Australian Government
Department of Education, Employment and Workplace Relations

TLIC3038A Apply safe motorcycle riding behaviours

Release: 1

INDUSTRY SKILLS COUNCILS
Creating Australia's Future

TLIC3038A Apply safe motorcycle riding behaviours

Modification History

Not Applicable

Unit Descriptor

Unit Descriptor

This unit involves the high-level safe riding skills and knowledge required by motorcycle riders to enable them to apply safe riding behaviours. This includes higher order skills, such as hazard perception, risk control and safe riding judgement, decision making and multi-tasking. Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Application of the Unit

Application of the Unit

This unit is required by motorcycle riding instructors and covers higher order riding skills and knowledge that build upon basic rider licence requirements.

Safe riding behaviours must be able to be applied without supervision. This involves the application of higher order riding skills, such as hazard perception, judgement, decision making, multi-tasking, risk control and safe riding attitudes across a range of motorcycles and riding situations.

Definition of a motorcycle (class R) in this context is a 'two or three wheel motorcycle/motorbike'.

Licensing/Regulatory Information

Refer to Unit Descriptor

Pre-Requisites

Not Applicable

Employability Skills Information

Employability Skills This unit contains employability skills.

Elements and Performance Criteria Pre-Content

Elements describe the essential outcomes of a unit of competency.

Performance criteria describe the required performance needed to demonstrate achievement of the element. Assessment of performance is to be consistent with the evidence guide.

Elements and Performance Criteria

ELEMENT	PERFORMANCE CRITERIA
1 Define and apply safe motorcycle riding behaviours	1.1 Requirements for safe riding are acknowledged, interpreted and applied 1.2 Importance of attitude in abiding by the road rules in relation to level of risk faced by a rider is understood and taken into account in motorcycle riding activities 1.3 Importance of cooperation with other road users in order to ride safely is understood and taken into account in motorcycle riding activities 1.4 Motivation to ride safely is interpreted and described, including values, emotions and personal needs 1.5 Principles of proactive riding, also known as low-risk riding, that keep the rider at a low-level risk are interpreted and applied 1.6 Specific factors that constitute an actual risk of a collision are understood and applied, including options for avoiding a collision; crash avoidance space; variables affecting minimum space; effects of observation, perception and response time; and consequences related to crash avoidance spaces
2 Interpret and apply low-risk riding strategies	2.1 Risk factors contributing to the formation of opinions and beliefs about low-risk riding are understood and applied 2.2 Road safety information that reflects the changing road environment is clarified and taken into account in motorcycle riding activities 2.3 Human psychological and physiological aspects that can influence low-risk riding are acknowledged and taken into account in motorcycle riding activities 2.4 Low-risk riding strategies are understood, interpreted and applied consistently 2.5 Features and benefits of protective clothing are understood and applied
3 Interpret and apply road rules applicable to safe motorcycle riding	3.1 Relevant rules and regulations are identified, interpreted correctly and consistently applied 3.2 Road signs, signals and markings are identified and taken into account in motorcycle riding activities 3.3 Purpose of road rules and traffic safety laws in ensuring safe and efficient regulation of traffic flow is understood and taken into account in motorcycle riding activities
4 Manage collision when riding a motorcycle	4.1 Common contributing collision factors, including age, experience, speed, drugs, alcohol, road conditions, fatigue and time of day are recognised, and appropriate actions are managed 4.2 External factors that could lead to collisions, including speed, space, vision, road conditions, motorcycle condition and

ELEMENT	PERFORMANCE CRITERIA
	environmental conditions are understood and managed
	4.3 Internal factors that could lead to collisions, including emotional factors, rider's own behaviours and rider's operation at high levels of risk are acknowledged and managed
	4.4 Consequences of collisions in relation to relevant traffic laws and physical, financial and psychological costs to the individual and society are understood and managed
	4.5 Functions of motorcycle controls are understood and demonstrated
	4.6 Corrective actions to be taken after a collision are understood and applied if required
5 Demonstrate and maintain a high level of competence in motorcycle control skills	5.1 Appropriate action is taken to respond to various types of adverse conditions
	5.2 Principles of braking are applied at a high level of competence
	5.3 Principles of steering and counter-steering are applied at a high level of competence
	5.4 Slow speed manoeuvres are carried out at a high level of competence
	5.5 Motorcycle is guided and controlled at a high level of competence
	5.6 Principles of body weight transfer are applied at a high level of competence

Required Skills and Knowledge

REQUIRED KNOWLEDGE AND SKILLS

This describes the essential knowledge and skills and their level required for this unit.

