

UTILISING THE RPA PRODUCT - SEMINAR NOTES

Date: Tuesday, 28 May 2024

Time: 7pm

Location: Microsoft Teams

MNSW Attendees:

Daniel Rushworth	Chelsea Cheney (Director)	Jon Lefebvre
Ben Williams	Wendy Haddad	Karen Szczerbanik
Catherine Barbour		

Club Attendees:

ACT Motorcycle Club	Armidale MCC	Bombala Motocross Club
Baulkham Hills Junior MCC	Cessnock Motocross Club	Cooma Off Road Club
Condo Auto Sports	Central Coast Junior MCC	Cobar Auto Club
Coffs Harbour MCC	Dargle Valley MCC	Denman MCC
Dubbo Dirt Bike Club	Forbes Auto Sports Club	Griffith Motorcycle Sports Club
Gunnedah MCC	Hastings Valley MCC	Holbrook MCSC
Hunter MCC	Hunter Classics VMX	Kurri Kurri JMCC
Leeton MCC	Lower Mountains MCC	Macarthur MCC
Maitland DMCC	Macleay Valley Enduro Riders	Moree MCC
Nowra and District MCC	Oakdale Junior MCC	Panorama MCC
Post Classic Racing Association	Pacific Park Trials Club	Quirindi MCC
St George MCC	South Grafton Ex-Services MCC	Tamworth MCC
Taree Motorcycle Club	Temora MCC	Tottenham MCC
Tumbarumba Motocross Association	Trial Riders Association	Vintage Trail Riders Club
Wagga Wagga MSC	Wyalong Motor Sports Inc	Young MCC

Life Members

Keith Davies	Bob McGlinchy
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1. Seminar Summary

- 1.1. Daniel Rushworth (CEO) welcomed attendees. The seminar began approximately 7:02pm.
- 1.2. The CEO shared the very sad news that Amelia Kotze had passed away from her injuries sustained at the Central Coast on Saturday. A moments silence was held in Amelia's honour. Motorcycling NSW (MNSW) will be supporting Amelia's family as much as possible during this time.
- 1.3. The CEO advised that the Seminar notes and the presentation deck will be made available to the community in the coming days.

- 1.4.** The CEO noted that the RPA product has been reviewed by the MNSW Board who made a decision to add additional guidelines to improve the operation of the product and to ensure that the community are aware of the product's use and limitations. The RPA Guidelines were updated in February 2024 by Motorcycling Australia (MA) and these additional guidelines are in addition to the updates made earlier this year. The CEO reiterated that it is the club's responsibility to ensure that all members and officials are aware of the guidelines. The CEO requested that this information is shared with Clubs and members to ensure that all are aware of the updates.
- 1.5.** The CEO spoke to slide 3 of the presentation deck and noted that the insurer has placed MA on notice that unless it sees ongoing efforts to ensure that all events nationally are managed on a consistent basis and in a manner that minimises risks to a level that our insurer deems acceptable, it may not be prepared to renew our insurance cover for 2025.
- 1.6.** The CEO spoke to slide 4 of the presentation deck and noted that it is the responsibility of everyone involved to take all necessary steps to minimise risk and assist in insuring the long-term viability of the sport; and this extends to all participants, officials, promoters, clubs, SCBs and MA.
- 1.7.** The CEO spoke to slide 5 of the presentation deck and reiterated the purpose of the RPA Product was to provide safe, accessible recreational riding opportunities for the public, showcasing club venues in a family-friendly environment. The CEO noted that the following are a misuse of the product which exposes additional risk and are not compliant to be used with RPA:
- mass starts
 - timing
 - scoring
 - awards.

The CEO noted that the above are unacceptable and stressed that the RPA Product is to be used as a recreational product only, emphasising that this is a family-based product, not race based.

