



Safer Motorcycling Grants Program

Program Guidelines
December 2024



Department
of Transport
and Planning

ACKNOWLEDGEMENTS

Authorised and published by the Department of Transport and Planning, Melbourne December 2024

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We proudly acknowledge Victoria's First Nations people and their ongoing strength in practising the world's oldest living culture. We acknowledge the Traditional Owners of the lands and waters on which we live and work and pay our respects to their Elders past and present.

▼ Description of artwork

Aaron (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

'The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites.'

This artwork was created through programs provided by the Torch. The Torch provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.



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ABOUT SAFER MOTORCYCLING GRANTS PROGRAM

Improving motorcyclist safety in Victoria remains a critical road safety challenge as motorcyclists are more vulnerable to injuries than other motorists and motorcycling continues to increase in popularity.

While motorcycles represent only a small portion of registered motor vehicles in Victoria, riders sadly account for nearly one fifth of the lives lost on Victorian roads each year.

Our new \$3.5 million Safer Motorcycling Grants Program (the Program) funded through the Motorcycle Safety Levy (**MSL**) will support a broad range of new and innovative projects aimed at improving safety for motorcyclists in Victoria. The Program is managed by Road Safety Victoria, in the Department of Transport and Planning (**DTP**).

We're inviting research organisations and industry to apply for funding to help support the delivery of projects in Technology and Intelligent Transport Solutions (**ITS**), Education and research, and Motorcycle Policy and Law.

The maximum grant payable is \$300,000 excl GST.

Applications will open on 15 January 2025 and will close on 14 March 2025.

These guidelines have been prepared to assist prospective applicants to develop quality submissions for the Safer Motorcycling Grants Program.





ABOUT THE MOTORCYCLE SAFETY LEVY

The MSL is used to improve safety for motorcycle riders in Victoria. It is included in registration fees for an operator's first registered motorcycle with an engine capacity of 126cc or larger.

The MSL is collected as part of the Transport Accident Commission (**TAC**) registration premium and used specifically for motorcycle safety projects. These projects are led by the Victorian Department of Transport and Planning.

Since the MSL was introduced in 2002, more than \$100 million has been invested in a range of safety initiatives across the following strategic investment areas:

- road safety infrastructure for motorcyclists;
- technology and Intelligent Transport Solutions (**ITS**);
- education and research into solutions that improve safety outcomes; and
- motorcycle policy and law.

To find out more, visit **Transport Vic MSL**.

ROAD SAFETY IN VICTORIA

Victoria's Road Safety Strategy 2021-2030 (Strategy) aims to put Victoria on the path to eliminating road deaths by 2050.

The focus of the Strategy is on creating a safe road environment and supporting road users to make safe choices. It aims to:

- ensure all Victorians are safe and feel safe on and around our roads;
- halve road deaths and progressively reduce serious injuries by 2030;
- embed a culture of road safety within the Victorian community; and
- deliver a suite of initiatives that are achievable and have an impact in the short term, but also prepare the State for the future.

The Strategy also acknowledges that road safety is complex, and it takes a collective response across government agencies, our industry partners, and the Victorian community to deliver safer roads.

The six strategic focus areas include:

- supporting and enforcing safer driver behaviour;
- removing unsafe vehicles from our roads;
- vulnerable and unprotected road users;
- increasing safety for those using the road for work or at work;
- improving safety on high-speed roads and at intersections and reducing the underlying risk; and
- recognising the importance of post-crash care.

The Strategy establishes goals to be achieved by 2030 – building on the Safe System principles, the National Road Safety Strategy and previous Victorian road safety strategies.

To find out more, visit [vic.gov.au](https://www.vic.gov.au).



The focus of the strategy is on creating a safe road environment and supporting road users to make safe choices.



The Safe System

The Victorian Government approach to road safety is built around the Safe System Approach.

The Safe System philosophy underpins Victoria's strategic approach to road safety. It is commonly divided into four core interrelated pillars – safer roads, safer speeds, safer vehicles and safer road users. A fifth pillar, post-crash response, has been identified by the World Health Organisation (2011).

The Safer Motorcycling Grants Program will contribute to improving motorcyclist safety across Victoria through projects that align with the Safe System model.

The Safe System road safety model identifies five factors which need to work together to help ensure no one is killed or seriously injured on our roads. It is important that all the pillars work together to achieve safe system outcomes. All parts of the road system must be strengthened in combination to multiply the protective effects and if one part fails, the others will still protect road users.



