

Motorcycle Safety Advisory Council (MSAC) meeting minutes

Wednesday 9 August 2017, 8.45am – 3.45 pm

ACC, Justice Centre, Hilary Room 1 (2.11), Wellington

Present: Mark Gilbert (MG) – Chair, Janice Millman (JM), Jo Buckner (JBu), David Golightly (DGo), Johan Bosch (JBo), David White (DW)

Secretariat: Craig Watkin (minute taker)

Visitors: Stuart Ross (SR) – Injury Prevention Portfolio Manager – Road; Jim Furneaux (JF) – New Zealand Transport Agency; Diane Gamble (DGa) – New Zealand Transport Agency, Caroline Carruthers (CC) – Senior Coordinator and Communications Specialist – Road

Apologies: Alan Petrie (AP), David Keilty (DK)

1.	<p>Welcome, updates and administration The Council had Council only time from 8:30am - 9:30am</p> <p>Chair’s welcome and overview of agenda for the day Agenda for the day was confirmed.</p> <p>Apologies Noted that apologies for the meeting had been received from Alan Petrie, and David Keilty.</p> <p>Interests register MG noted that he was not aware of anything new Interests register and encouraged Council members to advise any changes in interests to Riana Ferreira as and when they occur. There were no conflicts disclosed for this meeting.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Interest register item</th> <th style="width: 50%;">Update</th> </tr> </thead> <tbody> <tr> <td>Infographic on motorcycle safety</td> <td>MG noted that he still hadn’t received the infographic from Jacob Moore, but was still interested to receive it. Action for Riana to follow up with Jacob for this infographic.</td> </tr> <tr> <td>Motorcycle safety from Alex Drover, NZTA</td> <td>JBo advised the Council that he could follow up with this, and he could link from correspondence received from Anna Davison, OPUS</td> </tr> </tbody> </table> <p>It was noted by the Council members that they would like to see the original request on the interest register, rather than just the reply. ACC to ensure this happens moving forward.</p> <p style="text-align: center;">Action: Riana F</p>	Interest register item	Update	Infographic on motorcycle safety	MG noted that he still hadn’t received the infographic from Jacob Moore, but was still interested to receive it. Action for Riana to follow up with Jacob for this infographic.	Motorcycle safety from Alex Drover, NZTA	JBo advised the Council that he could follow up with this, and he could link from correspondence received from Anna Davison, OPUS
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	<p>Correspondence since last meeting Noted that there hadn't been a lot of correspondence since the last meeting.</p> <p>Confirmation of last meeting's minutes Minutes of the last meeting, meeting on 23 May were accepted as a true and accurate record- Proposed by JM, and seconded by JBu.</p> <p>Review of actions Actions from previous meeting were reviewed, and updated as below:</p> <p>Previous actions:</p> <table border="1" data-bbox="215 577 1439 1272"> <tr> <td data-bbox="215 577 826 1272"> <p>ACC to follow up with NZ Police to ask Police whether they ask what vehicles were involved in crash, when they come across a sole motorcyclist on the side of the road. Or do they take the assumption that it was only the 'motorcyclist' involved</p> </td> <td data-bbox="826 577 1439 1272"> <p>SR confirmed NZ Police do ask about other vehicles involvement in a crash and it is put in formal record.</p> <p>MSAC Council Members wondered if emotional state, driving angry was ever asked. Or if a follow up process with a family member was ever done to look in to aspects of a crash.</p> <p>Noted that previously Frances Broatch had found research on motorcycle crashes.</p> <p>Concern noted around motorcyclist not reporting crash/accident where head impact might of resulted with impact on the road. New work going on within ACC in Injury Prevention – Sport in regards to concussion. But how do we know motorcyclist accidents hasn't resulted in concussion, especially for the unreported accidents. Further information sought bt the Council on this- ACC to action.</p> </td> </tr> </table>		<p>ACC to follow up with NZ Police to ask Police whether they ask what vehicles were involved in crash, when they come across a sole motorcyclist on the side of the road. Or do they take the assumption that it was only the 'motorcyclist' involved</p>	<p>SR confirmed NZ Police do ask about other vehicles involvement in a crash and it is put in formal record.</p> <p>MSAC Council Members wondered if emotional state, driving angry was ever asked. Or if a follow up process with a family member was ever done to look in to aspects of a crash.</p> <p>Noted that previously Frances Broatch had found research on motorcycle crashes.</p> <p>Concern noted around motorcyclist not reporting crash/accident where head impact might of resulted with impact on the road. New work going on within ACC in Injury Prevention – Sport in regards to concussion. But how do we know motorcyclist accidents hasn't resulted in concussion, especially for the unreported accidents. Further information sought bt the Council on this- ACC to action.</p>								
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	<p>MSAC Council agreed that work on headlight modulators were not going to progress as part of the current Council initiatives</p> <p>MG agreed to compose a response to Terry</p>	MG to action
	<p>MG agreed to draft a letter to Ministry of Transport and Auckland Transport to advocate MSAC Council's view that lane splitting should be looked into</p> <p>MG to also include through conversations with Barney Irvine from New Zealand Automobile Association to see if AA would add their support to work being looked into for lane splitting</p>	MG to action
	JBo, DGo, DW to look at technology solutions and get the desktop computer based one demonstrated to MSAC Council so a decision can be made	JBo, DGo, DW to action
	JBo, and DW agreed to look at rider safety rating initiative, to have an initial discussion and then send around to MSAC Council for thoughts	JBo, and DW to action
3.	<p>Google analytics Noted that the analytics have not been updated since May 2017, the work seems to have fallen between the cracks. And the website content had not been updated since 11 May 2017. The April 2017 MSAC minutes are the last one uploaded to the site. ACC to arrange for this to be updated.</p>	
4.	<p>Minutes of MSAC meetings MG noted that Tracey at Senate used to do two versions of the MSAC minutes, one of MSAC, and a summarised version for the website. It was agreed that ACC will do this and then MG would confirm the summarised version within two weeks of the meeting. MG noted the summarised version of the minutes could also assist with the reporting that goes up to the Minister.</p>	
5.	<p>Fund MSAC committee reviewed the investment fund, noting there are always fluctuations in the investment. SR noted that only 5% is invested in New Zealand, with 95% invested overseas. And the ACC investment team have a total investment pool of \$32 billion, with MSAC's component being \$1.4 million.</p>	
6.	<p>Investment Programme Update SR discussed the investment programme update, things he updated were:</p> <ul style="list-style-type: none"> \$12.2 million investment case recently approved by the IPDDC, SR thanked the MSAC members for their letter of support to the investment case Motorcycle training through Ride For Ever to be 7,500 this year, a 50% increase on last year. Big focus on increasing the reach and approach to deliver training to 7,500 this year is part of a communications strategy currently being developed 	