- 1.8.** The CEO spoke to slide 6 of the presentation deck and noted that the RPA initiative aims to provide a structured and safe environment for non-competitive motorcycling activities, promoting participation at all skill levels. Activities that are permitted under RPA are the following:
- Dirt Track
 - Enduro/Off Road (excluding Hard Enduro and Super Enduro)
 - Minikhana
 - Motocross
 - Trials
 - Trail Riding
- 1.9.** The CEO spoke to slide 7 of the presentation deck and noted the common issues:
- Not offering personal accident insurance to non-licence holders

- Substituting for practice
- Tracks not managed to product requirements – too high level
- Improper marketing of product
- Creating competitive riding environments
- Restricted participant access such as members only
- Gradings offered

The activities not permitted under RPA are the following:

- Road Race/Historic Road Race
- Speedway
- Hard Enduro/Super Enduro
- Supercross/Arenacross
- No sidecars/three wheelers

The CEO reiterated that if the RPA product is not utilised appropriately, it will become an obsolete product. The CEO noted that the personal accident insurance is mandatory for clubs to offer non-licence holders. The insurance program is there to assist and support our sport and one of the greatest benefits is coverage and ensuring that all our participants are covered. The CEO noted that the personal accident insurance policy plays a very key role in protecting the public liability policy. MNSW is the first SCB to implement the mandatory personal accident insurance as the Board believes this will ensure the longevity of the sport and wellbeing of the participants. The CEO reiterated that the RPA product should not be substituted for practice permits.

- 1.10.** The CEO spoke to slide 8 of the presentation deck and noted that there have been situations where clubs have applied a person to be an RPA Manager, who is also be First Aid and Canteen manager. The CEO advised that this is not applicable and there needs to be separate people across the roles. It was important for the First Aid officer to be available for immediate response. The CEO noted Marshal points and the RPA Manager ensuring they have a line of sight for all areas of the track. It was also noted that the personnel sign on sheet for volunteers needed to be filled in appropriately.
- 1.11.** The CEO spoke to slide 9 and noted that it was important for clubs to ensure that the tracks are suitable for riding abilities and ensuring that the tracks are not too difficult for an RPA day.
- 1.12.** The CEO spoke to slide 10 and noted that tracks must be to track standards. Non-MA licenced tracks need to be approved by MNSW. Tracks must have public warning notices. Samples of these notices can be found in the Manual of Motorcycle Sport and the MA Track Standards. The CEO noted that junior and senior riders can ride together and that reckless riders may be removed by the RPA Manager. It was reiterated that there could be no mass starts, timing or scoring allowed. Rider grouping was based on ability being beginner, intermediate or advanced, rather than age or bike capacity. The CEO reiterated that Ride Park Managers are responsible to manage rider groupings based on ability and speed, not rider age or bike capacity.

- 1.13.** The CEO spoke to slide 11 and noted that the Ride Park Days are designed to attract riders to our affiliated clubs, therefore club membership is not a condition of participation. A Ride Park Day should be seen as an opportunity to hold a well-organised fun day to show-case your club; and convince riders to join your club to take advantage of all other events where a club membership is required.
- 1.14.** The CEO spoke to slide 12 and noted the mandatory use of RiderNet. It was reiterated that all permits, entries and payments must be processed through RiderNet as this ensures streamlined administrative processes and transaction transparency. The continuation of competition permitting requirements implemented from February 1, 2024 was also noted. The CEO noted that some Clubs were already utilising RiderNet.
- 1.15.** The CEO discussed slides 12, 13, 14 and 15. The CEO noted the personal accident insurance and advised that this was in place to protect individuals that participate in our sport. It is a requirement of the guidelines that Clubs offer this to individuals before they participate in a Ride Park Day. Licence holders already have this coverage, but for non-licence holders this must be offered and taken before participating on the track. The registration process is to be done via RiderNet and this can also be done on the day of the event manually. MNSW is currently working on a form which will be distributed for clubs to utilise, so that riders can be entered in the back-end of RiderNet. Ridernet is still being updated in regard to insurance being compulsory. All Ride Park Managers need to ensure that everyone participating in Ride Park Days have the necessary insurance in place. Once RiderNet has this functionality, the community will be advised. Until then, all Ride Park Managers must be checking that each rider has the personal accident insurance in place. The CEO noted that clubs should add a line for the personal accident insurance purchase on the rider levy sheet. This will be covered in RiderNet once it is functional.
- 1.16.** The CEO reiterated that the nominated medical person for activity must be separate to the RPA Manager. This is necessary for clubs to enforce.
- 1.17.** The CEO spoke to slide 17 and noted that the RPA manager must hold a valid level 1 Motorcycle Sport Officials Accreditation.
- 1.18.** The CEO noted slide 18 and noted that –
- Permits, entries and payments must be processed via RiderNet.
 - Personal Accident insurance is mandatory for non-MA Annual Licence Holders
 - Medical personnel and RPA Manager must be separate people
 - The Officials Accreditation is mandatory for RPA Managers.

