



Committee Meeting Minutes

Date: Thursday 14 March, 2024.
Time: 7:00pm
Location: Mitchelton Library

Chairperson: Graham Keys

Meeting started at 7. pm.

Attendance sheet signed and apologies noted.

1. Attendance

Name	Position
Graham Keys	President
David White	Secretary
Roy Packer	Treasurer
John Burrill	Committee Member
John Eacott	Committee Member
Guy Vickerman	Invitee
Jan Kordonsky	Invitee
John Moe	Invitee
Troy King	Invitee
Steve McDowall	Invitee
Louise Rose	Invitee
Andy Weekes	Invitee
Julie Richman	Invitee
Len Sharp	Invitee
Paul Thompson	Invitee

2. Apologies

Name	Position
Mal Peters	Committee Member
Dean Shipp	Committee Member
Russell Wheeler	Invitee
Peter Hyde	Invitee
Russell Saunders	Invitee

Proxies

Name	Proxy Name
Nil	

3. Confirmation of Previous Minutes

John Burrill moved that the previous minutes of meeting held on 8 February, 2024 be accepted, seconded by Guy Vickerman.

Resolved that the minutes be accepted.

Yes 15 No 0 Abstain 0

4. Inward and Outward Correspondence

Emails, from;
TMR – email re Moto safe app.
Mal Peters – Report.
AMC - Motocap

5. Statement of Accounts

Current balance \$ 18644.49

Income - \$17,500 TMR Grant – being moved to sub account

\$8.34 Interest

Expenditure Telco works \$11 and \$154 PO Box.

6. Membership Officer Report

No change from last month

Financial Members 108

Non-Financial Members 42

Total Membership 150

Affiliate Members 3 Club Memberships 2

Those existing Members, as well as new Members who paid their Membership Fee after March 13th 2023, are accepted as current Members for 23/24 inclusive.

Current New Members: 1 Current Renewals: 2



Renewals by month		New	Renewals by month		New
March	7		November	0	2
April	18		December	0	0
May	3	3	January('24)	2	1
June	1	1			
July	30	9			
August	5				
September	8	6			
October	12				

7. **President’s Report**

4BC Radio Interview – 9th March

I was invited to speak on the 4BC Morning Radio Show on Saturday the 9th March with presenter Olympia Kwitowski to discuss the motorcycle road toll to date in 2024. I took the opportunity to highlight the following three areas in particular.

Statistics

Be careful with statistics. Need to put better context around the raw numbers.

- Increase in population
- Increase in registrations
- Increase in licenses
- Context of superannuation access during Covid

QMC advocates for better and more extensive training and awareness programs for all road users. We have a culture problem on the roads which is reflective of society. Selfish approach and victim mentality.

SMIDSY

Other road users generally are not ignoring/bullying riders. There are physiological reasons why vulnerable road users are not seen by other road users.

Unriders

- Unlicensed
- Unregistered
- Drug/alcohol affected
- Committing a crime
- Stolen motorcycle
- Fleeing police

If you are interested in hearing the interview, click on the following link:
<https://www.4bc.com.au/podcast/full-show-saturday-9th-march-2024/>

Skip through to 48:48 to start

Road Safety Spotlight with Channel 9 Brisbane

I have been attempting to contact Channel 9, in particular Andrew Lofthouse (a motorcycle rider and news presenter) to discuss a potential road safety spot during their nightly news. The intention would be to have a spot perhaps once a week of up to 3 minutes duration that highlights a particular road rule as described and demonstrated by Andrew. This would supplement any marketing carried out by TMR, or lack thereof, and hopefully reach a wider audience.

TMR Data Analysis

In late 2023 QMC raised a number of questions that we wish to have answered by the TMR Data Analysis Team. The questions we raised were:

1. Provide a 20 years trend analysis for motorcycle FSI.
2. What is the trend for FSI over population growth for the past 20 years?
3. What is the trend for FSI over registrations for the past 20 years?
4. What is the trend of FSI for the kilometres travelled over the past 20 years?
5. What is the trend of FSI for motorcycle type over the past 20 years?
6. Provide a 20 year trend for motorcycle registrations.
7. What is the percentage breakdown of registered motorcycles for individual ownership vs multiple motorcycle ownership by an individual?
8. What data is available on returning riders?

Based on the info received from the Data Analysis Unit it is my understanding that Questions 1, 2 and 6 were answered. QMC would be keen to have a response regarding the other questions as to whether they can be answered and if so when can we expect to see the analysis, or if they cannot be answered a description of the reasons why the questions cannot be answered at this point in time.

The TMR response to each question is outlined as follows:

1. Data provided
2. Once you obtain population data this can be calculated from the crash data provided, but Craig suggested this would not provide a meaningful measure for you
3. This can be calculated from the data provided
4. Data is not collected on motorcycle kilometres travelled
5. Data is not collected on motorcycle types, QPS do however capture make and model in serious crashes, we spoke about the limitations with this
6. Data provided
7. Craig advised this has been calculated in the past and found to be quite low, he also identified factors that need to be considered about why this may not reveal much to you



8. Data not collected to identify a returning rider, Craig explained the challenges of trying to do this.

In discussions with the Ride to Zero Project Leader it was suggested that the QMC think about the broader issue/question that QMC is trying to explore further and ask if TMR has the data to help answer this. This will help the data team focus on the question and see what might be available to assist you.