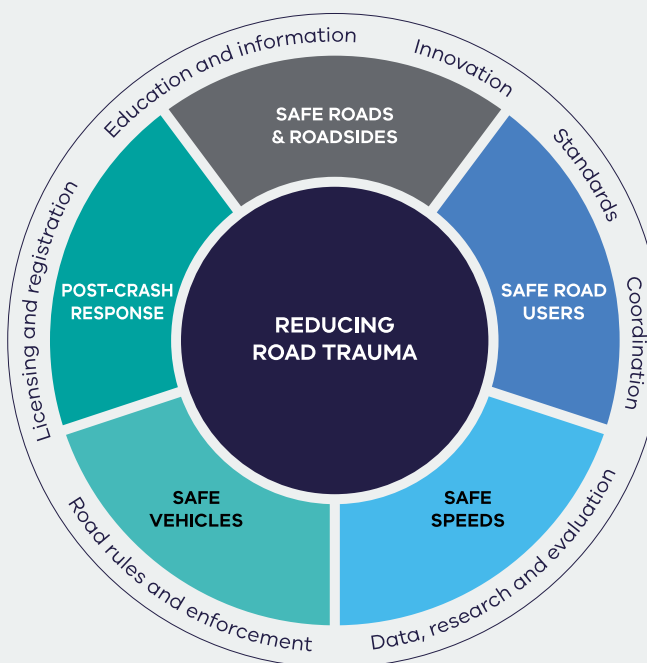
SAFE ROADS & ROADSIDES

Roads and roadside features play a vital role in reducing crashes and/or the injury outcomes in the event of a crash. Improved road infrastructure can greatly reduce injury outcomes, improving overall road safety by reducing the likelihood and severity of critical and long-term injury.



SAFE ROAD USERS

While people will make mistakes at times, safe road use remains an important part of a safe road system. Safe road use includes behaviour, licensing, education, training and personal protective equipment. This can include for example, making safe choices, using an approved helmet and buying the safest vehicle within one's budget.



SAFE VEHICLES

Safe vehicles play an important role in reducing road trauma. Vehicles that are designed well with the appropriate safety technologies can either help to prevent a crash or reduce the impact of a crash to help decrease the risk of death and serious injuries.



POST CRASH CARE

Post-crash care is an important part of a safe road system. In the event of a crash, effective post-crash care, involving emergency, treatment and trauma care and rehabilitation, can help reduce the risk of death and serious injuries.



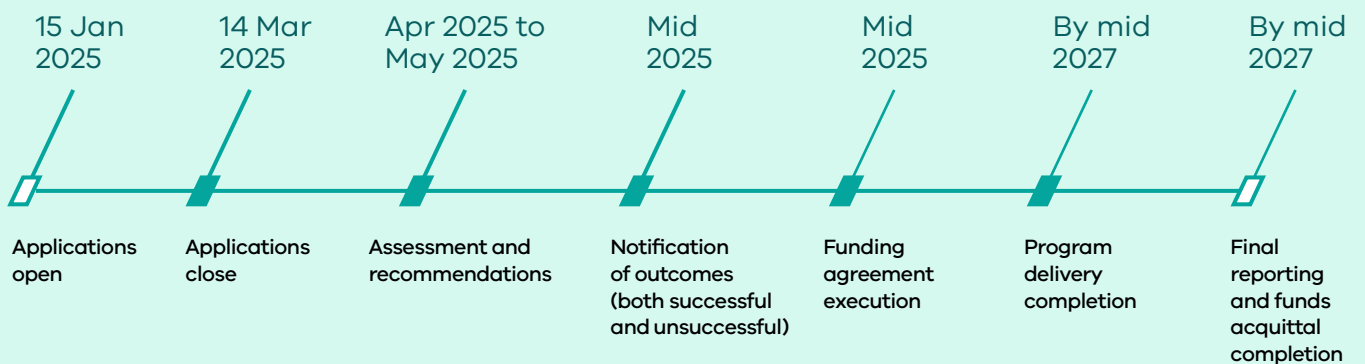
SAFE SPEEDS

To build a safe road system, speed limits should be set appropriately, guided by the knowledge of the human body's tolerance to external forces and also ensuring compliance with the set limits. Appropriate speed limit setting and compliance can also enhance the effectiveness of initiatives implemented in the road or vehicle pillars.



KEY DATES

Important dates for the Safer Motorcycling Grants Program:





WHO IS ELIGIBLE TO APPLY?

To be eligible for funding, you must:

- have a current Australian Business Number **(ABN)**; and
- be an eligible legal entity type as set out below.

Applicants must be one of the following legal entity types:

- a company incorporated pursuant to the Corporations Act 2001 (Cth); or
- an incorporated association incorporated pursuant to the Associations Incorporation Reform Act 2012 (Vic) or equivalent legislation of another Australian jurisdiction; or
- an Australian education body established by statute; or
- other incorporated entity approved by the department.

