



Meeting Overview

On Friday the 22nd April MRASA Representatives Ebi Lux and Phil McClelland met with The Hon Peter Malinauskas MLC, the Minister for Police, Correctional Services, Emergency Services and Road Safety. The MRASA was invited to discuss issues relevant to motorcycling in South Australia. It was a productive meeting and we appreciated the opportunity to explain some of issues being faced by the 170,000 licensed riders in South Australia.

The following points were identified:

- Acknowledgement of the upcoming helmet road rule standard changes
- Promoting the need for motorcycles to be recognised in transport policies
- Identify serious injuries as well as fatalities as an indicator of motorcycle road safety
- The need to abolish the 50cc scooter exemption that allows riding on a car licence
- Regulation to allow the use of the cities bus lanes by motorcycles
- Legislation to recognise and legalise lane filtering - not lane splitting
- Repeal Road Rule 271
- Promotion of the Returning Rider program, especially in the motorcycle registration mail outs
- Abolish the commercial resale of motorcycle helmets
- Increase the low visible presence of SAPOL enforcing road rules
- Anti-skid surface on steel road plates
- Medical requirement for licence renewals for 70+ year old motorcyclists

Points in Detail

Helmet Laws

A number of changes are required to the Helmet legislation in South Australia. The helmet law changes are hopefully understood by now. If more info is needed, the MRASA web site has numerous updates.

Transport Policies

The need for motorcycles to be in transport policies is essential as they are a viable transport option, and yet they are not mentioned or planned for.

Road Accident Statistics

Fatalities are the international benchmark for road safety, both direct numbers and against a unit of comparison including total numbers. That works for cars when the vast majority of accidents are non-life changing injuries due to improvements in car safety. It fails with motorcycle safety when the ratio of minor to extremely major injuries is almost unrelated to fatalities. An increase in life affecting injuries can occur at the same time as a drop in fatalities.

Licensing for 50cc scooters

The 50cc scooter ridden on a car license is an issue on many fronts. Limited to 50 kph and prohibited from carrying a pillion, these riders are generally only new motorcyclists who have not undertaken any training before throwing a leg over a motorbike. These riders are exploiting a hang over from a failed attempt to encourage tourism.

Use of Bus Lanes and Lane Filtering

Permitting motorcycles to use of Bus Lanes and recognize Lane Filtering would be a bonus on many fronts. Encourage riders to bring the bike into the city instead of a car, move bikes out of traffic to both reduce congestion and reduce accident risk from rear end accidents are just a couple of examples. Just look at it working and working well interstate.

Repeal Road Rule 271

Follow the NSW model of revoking Road Rule 271. This is an old piece of legislation that is past its use by date. It makes it an offence to move your feet off the pegs or stand on the pegs at speeds over 10 kph's. This means you cannot stand to go over a manhole or speed bump or to increase stability if you hit a slippery patch. It also prevents stretching a leg to relieve a cramp. It has to go.

Returning Rider Training

The MRA worked for years to get a program that could refresh a riders skills, especially when you have been away from riding for a few or more years. Its here and run by the same riding trainers doing the learners course. We are asking why we get, time and time again, a brochure on how to personalize a number plate every 3 months with our bike registration. How about something on rider safety and especially on the Returning Rider Program?

Commercial Resale of Helmets

Second hand helmets should be thrown out. The only thing they are good for is giving to young kids to play spaceman in. The interesting thing is, under consumer law, anything sold must be fit for purpose. How can a second hand helmet seller know a motorcycle helmet is as new without testing it? How can they prove it is fit for purpose?

Visible Policing

We acknowledge the increased cost of Police road patrols over electronic surveillance. One of the down sides of relying on Safety Cameras (yes, I nearly called them something else) for the enforcement of road rules is road users don't always do the right thing away from the cameras. The diminished presence of Police enforcing road rules on our roads is shown in a steady degradation of road driving skills and good habits. Little things like cars failing to indicate before changing lanes is turning into car drivers failing to look as carefully before they change lanes. Motorcyclists are vulnerable road users for a reason. We get hurt more easily and the lowering of respect on our roads hurts us.

Steel Road Plates

It has been a number of years since regulation required a non skid coating to the surface of steel plates used to cover road excavations. There appears to be a hit and miss attitude to compliance. This regulation needs to be enforced and it is not negotiable.

License Renewal for older Motorcyclists

The requirement for riders to undergo a mandatory medical at 70 years of age is discriminatory. Car drivers are now assessed by their local doctor and may continue driving until it is shown they cannot safely drive. We agree that a 70-year-old driver may not be able to ride all motorcycles but it will be self-evident if they can't ride any motorcycle. The medical needs to be handed back to the local doctor.

Summary

The MRASA has raised these points and will follow them up. Some may appear more important than others but they are all worth pursuing. At various times points were raised that were outside the portfolio of the Minister. The Minister graciously offered to pass these concerns onto the appropriate Minister. We gratefully appreciate his genuine interest and this courtesy.

The President and Vice-President would be pleased to discuss these and any other issues relevant to the motorcyclists of South Australia. Contact details are available on the MRASA website (mrasa.asn.au).