

Part A – Responses to the Staysafe ‘Inquiry into Motorcycle Safety in NSW’ hearing questions on notice

QUESTION ON NOTICE #1: Are there motorcycle-specific questions included in the driving test part of the licensing process and is there motorcycle awareness content in the training syllabus for learner drivers?

Dr MEHREEN FARUQI: *It has been a while since I did my driving test. But are motorcycle-specific questions included in the driving test part of the licensing process and is there motorcycle awareness content in the training syllabus for learner drivers? Victoria has specific questions in its learner driver syllabus. If not, is that something you are looking to include because that would force everyone to become aware of those issues?*

Mr CARLON: *My understanding is that there is information particularly in the handbook for motor vehicle drivers associated with motorcycle riders. But I will take the question on notice and get some information clearly back to the Committee about the extent of that.*

Response

Driver Knowledge Test (DKT) includes a motorcycle specific question for drivers.

Driver Knowledge Test

The DKT question covers the interaction between motor vehicle drivers and motorcycle riders and the inherent low conspicuity risk of motorcycles.

The DKT Question Banks, are available online at

<http://www.rms.nsw.gov.au/roads/licence/driver/tests/driver-knowledge-test.html>.

These include all of the questions that can be asked during the test. There are three answer options given for each question, with the correct answer shown as the first option and in bold text.

Driver Training Syllabus

In addition to the Driver Knowledge Test, the licensing process includes access to a number of information handbooks that address safety awareness in terms of sharing the road with other road users, including motorcycle riders.

The handbooks contain sections that underscore the higher crash and fatality risk among motorcyclists and address related causes such as the physical vulnerability and low conspicuity of motorcycles.

The handbooks also identify potential hazards when sharing the road with motorcycle riders, including high risk situations for colliding with a motorcycle, such as intersections and turning across the path of a motorcycle rider.

The handbooks provide specific safety tips, including ‘head checks’ to control for blind spots, allowing adequate space in lane sharing and the need to travel at a safe distance (gap selection) to allow for motorcycle braking times.

Learner drivers also have the option of undertaking the ‘Safer Drivers Course’ which involves a three-hour facilitated group discussion to help learner drivers better understand risks and safe driving behaviours. Participants then undertake a two-hour in-vehicle coaching session to help them manage risks on the road, to learn safe driving techniques like speed management, gap selection, hazard awareness and safe following distances. This enhanced

knowledge and practical experience would facilitate safer practices when interacting with motorcycle riders.

For learner drivers under 25 years of age, the required 120 hours of driving experience is designed to maximise safer driving practices. Under the supervision of a driver, it builds on-road experience, while interacting with other road users in increasingly complex traffic situations.

To upgrade to a provisional (P1) licence, Learner drivers need to successfully undertake a comprehensive on-road driving test that assesses a number of key skills including an ability to safely interact with other road users such as motorcycle and bicycle riders.

QUESTION ON NOTICE #2: Will RMS be re-building the rider training unit in order to provide contractors with rider training support?

Dr MEHREEN FARUQI: Concern has been raised in a couple of the submissions to the Committee about the loss of positions in Roads and Maritime Services that gave support to motorcyclists, particularly trainers of motorcycle riders. It seems that the current level of support is not sufficient. Has the position of the riding training coordinator, chief riding instructor, been devolved from Roads and Maritime Services?

Mr CUSH: It is fair to say that since 2011 there has been a significant change in resourcing. We have in fact come into being as Roads and Maritime Services and clusters have been established. There has been a significant change in the way functions are conducted right across the cluster. It is fair to say that there are fewer resources now providing direct support to rider training than there was. Roads and Maritime Services is aware of that and we are in the process of trying to redress that issue—it was particularly clearly addressed in one of the submissions. We hope to have those resources in place early next year.

Dr MEHREEN FARUQI: Will that mean a rebuilding of the rider training unit at Roads and Maritime Services or are you looking at other options?

Mr CUSH: I will take that question on notice if you do not mind. It is actually part of a different part of Roads and Maritime Services. I would not like to infer something that I am not specifically clear on.

QUESTION ON NOTICE #3: How long has it been since RMS has had a meeting with rider training contractors?

Dr MEHREEN FARUQI: There also has been concern raised about communication with the training contractors. How long has it been since Roads and Maritime Services [RMS] has had a meeting with contractors, or is there a process of ongoing communication and meetings with the training contractors?