Applications are welcome from academic and research organisations, and industry bodies/eligible businesses.

Organisations outside of Victoria can apply. However, projects need to focus on safety improvements for motorcyclists in Victoria or have a national relevance.

Organisations may submit more than one grant application.

Joint Applications

We encourage organisations to work collaboratively to deliver a joint project. For joint applications a lead organisation must be appointed. This lead organisation will be responsible for submitting the grant application and entering into an agreement with DTP. The application must list all participating members and include a letter of support from each partnering organisation.

A letter of support should detail:


- information about the partner organisation(s) including their relevant expertise and experience;
- how the partner(s) will collaborate with the lead organisation and other members to complete the project;
- the roles and responsibilities of the partner(s), along with any resources they will provide; and
- contact details for a senior representative.




WHO IS NOT ELIGIBLE TO APPLY?

The following groups are not eligible to be the lead organisation in an application, but may be eligible to submit a joint application:

- individuals;
- community groups and motorcycling clubs;
- local councils;
- Government departments or agencies.



The Motorcycle Safety Levy provides vital funding towards motorcycling safety initiatives to benefit Victorian riders.



WHAT CAN BE FUNDED?

The Safer Motorcycling Grants provide funding for eligible projects that will enhance the safety of Victorian motorcyclists.

We are inviting organisations to submit an application for funding to support projects across one or more of the themes of Technology, Intelligent Transport Systems (**ITS**), Education, Research and Motorcycle Policy and Law.

The maximum grant amount payable under this program is \$300,000 excluding GST.

For an application to be considered the submission must outline how the project:

- contributes to improving motorcyclist safety in Victoria by addressing key rider safety issues;
- is aligned with the Safe System approach;
- will be completed within two years of contract commencement;
- will produce relevant, clearly articulated and quantified project deliverables;
- builds on any previous work completed in the research domain;
- will not be funded from other road safety budgets;
- falls under one or more of the following themes, consistent with the MSL Strategic Guide to the Expenditure of the Motorcycle Safety Levy:
 - Education and Research;
 - Motorcycle Policy and Law; or
 - Technology and Intelligent Transport Systems (**ITS**).

Examples of projects that support motorcyclist safety under the Program might include:

- **Data Collection and Data Linkage:** Enhancement of motorcycle serious injury and fatality data collection and data linkage to inform effective safety countermeasure development;
- **Protective Gear:** Promotion or assessment of the effects of protective gear in the local context with the aim of encouraging the use of motorcycle protective gear amongst riders;
- **Safety Technologies:** Development, application, and assessment of innovative and improved safety technologies in motorcycles;
- **Rider and Driver Behaviour:** Identifying opportunities to change rider and driver behaviours and increase knowledge and awareness of motorcycle safety; or provide insights into methods for promoting safe behaviours;
- **Infrastructure research:** Research into innovative road safety infrastructure treatments for motorcyclists;
- **Novice Riders:** Programs to improve the safety of novice riders;
- **Education and awareness:** Analysis, assessment and development of training, skills, knowledge and education;
- **Injured Riders:** Research into treatment options for injured motorcyclists, or measures to assist first responders in locating injured motorcyclists along popular riding routes; and
- **Speed:** Strategies to address speed-related motorcycle trauma.



WHAT WILL NOT BE FUNDED

The following **are not** eligible for funding:

- Infrastructure (capital) projects: This includes initiatives such as barrier installation, intersection upgrades, traffic calming measures and road improvements;
- enforcement initiatives;
- route-based speed reduction initiatives;
- projects that are currently funded by DTP and/or our Road Safety Partners (including the Transport Accident Commission) or any other Government body;
- projects that employ the use of fear tactics such as graphic re-enactments, crashed motorcyclist displays and visits to or by an organisation that are based on shock tactics;
- projects that do not have a direct, and quantifiable, contribution to motorcycle safety; and
- improvement initiatives outside of Victoria that will not benefit Victorian motorcyclists.

HOW TO APPLY

We are inviting organisations to submit an online application for funding consideration.

