

REPORT OF THE ANNUAL GENERAL MEETING
MOTORCYCLING AUSTRALIA LIMITED

Mantra Hotel, corner Melrose Drive and Trade Park Drive Tullamarine
Monday, 19th May 2014



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Annual General Meeting Report

On behalf of the M.A. Board of Directors, Ray (Vice President), Lyal, Bob and Lynn, the following Presidents report is submitted for the 2014 A.G.M.

Over the course of the last 12 months the Board has met on a monthly basis with the exception of January, with frequent teleconferences being held as required. In this period we have concentrated our efforts on overseeing governance issues, finance and the strategic plan.

I would like to thank all Board members for putting in the time that is now required to be a member of the Board. It is not a one day a month job as it once was. On top of our regular meeting and teleconferences there are endless phone calls and emails that always need immediate attention.

We have this year continued along the lines we set last year by meeting the night prior to the Board meeting to run through the agenda to sort out issues and talking through the major points. We also continue to meet for half an hour before the Board meeting to assess how we are progressing in an open and honest appraisal of what we are doing and where we are heading. At all times the Board members are encouraged to be open and frank with each other and to express their honest opinion.

I would like to thank Ray for the time and effort he put into the process to engage our new C.E.O. This was a very time consuming project and I truly appreciate all of his efforts.

At each Board meeting we receive financial reports from both M.A. and M.A.I.L. These reports are scrutinised and any queries are answered. We pass on our thanks to Jamie for both the way the reports are presented and the way she responds to all requests that the Board have.

M.A.I.L. remains our biggest asset to the sport, and in my opinion, is by far the best decision that has been made by the association. As I am sure David will explain in his report, claims were high in the last year and this has lowered our bottom line but it is still up were we would hope it to be.

We have again budgeted for a loss this year for M.A. but with the licence figures showing a slight increase so far we can only hope we have reached the bottom and it will continue to climb.

Our international events were again a great success and I thank all those who were involved in either the organisation or running of those events. A very big thanks to our volunteers as none of these events would be possible without their continued efforts.

The strategic plan is a fixed item on our agenda each month. The progress of the plan initiatives are discussed and monitored to ensure that each item is, where possible, implemented within the allocated time frame.

Work Health and Safety is still, and will remain, an ever increasing role in the way we operate and run events. I am very confident we are in very good hands with Claire keeping on top of all issues and producing the required documentation and policies to guide us through.

I would also like to thank our Commissioners for their time and ongoing efforts. The Commissions continue to work independent of the Board, with each Commission chair meeting with the Board at the August meeting to go through rule changes and to give first hand answers to any questions we have thus cutting out any delay to required changes.

Again this year we have received support by way of funding from the Australian Sports Commission which allows us to continue with our funding for riders and teams to both compete overseas and receive coaching at the highest level. On behalf of M.A. and the Board I would like to thank Janice Lo, Natalie Brown and Ray Dorsett for both their help and assistance in the provision of the grant. I would also like to thank Bob for the assistance and guidance he has provided.

In closing I would on behalf of the Board like to thank all the staff at M.A. for their input into making our job as a Board a little easier. To all Councillors thank you for your time and efforts both at M.A. and State level and also all State Managers for your input.

Finally and to me most importantly I must thank David. As we are all aware David leaves his position as C.E.O. of M.A. this week.

I first met David in 1993 when we held talks to amalgamate the JMCA with M.A. to have one national motor cycling body. I am not for one minute going to suggest that during that time we have not had disagreements or differing views, but I can only hope that I approached these with the same professionalism that David did. In all my time in this sport David has been the constant. I would defy anyone to give me the name of any other person who has committed themselves to the sport to the same extent that David has. He may at times be the bad guy but at the same time he is the one that gets the call whenever something goes pear shape. David I wish you all the best for the future and hope all goes to your plans. If I am still here I will miss our daily chats.

As you would also be aware Lindsay is also leaving his position at M.Q. Lindsay will also be missed and will not be easily replaced. Lindsay I have always found to be honest and upfront and not afraid to give his opinion, no matter how long it may take. Lindsay I wish you all the best and hope you enjoy your new life on the boat.

Board Directors Attendance at meetings

	ATTENDANCE	May-13	To	May-14	
Meeting	AGM	Board	Strat Forum	Special	Tele / Conf
S Foody	1	10	2	3	16
R Jonkers	1	10	2	3	15
L Allen	1	11	2	3	14
R Kershaw	1	10	2	3	12
S Strickland	1	5	1	1	5
L Long	1	11	2	3	12

Annual General Meeting Report

Overview

2013 was a year of challenge. The Global financial crisis was late in hitting our shores particularly in relation to the motorcycling industry and motorcycling manufacturers are still facing difficulties in relation to sales. The sale of sports motorcycles (600cc & 1000cc) have declined significantly and whilst the overall sales of Japanese motorcycles are experiencing reasonable numbers they are at the lower end of the price scale with lower sale margins.

A global trend has seen manufacturers reducing support for national teams and this is also the case in Australia. Whilst our rider numbers are relatively steady it would appear events are suffering from a decline in rider numbers with participants being more selective in the events in which they choose to ride but overall are riding at fewer events. For example from the first to last round of the 2013 Motocross Championship our rider numbers decline significantly in the championship classes.

The 2014 Motocross Championship has commenced with very strong entries. It will be interesting to see the numbers participating in the final round. We have continued to receive significant funds from the Australian Sports Commission but this funding is somewhat at risk dependant on two criteria's:

- 1) Adoption of Mandatory Governance Principle (discussion today)
- 2) Performance of riders specifically in MotoGP

The Governance principles which we will discuss today whilst a departure from our traditional systems, are not unduly onerous and no different from the way in which a number of sports operate.

The performance based criteria is reliant on the MotoGP and that alone. We have never agreed to this criteria and have suggested a broader based criteria including other disciplines of motorcycle sport but our requests have not been reasonably considered.

Our sport, as with all others, relies on volunteers and their services to MA, SCBs and Clubs cannot be underestimated. Their massive contribution to events every weekend is acknowledged with thanks and gratitude.

In a more detailed sense I report as follows:

Board

The Board as a whole have made a significant contribution to the governance of motorcycling sport during 2013. Their contribution cannot be underestimated and at times they are unreasonably criticised for decisions they have had to make. They are dedicated people and it is must be acknowledged decisions are not going to please everybody but once decisions are made they should be respected and at least queried or challenged directly with the Board and most importantly in a civilised and respectful manner.

Their tasks in 2013 were onerous and they were constantly dealing with difficult issues – Barrabool, Australian Superbike Championship, AASA to name but a few. Not forgetting the challenge of establishing criteria and the selection method for a new CEO. Stephen Foody has been a patient, tolerant and effective President who takes interest in all matters and is across all issues. The time he spends on MA business is significant. He has been fortunate to have the support of Ray Jonkers as Vice President, Lyal Allen, Lynne Long and Bob Kershaw.

Finances

MA suffered a loss for the 2013 year of \$36,760 against a budgeted forecast loss of \$43,211. This was a very accurate outcome. The combined entity of MA and MAIL made a loss of \$483,270 against a profit of \$906,162 for 2012.

The audited accounts form part of the agenda. A request was sent out some weeks ago in relation to questions in regards to the accounts. This was to ensure there was time to provide correct answers in liaison with our auditors. No queries were received. In relation to finances there must be a way forward to fund the projects that need to be undertaken on a national basis and ensure reasonable profits to allow for the inevitable hard years.

MA Insurance Limited

MA Insurance Limited suffered a loss of \$446,511 for the 2012 year. This is the second year in 11 years of operation that the entity has suffered a loss. This loss came about in relation to the settlement, at mediation, for a large liability claim which was settled at a figure much higher than the initial reserve. There were anomalies in some witness statements and it was considered imprudent to let the matter proceed to trial.

On a positive note the company is holding \$5,257,661 in distributable reserves. The company has an excess over the minimum solvency margins of \$3,670,002. There are estimated claims outstanding of \$1,345,356 with incurred but not reported reserves of \$2,054,168.

As reported previously the insurance renewals were canvassed throughout the general insurance market with little to no appetite to take our risk at reasonable terms. 2014 is the first year of a 3 year long term agreement with MAIL and the excess layer underwriters for the liability policy. Providing claims remain as predicted premiums will remain static for the 2014, 2015 and 2016 years.

As you are aware MAIL underwrites the following:

- General and Products Liability (1st layer \$2,000,000)
- Personal Accident
- Personal Accident FIM

There has been somewhat of a shift in the nature of liability claims. Over the past 4-5 years the quantum sought has risen significantly whereby claims frequently start out for excess of \$1,000,000. Settlement figures are considerably less.