Mr CUSH: I am sorry, I am unable to say when the last meeting was but, as I understand it, there is an ongoing process of interaction with the contractors. But I think you are alluding to, if you like, a meeting with all the providers. I am sorry, I cannot give specifics around that.

Dr MEHREEN FARUQI: Could you take that on notice, if you do not mind?

Response

RMS continues to support the rider training scheme through internal business units. RMS maintains regular contact with contractors for general business matters and will upgrade the training syllabus and training manuals for the rider training scheme. In relation to the upgrades, these should be in place in early 2016, and all rider training contractors will be consulted as part of this work. Internal business units provide support for invoice payment and general inquiries including complaints by students, correspondence, refunds and no fee re-bookings.

Part B – Responses to additional questions from Staysafe

QUESTION 1

You state that there has been an increase in motorcycle fatalities trend for 50 to 59 year olds and an increase in the injuries for this group, the 17 to 25 year olds and the 60 to 69 year olds.

- *What programs do you have in place to work with these groups of vulnerable motorcyclists?*

Response

A range of road safety initiatives have been implemented targeting these groups as well as motorcyclists generally as a vulnerable road user group. These are detailed below.

NSW Motorcycle Safety Strategy 2012-2021

In March 2013 the Government announced the release of the NSW Motorcycle Safety Strategy 2012-2021 (the Strategy) to assist the reduction in death and injury among motorcyclists.

At the time of the Strategy's development, the Government had many key programs and initiatives in place to help improve motorcycle safety. The Strategy builds on those programs in conjunction with new research and development to establish and deliver on new initiatives during the period 2012-2021. Key achievements in the first three years of the Strategy's include:

- Safer Roads – Development of the 'Making Roads More Motorcycle Friendly' guide, testing and analysis of underrun barrier systems, motorcycle road safety audits and improvement works on popular routes / black spots (annual program), safety phones installed on Putty Road and solar panel installed
- Safer People - New 'Ride to Live' campaign launched in October 2014, in-depth motorcycle crash study completed, Motorcycle Awareness Week held (annual event), Motorcycle lane filtering trial completed with law changes implemented and the creation of a lane splitting offence
- Safer Vehicles - Research on helmet attachments completed, collaboration with Traffic Accident Commission (TAC) on protective gear and safety features, with a Helmet Subgroup established

Graduated Licensing Scheme

In NSW, a Graduated Licensing Scheme (GLS) for novice motorcyclists was introduced by Roads and Maritime Services.

The Motorcycle Rider Training Scheme

The Motorcycle Rider Training Scheme component of the GLS covers the key skills required for riding on the road and is delivered across two stages. It involves completing and passing pre-learner training and a rider Driver Knowledge Test to obtain a Learner licence, completing pre-provisional training and passing a riding test to qualify for a P1 provisional licence.

An individual must be at least 16 years and nine months of age to be issued with a learner rider licence. To gain a full open licence, novice riders are generally required to accumulate at least 36 months of provisional experience before graduating to a full rider licence (note that riders aged 25 years and older who hold an unrestricted car licence are exempt from the 24 month P2 stage). This is an extra two years on a provisional licence relative to the

scheme that existed prior to the introduction of the GLS. This also means that speed, alcohol, motorbike and demerit point restrictions will apply for an extra two years.

On balance the NSW GLS is commensurate with GLS best practice on the criterion of minimising crash risk as identified in the literature. NSW emphasises regulated training, graduated staging, a longer minimum threshold of riding experience and speeding restrictions.

[Ride to Live campaign](#)

Transport for NSW launched the 'Ride to Live' motorcycle risk management campaign in November 2014, the first large-scale campaign in NSW aimed at increasing awareness of motorcycle safety and assisting riders to better manage risks on the road. The campaign also targets drivers and their role in improving the safety of motorcyclists on our roads. The development of a targeted communications campaign to address motorcycle crash risks is a key action in the NSW Motorcycle Safety Strategy. The campaign included television advertisements, supported with a website (ridetolive.com.au). Additionally, radio, Youtube, digital and outdoor advertising have also been used for this campaign.

[Motorcycle Awareness Week](#)

A critical part of the Centre for Road Safety's approach to implementing the NSW Motorcycle Safety Strategy is to work very closely with motorcycle stakeholder groups.