The following is a suggested question that we might wish to have TMR provide analysis for. The driver behind the data analysis request is to give the QMC assistance in profiling riders in the hope that we can work on tailoring education, awareness and training opportunities in a more targeted fashion and in doing so encourage riders to engage in their continuous development of the riding skills.

Motorcycle Roadside Assist

Recapping the Management Committee has voted 7 in favour of QMC promoting the company Motorcycle Assist Australia to provide a roadside assist service for motorcyclists in Queensland.

The brief description that we can use to promote this service is:

Motorcycle Assist Australia is a dedicated Motorcycle Roadside Assistance company that is Australian owned & operated.

Specialising in both the mobilisation & recovery of Motorcycles through our various Policies – all offering 24/7 National coverage & customer support through our self managed call centre.

Our Policies are tailored to suit the motorcycle enthusiast so that riders can enjoy the freedom of their ride underpinned by the safety net of Roadside Assistance. All policies offer great value for money & generous terms & conditions.

Our 2,000 strong service team nationally ensures we get the best outcomes for our valued customers when they need it most. Whether its fuel delivery, jump starts & battery replacements or towing for their mechanical breakdowns or flat tyres – we've got them covered.

Our policies cover registered bikes of all ages from the smaller Vespas to the larger Harley trikes & everything in between.

Jump online & check us out at: <https://mymcaa.com.au/> or call us on 1300 952 500.

In addition, we will place their logo with a link to their web site on our QMC web site and the company will place the QMC logo and link to our web site on their company web site.

Government Grants

The QMC has been successful in obtaining two grant fundings this year. The first is through the TMR Ride to Zero Project and is for \$17,500 to subsidise 100 rider training positions. Each participate is required to pay \$50 to secure a training spot. The second comes from

the Gambling Benefit Fund is for a total of \$35,000 to assist the QMC in funding to enhance our capacity to provide services, leisure activities and opportunities for Queensland communities.



8. Update on Projects

8.1 Culture of Driving/Riding

Will be on ferry from TAS shortly so no chance of catching up.

Mal Peters Report : I now have agreement from Steve Minikin's former advisor and now BCC councillor to facilitate meetings after election and around Easter.

She is Julia Dixon and have asked if she attends also as a BCC representative as talking about congestion and motorcycle parking.

Guy added that vehicle drivers and riders need to take responsibility for what they do rather than adopt a victim mentality.

8.2 Lane Filtering

John Burrill – response that we got from the last meeting, as usual, a complete travesty from TMR. I don't think they even read the email. There is brand new information in the email and yet their response is:

"The information provided by QMC has been provided to TMR several times before. TMR's position remains unchanged. This issue will not be considered again unless new information is available."

And critically, all of the reasons they have given us for taking the position they have, we have shot to pieces.

8.2 Making Roads More Motorcycle Friendly

Graham – no updates. Graham will approach the Local Government authorities and ask them if their members can lobby TMR on getting motorcycle information all together on the TMR website where it is easy to access rather than searching for it across the AUS-ROADS website where TMR says people need to go to find relevant information.

9 General Business

9.1 Update on TMR Ride to Zero Grant Application QMC has been successful in having a \$17,500 grant approved to train 100 riders in partnership with the Keep It Upright program who will be delivering the course.

Funds are now in our account. Graham has been talking to Steve McDowall about the scheduling of courses. Proposed three at Mitchelton on the Northside, two at Slacks Creek on the Southside with at least one each side being midweek rather than all on weekends.

Steve McDowall gave a background briefing on how things are progressing. Fifteen QMC members have expressed interest in doing the training so far, plenty of scope for members of the public to be involved.

9.2 Update on Grant Application to GCBF, David reported we have not heard anything back yet. (UPDATE) Our application for a \$35,000 grant has now been approved.

9.3 Discussion regarding QMC Meeting Location, Roy Packer interested in looking at the Geebung RSL where they have a appropriate room with facilities for free and have food and drink available. Not done to date.

Carry over action – Roy and Graham will look at facilities and report back to the committee or to the next meeting.

9.4 Fatal and serious injury crashes.

Latest FSI Figures last two years

Total crashes: = 324

Fatal 49%

Serious Injury 56%

Crashes where pillion present

Fatal: 6 (3 riders, 3 pillion)

Crash Type:

Bike alone: 39%

Multi Vehicle bike at fault: 36%

Multi Vehicle bike not at fault: 25%

All crashes: Bike at fault 75% of the time.

Gender of deceased or injured person.