From a business perspective MAIL makes a lot of sense. Through conventional insurers it is reasonable to suggest we would have paid an average \$2,000,000 per year in premiums over the past 11 years. That is \$22,000,000 in total and there would be nothing to show for that expenditure. With MAIL we have shareholders' funds of \$5,257,661.

Licences

The attached graphs and matrix show the licence figures since January 2011. Licence figures as of January in the proceeding 4 years are as follows:

January 2011 – 18394

January 2012 – 17079

January 2013 – 16700

January 2014 – 16368 (+318 come & try it licences)

January/ February 2011 has to be looked at as something of an abnormality as the figures for the following month are as follows:

January 2011 - 18394
February 2011 - 18798
March 2011 – 17468
April 2011 – 17188
December 2011 - 16721

These figures are annual competition licences and do not include mini, officials and recreational licences. The latest available figures show 17,293 without of Come and Try It Day licences.

Previous April figures are as follows

April 2014 – 17293
April 2013 – 16523
April 2012 – 16909
April 2011 – 17188

The come and try it day first held in 2013 was a great initiative and should be continued and supported.

We have the best April licence figures in four years. However the licence figures are a roller coaster, hopefully the trend shown in the first four months of 2014 will continue.

Staff changes

Jack Lucas has taken over the media role as Megan Hannan elected not to return after maternity leave. Robert Dunt has replaced Matt Kearsley who was offered a position in the area of player management which was his desired outcome.

Kym Phillips replaced Emily Nelson who wanted to get a better balance between work and her studies.

Melissa Humphries replaced Vicky Reilly who resigned to have a child.

Peter Doyle has commenced in the capacity of Technical Officer.

Finally Dale Gilson is the new CEO and I certainly wish him every success in the challenges he will face.

World Championship Events

During 2013 the World Championship events conducted in Australia were the World Superbikes and the MotoGP. Both were very successful events but suffer from Australian participants being competitive in the major classes. This is a reflection of the parlous state of road racing in Australia.

Australian Championship Events

During 2013 all Australian Championship events, whether multi round and conducted by a contracted promoter or individual events promoted by an individual or a club were conducted with varying degree of success.

It is becoming increasingly difficult for traditional club promoters to obtain a reasonable financial return for their efforts and sponsorship is becoming increasingly difficult. KTM have signed a three year agreement to sponsor the Australian Junior Motocross Championship. We are now developing a calendar of Championship events for 2015 and these dates will be released. The aim is to have championship dates, where possible arranged two years ahead, particularly with the single event championships.

The Australian Superbike Championship

Continues to be impacted by a rival series, the downturn in the motorcycle industry as well as suffering from a lack of venues (specifically NSW). These factors, together with the difficulty and cost of hiring venues, make promotion and management of the series extremely difficult. Road racing is expensive to promote and

traditionally road racing, at the elite level, suffers from lower participation numbers due to those high participation costs. This country cannot afford the luxury of two competing series. Road racing is suffering in most countries particularly in USA and Germany however the UK continues to thrive but is also facing some significant issues.

We are currently weighing up opportunities for significant changes in the promotion and conduct of the Australian Superbike Championship for 2015 and beyond. Hopefully some announcements can be made in that regard within the next few weeks.

The Motocross Championship

is continuing to run most successfully under the direction of Williams Event Management. It is an extremely successful national championship and would rival most other nations in promotion, presentation and competition.

The Speedway Solo and Sidecar Championships

are both extremely successful events. The Solo Championship is run over 3 rounds with the possibility of extending it to four rounds. Many of the Australian International riders participate in the Championship.

The Sidecar Championship is almost unique to Australia but in 2013 attracted riders from both New Zealand and the UK.

The 250cc junior class in speedway

is continuing to develop and the 125cc class is always very well subscribed. Whilst Australia is somewhat unusual in promoting a 125 cc class the importance of riders being on four stroke machines has proved to be a successful path to senior speedway competition at international level.

The Off Road Championship

has been conducted with state events due to promotional costs the demands on volunteers and shared costs for competition. The combined events work successfully. Denise Hore does a great job in coordinating the championship and the continued support of Yamaha is gratefully appreciated.

Barrabool

With the legal process concluded there is little alternative but to exit the property. This is indeed a sad but inevitable situation. Whilst existing rights use was clearly established all infrastructure was put into the facility without planning and building permits. They would have to be removed if use was to continue. The compromise reached was the works and building constructed without a permit can remain until December 2015 when motorcycle activity must cease.

An alternative site is being investigated at Avalon but it is unlikely the principle clubs Sporting Motorcycle Club and Geelong Motocross Club could co-exist at another venue.

In an effort to help this process I am meeting with the Sporting Motorcycle Club and the Surf Coast Shire on Friday 23rd May 2014.

Database

This has been somewhat of a challenge when we all thought it was proceeding in November 2013 Motorcycling Victoria decided to withdraw from the project. That decision is now hopefully being reversed and the project can proceed on a national basis. A new database and event management system is critical for the growth of the sport

The Challenges

- Track inspections in accordance with the venue guidelines

- A medical code that is achievable yet robust enough to withstand scrutiny. This must include a return to riding after injury process and a robust system of dealing with concussion.
- A consistent national officials training scheme
- Financial stability for MA and SCB's
- A culture for officials to enforce rules but in a non-aggressive manner
- A licencing system capable of withstanding scrutiny in the event of a tragedy
- Consistency in relation to penalties – penalties to reflect the breach
- AASA – The organisation will increase its efforts to further expand into motorcycling.

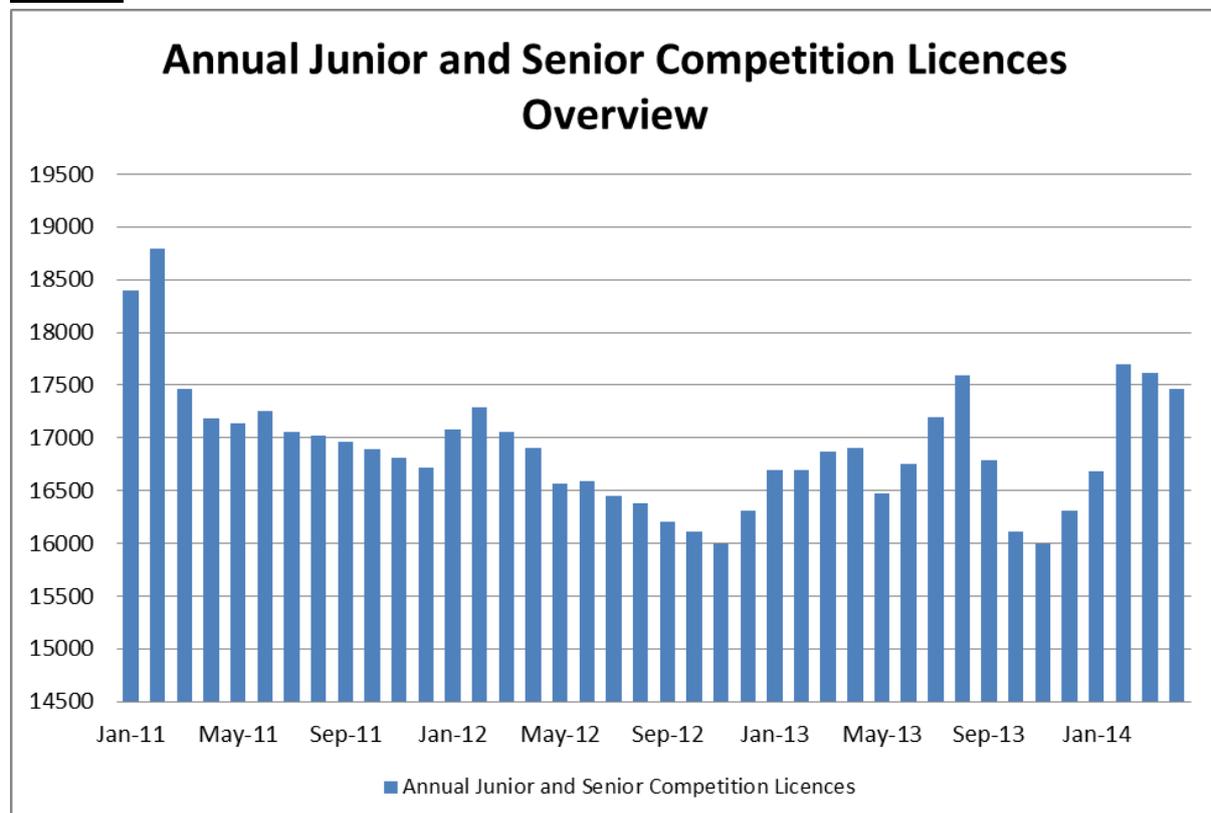
Conclusion

From a personal prospective this is a time of some sadness and a time to reflect on the past years. I have been involved in motorcycling sport for 52 years in various capacities from riding in trials as a junior to the current position. I could not say every minute has been enjoyable but it has, for the greater part been very satisfying. I believe I have been involved from many angles competing in most disciplines, been actively involved in clubs, been an official, State President, and served on the FIM Board.