One example of this is the Centre for Road Safety's sponsorship of Motorcycle Awareness Week, one of the biggest motorcycle-specific awareness events on the road safety calendar, timed to coincide with the start of the summer motorcycle riding season (around mid-October).

For these reasons, the Centre for Road Safety has sponsored and supported Motorcycle Awareness Week, both financially and non-financially, for a number of years.

The Centre also provides other in-kind assistance such as:

- providing road safety promotional material
- providing safety information and advice
- attending launches and other events.

[Motorcycle barrier systems crash testing](#)

In the 2014/15 financial year, 13 full scale crash tests were undertaken to evaluate the ability of the motorcycle barrier systems to reduce the injury risk, when installed. All crash tests were carried out on safety barriers which were installed in accordance with AS/NZ 3845:1999 (Road Safety Barrier Systems) and involved mid-span and post centred tests at 60 and 70km/h using an Anthropomorphic Test Device (crash dummy) with an in-built data acquisition system to obtain data for analysis. Analysis of the data obtained from each crash test has now been completed and the Centre for Road Safety is finalising a draft research report.

[Making Roads Motorcycle Friendly Guide](#)

The Making Roads Motorcycle Friendly Guide continues to guide practitioners at Roads and Maritime Services and in local government, to consider the safety of motorcyclists when roads are designed, constructed, maintained and operated. Additionally, the Centre for Road Safety provides ongoing input into a number of Austroads guides including advice on how to make the road environment safer for motorcyclists.

Automatic Crash Notification

The NSW Centre for Road Safety's research vehicle has been testing a system which has the ability to automatically call for help in the event of a crash. However it has been identified that the system being tested is unlikely to be suitable for use on a motorcycle. The Centre for Road Safety will continue to monitor developments in automatic crash notification technology, for cars and motorcycles.

Emergency telephones

Expediting emergency services to motorcycle crash victims is critical to the recovery of motorcycle riders and their passengers. As many of the popular motorcycle routes in NSW are in remote locations, access to telephones is very limited and often there is poor or no mobile phone coverage. The Centre for Road Safety is targeting the installation of satellite emergency telephones along popular motorcycle routes with high crash rates.

In June 2014 the Centre for Road Safety funded the installation of six emergency phones along Putty Road, which connects Sydney's west to the Hunter region. During 2015 similar phones will be installed along the Oxley Highway, which connects Walcha to Wauchope in the north coast region of NSW. The Broke-Wollombi Road in the Hunter region will be targeted in 2016. It is anticipated that further emergency phone installations along other popular motorcycle routes will continue into the future.

Motorcycle Safety Infrastructure Program

In 2015/16 financial year the Motorcycle Safety Infrastructure Program will receive \$3 million in funding to implement Safe Roads initiatives outlined in the NSW Motorcycle Safety Strategy 2012-2021. Priority will be given to roads and roadsides with a history of crashes involving motorcycle riders, or where the risk of crashes is high and the outcomes of treatment works delivers a significant benefit. As a guide, funding will prioritised as follows:

- \$2 million for route treatments and black spots within identified popular routes.
- \$1 million for motorcycle black spots outside identified popular routes.

This \$3 million investment in the 2015/16 Motorcycle Safety Infrastructure program is funding eight safety projects which are due for completion this financial year. The 2014/15 Motorcycle Safety Infrastructure program funded 12 Safety improvement projects to the value of \$3.3m (10 were complete 2 was carried into 15/16). The 2013/14 Motorcycle Safety Infrastructure program funded 12 Safety improvement projects to the value of \$2.9m (11 were complete one was carried into 14/15). This is an ongoing program of safety works targeted at locations and treatments that best reduce the occurrence, severity and risk of motorcycle crashes on NSW roads.

Enhanced enforcement operations

The Centre for Road Safety continues to partner with NSW Police Force providing enhanced enforcement operations to target speeding and other risk taking behaviour by motorcyclists.

Motorcycle helmets

In accordance with the NSW Road Rule 2014, motorcyclists on NSW roads must wear an approved helmet. In NSW, an "approved motorbike helmet" is detailed in the Government Gazette and includes a helmet that complies with Australian/New Zealand Standard AS/NZS 1698.

Following extensive consultation the Centre for Road Safety is currently considering expanding the definition of "approved motorbike helmet" to include the United Nations Economic Commission for Europe (UNECE) 22.05 Standard.