<p>7.</p>	<p>Planned Communications and Engagement Activity Discussion took place on upcoming communications and engagement activity, things outlined were:</p> <ul style="list-style-type: none"> • Motorcycle Awareness Month – September 2017 • Motorcycle Show – September 2017 • Motorcycle Safety Videos – September 2017 • Safety Summit – October 2017 • Kick Start in Christchurch – October 2017 • Summer Ride for Ever – November 2017 <p>The upcoming Motorcycle Awareness Month was discussed, some key points outlined were:</p> <ul style="list-style-type: none"> • Have a clear overarching goal • Wanting to change the conversation with riders around safety • Opportunity seen to answer questions from other motorcyclists • Identified as important was to create a visual identity to then hang other things from • Confirmed timing is difficult for Minister involvement due to the upcoming General Election in September 2017. It was confirmed as long as not new policy, Minister involvement can still occur • Important to pre-load media outlets to ensure story is front of mind when released • Images to be used will be signed off by ACC, and MSAC members will see content before the content goes live
<p>8.</p>	<p>Ride Forever and Return on Investment Dr. Simon Gianotti, Strategy Manager for ACC spoke to MSAC members, things outlined were:</p> <ul style="list-style-type: none"> • Return on investment (ROI) is written in the Legislation • ROI Legislation says there should be a return of \$1.01, Treasury have set the target of a \$2 to \$1 return • Monte Carlo simulation is the model run to work through the potential return on investment, things looked at in the model were outlined as: <ul style="list-style-type: none"> ○ How many people is the programme getting to? ○ How well are we getting to those people? ○ How much is being spent on getting to those people? • In the last 3 years, motorcycle training provided through the Ride for Ever programme has saved ACC \$2.6 million • Ride for Ever Programme to date was outlined and discussed, some points raised were: <ul style="list-style-type: none"> ○ Noted that it is probably the early adopters that have been reached so far with the training programme ○ Causal factors need to be worked through for the programme going forward ○ Other factors like seasonality need to be looked in to • For ACC purposes, anyone who has an Entitlement Claim resulting in a week or more off work is seen as a high risk for ACC • SG available to Council members requiring more statistical information.