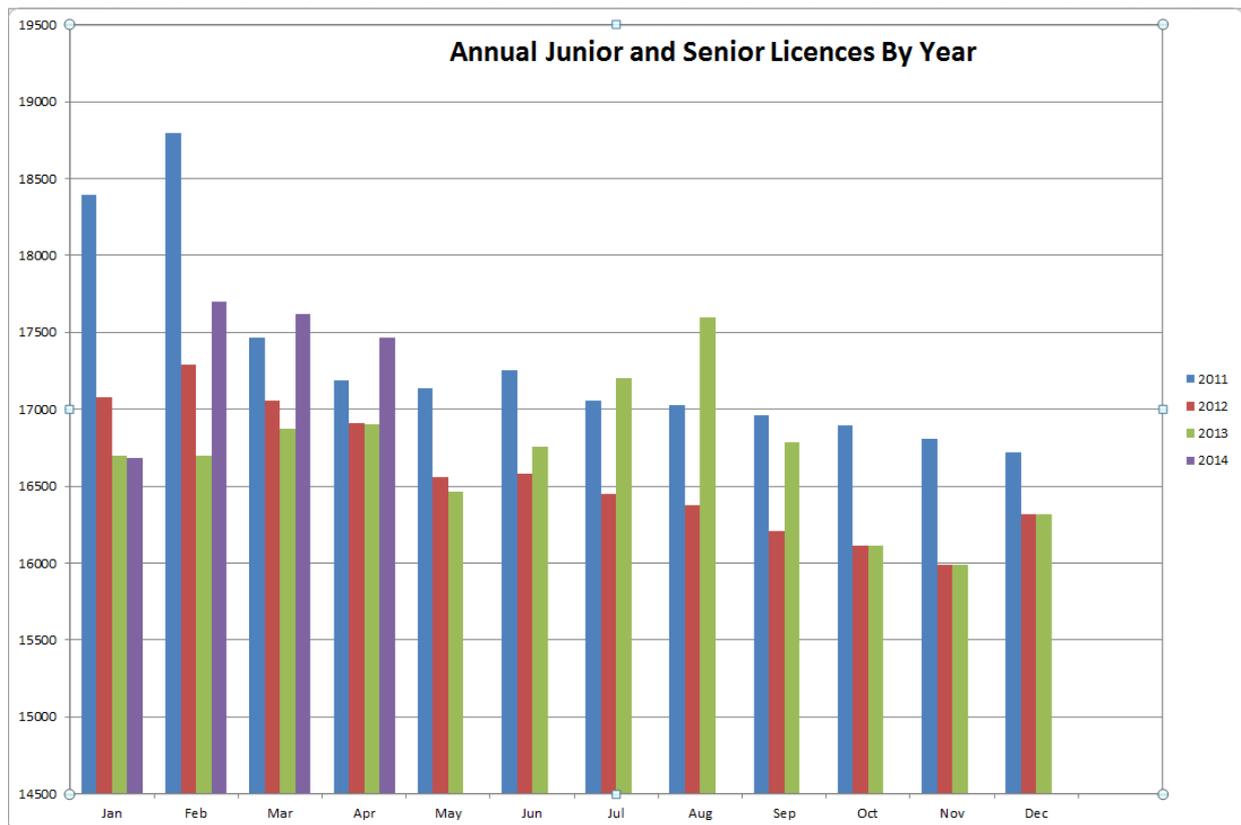
I genuinely love motorcycling, I thank MA for the privilege of working in the sport for many years and I hope to continue involvement with motorcycling for many years to come.

To those I have upset at times, I apologise, but I do not bear grudges. I hope people understand I had directions to follow and I did those things with a genuine intention of improving the sport. I understand some people have difficulty in accepting change from a national prospective but the unified approach will see significant benefit for all.

Licences



Annual



Annual General Meeting Report

Development and Rule Coordinator: *Bronwyn Sorensen*

This report contains an overview of the programs and activities undertaken in the 2013 calendar year.

Report contents are as follows:

- **Manual of Motorcycle Sport**
- **Australian Sports Commission**
 - High Performance
- **Development**
 - Officials
 - Coaches
 - Camps
- **Communications**
 - Website
 - Social media
 - 'Have your say with MA' questionnaire
- **National Membership Statistics**
- **2014 Strategic Directions**

Manual of Motorcycle Sport

A major rewrite of the Manual of Motorcycle Sport was undertaken in 2013. This involved introducing a standardised structure to each discipline-specific chapter and revising the contents of chapter 12 All Disciplines and chapter 13 Australian Championships to be included in to the discipline chapters. This process initially included the assistance of a technical writer who unfortunately fell ill and as a result was unable to meet the demands of the task.

The rewrite was not without challenges and the content within the manual will require constant attention throughout 2014 to ensure the transition is made as efficiently as possible.

The rewrite coincided with a significant change to the delivery of the Manual of Motorcycle Sport, with it becoming available online in a dedicated website and no longer printed and delivered to each member. The website development and coding was undertaken by MMR Studio. The change in distribution method will require a period of transition to allow the membership and officials to adjust to accessing the rules online.

Australian Sports Commission

A significant change to the way that Australian Sports Commission (ASC) funding is allocated was introduced in late 2012. Motorcycling Australia is now subject to requirements within the ASC's Performance Management Framework titled 'Australia's Winning Edge' (AWE). The Benchmark event against which Australian motorcycle sports' performance will be measured against is the MotoGP class of the Motorcycle Grand Prix *only*. The reason given by the ASC is that the MotoGP is the only category of motorcycle sport on the Australian Government's anti-siphoning list.

As a result of this, motorcycle sport is currently only one of three national sports given a rating of '1' or 'underperforming' by the ASC. This decision by the ASC has considerable implications for Motorcycling Australia's future funding opportunities and ability to meet performance targets.

High Performance Plan

A High Performance Plan was developed as part of the ASC's Performance Management Framework. The plan provides a complete overview of motorcycle sport and the pathways to international competition.

The plan focusses on four key strategic areas: athletes, daily training environment, coaching and leadership.

Athletes

1. Pathways to Participation: To provide pathways for participation at all levels of the sport
2. Early identification of talented athletes: ensure quality and quantity of athletes to achieve sustained AWE targets
3. Delivery of Elite Rider Camps: provision and continued development of Elite Rider Camps at the AIS
4. Promotional support for athletes: provide opportunities for athletes to promote themselves, the sport, and Motorcycling Australia

Daily Training Environment

1. Increase engagement with athletes in relation to training and mentoring: facilitate athletes to gain necessary support to achieve their AWE targets
2. Pathways to competition: facilitate athletes to achieve performance targets at world events

Coaching

1. Effective and sustainable coaching pathways: ensure HP coaching and culture to drive sustained contribution to AWE targets

Leadership

1. Effective high performance leadership: introduction of a high performance leadership team

Development

Officials

National Officials Committee

Appointment of Jeff Sutton as National Officials Committee chairperson occurred in 2013. Peter Smith and Judith Doulman were also appointed to the Committee.

Coaching

Kickstart

A coaching manual for the delivery of the Kickstart Program has been developed by the National Coaching Committee as a resource for new and existing coaches. This manual will assist in standardising the content of the program being delivered to juniors across the country and provide the necessary resource support to new coaches entering the system. The manual is expected to be delivered in mid-2014.

Junior Coaching Program

A framework for the delivery of the Junior Coaching Program was developed with a view to provide the necessary structure for introducing mandatory coaching hours in 2015-16. For this to occur successfully, the structure for a standardised program will need to be provided along with coaching resources and training for existing and new coaches. The National Coaching Committee has developed the material for the coaching manual which provides standardised lesson plans for all disciplines and a clear structure for the delivery of coaching at junior coaching level.

Once approved, the manual will be delivered in 2014.

2013 Coaching Courses

Level 2 Coaching Course held at the AIS 8-11 April.

Level 1 Presenters Course held at the AIS 9-12 September.

