



# What we do

Provide advice  
to the Minister



Develop policy  
for road, rail,  
aviation and  
maritime



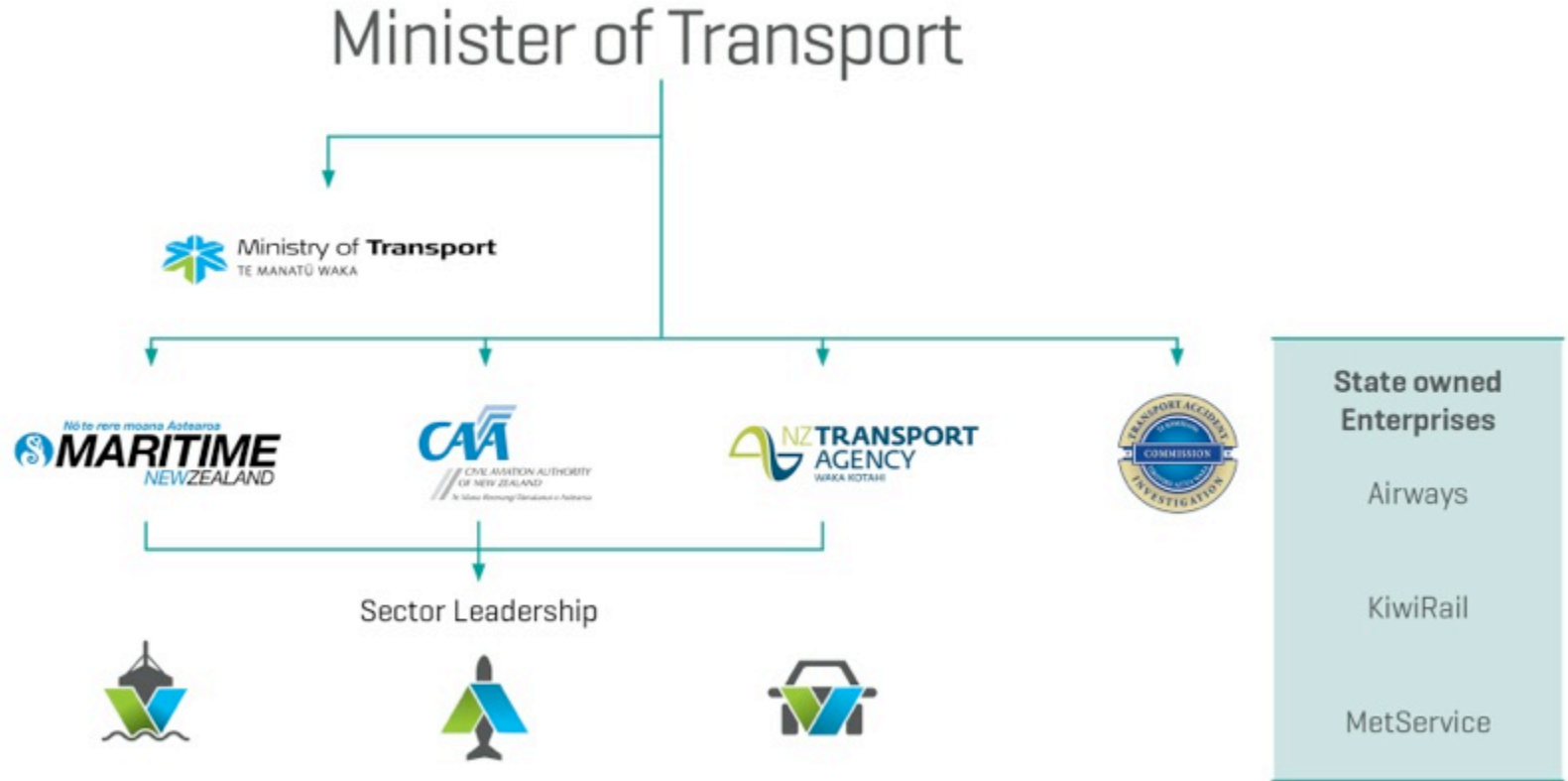
Develop  
legislation,  
rules and  
regulations



