

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.

Changes Since 2002

However since 2002 Standards Australia has been undergoing major change. The new Standards Australia is tasked with developing standards which are balanced, transparent and free of sectional interest. but must now operate as a not-for-profit commercial enterprise without government subsidy¹. The development of standards is expected to be funded by stakeholders driven by public benefit and national interest, not driven by sales. SAIGlobal was the certification arm of Standards Australia. It has lost its control of the certification of products to the Australian standards. This is of particular concern in relation to road safety equipment such as helmets and child restraints, because responsibility for these products falls between a number of State and Federal agencies.

In the past, consumers and police were able to rely on the SAIGlobal trademark of 5 ticks, see Figure 1, to easily identify certified helmets and child restraints. SAIGlobal required ongoing testing of a random sample of helmets from every manufactured batch to ensure the quality of the product through its production life. The strength of this system was demonstrated in a 2004 study funded by the Australian Transport Safety Bureau (ATSB)². The study tested 100 bicycle helmets randomly selected from the market. Half of the helmets had been certified under the AS batch testing system and half under the Snell certification system which does not require batch testing. All of the 50 AS certified helmets (purchased in Australia) passed all tests except one helmet which was discovered to have been fraudulently labelled. None of the 50 Snell helmets (purchased in the US) passed all of the tests specified for Snell certification.



Figure 1 The SAIGlobal, '5 ticks' Standardsmark™, see www.saiglobal.com.

There are now appear to be at least 7 agencies, each with their own different certification mark, certifying bicycle and motorcycle helmets and at least 4 for CRSs. But confusion over different labels is the least of our concerns, the major issue is that there is no single agency nor mandated system for ensuring the quality of the certification by such agencies.

SAIGlobal is now an independent company in the business of supplying standards information, education and certification services in competition with other similar organisations worldwide. A Joint Accreditation Scheme of Australia and New Zealand (JAS-ANZ) has been set up to monitor these certifying organisations, but at present there is no controlling regulation for certification of any of the safety equipment discussed here. A further problem also exists because the product standards have continued to be developed for the previous system, where SAIGlobal had control. The three standards at this point do not contain specific certification requirements.

In order to address these issues, the NSW Road Safety Centre has been making representations to the Minister in two areas:

- To change the regulations at State level to include the product standard and also the requirement for the accreditation agency to belong to JAS-ANZ; and,
- To include explicitly in each of the individual product standards the requirements for the certifying agency to follow.

If we are to protect and maintain the current high standard of safety system certification in Australia, this action needs to be supported, and if they have not already done so, the other States need to be encouraged into taking similar action to NSW.

Two further the extra measures should also be adopted:

- A common certification label needs to be developed to ensure easy and efficient recognition by the Police and consumers of approved safety equipment. This could be defined within the product standard; and,
- A surveillance system needs to be implemented to ensure that approved CRS and helmets on the Australian market do meet the requirements of the product standard.

Roads and Motorcycling: Raising the Profile

By Chris Brennan, VicRoads

Abstract

Throughout the western world, motorcyclists, as a minority group on the roads, often don't receive the attention amongst road designers, maintenance workers and road engineers that their crash profile suggests is required. Since 2004, VicRoads has been raising the profile of the specific, and often unique, needs of riders to facilitate safer riding. Specific hazards for motorcyclists may not be as hazardous for other road users; e.g. potholes, loose gravel on a curve, slippery or sunken pit lids,

and impaired sightlines. This paper describes the approach taken by VicRoads in getting motorcycle safety "front of mind" for people involved in road design, building or maintenance, as well as the challenges faced in reaching external road managers.

Introduction

The number of motorcycles and scooters on Victoria's roads has experienced significant growth over the last decade (a 72% increase in motorcycle registrations in the ten years to 2008).

¹ www.standards.org.au/downloads/SA_Corporate_Brochure.pdf

² Gibson T and Cheung A (2004) "Assessing the Level of Safety Provided by the Snell B95 Standard for Bicycle Helmets." Road Safety Research Report CR202, ATSB, Canberra.