

Victorian Motorcycle Council

Inquiry into proposed Bicycle Minimum Distance Overtaking Laws – June 2016

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VMC - Introduction

- VMC – is Victoria’s peak motorcycle advocacy body, networked with other peak state bodies under the umbrella of the Australian Motorcycle Council.
- Directly representing 8 Victorian rider clubs, including Victoria’s two largest clubs and some 250 individual riders.
- It actively provides expert stakeholder input to Victoria Police, VicRoads, TAC, Government agencies, City of Melbourne and various local councils, Maurice Blackburn Lawyers, CityLink / Transurban and others.

VMC - Introduction

- Fundamental guiding principles:
 - Credible, respectable, diplomatic, cooperative representation.
 - Promotion of motorcycling's benefits and advantages, its freedom and liberties, balanced against the need for road safety.
- Fundamental Road Safety Principles:
 - Road safety is a shared responsibility by all road users.
 - The road safety of one road user should not come at the expense of the road safety of another road user.

VMC - Position on MDOL

- In their current proposed form, the bicycle Minimum Distance Overtaking Laws are not supported by the VMC.
- Our preference would be for the status quo rules to remain, as they are more consistent with the unique characteristics of motorcycles and the riding task.
- We believe that public education and awareness campaigns that put the community in the cyclist's shoes, will help achieve the desired outcomes of the MDOL's.
- Should the laws come in, the VMC would strongly advocate that a full exemption be given to motorcycles and scooters.
- Motorcycles are the most compatible motorised vehicle to share the roads with bicycles.

VMC - Position on MDOL

- Motorcycles and bicycles share many common attributes :—
 - Exposed / Vulnerable road user
 - Single track vehicles with operator sitting astride the vehicle
 - Subject to the vagaries of the elements and road surfaces
 - Subject to similar driver errors, e.g. SMIDSY
 - Employ similar hazard management strategies
- A motorcyclist can readily judge where the edge of their vehicle is and as a result, readily judge a sufficient passing distance.
- ...meaning an exemption from the MDOL's won't place cyclists in danger and riders shouldn't ever need to cross over a solid or double white centre line in order to comply with the MDOL's.
- Should the MDOL's not proceed, riders also remain safer from potential head on collisions from vehicles crossing the centreline.

VMC - Position on MDOL

- Please refer to video footage showing the compatibility of motorcycles and bicycles, and the kind of vehicular overtaking manoeuvre that will become more common.

Thank you 😊

Questions?

**Safe Ride, Ride Safe.
Road Safety – a shared responsibility.**





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