Represent  
government's  
international  
interests



# Where do we fit?

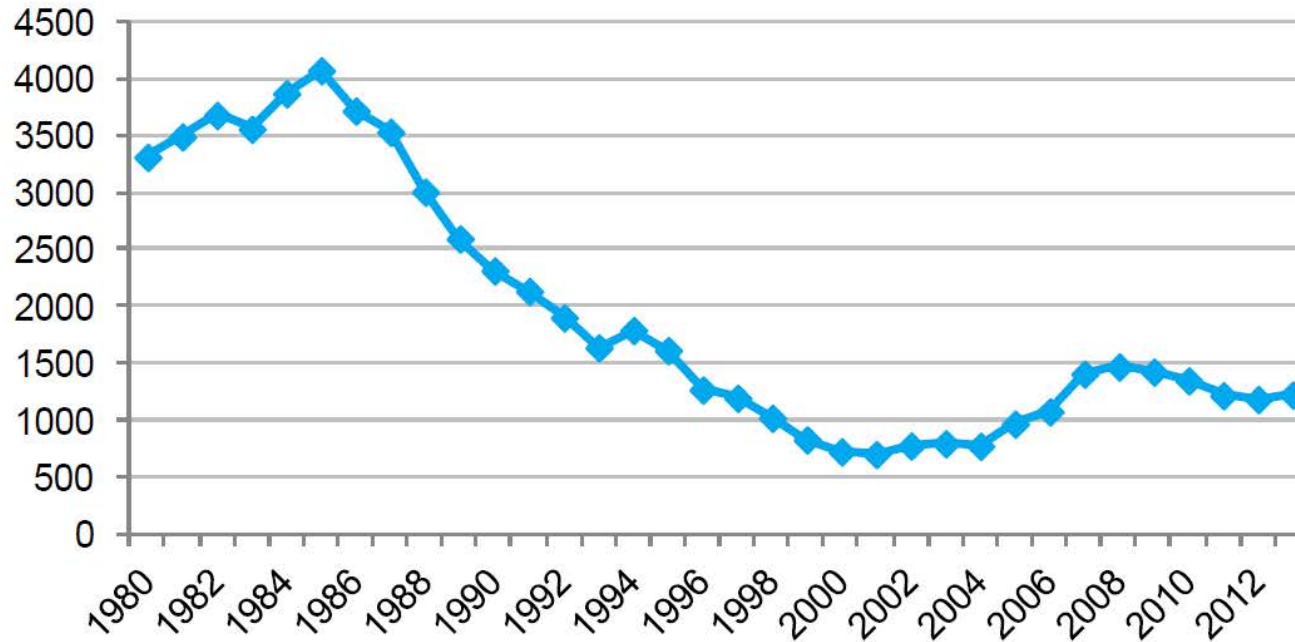


# Motorcycle safety is a key concern

- ▶ We recognise that motorcycle safety is a key area of concern
- ▶ Compared to car drivers, motorcyclists are 19 times more likely to be killed based on VKT
- ▶ In 2013, motorcyclists accounted for:
  - ▶ 39 deaths
  - ▶ 1125 crashes
  - ▶ 1188 injuries
  - ▶ 15 percent of all deaths and 10 percent of all reported injuries on our roads
  - ▶ 4% of the total vehicle fleet
- ▶ Motorcycles have a different safety profile than cars