Required knowledge:

- Australian road law enforcement methodology
- Common external risk factors in collisions or crashes, such as speed, space, vision, road conditions, motorcycle conditions and environmental conditions
- Common internal risk factors in collisions or crashes, such as age, experience, speed, drugs, alcohol, fatigue, time of riding (day or night), attitude, motivation, and beliefs or values
- Consequences of collisions or crashes in relation to physical, financial and psychological costs to individuals and to society
- Critical factors underpinning high-level riding competence
- Low-risk riding principles

REQUIRED KNOWLEDGE AND SKILLS

- Riding hazards and related low-risk riding techniques
- Established and reviewed laws and penalties in relation to demerit point offences, such as riding while disqualified or under the influence of drugs and alcohol
- Importance of attitude in abiding by the road rules
- Importance of cooperation with other road users
- Importance of space and speed management to avoid a collision
- Importance of vision to avoid collision
- Processes for identifying and responding to hazards
- Purpose and benefits of road rules enforcement for safe motorcycle riding
- Rationale for ongoing development of traffic regulations to meet changing traffic conditions
- Risk management and low-risk riding
- Road safety issues, including fatigue management and effects of drugs, alcohol and medication on riding performance
- Road signs, signals and markings
- Road transport law (state or territory road rules and traffic safety legislation, e.g. rider licensing, motorcycle registration, alcohol and drugs, and motorcycle standards)
- Rules of braking
- Rules of observation
- Rules of steering and counter-steering
- Rules of body weight transfer
- Safe, proactive and responsible motorcycle riding behaviours
- Types of adverse riding conditions commonly encountered during riding activities
- Features and benefits of protective riding apparel
- Legal requirements of protective riding apparel

Required skills:

- Adapt appropriately to differences in motorcycles, including their controls and safety devices, and the riding environment
- Apply basic and high-level road skills when riding a motorcycle
- Apply fatigue, attitude, motivation, concentration and anger management knowledge and techniques
- Apply observation skills in the course of motorcycle operations
- Apply precautions and act to minimise, control or eliminate hazards that may exist while riding a motorcycle
- Apply road positioning skills
- Apply safe motorcycle riding strategies
- Apply traffic management skills

Required skills:

- Carry out pre-operational checks and related action on motorcycles
- Communicate effectively with others when applying safe motorcycle riding behaviours
- Deal effectively with adverse conditions while riding a motorcycle
- Evaluate risk and behave accordingly
- Guide and control motorcycles
- Implement contingency plans for unexpected events that may occur while riding a motorcycle
- Interpret and follow operational instructions when applying safe riding behaviours
- Manage speed and space while riding a motorcycle
- Manoeuvre a motorcycle at slow speed
- Modify activities depending on differing operational contingencies, risk situations and environments
- Monitor and anticipate traffic hazards and take appropriate action
- Monitor performance of motorcycle and take appropriate action where required
- Monitor traffic and road conditions and react appropriately
- Negotiate complex traffic and road conditions and make appropriate decisions
- Promptly report and/or rectify identified problems, faults or malfunctions that may arise when applying safe motorcycle riding behaviours
- Read and interpret instructions, road rules, procedures, jurisdictional requirements, information and signs relevant to safe motorcycle riding behaviours
- Work collaboratively with other road users when riding a motorcycle
- Work systematically with required attention to detail without injury to self or others, or damage to goods or equipment

Evidence Guide

EVIDENCE GUIDE

The evidence guide provides advice on assessment and must be read in conjunction with the performance criteria, required knowledge and skills, the range statement and the assessment guidelines for this Training Package.

