

**Motorcycle Safety Advisory Council (MSAC)**

**Minutes of Meeting**

10 and 11 April 2019

Rydges Hotel, Featherston Street, Wellington

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**Present:** Mark Gilbert (Chair), Janice Millman (Deputy Chair), David White, David Golightly, Johan Bosch, Alan Petrie

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**Secretariat:** Trish Lloyd

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**Facilitator:** Jeremy Stevenson-Wright

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**Guests:** Simon Gianotti, David Keilty, Alec Wilson, Victoria Slade (All ACC)  
Bruce Richards (NZTA)  
James Campbell, Matthew Stone (MOT)

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**Apologies:** No Apologies

**1. Welcome and Introduction**

Chair opened the meeting and welcomed Bruce Richards from NZTA, as well as James Campbell and Matthew Stone from MOT. The revised Terms of Reference were discussed, in particular the need align these to MSAC's strategy and work plan. He also advised that Associate Minister of ACC, Hon. Peeni Henare will no longer attend the meeting tomorrow.

**2. Ministry of Transport: Road Safety Strategy Update**

James Campbell, Principal Policy Advisor from the Ministry of Transport, updated the meeting on progress towards revising the Government's new road safety strategy. The consultation on the Strategy was progressing well and MSAC were thanked for their contribution to the reference groups. The Ministry anticipated a document summarising the outputs from the consultation being released **in June 2019**. The final strategy will then be put to Cabinet approval.

- The trend in road deaths in NZ has been increasing for the past six years. This is contrary to other OCED countries where the number of deaths and serious injuries (DSI's) has been flattening. On average one person is killed each day on New Zealand roads and another seven are seriously injured. These figures place NZ in the bottom quartile of OECD comparators. The Government is committed to reversing this trend and the revised strategy is the first step.
- Key areas where NZ lags behind similar jurisdictions include driver distraction, condition of the roads and the age of the vehicle fleet. Steps already taken by the Ministry include raising the driving age and making the restricted licence test more difficult.

- An effective Road Safety Strategy understands the problem, provides clarity of purpose, outlines decision making principles, prioritises actions, gets action from stakeholders and holds decision makers to account.
- The new strategy (for road) is to replace Safer Journeys and will be implemented in partnership with ACC, NZTA and NZ Police. It will be overseen by the National Road Safety Strategy Committee. It is a key government priority.
- Reference groups (involving all stakeholders) were established to discuss key issues, priorities and a potential future approach.
- Broader stakeholder engagement will build a shared understanding of the problem and will support a more ambitious approach and vision.
- Vision Zero originated in Sweden and has been adopted in several countries and cities around the world. It is predicated on the belief that all DSI's are unacceptable on our road network. This is about a change of mindset in how people think on our roads.
- Rather than a single set of Vision Zero interventions, the Ministry is considering a range of interventions, including more enforcement, an improved road network and effective speed management. This will be accompanied by greater segregation of road users to (pedestrians, cyclists, motorcyclists, cars, trucks) and how we can provide for different modes to operate in a safe way.
- Norway is a good comparison to New Zealand. It has a similar sized road network and population. Over the past twenty years, they have had huge reductions in the number of DSI's. They achieved this by changing the behaviour and attitudes of road users towards enforcement and by effective system management and improvement, i.e. not just managing the status quo, but managing how we can improve.
- The Vision Zero target date is proposed to be 2030. Proposed focus areas are infrastructure, speed, the road as a workplace, road user choices, vehicle safety and system management.

#### Proposed actions on motorcycle safety:

- Mandating ABS for motorcycles – currently out to consultation
- Motorcycle licensing – Using data from Ride Forever and looking at the national model, there is enough information to say that significant improvements need to be made to the current system eg licensing does not cover mopeds, despite a growing consensus that it should. The meeting heard that the current “licences for life” policy requires revisiting and a 10-year renewal period was suggested. Mandating the Ride Forever course was also suggested along with a suggestion to revert lapsed licences to learner status.

**Action:** It was agreed that MSAC would draft a letter to the Ministry on motorcycle safety initiatives that were recommended by the MSAC Motorcycle Safety Summit. This would include proposals on lane splitting, licensing, and recommendations that would help ensure motorcycles were regarded as a viable commuter solution. Janice Millman to be the point of contact from MSAC and to create a document for Council to consider..

James Campbell and Matthew Stone were thanked and excused from the meeting.

### **3. Review of MSAC Terms of Reference**

Chair proposed that we accept the revised Terms of Reference (TOR), prior to the document being signed by the Minister. Key things to note were:

- The TOR is the property of ACC and the Minister
- Council member appointments have been recommended to be three years going forward?

- To ensure continuity with the work plan it has been proposed that all Council appointments be extended to 30 June 2020, when a new Council would possibly be appointed?
- MSAC is to have a three to five-year Strategic Plan, and resulting next Financial Year Budget?
- The extended April meeting designs and agrees an annual plan of activities that will make progress towards achieving the outcomes set out in the Strategic Plan, and ACC is asked to resource to achieve this?
- Progress towards delivering the Annual Plan and the Strategy is reported on regularly to the Minister by the Chair
- ACC and NZTA, identified as key stakeholders in the TOR, attend all MSAC meetings – those persons to be nominated to and agreed by the Chair
- Plans to widen stakeholders representation will need to be developed in the future and after the ACC and NZTA involvement is proven effective.

The meeting discussed concerns raised by the revised TOR, specifically:

- What would be done to fill the current vacancies? Work in Progress but likely could stay the same with new appointments commencing 1 July 2020. MSAC could consider seconding persons with experience in a field related to a key project?
- The need for accountability of MSAC and ACC monitoring. There is a perception that MSAC may become less and less independent ie reporting to the Minister of ACC but not to the wider motorcycling community. Clearly states in the TOR that MSAC is “The voice of the motorcyclist”. It is over to MSAC, with ACC support, to devise how they do this. More discussion required
- The TOR places considerable burden of attending as many meetings as possible on MSAC members, who additionally have their own work expectations. It was said that the actual level of commitment was yet to be defined. MSAC may need to “employ” or “contract” someone as the face of MC safety and who could front for the Council at events etc. Further discussion required.

**Action:** All feedback on the Terms of Reference to be sent to Simon Gianotti.

#### 4. Minutes of February meeting

The Minutes from the February were unanimously agreed as correct.

Moved by David Golightly; Seconded by Janice Millman

#### 5. Action Register

The Action register was updated. Regarding action point number three (Single Point Of Truth - next iteration, Johan spoke to MSAC about what a survey might look like. The proposal is to send a survey to participating motorcycle clubs for them to complete prior to a group ride. The survey would broadly follow the five strategic pillars. Other questions could include information on “near miss” incidents. To incentivise them to complete the survey, a competition was suggested. Johan to circulate what the questions would look like to MSAC. Suggested to use “Online Solutions” to conduct the survey on behalf of MSAC.

**Action:**

- a. Johan to write the proposed SPOT survey questions, focussing on the five strategic pillars and near miss incidents. To be circulated to MSAC prior to next steps.
- b. Janice to circulate the scooter safety research to MSAC.

#### 6. Motorcycle Awareness Month (MAM) Campaign Update