Consumer Rating and Assessment of Safety Helmets (CRASH)

The Consumer Rating and Assessment of Safety Helmets (CRASH) was established in 2010. CRASH is co-ordinated by the NSW Centre for Road Safety, with additional funding from the NRMA and the Transport Accident Commission (TAC). CRASH provides independent and consistent information on the protection from injury in a crash and the level of comfort provided by motorcycle helmets. Approximately 120 helmets have been rated to date.

Protective Clothing

At the national level the Traffic Accident Commission (TAC) is leading a project to investigate test methodologies and also conduct a pilot test program to assess motorcycle protective clothing, such as jackets and pants.

Anti-lock Braking Systems (ABS)

Transport for NSW is also contributing to work being undertaken at a national level, to propose mandating ABS on motorcycles. Mandating ABS is expected to increase safety for riders at intersection crashes and will also greatly assist novice and older motorcycle riders.

QUESTION 2

In 2010, the Staysafe Committee recommended more rigorous monitoring of road surface conditions including a direct reporting system to alert the relevant agency and local councils to potential hazards.

- *What has been done since then and what is planned to improve the accuracy of reporting and remediation of road surface problems?*

Response

Roads and Maritime Services (RMS) is undertaking a comprehensive program to manage the condition of road surfaces across its network. This includes:

- Undertaking regular weekly visual inspections of RMS pavement assets as part of RMS' Asset Maintenance program. The purpose of these inspections is to identify hazards and defects which are registered and programmed for treatment, depending on the level of risk with the identified hazard.
- Undertaking scheduled inspections of all asset classes, including pavements, to identify any emerging defects.
- Undertaking a yearly review of wet surface crash data as part of a Region Wide Analysis. This data is used to inform treatment proposals, which are submitted under the Safer Roads and State Blackspot Program. Projects are monitored yearly to determine the effectiveness of the treatments.
- Transport Management Centre (TMC) inform the public on its website of significant hazards, incidents or road conditions that may have a significant effect on safety or efficiency of the network operation for road users.

QUESTION 3

Can you provide an update on the feasibility of a national protective clothing consumer program, which is being led by the Transport Accident Commission in Victoria and supported by the NSW State Insurance Regulatory Authority (SIRA)?

- *Would this program incorporate an Australian standard or a ratings system to help riders choose safe clothing, as has been suggested by a number of submissions?*

Response

The Transport Accident Commission (TAC) are still progressing this project (note, the Centre for Road Safety is jointly financing the TAC project). Initial testing within the pilot program focussed solely on testing motorcycle jackets and pants to the requirements of European Standard EN13595.

It is currently envisaged that any motorcycle clothing rating system will be a consumer education program, where clothing is abrasive tested to established European standards, and awarded star ratings depending upon the results.

There is currently no intention to develop an Australian Standard. There is a European Standard and some clothing supplied to the Australian market complies with this. It is envisaged that this will be used as a starting point to rate different products, and the ratings will be used to influence motorcycle riders to buy safer clothing.

QUESTION 4

In response to the Committee's previous inquiry, the Government Response indicated that the then RTA would conduct a research project to investigate motorcycle rider fatigue and an education campaign subject to evaluation of the results.

- *What has been the outcome of the research into motorcycle rider fatigue?*

Response

Research

In 2013 CRS commissioned literature reviews on motorcyclist fatigue and returning riders to investigate these motorcycle behavioural issues as part of the first three year action items from the Motorcycle Safety Strategy. Both reviews were undertaken by an external academic research organisation including experts in motorcycle safety as part of the project team.

The literature suggests that the physical demands of riding a motorcycle (e.g. holding a fixed position for extended periods, and riding through tight curves) differ from those of driving cars and other vehicles. Riding is believed to require greater cognitive/perceptual demands than driving, although there is no clear scientific evidence. Further research is warranted to investigate the relationship between physical and cognitive contributors to the development of fatigue among riders, specific differences/similarities between rider fatigue and driver fatigue and the extent to which approaches developed for identifying/addressing fatigue among drivers are relevant for riders.