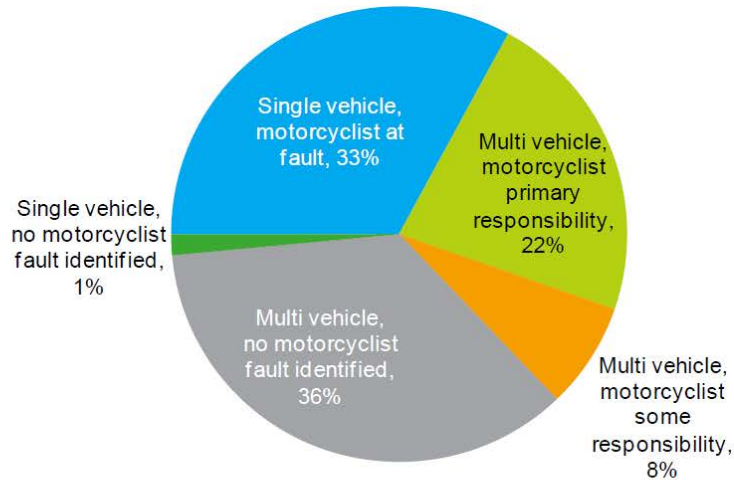
# We need to change the recent trend

## Motorcyclists Killed and injured (1980–2013)

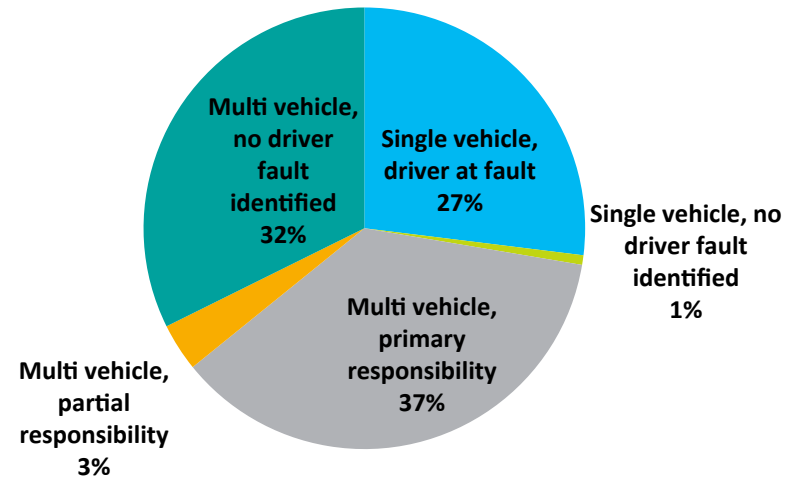


# What do we know

Figure 3: Motorcyclist fault in crashes (2009–2013)



Car fault in crashes 2009-2013



# What we know about crashes

Figure 4: Percentage of motorcycle crashes in which a motorcyclist had the primary responsibility for the crash (2009–2013)

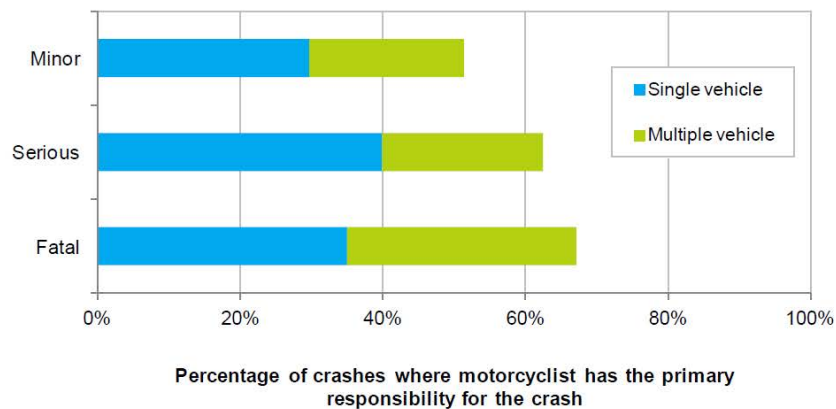
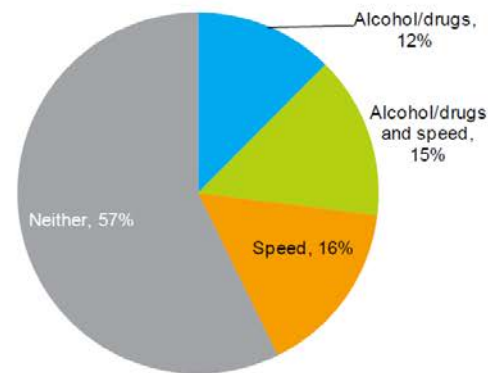