AIS Training Camps

Training camps held in 2013 were as follows:

2013 MX/SX Off-Road Development Training Camp 22-31 January.

2013 Elite Riders Camp held 25-29 November: Road Race, Speedway, Dirt Track.

Communications

Staff

Communications Officer Megan Hannan was on maternity leave for the majority of 2013 with her position being filled temporarily by two six-month contracts held by Peggy Tuinstra and Melanie Cahani.

Website www.ma.org.au

The following table provides an overview of the MA website traffic over the course of 2013:

2013 Month	Visits	Unique Visitors	Page Views	Mobile Users (including tablets)
January	38398	24481	118747	10715
February	37868	23912	116223	10852
March	41428	26835	133374	12861
April	37760	23571	114068	11666
May	28205	24074	111856	12134
June	34834	22643	98973	11991
July	36212	23026	104140	12502
August	38676	24705	107954	13930
September	51559	43303	95333	17358
October	24511	16096	73107	10407
November	20179	13369	57524	10046
December	23484	15856	73977	9599

Social Media

MA's social media platforms grew steadily in 2013, an overview is provided below:

2013 Month	Facebook followers	Twitter followers
January	3028	786
February	4205	836
March	4367	865
April	3048	900
May	4648	954
June	4830	985
July	5073	1046
August	5250	1116
September	5327	1155
October	5403	1206
November	5499	1244
December	5561	1296

'Have your say with MA' Questionnaire

A nation-wide survey of the MA membership was conducted in September 2013 via online survey tool, survey-monkey. The questionnaire consisted of 18 items.

The questionnaire aimed to collect information relating to:

- Involvement in the sport, discipline;
- Licence:
 - status and reason, years held, costs, perceived value;
- Current riding activity: type and frequency;
- Perceived riding opportunities;
- Cost of sport, value for money;
- Recreational riding opportunities;
- Perceived role of Motorcycling Australia;
- Effectiveness of Motorcycling Australia's roles and communications.

A total of 1566 responses were collected.

Some notable feedback included:

44% of those who had let their licence lapse cited expense of the sport as the primary reason ($n = 211$)

42% of respondents who held a race licence had held it for six or more years ($n = 650$)

33% of respondents claimed they were not aware of the Personal Accident Insurance Scheme ($n = 530$)

62.8% of respondents answered 'No' or 'I don't know' when asked if MA licenses offered good value for money ($n = 968$)

When asked what the perceived role of MA was, respondents selected the following:

Governing body 83% ($n = 1296$)

Advocacy body 56% ($n = 879$)

Promotion 54% ($n = 848$)

Development of officials and coaches 53% ($n = 832$)

High performance (international riders and teams) 19% ($n = 298$)

Event organiser 30% ($n = 473$)

6% of respondents stated they don't know what MA does ($n = 87$).

National Membership Statistics

The following tables and figures provide a summary of the Motorcycling Australia national membership figures in 2013. These have been defined by licence type, age, sex, and first discipline listed to provide an overview of the membership demographics. Please note that there may be some variation in the figures resulting from variable data extraction dates.

Table 1. National membership figures defined by state and licence type (data extracted August 2013).

State	Junior Club	Senior Club	Junior National	Senior National	Recreational	Mini licence	Total
NSW	522	507	1505	2650	90	777	6051
NT	1		110	240	1	17	369
QLD	139	242	952	2518	562	619	5032
SA	16	27	334	1058	319	117	1871
TAS	20	16	67	186	183	21	493
VIC	40	71	676	2182	320	1979	5268
WA	10	3	757	1740	248	219	2977
Total	748	866	4401	10574	1723	3749	22061

Table 2: Motorcycling Australia licence holders defined by Age and Sex
(data extracted August 2013)

Note: not inclusive of mini licenses

Age	Male	Female	% Female	Total
Junior under 16	3973	346	8.00%	4318
16-25	5274	410	7.20%	5684
26-35	2959	152	4.80%	3110
36-45	2982	111	3.50%	3093
46-55	2369	62	2.50%	2431
56+	832	11	1.30%	843
Total	18389	1092	5.60%	19479

Table3. National membership figures defined by first discipline listed.

Age	CMX	DT	EN	FMX	HRR	MK	MM	TL	MX	Q	RR	SM	SW	SX	TK	REC	Total
U16		95	207		1	82	10	63	3186	71	33	3	72	1	157	674	4655
16-25	15	52	479		18		5	88	3836	87	209	22	120	2	92	642	5681
26-35	13	28	438	4	25		8	53	1441	46	359	38	83	3	41	527	3108
36-45	44	32	496		66		6	92	1164	53	427	29	76		43	563	3091
46-55	117	38	290		153			154	651	35	440	20	63		48	416	2425
56+	59	15	51		202		1	114	80	3	203		31		10	74	843
Total	248	260	1961	4	465	96	30	564	10358	295	1671	112	445	6	391	2896	19803

The following figures provide a visual representation of the information of data contained in Tables 1-3.

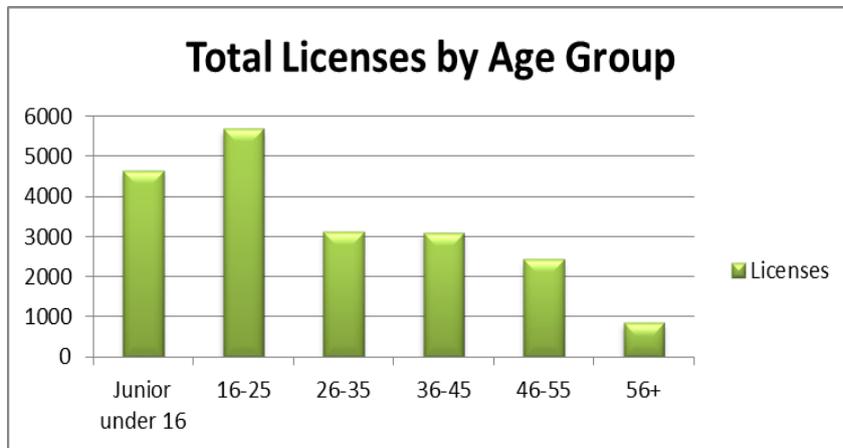


Figure1. Total national membership defined by age group.

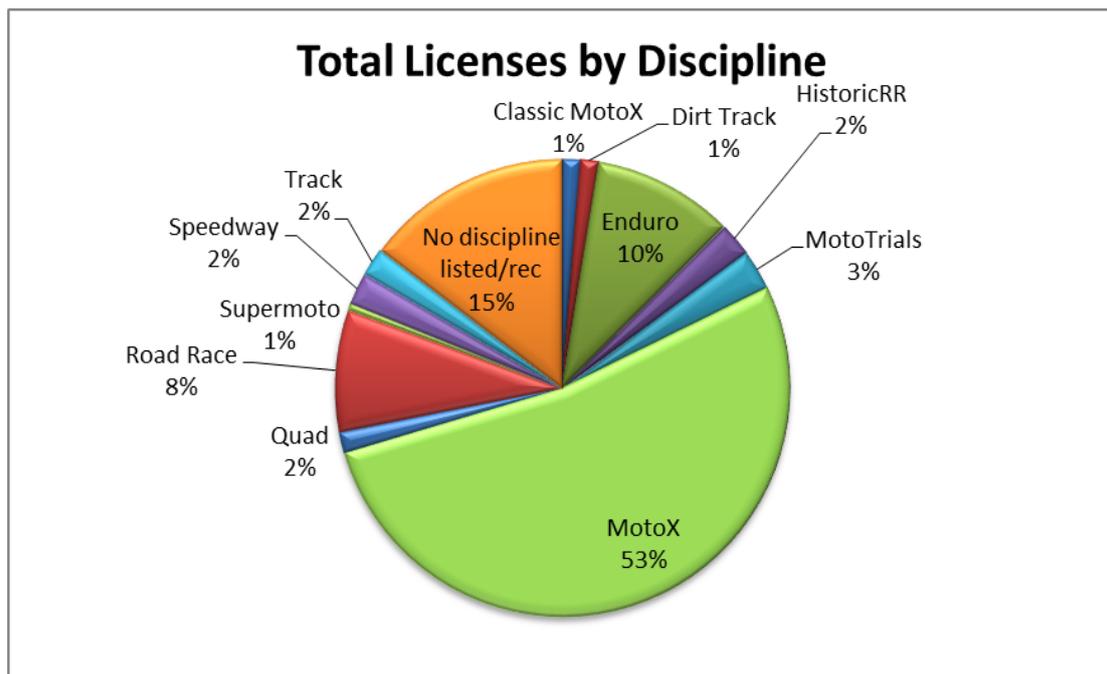


Figure2. All disciplines as a percentage of the total national membership (note: disciplines accounting for less than 1% of the total membership have been omitted).