The Centre for Road Safety also managed the NSW in-depth motorcycle crash study, conducted by Neuroscience Research Australia (NeuRA), on behalf of the Austroads research board. This in-depth crash study included the quantitative analysis of a motorcycle crash sample and also the views of an expert panel in order to provide context and meaning to the quantitative findings. The views of the expert panel on these crash events were content analysed for common themes. The panel followed a framework that divided the injury and crash event into three phases; pre, during and post.

The quantitative phase measured rider fatigue using proxy measures, such as a long ride or a shift change on the day before the crash. While these factors were not predictive of crash risk after other rider, vehicle and road factors were taken into account, the expert panel did identify rider fatigue as a potential contributing factor in a number of these crashes, typically involving cornering errors and riders misjudging turns. These types of crashes commonly occurred in the latter half of long rides in rural areas, and where there had been a change in rhythm in riding after a break, or in moving from rural areas to more urban areas. In regard to potential countermeasures for rider fatigue-related crashes, the study recommended that riders could be reminded of the likely importance of taking breaks during long rides.

Campaign

Transport for NSW launched the 'Ride to Live' motorcycle risk management campaign in November 2014, the first large-scale campaign in NSW aimed at increasing awareness of motorcycle safety and assisting riders to better manage risks on the road. The campaign also targets drivers and their role in improving the safety of motorcyclists on our roads. The development of a targeted communications campaign to address motorcycle crash risks is a key action in the NSW Motorcycle Safety Strategy.

Strategies to manage fatigue are addressed on the 'Ride to Live' website as part of the current motorcycle safety campaign. The website encourages riders to watch for the early warning signs of rider fatigue including slow reactions, running wide on a corner, rough gear

changes, and stiff joints (neck, knees and wrists), as well as the importance of being well rested before going on rides and avoiding alcohol if riding.

The Ride to Live website can be found at: <http://ridetolive.nsw.gov.au>, the specific section on fatigue can be found here: <http://ridetolive.nsw.gov.au/#!/tips/Fatigue>

An additional tool to help address fatigue for motorcycle riders and all motor vehicle drivers is the 'Test your tired self' website which can be found at: <http://testyourtiredself.com.au>

QUESTION 5

You note that the Centre for Road Safety (CRS), in partnership with Roads and Maritime Services (RMS) commenced an evaluation of motorcycle crash barrier systems, which attach to existing steel W-beam safety barriers, and that the CRS is currently finalising a draft research report.

- *When do you believe that the report will be finalised and how will the findings be used?*

Response

Background

Crash Testing Program was carried out to evaluate the effectiveness of G4 W Beam retro fitted with a motorcycle underrun rail. Development of testing facilities was carried out at RMS CrashLab – using a modified hybrid III crash test dummy. Barriers were crash tested mid span and post centred at 60 and 70 kmh with and without the Motorcyclist Safety Barrier Systems (MSBS). HIC – Neck Shear, compression and lateral bending of the neck.

Results

Of the three types underrun systems tested – only two met the requirements of the testing requirements – supporting the decision by the ASBAP recent decision to endorse both of these systems. Both have consequently been approved for use on NSW roads by RMS. (Ingal MSBS, HIASA MSBS and a Public Domain Design).

Overall the results confirmed that the installation of a MSBS fitted to the standard G4 W-Beam resulted in a reduced risk of serious injury to a motorcyclist without an increased risk for motor vehicle occupants.

The crash testing completed in this project shows that the tested systems are sufficiently safe to be installed on NSW roads. In many instances, the proposed barriers provide superior safety outcomes for vehicle occupants compared to the traditional W-beam barriers installed extensively along the NSW road corridor.

Implementation

The report is being finalised, and is currently in the publication phase.

Based on the crash test findings two Rubrail products are now approved by Roads and Maritime Services to use as motorcycle underrun systems on the state network. Initial installations are being targeted to the outside of curves on popular motorcycle routes. The Safer Roads Program has funded the installation of motorcycle specific underrun barrier at a number of locations across the State, such as:

- The Putty Road;
- Farnell Avenue, Royal National Park Sutherland;
- Lawrence Hargrave Drive;
- Link Road, Cabramurra;
- Illaway Highway, Robertson;
- Snowy Mountains Highway, Bemboka;
- Wollombi Road, Laguna;
- Kangaroo Valley Road, Kangaroo Valley;
- Oxley Highway;
- Old Pacific Highway, Sydney/Hunter Region.