Your application will need to address:

- confirmation of eligibility (see who is eligible to apply?);
- evidence of your organisation's capability/experience, including details of any relevant previous projects;
- A summary of the proposed project, including:
 - the nature of the road safety problem/issue you are trying to address and why;
 - a descriptive summary of what you propose to do and why;
 - whether the project replicates or builds upon any recent motorcycle initiative or builds upon evidence to deliver safety improvements if implemented in future (and provide references for this);
 - the rider group(s) to be addressed or to benefit from the project;
 - the relevant Safe System pillar(s) addressed;
 - the anticipated quantifiable outputs of the project;
 - the anticipated outcomes of the project, including short- and long-term benefits to Victorian motorcyclists;
- a clear description of how you will deliver the proposed project and why, including:
 - clear aims, research questions and objectives;
 - detailed methodology and scope;
 - timelines and key milestones;
 - a high-level budget for each project stage, including breakdown of expenditure on labour, materials and contractors; and
 - identified risks and mitigation strategies;
- how you will measure and assess performance and key outcomes;
- indication of stakeholder support/consultation where relevant;
- project dependencies, including ethics approval or support needed from non-collaborating organisations such as data and resources.



APPLICATION ASSESSMENT

Applications will:

- undergo review and assessment by members of Road Safety Victoria and the Transport Accident Commission based on the criteria outlined in this document;
- shortlisted projects will be presented to the **Motorcycle Community Engagement Panel**; and
- projects will be submitted for final approval by the Minister for Roads and Road Safety.

The assessors reserve the right to seek additional information for an application should it be required.

A submission of a grant application is not a guarantee of funding.

A summary of successful projects will be published on the Motorcycle Safety Levy webpage on the Transport Victoria **website**.

Project assessment criteria

Proposed projects will be assessed against the following assessment criteria:

ASSESSMENT CRITERIA	CONSIDERATIONS	WEIGHTINGS
1 Strategic and Safe System alignment / anticipated safety benefits	<ul style="list-style-type: none"> - Demonstration of a comprehensive understanding of the motorcyclist safety issue being addressed, supported by a sound rationale and relevant evidence and/or data (including references where applicable). - Clear focus and outcomes on improving safety for motorcyclists and demonstrate high quality evidence that supports this. - High-quality evidence expected to be obtained through the project to support future implementation. - Expected safety benefits, including the confidence level in achieving the anticipated outcomes. - Alignment with the Safe System approach and demonstrate a measurable improvement in motorcycle safety. 	30%
2 Organisational Capacity	<ul style="list-style-type: none"> - Demonstration of relevant technical expertise within the project team. - Organisation's capacity and capability, including availability of internal resources to ensure project delivery within the specified timeframe. - A clear and detailed work plan and timeline, demonstrating an ability to complete the project within the proposed budget and timeframe (not exceeding two years from the contract award). - Evidence of support from relevant stakeholders and/or the motorcycling community. 	25%
3 Value for money	<ul style="list-style-type: none"> - Demonstration of value for money, considering the staff allocation to tasks, methods employed, project phases, cost of implementation and the anticipated safety benefits. - An appropriate and reasonable budget for the proposed project in an itemised schedule. 	20%
4 Project Monitoring, Risks and Evaluation	<ul style="list-style-type: none"> - An assessment of project-associated risks and mitigation measures. - Performance measures aligned with the expected project outcomes and benefits to support project evaluation. 	15%
5 Population applicability	<ul style="list-style-type: none"> - The extent of the problem to be addressed and the proportion of motorcyclists expected to benefit from the project. 	10%

Further information or documents may be requested by the Department of Transport and Planning from the applicant during the assessment process.

Projects will also be prioritised for funding to help facilitate a holistic program of work that includes a combination of research and development and evaluation, and a variety of project types, spanning the various pillars of the Safe System approach.

NOTIFICATION OF APPLICATION OUTCOMES

You will be advised of the outcome of your application via email by mid-2025.





GRANT RESPONSIBILITIES

Funding Agreement

Successful applicants will be required to enter into a legally binding grant agreement which is a formal arrangement between the Department of Transport and Planning and each organisation or lead organisation (as applicable) for the delivery of the relevant project.

The funding agreement includes:

- a set of terms and conditions which are fixed and non-negotiable;
- reporting requirements; and
- funding allocation, payment schedule and any deliverables that must be met.

Evaluation

Successful applicants will be required to submit a final outcomes report at the completion of the project in addition to any project deliverables outlined in the project plan.



AMENDMENTS TO GUIDELINES

The Department reserves the right to amend these guidelines and the application terms at any time as it deems appropriate.

CONTACT US

For further information, advice or assistance completing our application forms, please get in contact by email:
safermotorcyclinggrants@transport.vic.gov.au

Helpful Resources:

- **Transport Victoria Motorcycle Safety Levy webpage:** Provides information on the Motorcycle Safety Levy program, initiatives, and resources
- **Transport Victoria Grant program webpage:** Provides up to date helpful information on the grant program.
- **Transport Accident Commission Motorcycle Safety website:** Offers insights into motorcycle safety initiatives, campaigns, and resources provided by the Transport Accident Commission (**TAC**).





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