<p>9.</p>	<p>TRAFINZ 2017 Conference Dave to do Ride Forever presentation at TRAFINZ 2017 Conference, MSAC members wanted to ensure that the presentation clearly targets the audience and it isn't just chest thumping. DK to send a copy of proposed presentation to MSAC members.</p>
<p>10.</p>	<p>Budget/spend to date – to end of July 2017 Budget and spend to date was discussed, things discussed were:</p> <ul style="list-style-type: none"> • Noted that the budget/spend to date is only based on it being one month of the new financial year • MSAC members were not aware of the SH16 Business Case that was completed and got approved, SR updated the MSAC members with the following: <ul style="list-style-type: none"> ○ Reseals were approved to be done to tidy the road up ○ SH16 was identified as a danger to motorcyclists • MSAC members keen to know other initiatives that ACC are building up in to Business Cases • SR confirmed that ACC have the people and the resources to deliver all MSAC related activity and agreed initiatives.
<p>11.</p>	<p>Headlight Modulators Jim Furneaux (NZTA) took the MSAC members over the headlight modulator query from Terry Leach and outlined:</p> <ul style="list-style-type: none"> • North American Legislation different from New Zealand's Legislation in relation to compliance • In North America, the Federal Safety Standard for Lighting is 108, and the Vehicle is deemed to be compliant with the light • In New Zealand, through the warrant of fitness (WoF), the lights and the vehicle are both checked separately and in isolation from each other to determine compliance • Issue with headlight modulators is light flashes on and off, does not stay as a constant beam. Also has a sensor to deem when the light comes on • Headlight modulators are not mandated in Canada or Australia, and it was agreed at this stage it would not be something the Ministry of Transport would be mandating • MSAC Council voted on whether they wanted to do a Headlight Modulator project, there was a vote and the no vote was carried
<p>12.</p>	<p>Lane splitting Jim also took the MSAC members over the lane splitting query from the AA, and outlined:</p> <ul style="list-style-type: none"> • Need to know if there is a problem to address, and if there is a problem, how big it is • As part of any changes that may be included, then a educational campaign is key to educate other drivers • Australia and California allow lane filtering, although in Sydney it is only in certain highways and certain speeds, it is not a blanket rule • MSAC members agreed New Zealand should engage more with Australia on this work, and there is definitely some pragmatic stuff that can be done now • Agreed, any changes made in this area need to put in to the Road Code so other drivers know that it is legal

<p>13.</p>	<p>Simulators JBo took the MSAC members over the simulator information he has looked at, things he outlined were:</p> <ul style="list-style-type: none"> • Benefits and disadvantages of desktop computer based training simulators was outlined as: <ul style="list-style-type: none"> ○ Multiple screens to follow ○ Checklists to follow ○ Gaming feel, always a interactive way to learn ○ Different options easily introduced like braking, cornering lines ○ Disadvantage being there is no sensation • Benefits and disadvantages of Flight simulators was outlined as: <ul style="list-style-type: none"> ○ Good around cockpit movement on 1 axis ○ Manoeuvring, roll, pitch and yaw ○ Good around emergency procedures ○ Useful around crew coordination around air traffic crew ○ Disadvantage is not experiencing exact lean sensation, and no wind forces ○ Billions of dollars for flight simulators <p>Agreed to hold this for the time being and consider in the future.</p>
<p>14.</p>	<p>Ride Forever 2.0 At a future MSAC meeting. DK is to take the MSAC Council through the proposed presentation on the new Ride for Ever Programme 2.0, after further dialogue with DGo- see below.</p>
<p>15.</p>	<p>Rider training initiative DGo took the MSAC Council through the rider training initiative, things outlined were:</p> <ul style="list-style-type: none"> • Structured and licensed regime is liked • Proposed to change Bronze, Silver, and Gold to the light, the path, and the mountain • Instructors during practical sessions have a good view to be able to provide feedback and highlight improvements • An online component would be advantageous, so long as it is audited for quality purposes • MSAC Council were in agreement that any changes to rider training needed to be worked through and included in a new version of Ride for Ever 2.0. • DG along with JBo and DW are to engage with DK and help develop the 2.0 model. This is not urgent and should be timed for future implementation. • Chair thanked DGo for his work and passion for improving the Training model for the future.
<p>16.</p>	<p>Single Source of the Truth JBo took the MSAC Council through the single source of truth information, things outlined were:</p> <ul style="list-style-type: none"> • 2 single source of truth frameworks were reviewed by JBo, work that was completed by Opus. Things liked and noted from the 2 frameworks were: <ul style="list-style-type: none"> ○ Incomplete or missing data that needs to be simplified ○ Needing to look at different ways of presenting the information ○ Good first point of getting data in a readable and presentable format ○ 11 single source of the truth facts could be presented at the Safety Summit seeking feedback from everyone present