QUESTION 6

In 2012, the former MAA provided funds of over \$66,000 to the CRS to undertake safety reviews of four popular motorcycle routes, which were selected due to frequency of injury crashes occurring on those roads.

- *Has the frequency of injury crashes on those roads decreased?*

Response

SIRA (formally MAA) provided funding contribution to conduct the reviews, Centre for Road Safety provided funding for remedial works as a result of the review findings. The safety reviews were conducted on the following motorcycle routes: Oxley Highway including Bago Road; Thunderbolts Way; Bruxner Highway; and Summerland Way - and Lions Road.

Regarding the evaluation of the effectiveness of the work, a minimum of five years data post implementation of the works is required to make a valid assessment of the impact of the improvements.

Oxley Highway including Bago Road

- 2012/13 Safer Roads - Oxley Highway Long Flat \$92,000 **Completed**
 - Install additional guardrail & underrun
- 2013/14 motorcycle remedial work - Oxley Highway - Yarrowitch - Walcha Shire Council \$156,000 - **Completed**. Work involved:
 - Install guardrail & underrun
 - Remove vegetation
 - Install speed advisory signage & curve advisory signage
 - Remove soil to improve sight distance on a curve
- 2013/14 motorcycle remedial work - Oxley Highway \$100,000 **Completed**
 - Improve curves from Long Flat to Yarrowitch including additional guard rail Chevron Alignment Markers (CAMs) & underrun
 - Project was incorporated into the larger project under Safer Roads Program – Oxley Highway Safety Review works which is ongoing & includes vehicle activated signs on curves, motorcycle info boards, pull over areas etc.

Thunderbolts Way

- 2012/13 Road safety Investigations – motorcycle remedial work \$75,000 **Completed**. Because of limited funds only high priority locations were addressed & included:
 - Remove vegetation and improve sight distance
 - Patch pavement failures & seal (shoves in motorcycle wheel path approaching curves ie. left wheel path on left hand curves)
 - Remove trees/ vegetation to improve sight distances
 - Seal priority side road/driveway potholes to remove gravel washing or pushed on to roadway
 - Paint barrier centrelines which are not to standard

Bruxner Highway

- Some preliminary signage investigation (CAMs, speed advisory).

Summerland Way - and Lions Rd

- Some preliminary signage investigation (CAMS, speed advisory) on Summerland Way. Lions Road is a local road the audit report forwarded to council.

QUESTION 7

How do Transport for NSW and the NSW Police monitor the impact of the new lane filtering laws on the safety of all road users, including motorcycle riders and pedestrians?

Response

Transport for NSW is, in consultation with NSW Police, using a range of information sources to identify any safety impacts of the new laws. This includes reviewing lane splitting offence data in relation to the new lane splitting offence, reviewing fatal crash reports to identify any crashes that may be related to lane filtering and ongoing Police monitoring of compliance with the new rules by motorcycle riders. When more crash data is available, Transport for NSW will continue to review crash data to identify whether there has been any major change in crash patterns for motorcycle riders since the new laws were introduced.

The new laws have been accompanied by a community awareness and education campaign to explain the laws and to remind all road users to check twice for bikes. Motorcyclists are also reminded to take extra care when filtering, particularly when near pedestrians and cyclists and at intersections. The integrated campaign informs all NSW road users, including drivers and motorcycle riders, about: *the new laws; what lane filtering involves; how to lane filter safely; the increased importance of checking twice for motorcycles.*

The campaign was run state wide, channels included: *radio (e.g. live reads); digital (e.g. website banners; search); outdoor advertising (e.g. taxi backs; bus backs); promotion through government announcements, event appearances and media announcements; variable message signs by Roads and Maritime Services regions at strategic locations.*

QUESTION 8

In your submission, you have outlined that Transport for NSW is contributing to work being undertaken at a national level to propose mandating ABS on motorcycles.

- *Can you provide an update to the Committee on this initiative?*

Response

The Commonwealth Department of Infrastructure and Regional Development (DIRD), which is responsible for developing and maintaining the vehicle standards known as the Australian Design Rules (ADRs), stated at a meeting of the Strategic Vehicle Safety and Environment Group (SVSEG), a national vehicle policy committee, that it intended releasing the Regulatory Impact Statement for an ADR for motorcycle Anti-lock Braking Systems (ABS) towards the end of this year. SVSEG is meeting again in late November 2015, and if the RIS has not been released by then, it will be raised at the meeting. It should be noted that the DIRD had a commitment on this under the National Road Safety Strategy, so it is in its interests to release the RIS.

