



In the News

NSW Announces changes to CTP Insurance scheme in NSW (It's on again)

As predicted by the Motorcycle Council of NSW earlier this year, the NSW Government has opted to shake up the NSW Compulsory Third Party Insurance Scheme using Option 3.

The announcement was snuck out on the Thursday before the July 2 Federal election so as to minimise noise about the proposal to change the system in favour of the insurers. The announcement read something like this;

The short story on the reforms is;

- Compensation payments to injured victims will be capped
- 90% of injured victims will not be able to have legal assistance with their claim
- Benefits will be paid to the drivers that cause the crash that injures you or yours whilst your entitlement will be cut
- Adding an extra 7,000 claimants, (the drivers that cause the crash) is supposed to reduce the cost of a Greenslip some how
- Expected reductions in Greenslips is estimated to be 10% over the coming years but just as in 2013, they can't tell you how it will happen, just that it will
- Victims medical care will cease after a period of time just like the current Workcover debacle that sees injured workers booted off the Insurance system after 2 years
- It is expected that Medicare will have to take up the slack instead of the Insurance companies for injuries after the exclusion period
- There will be an "Expert Panel" to assess the changes proposed led by John Della Bosca who was the architect of the Workcover changes and his second will be Nancy Milne Deputy Chair of the SIRA (old MAA) board. The same group that has us is in the current position of paying too much for our Greenslips on motorcycles.
- There is little doubt that Motorcycle Premiums will go up and any entitlements will go down so you as a rider can expect to pay more for less.

Now is the time to write to your local member and to the Christian Democrats asking why the CTP system can't be better managed instead of just being cut to pieces? Let them know that after the miserable 45 cents in the dollar that goes to the victims, the next biggest winner are the insurance companies who pull out 19% profit and 15% costs for a whopping 34 cents in the dollar to pay for their Corporate Credit cards etc. Cutting compensation to injured

Motorcycle Council of NSW

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MOTORCYCLE COUNCIL
OF NEW SOUTH WALES INC.



victims goes against the whole concept of CTP for which the scheme was originally set up. Victims are entitled to adequate compensation for their injuries and the system should not be a cash cow for others.

<http://greenslipreforms.nsw.gov.au/overview/>

Ride for Steve

Wonderful weather was turned on for the riders that attended the Ride for Steve event on 22nd May. Over 120 riders attended to celebrate Steve gates life. Steve passed away in a tragic collision with a car driver that was not paying attention.

The ride started at Robertson Pie Shop and we wound our way through the hills to Gerringong and had a barbecue at Cooke Par near the boat ramp.

The raffle tickets sold out quick smart with 800 tickets being snapped up by riders eager to be a winner and get their hands on the prizes that had been donated.

A tonne of prizes were donated and Amanda and the MCC wish to thank;

- John and Paul at [Fraser Motorcycles - Sydney](#) for their prize donations.
- Eric at Schweppes for donating the soft drinks and water.
- Yamaha for the huge amount of donations
- Brayden and Anthony at [Carr Brothers Motorcycles](#) for all of the help and support through the purchase my bike and for the prize donation.
- Lee and Nathan at [Berry Iga Plus Liquor](#) for donating the bread and water.
- Matt at [Khans SUPA IGA Gerringong](#) for the donation of the sausages.
- Richard and Sandra from [Adane Furniture & Bedding - Beds R Us](#) for donating some great prizes.
- Andrew and Jason from [Shoalhaven Signs Nowra](#) for donating the amazing stickers for the sweep car.
- Justin [Woody Solo](#) for supplying the fantastic music on the day.
- Cleary Brothers Albion Park for the loan of the BBQ.

Please support them in the future.

The massive amount of media coverage has helped raise awareness of motorcycles to riders in the Illawarra region and the ride was a success indeed.

Special thanks to Amanda Gates (Steve's wife) who organised the entire show. Thanks to her parents Steve and Cheryl and Amanda's group of friends that lent a hand assisting Amanda and in turn the MCC.

Thanks to the MCC delegates that leant a hand on the day including Gretta, Steve and Darcey, John Gawthorne, Ed Chapman, Brian Wood, Peter Ivanoff, Ducks and her magic assistants from Dykes on Bikes. Congratulations to Ed Chapman for getting one of his photo's published as well. See here for more detail;

<http://www.southcoastregister.com.au/story/3923469/steve-guides-the-ride/>

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Upcoming Guest speakers

- **1 August;** CTP Update on what is bad or good in the options paper

<http://www.mccofnsw.org.au/a/250.html> for details

Silverwater Motor Festival

Once again the weather was fine for the Silverwater Motor Festival and the turnout of bikes and cars was awe inspiring. So many lustful pieces of machinery it is too hard to pick a winner. Music was provided by “Chuck’s Wagon” and there were a host of trade stalls around the perimeter of the show.