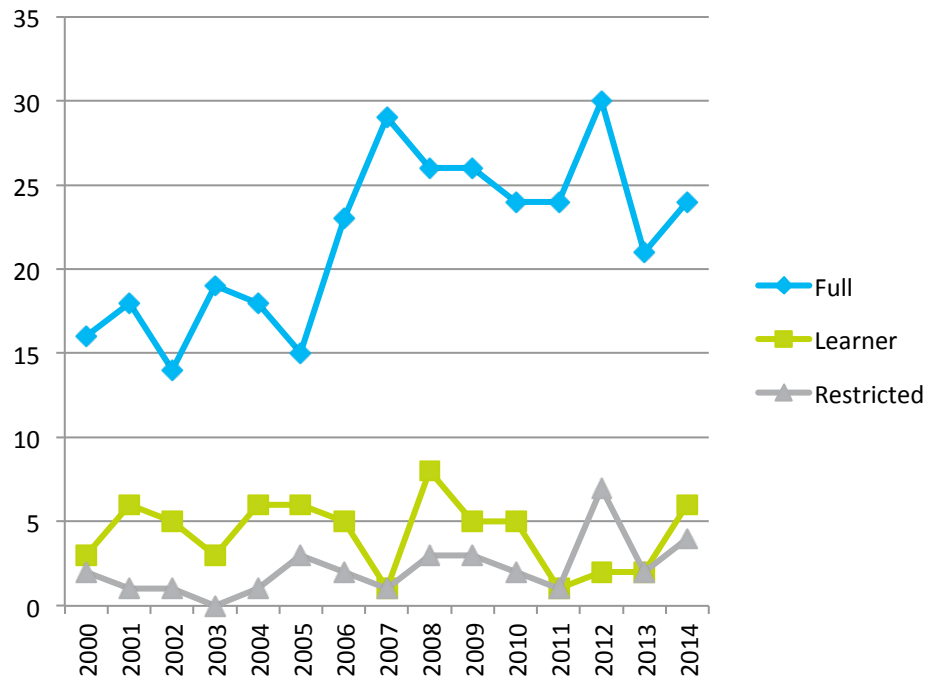
Figure 5: Motorcyclist alcohol/drugs and speed in fatal crashes (2009–2013)



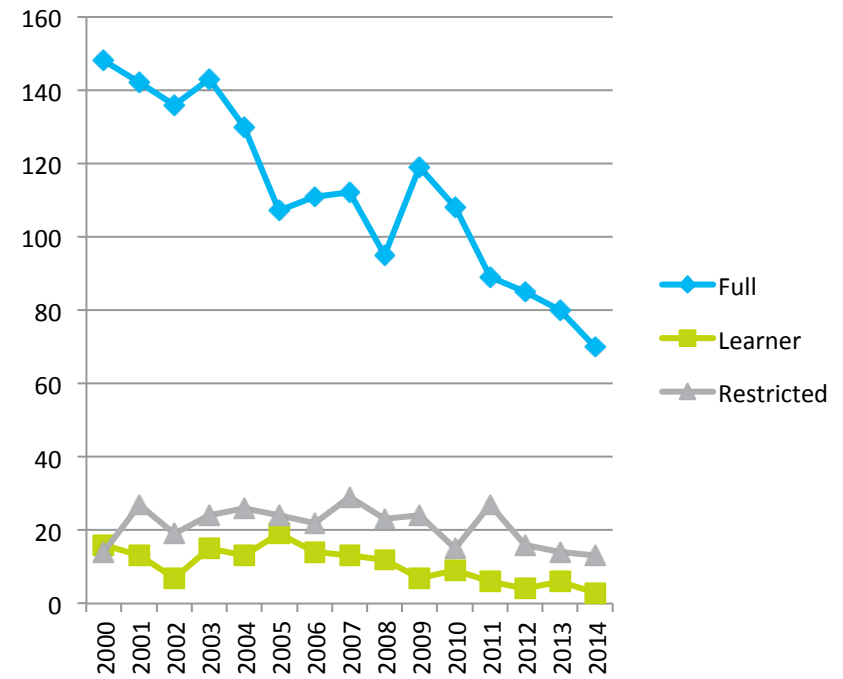
Of motorcyclists involved in fatal crashes, 27 percent are affected by alcohol/drugs; 30 percent are travelling too fast for the conditions; and 43 percent are travelling too fast for the conditions and/or are affected by alcohol/drugs.