Figures 3, 4, 5 show the top three disciplines defined by age group

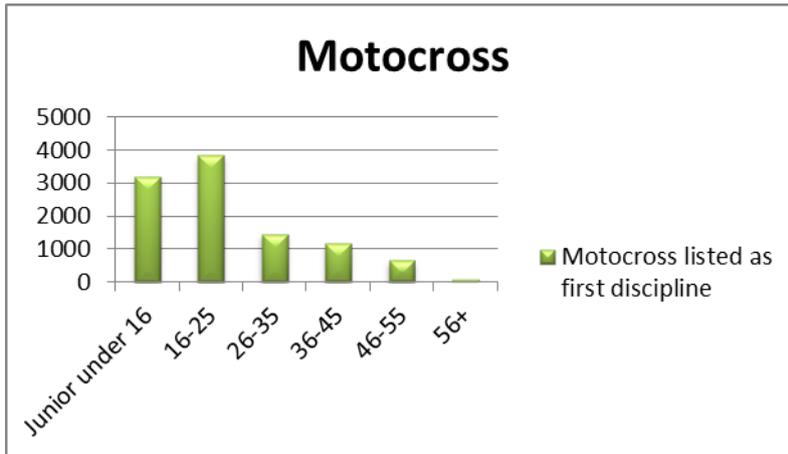


Figure3. License holders listing Motocross as first discipline defined by age group ($n = 10358$).

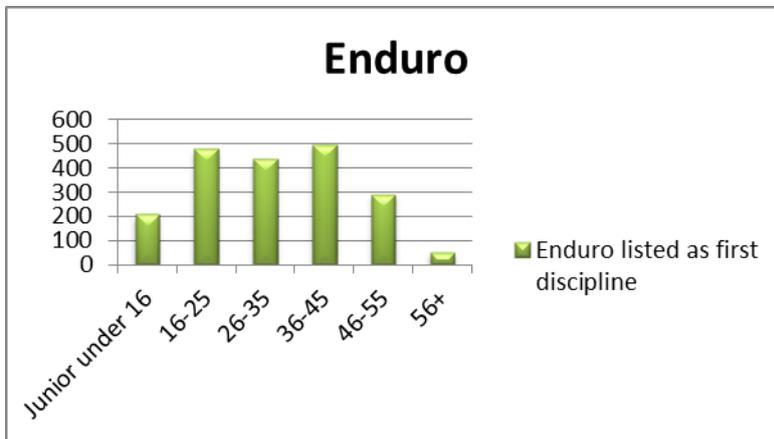


Figure4. License holders listing Enduro as first discipline defined by age group ($n = 1961$).

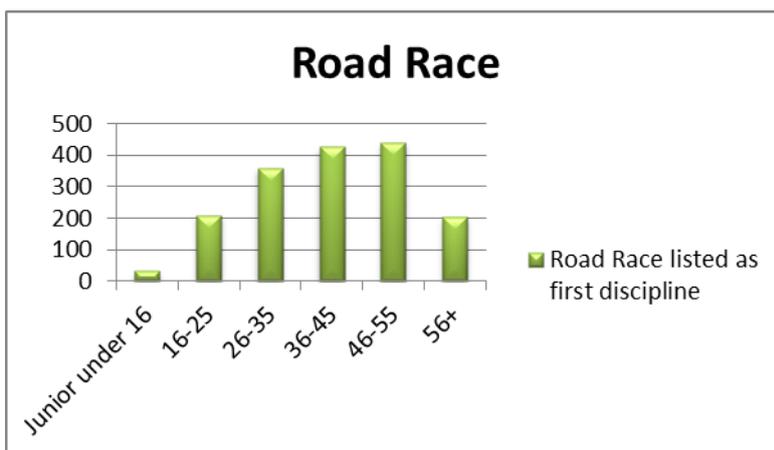


Figure5. License holders listing Road Race as first discipline defined by age group ($n = 1671$).

2014 Strategic Directions

The following is an outline of strategic directions for 2014 for the Development and Communications Department of Motorcycling Australia.

Development & Communications
Department
Goal 1
Development of System

- A. Effective system of communication throughout the organisation
- B. Clear channels of communication for all relevant stakeholders
 - Board
 - Commissions & Committees
 - SCBs
 - Members
 - Australian Sports Commission
 - Australian Institute of Sport
 - Media outlets: digital, print, social, International
- C. Develop and implement organisational systems to support key programs:
 - i. **Junior Coaching Program (JCP) – harmonisation across all states by 2015-16**
 - ii. **Officials Training & Development - review 2013, develop 2014-15**
 - iii. **High Performance Plan under AIS Performance Management Framework - 2014-2016**
 - iv. **Rule Change Process – introduce 2014**
 - Review process
 - Investigate digital alternatives

Develop process that is:

 - Accessible to all stakeholders
 - Makes use of effective communication tools and strategies
 - Is transparent

Motorcycling Australia can help us achieve these departmental goals by:

- A. Facilitating effective two-way communication and sharing of information:
 - Internal communication with staff
 - External communication with stakeholders
- B. Encouraging communication and relationship-building between MA staff, stakeholders and industry
- C. Facilitating and supporting the introduction of key programs within system:
 - i. Harmonised JCP
 - ii. Officials Training and Development
 - iii. High Performance Plan
 - iv. System for Rule Changes

Technical

Online Manual of Motorcycle Sport (MoMS) 2014:

Develop online MoMS that meet the needs of all end-users

- Accessibility
- Functionality & usability
- Convenience
- Develop MoMS App

Commissions

Facilitate a closer working relationship and support for commissions & committees:

- Sporting Commissions
- National Coaching Committee
- National Officials Committee

Develop and implement effective channels of communication for MA commissions and committees

Involve SCBs and state-based commissions and committees in communications and processes

High Performance

Development and implementation of the High Performance Plan

Liaison with Australian Institute of Sport, close working relationship with our athletes; Submission of funding applications; Management of company evaluation/reporting and funding reporting

Officials

Work together with National Officials Committee to implement systems and processes for the development of officials across all disciplines

Introduce succession planning of officials for all disciplines

Introduce National harmonised online training for officials

Coaching

Implementation of harmonised Level 1 coaching course across Australia

Standardised curriculum for all Kickstart and JCP

Audit and review process for all coaches Level 1 & 2

Outcomes: provision of good quality standardised coaching at every level across Australia (Kickstart, Junior Coaching and other entry/intermediate club level coaching programs provided under MA permits)

MoMS

Supporting and facilitating the transition from print version to the online only MoMS

Commissions

Recognising and respecting the need for open two-way communication between contacts within MA and any commission members (include all relevant parties in all communications)

Officials

Provision of resources for the successful implementation of strategies. Support development of Learning Management System for officials training, resources for programs.

Coaching

Provision of resources for the successful implementation of strategies

MoMS

Provision of technological resources to Development and Rule Coordinator Adobe InDesign, Apple iPad

Commissions

Facilitate commission and committee meetings

Provide funding for development initiatives

Officials

Provide incentives for officials and support the introduction of new initiatives, financial support for programs, Learning Management System for online officials training

Coaching

Provide incentives for coaches and members and support the introduction of new initiatives

Development &
Communications

Department

Goal 2

**Development of
Sport**

**Motorcycling Australia
can help us achieve
these departmental
goals by:**

**Essential resources and
tools required for the
successful achievement
of these goals:**

Development & Communications
Department
Goal 3
**Development of
Individuals**

Staff

Provision of development opportunities for staff members to increase their knowledge and skills
Recognition and encouragement of the positive contributions made by staff members

Officials

Provision of good-quality training and support for officials incorporating succession planning and mentoring
Recognition of officials and their contributions

Coaches

Provision of good-quality training and development of coaches and coaching course presenters
Incorporate succession planning and audit processes
Identify areas for improvement and conduct targeted development at those areas

Members

Provision of high-quality high performance/elite rider training
Provision of good quality junior coaching program

Motorcycling Australia can help us achieve these departmental goals by:

Staff

Encouraging and supporting staff to increase skills and experience
Providing opportunities to staff to increase skills and experience
Providing departmental budget and empower staff to manage individual budgets
Provision of healthy work environment that promotes collaboration and effective communication within the work place

Officials

Support the development of training
Provide support for the National Officials Committee

Coaches

Support the development of coach presenter's course
Support the development of standardised training modules
Provide support for the National Coaching Committee

