

Submission
No 32

**INQUIRY INTO IMPACT OF TECHNOLOGICAL AND
OTHER CHANGE ON THE FUTURE OF WORK AND
WORKERS IN NEW SOUTH WALES**

Organisation: Motorcycle Council of New South Wales Incorporated
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Inquiry into the impact of technological and other change on the future of work and workers in New South Wales

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Submission to the Select Committee on the Impact of Technological Change on the Future of
Work and Workers in New South Wales

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About the MCC of NSW

The Motorcycle Council of NSW Inc. (MCC) is an internationally recognised umbrella group for motorcycle clubs, associations and ride groups, in the state of New South Wales.

Established in 1981, the MCC is recognised as the peak motorcycle representative body in NSW and Subject Matter Experts on many complex issues dealing with motorcycling including crash data and statistics, traffic data and congestion information.

The MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training films that have been utilised and referred to by many overseas trainers, researchers and ride associations.

MCC is the peak representative body for motorcycling in the state of NSW representing over 60 motorcycle clubs, which have a total membership of over 41,000 motorcyclists.

We wish to thank the Select Committee for the opportunity to present this submission and the views of our member clubs on the impact of technological and other change on the future of work and workers in New South Wales.

Should you require further information on the information contained within this submission please contact the MCC.

Brian Wood

Secretary

The Safety of Delivery Riders

Given the recent unfortunate death of two delivery riders, the Motorcycle Council of NSW (MCC) considers there are several issues the MCC would like the Select Committee to consider regarding the safety of delivery riders:-

1/ Licences

International students on student visas are permitted to ride on the licence of their country of origin indefinitely, whereas those who are permanent residents from overseas have to convert to a NSW rider's licence within 3 months. Some international students on student visas could be riding on their country of origin licence for several years.

If those who become permanent residents and haven't undertaken rider training in their country of origin, they are required to undertake NSW's compulsory rider training. Those who have undertaken recognised rider training overseas still have to pass the NSW rider test before being issued with a NSW provisional licence.

It is the MCC's view that all riders should undergo appropriate novice rider training and testing as soon as practicable before being able to ride in NSW.

The system was recently changed in Victoria so that non-Victorians, including those on student visas, are treated the same as permanent residents.

2/ Specific Training for Delivery Riders

It is the MCC's position that rider training should be a whole of life experience where riders undertake training throughout their riding career - not just at the learner stage.

<https://mccofnsw.org.au/rider-training-position-statement>

It is also the MCC's view that to improve motorcycle safety, riders need to be trained to become good risk managers. To do this, riders need to be provided with information on the particular risks they face, and with strategies to address these risks.

Delivery riders face particular risks, such as:-

- the safe use of satellite navigation systems while riding
- the safe use of booking systems while riding
- riding in congested traffic
- lane filtering, particularly around buses and trucks
- riding in blind spots

- safe manoeuvring in and out of parking spots

While delivery riders are considered to be contractors, it is the MCC's view that those engaging them as delivery riders still have a responsibility similar to that if they were employees, to ensure they have the appropriate skills and training to undertake the tasks assigned to them.

Therefore, delivery riders need to have undertaken appropriate rider training and testing to have obtained a licence and then provided with information and strategies to address the particular risks they will face as delivery riders.

Both information and strategies could be provided at regular intervals during their career as a delivery rider in the form of online training and testing modules.

Consideration needs to be given in providing the online training and testing modules in a range of languages given that English would be a second language for many overseas riders.

It is imperative that remedial action be taken sooner than later, as riders are increasingly pressured to resort to dangerous tactics to make ends meet. Society ends up paying a hidden price in the form of more frequent close calls, collisions, and road trauma.

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