Monash University Accident Research Centre prepared a report 'Evaluation of the effectiveness of anti-lock braking systems on motorcycle safety in Australia' (September 2015). This can be found at: <http://www.monash.edu.au/miri/research/reports/muarc327.html>

The media release dated 7 October 2015, by Hon Paul Fletcher, Minister for Territories, Local Government and Major Projects regarding the Monash report can be found at http://minister.infrastructure.gov.au/pf/releases/2015/October/pf004_2015.aspx

Media Release

PF004/2015

07 October 2015

ABS reduces motorcycle casualties by over 30 per cent

A new report into the benefits of anti-lock braking systems (ABS) on motorcycles in Australia has found that ABS could help in 93 per cent of crash situations.

Minister for Territories, Local Government and Major Projects Paul Fletcher said the report found that ABS reduced motorcycle injury crashes by 31 per cent and was even more effective in more serious crashes.

"The report commissioned by the Australian and Victorian governments indicates that ABS could provide a 36 per cent overall reduction in fatal and severe injury crashes," Mr Fletcher said.

"ABS technology is common in passenger cars sold in Australia, however only around 20 per cent of new motorcycles are sold with it."

Mr Fletcher said researchers believe the current road safety benefits of ABS would be increased by up to 60 per cent if ABS became standard on all new motorcycles from 2018.

"With motorcycles currently the fastest growing vehicle type, ABS could make a real impact on reducing the fatalities on Australia's roads each year," Mr Fletcher said.

"ABS has the potential to save over 70 of the more than 200 motorcyclists' lives lost each year and reduce hospitalisations by around 4,000 each year when fully implemented throughout the motorcycle fleet."

In line with the National Road Safety Strategy Action Plan 2015–2017, the Australian Government will develop a Regulation Impact Statement (RIS) to consider mandating ABS for motorcycles. Consultations will be held with motorcycle user groups and manufacturers about the report and the RIS.

To view the report, visit <http://www.monash.edu.au/miri/research/reports/muarc327.html>

The full report can be found at this website:

<http://www.monash.edu.au/miri/research/reports/muarc327.html>

QUESTION 9

Under the NSW Compulsory Third Party (CTP) scheme, which is administered by SIRA, motor vehicle owners are required to purchase a CTP insurance known as Green Slip and SIRA provides a complementary price comparison to motorists.

- *To what extent do the insurance companies use any price signals to reward good riders?*
- *Does the price of CTP insurance reflect the different groups of riders such as returning riders who have been identified as a vulnerable group of riders in a number of submissions?*

Response

We referred this question to SIRA and they have responded directly to Staysafe.

QUESTION 10

The previous Staysafe Committee report advocated for a closer collaboration between the NSW Government and local councils in setting and implementing road safety priorities. The Government Response indicated that there were effective working relationships with Councils to address road safety issues.

- *Can you please update the Committee on the current status of these collaboration arrangements?*

Response

There continues to be effective working relationships between the NSW Government and local councils to address road safety issues for motorcyclists.

For example, the NSW Local Government Road Safety Program is a partnership program between Transport for NSW, Roads and Maritime Services and local councils. Annual funding for the Local Government Road Safety Program is approximately \$5 million per year. The program provides funding contributions of up to 50 per cent toward local road safety projects or council road safety officer salaries. The program currently funds 76 road safety officer positions across 85 NSW councils, with some officers working across a number of councils.

The Local Government Road Safety Program is administered by Roads and Maritime Services regional road safety personnel, who assist road safety officers and local stakeholders to implement road safety projects. These projects include ones that focus on motorcycle safety, leveraging the NSW Government's Ride to Live motorcycle road safety campaign. These projects and this campaign provide information and assistance for all road users, including motorcycle riders, on how to keep motorcyclists safe on our roads.

A representative of *Local Government NSW* is a participant of the Motorcycle Strategy Implementation Working Group and are involved in the current development of the next three year Action Plan.

QUESTION 11

What is the long-term future plan with regard to the funding of the Road Safety Officers program?

Response

The Local Government Road Safety Program is currently in the middle of year two of a three year funding cycle that ends on 30 June 2017.

This program provides a very important contribution to road safety with the current intention for the program to continue into the future.