisions are enforced at state level, for example, by the NSW Fair Trading Act 2007, which defines a product standard for protective helmets for motor cyclists complying with AS 1698.
- The individual State Road Authorities then ensure that only certified equipment gets used on the public roads by means of the Road Rules, which require approved equipment certified to a relevant Australian Standard.