



MILITARY BROTHERHOOD MMC

SOP 09 Rev May 2025

STANDARD OPERATING PROCEDURE (SOP) 9 RIDING AND ROAD SAFETY

CONSTITUTIONAL REFERENCE:

- A. Paragraph 7 sub paragraph g.

OTHER REFERENCES

- A. <https://www.triplezero.gov.au/triple-zero/How-to-Call-000>
- B. <https://www.triplezero.gov.au/triple-zero/other-emergency-numbers>
- C. <https://www.shine.com.au/resources/motor-vehicle-law/motorcycles-and-lane-filtering-is-it-legal-in-australia>
- D. <https://www.mbmcc.org.au/club-resources/>

PURPOSE

- 1. The purpose of this SOP is to detail the safe riding protocol to be followed on Club rides.

GENERAL

- 2. Military Brotherhood Military Motorcycle Club (MBMMC) prioritises and emphasises the importance of safe and responsible riding practices. Branch Secretaries are to ensure that where necessary Member Liability and/or Event Liability Waivers are completed by members; these can be downloaded at Ref D (See Above).
- 3. All members are required to adhere to the following minimum guidelines during Club runs or individual rides:
 - a. Ensure that your motorcycle is adequately fueled before departure.
 - b. Ensure that your motorcycle is registered and in a safe, roadworthy condition.
 - c. Punctuality is crucial; members must be on time for start times.
 - d. Thoroughly pay attention to the ride brief provided.

- e. Show respect by never passing the Road Captain or the designated Road Captain.
 - f. Ride in staggered formation, avoiding riding side by side (see Annex A for reference).
 - g. When navigating winding or narrow roads, ride in single file only. (see Annex A for reference).
 - h. On multi-lane highways, ride in the same lane as the designated Road Captain or the designated Road Captain.
 - i. Maintain a safe braking distance from the vehicle in front and always respect the road space of other riders. Avoid riding in a rider's blind spot.
 - j. In the event of a breakdown, remain with your bike in clear view of the last rider and the breakdown vehicle (if available), a Club member will return to aid.
 - k. Solo riders should stop for a breakdown to offer a lift if needed.
4. A First Aid kit should be carried by the Road Captain and/or the backup vehicle if present.
5. The Road Captain or the designated Road Captain will enforce the following minimum requirements during club activities or group rides:
- a. Brief all members on the planned route, scheduled breaks.
 - b. Take note of the number of bikes and support vehicles before departing from a location.
6. The Road Captain or the designated Road Captain shall be the last member to mount their motorcycle, ensuring that all members are accounted for and ready to depart from a location. They must not leave until all members are present.
7. Upon departure from a location, the Road Captain or the designated Road Captain shall ensure that the group's start speed allows all riders to catch up before increasing the speed to the lawful speed limit.
8. Throughout the ride, each member must be aware of the rider immediately behind them and should slow down or pull over if the rider behind has done so.
9. No member is allowed to leave the moving group until the group has pulled over and comes to a complete stop.
10. When the group stops, the Road Captain or the designated Road Captain shall conduct a headcount to ensure all riders within the group are accounted for before resuming the ride.
11. A 'tail end Charlie' will be nominated by the Road Captain or the designated Road Captain to monitor all riders and remain with a breakdown until the group returns or the issue is resolved.