This show once again gave the MCC the opportunity to give riders real feedback on what we are working on with the various Gov Dept’s at both a Federal and State level and address riders concerns directly.

Thanks go to the delegates that assisted on the day including Brian Wood, Gretta and Steve, Paul Taffa, Ed Chapman and Bob Madell.

Sussex Street motorcycle parking removed.

Due to the light rail rollout in Sydney the motorcycle parking on the Eastern side of Sussex St between Napoleon St. and Erskine St has been converted to a Bus Stop. Buses are being routed through that area to get them off George St.

The MCC is working with the authorities to find a replacement motorcycle parking in the general area to make up for what has been lost. Any suggestions for that area feel free to advise us.

Please share this so that riders are aware of the change don't get booked.

Honda Goldwing luxury motorcycle caught up in recall for deadly Takata airbags in Australia

The Honda Goldwing — the only motorcycle on sale with an airbag — has been caught up in the safety scare, with 379 being recalled in Australia. Affected models were those made from 2008 to 2010.

<http://www.news.com.au/finance/business/manufacturing/honda-goldwing-luxury-motorcycle-caught-up-in-recall-for-deadly-takata-airbags-in-australia/news-story/0978b1756e00fbb2d11eec43634532a8>

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Motorcycle Crash Card Launch and Ride

On 26th June riders met at Kangaroo Point for the media launch of the Motorcycle Crash Card system.

Lesley Tipping, the Hornsby Shire Road Safety Officer (RSO) has secured permissions to distribute the Motorcycle Crash Card. The idea behind this is to have a card inside your helmet with necessary medical details and contact numbers on it. There is a sticker placed on the outside of the helmet so paramedics know it is there and can be accessed.

Following the launch and media there was a short ride to Pie in the Sky with a tonne of riders taking part. The Crash Card has generated national interest and is available from either Hornsby local council, the MCC at the general meetings or from MCAS City store.

The event was supported by NSW Police and Ambulance. Crash card: The piece of paper that could save the lives of Australian motorcycle riders

How to use the crash card

Complete the requested details on the card then place it in the lining of your helmet, as that is where emergency services will look for it.

Name: First and surnames are best. Please avoid nicknames
Date of birth: DD/MM/YYYY
Post code: From your current address
Blood type: A+ (for example)
Allergies: List the medication you are allergic to
Medical history: If you have had any operation in the last 12 months and/or suffer a chronic illness eg diabetes, asthma, angina etc
Medication: List any medications you currently take
Emergency contact: List name and contact phone number of the person you wish to be informed of your situation



REMEMBER removing a crash helmet is a skill which takes two people and is practised by trained personnel.

DON'T ever attempt to remove another rider's helmet on your own.

HELP ALERT RESPONDERS TO YOUR CRASH CARD
 PLACE THE RED DOT ON THE RIGHT HAND CORNER OF YOUR VISOR/HELMET, MAKING SURE IT'S NOT IN YOUR FIELD OF VIEW - IT IS SAFE TO STICK ON ANY HELMET.



Remove the crash card from this leaflet and fill out your details using a ball point pen. Write clearly so that if the card is ever needed it is legible for the emergency services at the scene.

Place the card in the lining of your crash helmet.

Peel the Crash Card sticker from this leaflet and affix it to the right hand side of your helmet or visor, making sure that it does not affect your visibility.

Emergency service personnel at the scene will look for the sticker on the right side of your helmet. Pass the spare card and sticker to a friend or your pillion passenger.



EMERGENCY INFORMATION

Name:
 Date of Birth:
 Post Code: Blood Type:
 Allergies:
 Medical History:
 Medication:
 Emergency Contact:

PASS THIS SPARE CARD TO A FRIEND OR PILLION

EMERGENCY INFORMATION

Name:
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 Emergency Contact:

IMPORTANT

Place your Crash Card on the inside of your helmet. Remove and affix the red dot sticker to the right hand side of your helmet.