Critical aspects for assessment and evidence required to demonstrate competency in this unit	• Evidence required to demonstrate competency in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria of this unit and include demonstration of applying: • compliance with appropriate legislative, regulatory and procedural requirements while riding a motorcycle

EVIDENCE GUIDE

	• identification of risk factors which might impact on riding behaviours and implementing appropriate low-risk riding response measures • selection and use of motorcycle controls and safety devices to ensure safe riding

Context of and specific resources for assessment	• Performance is demonstrated consistently over a period of time and in a suitable range of contexts
	• Resources for assessment include:
	  • a range of relevant exercises, case studies and/or other simulated practical and knowledge assessment, and/or
	  • access to an appropriate range of relevant operational situations in the workplace
	• In both real and simulated environments, access is required to:
	  • relevant and appropriate materials and equipment, and
	  • applicable documentation including workplace procedures, regulations, codes of practice and operation manuals

Method of assessment	• Assessment of this unit must be undertaken by a registered training organisation
	• As a minimum, assessment of knowledge must be conducted through appropriate written/oral tests
	• Practical assessment must occur:
	  • through activities in an appropriately simulated environment at the registered training organisation, and/or
	  • in an appropriate range of situations in the workplace

Range Statement

RANGE STATEMENT

The range statement relates to the unit of competency as a whole. It allows for different work environments and situations that may affect performance.

Applicable regulations and legislation may include:	• road transport law, for example:
	  • legislation and related regulations applicable to driving and using motorcycles in relevant state or territory
	  • motorcycle rider learner permit, rider licence

RANGE STATEMENT

	requirements and issue procedures applicable in relevant state or territory • occupational health and safety legislation in relevant state or territory • equal opportunity legislation in relevant state or territory • workplace relations legislation in relevant state or territory
Characteristics of motorcycle riding instructors may include information in relation to:	• gender • age (within regulatory guidelines) • riding experience • fluency in English • educational background and general knowledge • diverse social and economic backgrounds and attitudes • effects of prior and current learning • individual learning styles
High level of motorcycle riding competence is defined as:	• ability to consistently carry out motorcycle riding tasks across a wide range of simple and complex situations and conditions, including different types of motorcycles, weather conditions, road conditions and diverse potential hazards. This also includes the management of attitude, motivation, fatigue, anger and concentration
Road positioning skills are:	• those required to maintain a safe legal position on the road when riding a motorcycle. This includes observation, speed management, decision making, hazard perception and response to hazards, buffering from other vehicles, maintaining space when making turns at intersections, maintaining space from other vehicles when stopped, or reducing speed and maintaining space requirements during manoeuvres, such as kerb-side stopping, hill starts, u-turns and reverse parking
Communication may include:	• oral and aural • written communication • reading and interpreting maps, street directories and GPS navigation devices • using own motorcycle horn, indicators, brake lights and road positioning • recognising and responding to signals from other vehicles • recognising and responding to road signs, traffic signals and other authorised signalling systems • non-verbal communication with other riders/drivers e.g. gestures and nods

RANGE STATEMENT

Factors that affect learning progress may include:	• effects of previous and current learning • decision making skills in a range of riding situations • optimism bias (tendency to view negative incidents such as road accidents as unlikely to happen to them; overestimation of riding ability; and underestimation of accident risk) • causal attribution (explains that rider's actions often depend upon their interpretation of the cause of events, limiting the ability to make objective risk assessments and resulting in a tendency to blame external causes) • learner characteristics and attitudes • resources, e.g. time, location, space, people and costs • motorcycle type
Resources may include:	• training materials and publications • location • personnel • OH&S and other workplace resource requirements • enterprise/industry standard operating procedures • funding for training facilities, resources and staff
Road users may include:	• pedestrians • cyclists • drivers or riders of trams and trains, and motor vehicles, including motorcycles, light vehicles and heavy vehicles
Specific needs may relate to:	• age (within regulatory guidelines) • disability (within regulatory guidelines) • language, literacy and numeracy needs • those requiring refresher training
Riding may be undertaken in/at:	• a range of motorcycle types • restricted spaces • open roads, e.g. freeways, main and busy roads, country roads and suburban roads • controlled or open environments • a simulated environment • a range of weather conditions • time of day
Learning activities may include:	• demonstrations • explanations • problem solving • mentoring • coaching while riding • self-paced learning

RANGE STATEMENT

Workplace documents and procedures may include:	• assessment with feedback • combinations of the above • company/enterprise/organisational procedures and policies • record of riding skills, knowledge and abilities • standards and certification requirements • quality assurance procedures • emergency procedures

Unit Sector(s)

Not Applicable

Competency Field

Competency Field C - Vehicle Operation