The CEO noted that these have been added as a layer of additional support to the guidelines to help protect participants, clubs and volunteers. This ensures that MNSW is doing all it can to protect

the sport. The insurance program is vital and all clubs and participants must comply with these guidelines. Karen and Catherine at the MNSW Office can be contacted for any additional questions or concerns.

- 1.19.** Joel Di Blasio from South Grafton Ex Services Motorcycle Club queried the track diversion and how does the insurance lie if there is a critical incident on a section of the track that is not licenced. The CEO advised that there are further requirements coming and for the meantime, the RPA manager needs to ensure that the track passage is safe. Joel also queried whether there was any leniency with signing on the day of a Ride Park Day. The CEO advised that a RiderNet form will be made available for clubs who do not have internet and this can be entered into RiderNet following the event.
- 1.20.** Brett Swale from ACT Motorcycle Club queried how does the personal accident insurance protect against the public liability insurance. The CEO advised that the personal accident insurance will cover riders and also stop claims going to the public liability policy. The personal accident insurance policy is a lower level of policy. Brett queried why MNSW is making these compulsory changes. The CEO advised that this is due to a number of incidents that have occurred across the last six months, including a number of breaches across various clubs with the misuse of the product. These changes protect the RPA product and also the participants and clubs, ensuring that the RPA product can continue to be offered to the community.
- 1.21.** Darren Saxon from Hunter Motorcycle Club queried the form for clubs to utilise and whether that would be in place for this weekend as the club may be holding a Ride Park day on Sunday. The CEO advised that these changes are relevant immediately and that the necessary forms will be made available to clubs before the weekend. It was queried how the Speedway old-boys day event would be held going forward. The CEO noted that speedway was not allowed under RPA and that the one event licence could be utilised. The CEO reiterated that RPA was a family-fun based event. Darren questioned whether one day licences could be made more affordable for clubs to undertake. The CEO encouraged feedback to be emailed through to the MNSW office regarding licencing variations that can improve participation.
- 1.22.** John Davison from ACT Motorcycle Club queried how many Clubs were running on a quarterly permit with MA. The CEO advised that there were three clubs operating this permit. The CEO advised that this is not an RPA Offering and that these clubs were operating under a different product which is not available through MNSW. John queried who would be the best person to speak to regarding the collection of the funds for personal accident insurance, as this will see some clubs exceed the GST threshold. The CEO advised that he would be available for any questions surrounding this and noted that clubs are built around increasing participation.

- 1.23.** Michel Constantinou from Oakdale Junior Motorcycle Club queried whether social ride permits could be included in the MNSW product range. The CEO advised that this is not a product that is currently offered by MNSW.
- 1.24.** Jessica Meldrum from Hastings Valley Motorcycle Club advised that the club was in process of organising an RPA day for the June long weekend. The CEO confirmed that the forms will be ready and available to clubs in the coming days.
- 1.25.** Brett Swale from ACT Motorcycle Club noted that MA do not intend to make RiderNet use compulsory. The CEO advised that this is different information to what he has been provided. Further discussions will take place surrounding this in the coming days.
- 1.26.** Chris Harnett from Oakdale Junior Motorcycle Club queried why entries must be put through RiderNet. The CEO noted that this eases the responsibility on clubs to manage the process.
- 1.27.** John Davison from ACT Motorcycle Club queried what clubs were to do when RiderNet was not functional on the weekends. The CEO advised that there are forms that the clubs could utilise.
- 1.28.** Daniel Rushworth extended thanks to the attendees. Daniel encouraged the attendees to email through any questions or comments so they could be included in the seminar notes.