# The trend in fatalities – car vs motorcycle

## Motorcycle riders



## Car drivers



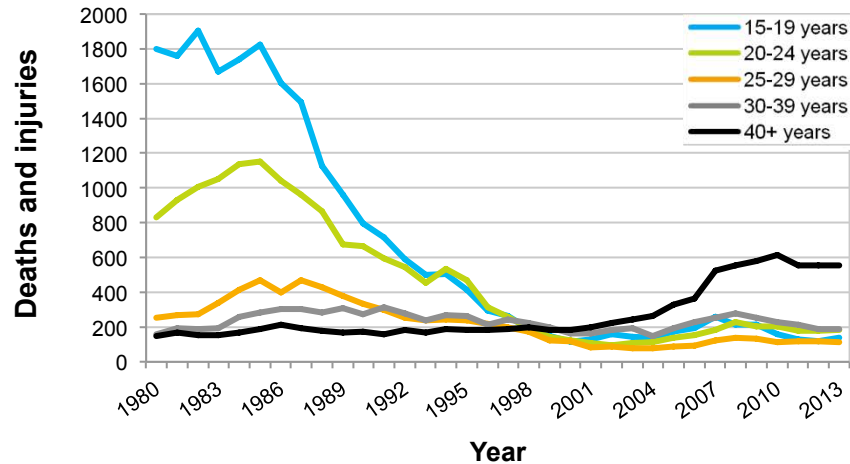


# Age is an important factor

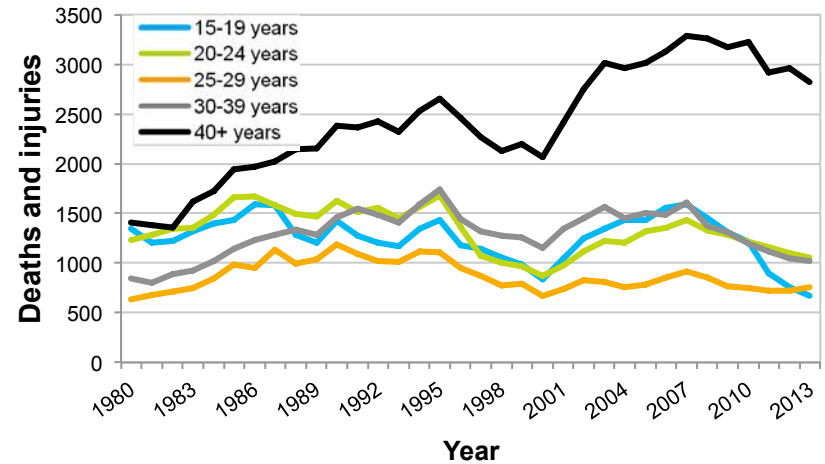
The statistics show that the over 40s are having most fatalities for both cars and motorcycles.

- ▶ Is this an area we need to look at?
- ▶ What is the cause?

Motorcyclist deaths and injuries by age group



Car driver deaths and injuries by age group



# Examples of what we've been doing

- ▶ Compulsory headlights as of 2009 (unless manufactured before Jan 1980)
- ▶ Learner Approved Motorcycle Scheme (LAMS – From 1 October 2012 onwards)
- ▶ Southern Coromandel Project

# Safer Journeys



- ▶ We have begun a review of *Safer Journeys*
- ▶ It will consider what we have done so far, and what we should do next
- ▶ The current Action Plan runs out at the end of 2015
- ▶ We expect the next Action Plan will put more emphasis on motorcycle safety

# Current reviews underway

- ▶ Reviewing sanctions for drink driving
  - ▶ alcohol interlocks
  - ▶ vehicle impoundment and confiscation
  - ▶ rehabilitation treatment and assessment
  - ▶ penalties (level of fines, demerits etc)
- ▶ Reviewing drug driving
  - ▶ drug testing technologies
  - ▶ drug enforcement models
  - ▶ recreational (illegal) / synthetic / prescription drugs
- ▶ Reviewing driver licensing provisions
  - ▶ First major review since introduced in 1999
  - ▶ Improve customer experience
  - ▶ Reduce compliance costs
  - ▶ Improved compliance

# Engagement

- ▶ Identify areas for possible inclusion in the next action plan
- ▶ We are keen to learn what research MSAC may be doing or has planned
- ▶ Partnership opportunities



Thank you