Members

Supporting the strategies put in place to develop individuals

Essential resources and tools required for the successful achievement of these goals:

Staff

Providing resources required for staff development on an ad-hoc basis

Officials

Financial support for officials' development

Coaches

Financial support for coaching program and audit process

Members

Financial support for high-performance and members' development

Development &
Communications Department
Goal 4
**Promotion of
Operations and
Initiatives**

**Motorcycling Australia can help
us achieve these departmental
goals by:**

**Essential resources and tools
required for the successful
achievement of these goals:**

Develop promotion plans for:

- a) MA Digital MoMS & MoMS App
 - i. Innovation of this resource
- b) MA Junior Coaching Program
 - i. Direct marketing of this initiative to membership
 - ii. Use of ambassadors for the program
 - iii. Attract potential sponsors of the program
- c) Come and Try Day
 - i. Coordinate national support and promotion of this event

Develop strategies to:

- a) Increase promotion of officials and their contributions
- b) Increase public profile of MA in both the racing population and the general population
- c) Create networking opportunities for MA and build relationships throughout the marketplace

Increase promotion of Development & Communications Department operations:

- a) Through relationship building and networking opportunities
- b) Develop co-promotion opportunities with other relevant stakeholders
- c) Continue to provide media advice and support to members
- d) Continue to provide support to Australian riders by promoting them through MA media channels

Supporting and facilitating the development of new initiatives to promote:

Digital MoMS
Junior Coaching Program
Officials
High Performance
Media Advice Plan
Come and Try Day
Other MA Programs

Provision of resources required for the promotion of

- a) MoMS App:
 - i. Budget support
 - ii. Tech support
- b) Junior Coaching Program
 - i. Budget support
- c) Come and Try Day
 - i. Budget

Provision of staff uniforms for use at events

Annual General Meeting Report

Position: Sport and Events Coordinator – Robert Dunt

Outline

This report is intended to provide a summary of the tasks, programs and activities undertaken since the last Annual General Meeting.

MA Staff Attendance at Events

In the period since the last AGM the events department members have been able to attend numerous events across various disciplines. The effect of having this representation has been beneficial for MA by improving the relationship between members and the organisation.

International Events

The Sport and Events Coordinator attended the Australian rounds of the World Superbike Championship and MotoGP. The SEC performed as an assistant to the Race Secretary at both events aiding in the wildcard selection process, leading FIM licencing for substitute riders in addition to event duties as required.

Staffing

In the Sport and Events Department there has been considerable turnover of staff in the last 12 months. The Events Officer commenced in July 2013 and ceased in early December 2013. The Sport and Events Coordinator commenced in June 2013 and ceased in December 2013. This has led to a restructure within the department with the Events Administrator (part-time) and the Administration Officer sharing the duties of the outgoing Events Officer position.

The new Sport and Events Coordinator commenced in January 2014. The department is currently in a transitional phase while new staff learns their roles and the processes of the organisation.

Database

Over the course of the year the development of the database has progressed significantly. After going to tender the development was awarded to Sports Marketing Australia. The system has been developed in close consultation with the SCBs and administration. It is clear to all involved that the development of this system requires a consideration of the operating processes being utilised by each SCB. The processes need to be reviewed with a view to creating standardised processes across the entire organisation.

With this intention in mind a task force / working group was formed to consider these differences and set up through a representative vote. The SEC was voted as the project leader, while the general managers of MNSW, MSA and MWA were all elected representatives to consider and propose these changes in processes to the states.

Currently the planned closed testing of the new system is scheduled to commence in early May, with the new system and websites to be launched in mid-June.

2013 – 2014 Goals

In referring to the goals set at last year's AGM, the department has made great strides in achieving what was set out. The new database and website are on track to be delivered by mid-year and staff have continued to attend two to three events per month.

We continue to work on the delivery of national championships to a high level and ensure that Australian riders continue to receive a high level of support to aid in their participation.

Moving forward we continue to improve and set goals for the department in order for us to better service the membership, this includes;

- Continued roll out of new business administration system
- Continuing the move to a 2-year event calendar, with 2016 championships to be awarded at the end of 2014.
- Ensure staff presence at Australian Championship events.
- Provide high level support to event organisers.

Annual General Meeting Report

This report provides a summary of the tasks, programs and activities that the Risk and Compliance Manager has been responsible for since the period April 2013 until April 2014, which includes:

1. Projects
2. Training and development
3. Occupational Health and Safety initiatives
4. McAdam Park activities

1. Projects

The year set out to enhance and develop internal policies and procedures. The following documents were development and/or implementation during the reporting period:

- Anti-match fixing policy;
- Updated Member Protection Policy;
- Sound control Seminar Declaration;
- Social media and Electronic Communications Policy;
- Updated Privacy Policy;
- Event Risk Management Assessment for the Broadford Bike Bonanza (BBB);
- Traffic Management Plan for BBB;
- Adverse weather guidelines;
- Illicit drug screening;
- Member Protection Complaint handling;
- WHS Consultation Policy Statement;
- Bullying, Harassment and Discrimination policy statement;
- Manual Handling Guidelines;
- Material Safety Data Sheet (MSDS) Guidelines;
- Gender Identity Policy;
- Pregnancy in Motorcycle Sport Policy;
- Whistle Blowing Policy;
- Rehabilitation and Return to Sport Policy;
- Facilitated Road Race Circuit Venue Inspections for 2013.

2. Training and development

Delivering quality development and training to officials to build refresh or extend their skills was addressed during the reporting period. The Track Inspectors Course was facilitated in New South Wales as part of this ongoing initiative. The overall feedback received from the course was positive. Attendees found the training to be informative and rewarding.

The FIM Chief Medical Officer was also facilitated in 2013.

3. Event Management

Two events were attended during the reporting period with the following outcomes:

- 2013 MotoGP at Phillip Island: facilitated the MA Safety Plan to manage safety for the officials and MA staff;
- 2014 WSBK with the focus of Volunteer OHS and successful implementation of the illicit drug screening program.
- Attended 3 National MX rounds to facilitate illicit drug screening.

4. Occupational Health and Safety initiatives

- Participated in various meetings in relation to the WHS Harmonisation;
- Creation and facilitation of inductions and briefings template;
- During the reporting period, 195 illicit substances screening kits were undertaken in accordance with the MA Safety Policy with one positive result.

5. Strategic Plan Update

The following key achievements were undertaken to assist with the development and implementation of the activities in the strategic plan:

- Creation of the Facility Planning and Development Committee Terms of Reference;
- Creation of Environmental Committee Terms of Reference;
- Continued development of Safety Risk Management Procedures;
- Continued development of the Risk Management policy and framework.

6. McAdam Park update

Background – McAdam Park

The Sporting Motorcycle Club was founded in 1932 and has been operating from Barrabool since 1963 thanks to the permission granted by past patron Mr Clive McAdam.

Upon the death, the McAdam Estate offered SMCC the first opportunity to raise funds to buy the land for \$3.075 million (excluding stamp duty and GST) SMCC extensively campaigned the 'Save McAdam Park' campaign in an attempt to secure the land.

SMCC's campaign was given a boost when in 2007 the "Geelong Motorplex" consortium, a group of motor sport enthusiasts who learned of SMCC's campaign and who also did not want to see another motor sport complex diminish offered their expertise to help the campaign.

The property was offered for sale three times in four years. The first time the land was offered in December 2006, no buyers were found (though SMCC had been negotiating an offer through a potential investor group which fell at the eleventh hour). The second sale date in 2007, SMCC with the assistance of Geelong Motorplex, negotiated a Heads of Agreement 2 year option to buy the land which would last until 7 September 2009.

Once the land was secured, a special committee was immediately formed called the "McAdam Park Committee of Management" (M.P.C.o.M) which had a sole focus to 'Save McAdam Park'.

By early 2008, M.P.C.o.M could foresee that a committee representing just one club would find success very difficult; a broader representative group was needed.

During this time the Geelong Motocross Club (GMCC) had to vacate their breakwater property and was offered an amount of \$800,000 from the City of Greater Geelong to relocate.

Geelong Motocross Club utilised some funding on feasibility studies for the relocation to Avalon, however joined forces with SMCC to redirect the remaining \$660,000 towards McAdam Park in order to develop it to a regional facility.

In March 2008 the new Barwon Recreational Motorcycling Council (BRMC) was evolved and participants, old and new, and members of the Geelong Motocross Club joined forces in the Campaign. Motorcyclists now had a strong, singular representative group with whom administrators and heads of government could consult

The BRMC umbrella encompassed the broader regions of Geelong, Surf Coast, Golden Plains and Colac and with it representation from the regions five motorcycle clubs. BRMC's responsibility was to act as the representative body for all clubs and all off road recreational motorcycling issues within the region.

