

Please Quote: VRPC006186  
(File No: PC021612)

Ms Claire Coate  
Coroner's Registrar  
Level 11, 222 Exhibition Street  
**MELBOURNE VIC 3000**



Dear Ms Coate

## INVESTIGATION INTO THE DEATH OF MR ADAM J ALWARD

I refer to your letter dated 30 June 2014, regarding the recommendation of Coroner Spanos, regarding the death of Adam J Alward.

Coroner Spanos recommended that the road safety agencies, particularly VicRoads, the Transport Accident Commission (TAC) and the Department of Sustainability and the Environment, consider the Road Safety Committee's findings and adopt the recommendations set out in its report.

This recommendation will be implemented in part.

The Whole of Government response to the Parliament of Victoria's Road Safety Committee Inquiry into Motorcycle Safety was tabled in Parliament on 11 June 2013. Of the six recommendations related to off-road riding, four were supported in-principle, one was supported in part, and one was fully supported. **Attachment 1** contains the recommendations related to off-road riding and the Whole of Government response.

The Whole of Government response also supported a review by VicRoads and the Transport Accident Commission, of stakeholder engagement with the motorcycling community and other relevant stakeholders on motorcycle safety issues.

VicRoads, in consultation with the Motorcycle Advisory Group (MAG), have planned a series of workshops to improve consultation and engagement.

The first workshop held in March 2014, focused on establishing engagement principles and topics where future engagement could occur. Off-road riding and data issues were identified at the workshop as areas requiring further consultation and engagement.

A motorcycle data and evidence workshop was held on 23 July 2014 with members of MAG and other interested motorcycling organisations. This workshop identified off-road riding crash data as an issue for further work. A list of actions identified by participants will be prioritised and presented to MAG.

A workshop on off-road riding issues is scheduled for 1 October 2014. The Department of Environment and Primary Industries (DEPI) is assisting in the planning and preparation for this workshop.

Building on the results of this workshop VicRoads will lead the development of an action plan to address off-road riding issues with input from DEPI, TAC, other government agencies and relevant off-road motorcycle stakeholders. This action plan is expected to be finalised by mid 2015.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'John Merritt', written over a faint dotted line.

**JOHN MERRITT  
CHIEF EXECUTIVE**

15 / 09 / 2014

Attach.

### **OFF-ROAD RIDING AND MOTORCYCLE SAFETY**

The Victorian Government recognises that off-road motorcycle safety should be considered together with on-road motorcycle safety and that the road safety partner agencies should increase their focus on off-road riding motorcycling safety projects. However, the Government also notes that the issues facing off-road riders are often different to those faced by on-road riders and that road safety countermeasures developed should reflect this.

#### **Recommendation 13:**

That VicRoads and the Transport Accident Commission treat off-road motorcycle safety no differently to that of on-road motorcycles.

#### **This recommendation is supported in principle**

The Government takes the view that equal weight should be given to addressing trauma, regardless of where it occurs. However, the needs of different groups, crash causal factors and feasible interventions will differ across the broad and diverse motorcycling sector requiring interventions to address specific needs, for example, through off-road rider education or training.

#### **Recommendation 14:**

That VicRoads and the Transport Accident Commission ensure all current and future motorcycle safety initiatives specifically include a component aimed at improving the safety of off-road riders.

#### **This recommendation is supported in principle**

The Government supports the principle that off-road safety should be considered alongside the safety of on-road riders. However, the nature of interventions will necessarily vary. Some will be applicable across off-road and on-road use but others will need to be targeted at specific road safety issues. The off-road action plan (see Recommendation 16) will ensure that the key off-road safety issues are addressed and identify the broader interventions that have a role in reducing off-road trauma.

#### **Recommendation 15:**

That road safety interventions, strategies and initiatives, focus on both on and off-road motorcyclists, relying on the definition of a road and road related area in the Road Safety Act 1986 as a basis for including or excluding motorcyclists.

#### **This recommendation is supported in part**

The Victorian Government agrees that road safety interventions, strategies and initiatives, focus on both on and off-road motorcyclists. The Victorian Government is committed to identifying and addressing unacceptable levels of trauma, wherever they occur. Responsibility for these actions will be shared between different agencies according to the nature of the issues and the locations in which they occur. Therefore, it is not intended to rely on the definition of a road and road related area in the Road Safety Act 1986 as this would restrict action to just these areas. For example, it would remove any obligation for agencies such as WorkSafe to promote the use of safe equipment when riding motorcycles on their own property.

**Recommendation 16:**

That the Department of Sustainability and the Environment be involved in the monitoring of off-road safety, and be included in the design, development, implementation and consultation stages of off-road safety initiatives, strategies and countermeasures and in the gathering and sharing of off-road crash data.

**This recommendation is supported**

To increase the focus on off-road motorcycling safety, the road safety partner agencies will continue to work closely with other agencies, particularly the Department of Environment and Primary Industries (formally known as the Department of Sustainability and Environment). VicRoads will lead the development of an action plan to address off-road riding issues with input from the Department of Environment and Primary Industries, other agencies and relevant off-road motorcycle stakeholders.

**Recommendation 17:**

That an ongoing public education campaign be undertaken by the Transport Accident Commission to educate off-road riders of the coverage they are afforded under the Transport Accident Compensation Scheme.

**This recommendation is supported in principle**

The TAC will investigate how to best educate and inform off-road riders about the benefits of third party insurance coverage under the Transport Accident Act and the consequences of not registering their off-road motorcycles under the available Road, Recreational or Agricultural registration regimes (where registration includes payment of the TAC Charge). The TAC, in conjunction with the Department of Environment and Primary Industries, is currently promoting the benefits of registration and the availability of TAC coverage to trail bike riders via the 'Trail Riding – Ride Safe, Ride Legal' brochure and this work will continue.

**Recommendation 63**

That the Department of Sustainability and Environment and road safety agencies investigate ways to increase the awareness of emergency location devices among off-road motorcyclists and assess ways to improve access to such devices, including making such devices available for a small rental fee.

**This recommendation is supported in principle**

The road safety partner agencies, with input from the Department of Environment and Primary Industries, will investigate the extent to which casualty outcomes are improved by the use of emergency location devices. If this is the case, then the road safety partner agencies and Department of Environment and Primary Industries will investigate ways to make emergency location devices more accessible.