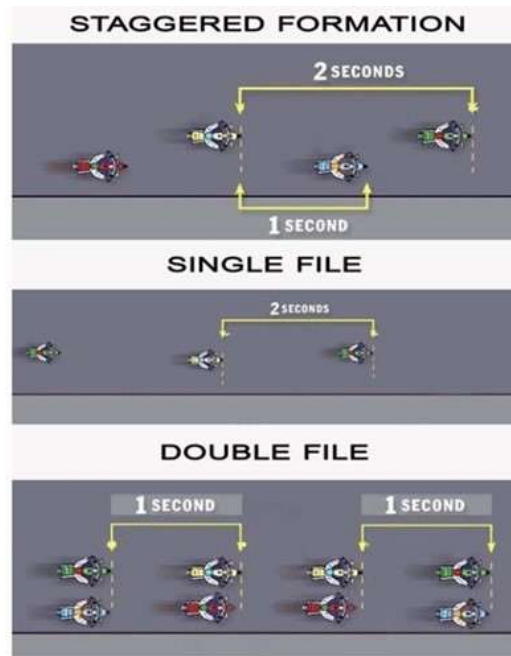
LANE FILTERING/SPLITTING

12. Under lane filtering laws, motorcyclists are allowed to travel between stationary or slow-moving vehicles, to reach the front of the traffic queue. This allows motorcyclists to move quickly and safely away from congested areas of traffic.
13. Lane filtering is where a motorcycle rider moves past stopped or slow-moving vehicles at 30km/h or less.
14. Lane splitting is where a motorcycle rider moves past vehicles at more than 30km/h.
15. Reference C specifies and explains the legalities in your state or territory.

EMERGENCY CALL

16. Australia's primary emergency call service number is Triple Zero (000), which can be dialed from any fixed or mobile phone, pay phones and certain Voice over Internet Protocol (VoIP) services.
17. There are also two secondary emergency call service numbers—112 and 106.
18. 112 is available from most mobile phones. 106 connects to the text-based relay service for people who have a hearing or speech impairment. All calls to the emergency numbers, whether from fixed, mobile, pay phones or VoIP services are free of charge.
19. If you have a hearing or speech impairment and your life or property is in danger, you can contact police, fire or ambulance on 106 directly through a TTY (also known as a teletypewriter or textphone). It is not possible to contact emergency services using the Short Message Service (SMS) on your mobile telephone.
20. Triple Zero (000) is Australia's primary telephone number to call for assistance in life threatening or time critical emergency situations. Dialing 112 directs you to the same Triple Zero (000) call service and does not give your call priority over Triple Zero (000).
21. 112 is an international standard emergency number which can only be dialed on a digital mobile phone. It is accepted as a secondary international emergency number in some parts of the world, including Australia, and can be dialed in areas of mobile phone network coverage with the call automatically translated to that country's emergency number.
22. Neither 000 (Australia's emergency number) nor 112 (the international standard emergency number) require a SIM card or for the phone to be unlocked to make a call. You can dial these numbers from any fixed or mobile phone, including pay phones and certain VoIP services, even if the phone is locked or has no SIM card.

RIDING AND ROAD SAFETY



Single File Formation – if the designated Road Captain knows the road very well he/she may call for single file if they think that is best for the group. Most riders realize that on a narrow road single file is appropriate – and/or they stretch out their spacing – or both. Single file also works well on entering and exiting limited access highways. It provides the space and time between bikes that can be needed when negotiating a merge with traffic.

Side-by-side Formation - at stop signs & lights – come to a stop, two bikes abreast. This helps in getting a group of bikes through a stop as it allows two riders to look for cross traffic at the same time. Start up in the same staggered sequence that you were riding starting with the lead bike pulling out first. Rolling stops at stop signs and right-turns-on-red are illegal and are discouraged. Each rider needs ample time before proceeding through the intersection.

Disclaimer - The recommended 1 and 2 second spacing rule between motorcycle riders may vary by state and territory in Australia. Riders are advised to check with their local transport authority or relevant road safety regulations to ensure compliance with state-specific laws. This guidance is general in nature and should not be interpreted as a legally binding rule in all jurisdictions.

Annex B to SOP 9

MOTORCYCLE HAND AND ARM SIGNALS

HAND SIGNALS

- 1. Single File**
arm and index finger extended straight up.



- 2. Double File**
arm with index and middle finger extended straight up.



- 3. Stop**
arm extended straight down, palm facing back.



- 4. Speed Up**
arm extended straight out, palm facing up, swing upward.



- 5. Slow Down**
arm extended straight out, palm facing down, swing down to your side.



- 6. Follow Me**
arm extended straight up from shoulder, palm forward.



- 7. You Lead/Come**
arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front.



- 8. Hazard in Roadway**
on the left, point with left hand; on the right, point with right foot.



- 9. Highbeam**
tap on top of helmet with open palm down.



- 10. Fuel**
arm out to side pointing to tank with finger extended.



- 11. Comfort Stop**
forearm extended, fist clenched with short up and down motion.



- 12. Refreshment Stop**
fingers closed, thumb to mouth.



- 13. Turn Signal On**
open and close hand with fingers and thumb extended.



- 14. Pull Off**
arm positioned as for right turn, forearm swung toward shoulder.