BRMC agreed that a necessary part of the Saving Barrabool process was to seek a planning amendment for McAdam Park to change the zoning from "Farming Zone" to "Special Use Zone". This would allow for possible investors to have surety of usage for the 3 lots of land comprising McAdam Park. Early in 2007 SMCC undertook this process, engaging all necessary consultants and applying to the Surf Coast Shire for an amendment, which they lodged with the Council.

SMCC with assistance from Motorplex and BRMC engaged Stratcorp Consulting to help create a business plan for McAdam Park. This business plan and the planning amendment application were written hand in hand to ensure the best chance of success with the rezoning and government funding.

SMCC used the business case and the planning amendment application as the basis of proposals, intensive lobbying from members of BRMC and the inclusion in the business plan to involve other community groups as possible tenants at McAdam Park – these were all factors in successfully gaining government support and funding from the various stakeholders who contributed to the purchase of McAdam Park.

Although there was a shortfall in total funding of approximately \$1,100,000, the State Government requested to meet with MA and agreed to fund this shortfall on the basis it owned the land.

On 7 September 2009 a Heads of Agreement contract to buy McAdam Park was signed between the McAdam Family Estate and Motorcycling Australia.

MA acknowledges the contribution from the State Government towards reaching this agreement and securing the land to develop as a Regional motorcycle facility for the region.

MA withdrew the planning amendment application to re-zone lots 1, 2 and 3 in late 2009. The planning application was withdrawn by MA to allow for consultation with residents and other stakeholders. At this time MA made arrangements with the Surf Coast Shire to submit a revised plan in approximately April 2010. The submitted planning amendment application was extremely ambitious.

Existing Use Rights

The Victorian Civil and Administrative Tribunal (VCAT) in proceeding P1565/2010 made the following declarations regarding the extent of existing use rights which apply to the subject site:

- *The whole of Lot 1 on Plan of Subdivision PS 542499L (or a similar equivalent area under earlier lot configurations on the land) was lawfully used for 'off-road motorcycling events and activities' immediately before the approval date of the Surf Coast Planning Scheme on 5 October 2000, as the use for that purpose was lawfully established within the use as a 'recreation ground or similar use' under*

the former Barrabool Planning Scheme prior to that date. An existing use right is established under cl 63.01 of the Surf Coast Planning Scheme on this basis.

- *The whole of Lots 1 and 2 on Plan of Subdivision PS542499L has been used continuously for the purpose of 'off-road motorcycling events and activities' during the 15 years between 3 June 1995 and 3 June 2010. An existing use right is separately established under cl 63.01 of the Surf Coast Planning Scheme through proof of continuous use for 15 years on this basis.*

Pursuant to cl 63.05 of the Surf Coast Planning Scheme a use in Section 2 or 3 of a zone for which an existing use right is established may continue provided:

- *No building or works are constructed or carried out without a permit. A permit must not be granted unless the building or works complies with any other building or works requirement in this scheme.*
- *Any condition or restriction to which the use was subject continues to be met. This includes any implied restriction on the extent of the land subject to the existing use right or the extent of activities within the use.*
- *The amenity of the area is not damaged or further damaged by a change in the activities beyond the limited purpose of the use preserved by the existing use right.*

Planning permit application

The Victorian Civil and Administrative Tribunal's decision in *Wellington & Ors v Surf Coast SC* (includes Summary) (Red Dot) [2011] VCAT 2317 (13 December 2011)(2011 Decision), confirmed that existing use rights for off road motorcycling events and activities apply to Lots 1 and 2 on PS 542499L, being part of the land described as 130 Haines Road and 470 Georges Road, Barrabool (McAdam Park).

The use of Lots 1 and 2 of McAdam Park for motorcycling events and activities is lawful. However, the 2011 Decision also relevantly provided at Order 2, that:

"...

(d) a planning permit was required at the time of construction for the buildings and works comprising the toilet block renovations, canteen, clubrooms and clubroom extensions, maintenance shed/pump house, scrutineers shed, buried shipping container, storage shed/container, land flyover bridge, starters box, bike wash down bays, all on Lot 1, and the bridge over the creek on Lot 2, being the items in paragraphs 7 (c),(d),(e),(h),(i),(j),(k),(l),(m),(o),(q) and (p) in the amended s 149B application. To the extent no permit has been sought or obtained for these buildings and works, the buildings and works are unlawful under the planning scheme then prevailing at the time of construction and/or under cl 63.05 of the Surf Coast Planning Scheme.

...

(h) a planning permit was required at the time of construction for the works to the main motocross track in 2003 and 2005 comprising the significant earthworks to widen and build up the height of the track, and the significant earthworks incorporating the development of major jumps and obstacles including 'table tops', 'ski jumps', 'stair case jumps' and the area known as the 'whoops', being the items in paragraphs 8 (a) and (b) in the amended s 149B application carried out after 5 October 2000. To the extent no permit has been sought or obtained for these works, the works are unlawful under cl 63.05 of the Surf Coast Planning Scheme."

Following the 2011 Decision being handed down, MA applied for a retrospective planning permit for the following buildings and works:

- toilet block renovations;
- clubrooms and clubroom extension;
- maintenance shed/pumphouse;
- scrutineers' shed;
- buried shipping container;
- storage shed/cargo container

- starter's box;
- bike wash down bays; and
- the works identified as the western track extension.

On 23 August 2012, the Surf Coast Shire council issued a notice of decision to grant a permit for the buildings and track works sought, subject to certain restrictions. Most relevantly, council sought to restrict regional, state, national and international events to no more than 3 per year. The council also proposed to restrict the number of club events to no more than 6 per annum and impose permanent noise monitoring at the site. Such restrictions were in MA's opinion in conflict with MA's obligations under its Funding Agreements with the State Government and the Surf Coast Shire which required it to provide a national and international motorcycle facility for the Geelong and Surf Coast Regions.

The objectors appealed the decision to grant a permit, and MA cross appealed, challenging, amongst other things, the severity of some of the usage restrictions, and the appropriateness of the noise monitoring regime sought to be imposed.

On 14 August 2013, the VCAT delivered its judgement in respect of the appeals regarding MA's application for a permit for retrospective approval of buildings and works at McAdam Park and the construction of a new club house.

Although the Surf Coast Shire issued a Notice of Decision to Grant a Permit in respect of all of the above buildings and works, that decision was set aside by the Tribunal on appeal in the matter of Motorcycling Australia Pty Ltd & ors v Surf Coast Shire Council [2013] VCAT 1382 (2013 Decision), the Tribunal noted:

[at 142] ... "Ultimately, a decision may be required by those involved to find a new home for the type of long term or permanent facility sought for the motocross community of this region with the review site able to continue a smaller scale operation consistent with its existing use rights should that be desired.."

VCAT determine that to approve the permit would entrench non-conforming use and would assist in facilitating the property being 'scaled up' in its usage and as such questioned whether McAdam Park was an appropriate facility for the three clubs and that MA should consider other more appropriate locations for off-road motorcycle activities and events.

In their determination, VCAT believed that because jumps makes the track more enjoyable for riders and buildings makes it better to run events etc these buildings and works entrench the use.

VCAT also determined that the noise impacts were unacceptable.

Further legal proceedings

At the time the determination was given, there was already an enforcement order on foot which would be brought forward automatically. The Residents claimed that the track and buildings were unlawful and should be returned to the natural lay of the land.

The enforcement order provides one year to comply with orders.

There was also a nuisance proceeding on foot. The Council issued an Improvement Notice on 2 August 2012 pursuant to the Public Health and Wellbeing Act 2008. MA appealed for a Stay against the improvement Notice which was granted by the Magistrates Court.

The Magistrates Court determined that the disputes in the proceedings be referred for Mediation where MA had attempted to enter into a noise management plan with Council. Although mediation was unsuccessful MA met with Council several times to discuss an operational noise management plan.

Note: If MA (or the clubs) failed to comply with any or all of the requirements of the Improvement Notice, SCS had the ability to commence proceedings for contravention of the notice. Which could include a criminal fine of approximately \$84,504, the ability to issue a prohibition notice which prohibits the activity at McAdam Park or commence court procedures seeking an injunction restraining MA from contravening the Improvement Notice.

The findings by VCAT made MA's case at the Magistrates Court harder as VCAT found a nuisance noise.

