



## Rider Awareness NT - Priority Agenda

### Introduction

Rider Awareness NT is a membership based organisation, with a committee comprised of volunteers, committed to advocating on behalf of motorcycle riders in the Northern Territory. Rider safety is our highest priority and we aim to build awareness of the issues facing motorcyclists as valued users of Territory roads through community engagement, educational campaigns & programs.

When it comes to road trauma, the Northern Territory is the worst performing jurisdiction in Australia at 20 deaths per 100,000 population. This is up to five times the national average and with motorcycle deaths accounting for 10% of the road toll is up to 2 times the rate of other Australian jurisdictions.

Motorcycle safety and education requires a whole of community approach and the following key policy areas have been identified by Rider Awareness NT as high priority and is seeking NT Government commitment in addressing these issues and making positive change.

### Rider Training

Rider Awareness NT has long supported a territory wide training service to NT riders, however have also voiced concerns over the current shortcomings in motorcycle licencing and training in the NT. On a number of occasions, it has been brought to the attention of to the Department of Transport - Road Safety Group the gaps that exist when compared to other states that have implemented best practice training and licensing programmes.

For example, it is still the case that a person with no prior experience (vehicle or motorcycle) can obtain a Learners permit to ride a motorcycle, and then ride on the road without any on road training or competency assessment. This is in stark contrast to the standards that apply to a learner driver of a motor vehicle transitioning to a "P" status.

The METAL training curriculum (now being delivered by private providers) is separated into a basic and intermediate course. This course was designed to be 2 parts of a single course before getting a learners license. Riders are now only required to complete the Basic course and consequently are only receiving half the intended training.

The recent privatisation of the Motorcyclist Education Training and Licensing program (previously funded through MACC) has also created further barriers for riders to access training. Significantly higher costs are being imposed on learner riders through private providers, there is a lack of training opportunities outside of Darwin and Alice springs and there is no longer any rider training for existing or returning riders wanting to up skill (previously achieved through the METAL Advanced skills course).

**Rider Awareness is calling on the Northern Territory Government to URGENTLY review motorcycle rider training in NT and establish a rider licensing scheme comparable to interstate programmes which are recognised as best practice and reduce barriers to obtaining training with improved affordability and regional accessibility.**

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## Motor Accident Compensation Scheme

Compulsory Third Party (CTP) Insurance is required to be paid by all NT road users when registering a vehicle however Motorcycle CTP pricing is not considered equitable nor evidence based.

Despite there being many common motorcycle engine sizes ranging from <125cc to >1000cc (with the most popular sizes being above 250cc) motorcycle CTP fees are based on 3 categories only;

Up to 125cc - \$101.05 for 12 months

125cc-260cc - \$282.05 for 12 months

above 260cc - \$728.20 for 12 months

*(prices based on 2015 rates)*

Rider Awareness NT has on previous occasions requested data including ratio of contributions vs claims to better understand the application of CTP, unfortunately without success. The methods used to calculate CTP should be transparent and based on evidence and risk; not disproportionately on engine capacity.

**Rider Awareness NT is calling on the Northern Territory Government to URGENTLY review CTP pricing for motorcyclists and establish a more equitable, evidence based pricing model with transparency of calculation methodology and data to substantiate pricing.**

## Lane Filtering

Northern Territory is now the only jurisdiction in Australia that has not begun a trial or completely legalised lane filtering

Whilst Rider Awareness NT has previously sought from the Department of Transport a position on lane filtering, due to the current ambiguous laws, both the NT Government and NT Police Traffic Section have refused to provide a clear statement on whether filtering is legal or not, or even what riders can and can't do within the law. The current status does not allow for proper education of road users and requires urgent attention.

Studies have shown that filtering can be up to 6 times safer for riders in traffic. The NT Government needs to be proactive about rider safety and introduce lane filtering laws into the NT as has been done in the rest of Australia.

**There is currently a high level of uncertainty and confusion amongst motorcyclists and other road users regarding lane filtering and Rider Awareness NT is calling on the NTG to URGENTLY review current laws and introduce legislation to legalise lane filtering in the NT.**

## Road Trauma Statistical Data and Reporting

The current suite of publicly available reports are limited and do not readily assist in identifying key issues surrounding the high road toll in the NT.

**Rider Awareness is calling on the Northern Territory Government to compile and make available a regular and more comprehensive suite of reports similar to that of other jurisdictions.**