	<ul style="list-style-type: none"> ○ Single source of the truth data needs to be updated every year ● 3rd updated framework from Opus was not ready for 9 August so had not been reviewed ● Chair thanked JBo for his work on this as its very informative.
17.	<p>Coromandel loop Di Gamble (NZTA) took the MSAC Council through the Coromandel Loop presentation, key things were:</p> <ul style="list-style-type: none"> ● Advertising messages, banners were not to be put on the edge of a corner ● A image of the brain was being considered to be used with messages included within ● Key component was to make it motorcycle safe ● Cross Sector meeting with NZTA being held
18.	<p>Secretariat role to MSAC MG advised the meeting that the secretariat role for MSAC was still with ACC, and is to be actioned in coming weeks- awaits sign off internally but no issues expected.</p>
19.	<p>Rider Engagement Di also took the MSAC Council through the Rider Engagement, key things noted were:</p> <ul style="list-style-type: none"> ● 3 big moves were the following: <ul style="list-style-type: none"> ○ Align Ride for Ever with CBTA ○ Improve roads and roadsides ○ Improve the update of safety technology ● Human factors are coming through the Ride for Ever training programme
20.	<p>Safety Summit JM and CC took Council over the Safety Summit, key things noted were:</p> <ul style="list-style-type: none"> ● Funding and resources all confirmed for the Safety Summit ● Date for the Wellington Summit launch is 4 October 2017 ● Auckland and Christchurch days still to be confirmed and put in to peoples calendars ● Consistent use of words needs to be applied ● Format for the Safety Summit on 4 October was outlined as: <ul style="list-style-type: none"> ○ Single source of the truth ○ Implementation Plan ○ ACC's programmes presented ○ NZ Police and Ministry of Transport will have a regulatory space ○ Workshops will be held on work plans to identify improvements ● Communications plan is currently being developed ● Any issues or barriers with the Safety Summit, to be raised up to MG and SR so those barriers can be removed ● Due to timing of Summit, and upcoming election. JM and CC to look at Scott Pickering, CEO's availability as an option to attend instead of the Minister ● JM seeks Council support on Oct 4th to run workshops and assist generally. JM to talk to each Council member to advance this.

<p>21.</p>	<p>Rider Safety Rating Initiative MSAC Council discussed the Rider Safety Rating Initiative, things discussed were:</p> <ul style="list-style-type: none"> • Council members had not heard any update on the Rider Safety Initiative • ACC to further develop this project with DW and JBo.
<p>22.</p>	<p>Auckland Motorcycle Show MSAC Council discussed the Auckland Motorcycle Show, things discussed were:</p> <ul style="list-style-type: none"> • Auckland Motorcycle Show being held in mid September • Potential to be looked at was having MSAC corner in the Ride Forever stand at the Show • If present with a stand, key was to have something to hand out to people, but also had the opportunity to have conversations with the audience present (Z cards?) • JM and JBo to consider whether they are available to be on the stand for part of the time while the show is on • Noted that AP would be there on Yamaha stand, so potentially to be looked at is whether AP could be there in 2 capacities, Yamaha and MSAC.
<p>23.</p>	<p>Next meeting Next meeting would be tied to Safety Summit on 4 October in Wellington, but it was agreed anything pressing could be discussed via a teleconference meeting which could be set up. Chair apologised for Oct 4th.JM to chair.</p>
	<p>Meeting closed at 3.20 pm</p>