'Crash card': The piece of paper that could save the lives of Australian motorcycle riders

<http://www.news.com.au/national/crime/crash-card-the-piece-of-paper-that-could-save-the-lives-of-australian-motorcycle-riders/news-story/f02626dbcf73c9b21985bfbe123279a6>

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MCC Submissions over the past month

The MCC has made a number of submissions over the past month including;

- **A response to the CTP/Greenslips Options Paper**
 - The Government wishes to change the CTP system by capping compensation to injured parties
 - They also want a No Fault scheme and this will negatively impact motorcycle Greenslips
- **Submission to the Law & Justice Committee of inquiry into CTP in NSW**
 - This is an inquiry into the management of the CTP/Greenslip scheme
- **Staysafe Committee of inquiry into Autonomous (Driverless) Cars**
 - Driverless cars, what are the dangers and ethical responsibilities?
 - What are the insurance impacts?
- **M5 Traffic Management Plan**
 - Making comment to ensure that the system adheres to the standards and references motorcycles

For further details on these submissions feel free to approach the committee at the next general meeting 6 June.

The MCC will also be appearing in front of the L&J Inquiry into the CTP scheme and Staysafe Autonomous vehicles inquiry.

First Aid For Motorcyclists

FAFM now have a patch for your jacket to show that you have completed their course and are trained in Motorcycle Accident Scene Management.

As many of us know, having the skills and the knowledge derived from the FAFM course could well save someone's life.



Kim from Grey Gums Café is now offering to pay for the 11th member of a club if 10 other members sign up to do the same course.

This incredibly generous offer has come about after a number of crashes on the Putty Road near Grey Gums and Kim just wants to see everyone equipped with the right skills.

It wouldn't hurt for the dirt riders to do the course as well.

Please contact Kim at Grey Gums for further details.

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Recreational Registration scheme for trail bikes

After some years of lobbying for a rec rego scheme for enduro bikes and the NSW Roads and Ports Minister's announcement in July 2014, we are pleased to announce that the stakeholder engagement process is well and truly underway. The MCC has been involved in a number of meetings on this matter and various other stakeholders are also being brought on board to enable maximum input from various ride associations. We will keep you up to date with developments as they occur but we do expect a result in the not too distant future.

Further thanks to volunteers;

Michael Bendiech, Bob Madell, David Churchouse and Brian Wood for volunteering to assist with Barry Sheene Festival of Speed.

Standards Australia Helmet Forum

The Standards Australia forum on whether or not we should maintain/upgrade/twilight the AS/NZS1698:2006 standard for helmets was a well-attended event with representatives from various NSW and interstate Government bodies along with Federal representatives and a number of importers, manufacturers, researchers Crashlab staff and a representative from the Conformity Assessment Bodies (CABs). The MCC had representation from Guy Stanford, Bob Madell and Christopher Burns. Whilst the forum raised more questions than answers it certainly gave the Federal bodies something to think about. Some people were of the opinion that there was an undercurrent of vested interests in the conversations but that probably depends upon ones frame of reference.

The prediction by many of the advocates is the standard has a place and there is no need to close it off immediately but there is equally no reason to upgrade or modify the standard either. We look forward to receiving the notes from the forum in the near future.

National road toll (to 31 May 2016)

Motorcycle fatalities in Australia in the 12 months to 31 May 2016 have risen by 12 per cent (from 203 to 228) compared with the previous 12 months — versus a 9.8 per cent rise across all road users over the same period. Motorcycle fatalities are up by 22 per cent (from 187 to 228) in the 12 month period ending in May 2014. Meanwhile in NSW the figure remains on par with other years.

Motorcyclists: up 12.3 per cent (203 to 228)

Motorcycle fatalities in NSW year to date is one more than 2015 at 27

<http://roadsafety.transport.nsw.gov.au/downloads/dynamic/nsw-road-toll-monthly.pdf>

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Road Safety's Motorcycle Safety Implementation Working Group

Another very positive meeting held on 26th May 2016 with the following issues being discussed:-

1. Staysafe Inquiry

The Government's response to Staysafe's recommendations on motorcycle safety have been released <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2058> The Government's response aligns well with Staysafe's recommendations and therefore the MCC submission

The CRS's next 3 Year Action Plan is close to being released, we were reassured there won't be any surprises.

2. Matching Hospital and Police crash data

Since the CRS started to match hospital data to Police data, they have been able to dig into what type of injuries motorcyclists sustain in crashes. The presentation highlighted there is much more that can be done with this data. Only about 50% of motorcycle hospitalisations can be matched to a Police report. Obviously many riders are turning up at hospital without filling in a Police report. Many of these turn up in an ambulance.

3. Post Licence Training

This project still has some way to go before the CRS decides how best to proceed. It is generally agreed something needs to be done to improve rider post-licence competencies.