Male 98%

Female 1%

Age:

Under 20: 8%

20 to 29: 23%

30 to 39: 23%

40 to 49: 16%

50 to 59: 16%

60 to 69: 11%

License:

Unlicensed / Disqualified or no appropriately licensed: 34%

Drugs and Alcohol Involvement:

36% instances of detection (a rider may have had more than one. i.e been on Meth and Alcohol)

Bike type:



Cruiser: 20%
 Naked: 17%
 Off road: 13.5% Almost all were not wearing a helmet.
 Super sport: (30%)

Day of week:

Sunday, Thursday and Saturday

Causal Factors	
Speeding (not including speed for conditions)	17.28%
Motorcycle lost control	4.32%
Vehicle fail to give way to motorcycle	13.89%
Manner of riding (refers to speed for conditions, wheel stands, just plain stupidity)	37.96%
Road Surface	0.93%
Ran off road on corner	5.56%
Illegal lane filtering / edge filtering	1.85%
Overtaking	2.78%
Dangerous Operation of Motorcycle	1.54%
Bike hit object	6.48%

- At fault riders are 4.3 times more likely than not at fault riders to have criminal history in the last 5 years.
- At fault riders are 4.5 times more likely than not at fault riders to have both criminal and traffic history in the last 5 years.
- At fault riders are 3.8 times more likely than not at fault riders to be unlicensed or inappropriately licensed at time of crash.
- At fault riders are 4.9 times more likely to have alcohol or drugs in their bodies at time of crash than not at fault riders.
- At fault riders are 1.3 times more likely to be involved in a fatal or serious injury crash than not at fault riders.

Strong propensity for domestic violence right across the board for at fault riders.

Lot of discussion about behaviour on the road and mental wellness.

9.5 Moto safe App.

Provides riders with anonymous way of recording rides on a weekly basis, accidents and incidents. If the wider riding community downloads and uses this app, there is the possibility of capturing vastly more data than TMR currently has which may cause them to rethink current accident prevention strategies.

“MotoSafe is a free and easy-to-use mobile app for motorcyclists across Australia to report motorcycling road safety incidents (e.g., crashes and near miss incidents). This information is analysed and used to identify trends in incidents and incident causation, and inform the development of strategies designed to enhance motorcyclist safety. MotoSafe also presents a summary of the incidents reported in the system to the users, providing information for motorcyclists about contributory factors involved in motorcycling road safety incidents.

The details of the research project can be found here: <https://www.usc.edu.au/research/centre-for-human-factors-and-sociotechnical-systems/motosafe-an-incident-reporting-and-learning-system-to-improve-motorcyclist-safety>.

The MotoSafe app can be downloaded via the [Apple App Store](#) and the [Google Play Store](#).

If you have any questions about the project, please contact us at motosafe@usc.edu.au. “

9.6 Building Awareness of QMC

Update on QMC Web Site Re-development

Progress has been slow but Graham will keep working on it with Noel and will provide feedback.

99%er Sticker

To try and focus people on being one of the safer riders, not the one percent who aren't safe.

Steve McDowall spoke on the possible connotations. The meeting felt that the 99%er sticker may be misunderstood and create confusion.

Discussion re QMC Business Cards

How to come up with a new business card that we can hand out. Graham hasn't got the time to do this and asked for someone to volunteer. Julie Richman volunteered to do up a business card.

QMC Newsletter

Should QMC do a newsletter? Graham had copies of other state's newsletters.

Julie offered to do some printing for QMC if needed. There was considerable discussion about which way to go, the meeting decided to focus on getting information out via the website and by using blogs to generate an online newsletter.

Action by Graham, Steve McD and Noel

9.7 Other Business



- Jan raised the issue of only two years of crash data rather than a much larger crash data. Steve McDowall has a link to crash data going back to 2001.

- Graham had spoken to Julie Richman about her work with those riders that TMR said were the “Thrill Seekers” and how TMR and QPS had no idea about how to connect with these people or even go about changing their behaviour.

Julie Richman gave a bit of background on her work on helping, mainly men, deal with their emotional baggage rather than dumping it on others. Finding out what is causing their underlying frustration and anger that drives them to things like violence, domestic violence and suicide.

Julie said that let’s find out what’s causing the Thrill Seekers to ride recklessly and deal with the mental health and wellness around motorcycles.

Graham spoke about the need for a Men’s Shed for motorcyclists. Riders could be diverted by the courts to attend a course to deal with their underlying issues. Discussion about how this may work. Julie suggested a campaign to promote positive mental health and motorcycles.

Steve and Graham suggested senior QPS officers have the attitude about prevention before cure so the views being spoken about at the meeting may well be supported by QPS when we meet TMR to discuss these issues next

- Graham has an appointment to meet the new Transport Minister on 4 April.
- Local council elections, one of the top things is to reduce traffic congestion so members could give candidates a nudge that motorcycles reduce traffic congestion.
- John B said The Black Dog ride is coming up, a very good cause for members to support.

Meeting closed at 8.45pm

10 Next Meeting

Thursday 11th April 2024, 7:00pm at Mitchelton Library