4. Emergency Phones

There was discussion on how best to prioritise where to place satellite emergency phones. 2 MCC delegates surveyed the Snowies over the Anzac Day long weekend. They found several areas where motorcyclists have a tendency to crash do not have any mobile reception. The Snowies tend to be further down the priority list than the MCC would like. We'll keep working on this.

5. Crash Cards

Chief Inspector Phil Brooks presented information on an initiative by the Road Safety Officer for Hornsby Council to provide crash cards to be inserted into helmets to assist emergency services in the event of a crash. The RSO had already approached the MCC for support, which we will be providing. The launch for this initiative was on Sunday 26th June at Brooklyn

6. Protective Clothing 5 Star Rating Scheme

The session on protective clothing was relatively brief. This project is generating its own momentum. It is hoped that someone to run the 5 Star scheme will be appointed late this year.

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7. Top Rub Rails

Following the last Implementation Working Group meeting the MCC wrote to the CRS suggesting the CRS should initiate a program to test top rub rails. The MCC's suggestion is under discussion.

The next meeting will be at the end of August.

Incoming Mail, launch of new motorcycle group

AMCA Australia Inc Launches

Hello to all Australian and International Vintage and Classic Motorcycle enthusiasts.

A quick note to introduce the AMCA Australia Inc.

The primary aim of the AMCA Australia is to initiate an annual National Meet in 2017 to promote ALL MAKES and MODELS of Vintage and Classic Motorcycles 35 years and older in Australia. This event should become Australia's premier motorcycle event each year and will bring like-minded enthusiasts together.

We have submitted our plans to Council and authorities and so far so good. Upon Council blessing our Event, we will announce a Launch and advise Australia (and internationally), the dates and location of our weekend Event.

We anticipate the Launch will be late August 2016, and from there we can commence locking in the many activities we have planned.

As is a feature of USA AMCA Nationals, the Swap will be a key component, as will AMCA Judging. In addition there will be technical seminars, Vintage and Veteran rides, a Bike Corral for vintage and classic motorcycle sales and many more activities.

All models and makes of Motorcycle, memorabilia and parts, 35 years and older are embraced by the AMCA and we look forward to announcing Australia's first AMCA National shortly.

The AMCA Board is hard at work, and we look forward to our next communication with you.

For more information please follow the link below to the AMCA Australia website.

www.amcaaustralia.org

Regards

VL Phill Fordham

Director and Webmaster

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NSW Road Rule Changes Effective Friday 1 July 2016

Once again lobbying and advocacy work by the Motorcycle Council of NSW in conjunction with the Australian Motorcycle Council has borne fruit with the introduction of road rule changes in NSW effective from Friday 1 July 2016.

The changes that take effect are;

Rule 270 – A motorcycle rider who is pushing a motorcycle does not have to wear a helmet, if the engine is not running and it is safe to do so.

Rule 271(1A) (a) – A motorcycle rider may stand on the footrests of a motorcycle provided it is safe to do so, for example to help them maintain control on roads with potholes or loose gravel.

Rule 271(1A) (b) – A motorcycle rider may remove a foot from the footrest when it is safe to do so, for example to stretch.

These changes brought about by the work of the MCC and AMC will benefit riders across the state so a big thank you to Guy Stanford and Christopher Burns for their efforts in bringing about these changes. It just shows what can be achieved through sensible conversations.

MCC FAQ's

A motorcycle dealer on the south coast approached the MCC for information that could be used to help his customers. As a result a series of Frequently Asked Questions has been prepared so customers questions can be answered and to guide them as to where to find detailed information on the MCC's website. These FAQs will be uploaded onto the MCC website so they are available to a wider range of riders.

Check out our Facebook page and stay in the loop on what's happening in the motorcycle world and what changes Government are making that could affect you.

The MCC of NSW ensures you get the real story on legislation, upcoming changes and inquiries.

The MCC represents riders on a whole host of issues including vehicle standards, CTP (greenslips), helmets (cameras and tinted visors) and safety issues affecting riders in NSW.

Any queries? Feel free to email us and we'll ensure you get the right information.

enquiries@mccofnsw.org.au

Regards,

Christopher Burns,

Chairman MCC of NSW

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Bookings: www.firstaidformotorcyclists.com.au

Phone: Tracy (0408) 956 435 or Roger (0427) 464 266

Email: contact@firstaidformotorcyclists.com.au

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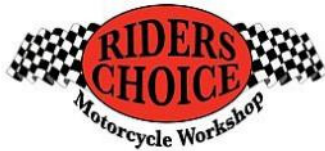
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