Retrospective planning approval – minor works

Due to the funding agreements with various Stakeholders, MA continued with its commitment towards the facility and submitted retrospective planning approval for minor works including:

- Toilet Block
- Pump shed
- Scrutineers Bay

In order to combat public hygiene issues, dust suppression and safety concerns (i.e. lack of shelter for riders), MA considered that another permit application was required so that members had the infrastructure required to run sporting events and activities.

Unfortunately MA was not able to apply for all buildings and works as the Tribunal differentiated between major and minor buildings and works and the club house and the jumps on the mx track were identified as more significant works which would increase the chances of objection and the likelihood of Council not granting a permit.

MA consulted with clubs at this time regarding any desire they may have to prepare independent planning permit applications for other buildings and works.

Finally, MA engaged the clubs regarding the need to determine what the track looked like in the areas for which a permit has been found to have been required immediately before October 2000.

The reason for this is that there is some prospect that if MA could demonstrate that jumps were in those areas immediately prior to October 2000, MA may have been allowed to reinstate those pre-2000 jumps. Unfortunately the clubs were unable to provide the evidence needed to demonstrate pre 2000 jumps and the track would have to be returned back to natural terrain in those areas identified by the judgement.

Terms of settlement

Shortly after submitting the retrospective planning approval for minor buildings, MA received further enforcement proceedings from the Council which required MA to demolish illegal buildings and track works.

Although the enforcement order commenced by Residents required a 12 month removal of illegal buildings and works, Council required compliance within a 3 month period. This would mean that Clubs would be required to bring in infrastructure for all activity and events and that clubs would potentially lose significant membership due to the changes of the track.

The purchase, maintenance and legal fees spent on McAdam Park to date have been considerable. Committing further expenditure on new planning applications, knowing objections will be lodged, was simply not a feasible option. The only realistic alternative is to cease operations at McAdam Park as per the Tribunal's decision and source another site which will not attract objections.

As such, MA entered into a use agreement (Terms of Settlement) with the Residents which agreed that McAdam Park would cease activities by the end of 2015. This date was agreed mutually by parties as an acceptable timeframe to find an alternative location for a regional facility on the basis that MA would relinquish existing use rights for the land.

As a result of reaching the terms of settlement, the Residents group would not pursue the nuisance proceedings nor continue with the impending VCAT enforcement orders.

Relocation

MA is currently working with the City of Greater Geelong to discuss Avalon as an alternative venue for motorcycling in the Geelong and Surf Coast Shire regions.

The Surf Coast Shire have advised MA that they have been looking for a suitable relocation site for the Winchelsea Gun Club since 2007 and would have similar difficulties finding an off-road motorcycle venue.

The same can be said for the City of Greater Geelong who had difficulty finding an alternative location (other than Avalon) to relocate the Geelong Motocross Club when their breakwater venue closed down.

Following the closure of the Breakwater Motorcycling Facility in 2007, the only surrounding municipalities that contain current motorcycling facilities are Golden Plains Shire (Meredith & District Motorcycling Club) and the Colac Otway Shire (Colac Motorcycling Club). These local facilities are not of a comparable standard to McAdam Park. Neither of these facilities have any confirmed plans to build or expand their motocross facilities in the foreseeable future.

Although Victoria currently has one Regional facility in Broadford, there is no such infrastructure to cater for the broader South West regions of Victoria.

With the increasing interest in all areas of motorcycle activity and the decreasing facilities and opportunities for safe motorcycle use, MA together with the State Government, Surf Coast Shire and City of Greater Geelong need to remain committed to sourcing a regional facility that would provide facilities for varied motorcycle and recreational activities within an environment that would promote safety and rider education.

The regional facility would need to be developed in a sustainable manner that would provide:

- A location for off-road motorcycle events and activities.
- A safe environment for the youth of Melbourne, Geelong and Surf Coast Shire regions to ride their motorcycles.
- A training facility to promote safe riding and consequently lower medical costs to the community.
- A safe training environment for farmers to use agricultural bikes and ATV 4 wheelers (currently high accident rate on farms).

MA does not have an alternative solution if the relocation to the Avalon site is not successful.

The City of Greater Geelong are currently undertaking due diligence in regards to vegetation on the site. MA understands that the master plan for the future development of the site has been endorsed by Council including an area to be set aside for Motocross.

MA has been advised that the lease agreement would be for a 20 year period, with the lease agreement details to be agreed upon.

MA will consider allocating proceeds from the sale of Barrabool after our financial obligations have been repaid.

The City of Greater Geelong has advised that they will reallocate \$660,000 towards the development of the site.

MA has met with the State Government and asked them to consider that the remainder of the State Government funding towards McAdam Park be reallocated to the Avalon site to develop a regional motocross facility for the area.

Aims for 2014

The following goals have been set for 2014:

- *Strategic Planning Items*
 - Continue developing and implementing strategic planning items with the intention of finalising items

- *Policy Development – as required*
 - Event Management
 - Risk Management
 - OHS management system
 - Ensure that our policies are in place and comply with the relevant regulators

- *McAdam Park*
 - To continue facilitating outstanding items to comply with Shire and other regulatory body requirements
 - To participate in the administration and facilitation of the Venue as required and directed

- *Event Management – Australian and International Events*
 - To assist the management of events and analyse/treat associated risks at events as required

Annual General Meeting Report

Outline

This report provides a summary of the tasks, programs and activities undertaken for the period May 2013 to April 2014.

1. Administration / Staffing

- 1.1 Staff meetings are held on a fortnightly basis and managers meet with the CEO weekly.
- 1.2 There have been significant changes in staffing in the past 12 months.
 - The Media Officer (maternity role) was filled by Melanie Cahani in a contract position and is now replaced by Jack Lucas on a permanent basis. Megan Hannan resigned from the role at the conclusion of her 12 months maternity leave.
 - With the winding-up of the Riders Division a position was made available for Bronwyn Sorensen as Development & Rule Coordinator to lead the development and communications department.
 - The Events Officer role was discontinued through AFL SportsReady.
 - Matthew Kearsley was promoted to Sport & Events Coordinator, and 8 months later resigned after being offered a position in pursuance of his career objective. Robert Dunt replaced Matthew as the Sport & Events Coordinator at the beginning of 2014.
 - Peter Doyle commenced in a newly created role as National Technical Officer.
 - Both administration and accounts positions have been replaced by Kym Phillips and Melissa Humphrey earlier this year.
 - David White retires after serving an astonishing 23 years of service with MA as Chief Executive Officer. I take this opportunity to thank David for his enormous contribution to the sport, management of the office and support over the years. He will be missed as a leader and mentor. Dale Gilson has been appointed to the CEO role commencing in May this year.

2. Information & Communications Technology

- 2.1 The internet connection was upgraded from SHDSL to 20mb/20mb Ethernet speed.
- 2.2 Two notebooks were rebuilt, one desktop, three new notebooks and two iPad's purchased.
- 2.3 Wi-Fi was set up on the server for wireless access by guests.
- 2.4 A new telephone system was installed and we received a \$2.5k rebate for moving back to Telstra as a special offer.

3. Budget 2014

The final budget for 2014 is a forecasted loss of (\$73,622). This is not an ideal result for the 2014 year, however we will be making every effort to reduce expenditure items and seek new income opportunities.

Revenue	\$6,021,842
Expenses	\$6,094,964
Profit / (Loss)	(\$73,122)

Revenue

There is a marginal increase of 3% in licence income related to the Come & Try It licences attracting a small capitation. One event competition licences have decreased by 11% and one event recreational licences increased by 4.7% against the 2013 budget.

The Australian Sports Commission funding has been cut by 13%.

Expenditure

The primary expenditure items are insurance and wages which make up 47% and 19% respectively of the budget.

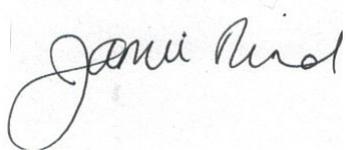
Salary, wages & leave entitlements has been increased by 11% in comparison to the 2013 budget.

	2013 Actuals	2013 Budget	2012 Actuals	2012 Budget	2011 Actuals	2011 Budget
Revenue	\$5,909,112	\$5,974,976	\$5,702,400	\$5,603,866	\$5,536,967	\$5,879,919
Expenditure	\$5,945,872	\$6,018,157	\$5,850,618	\$5,812,614	\$6,306,653	\$6,214,124
Profit / (Loss)	(\$36,760)	(\$43,211)	(\$148,218)	(\$208,748)	(\$769,686)	(\$334,205)

4. Financials / Audit 2013

The final operating result for Motorcycling Australia activities in 2013 was a loss of (\$36,760), and was on target with the budgeted loss of (\$43k).

The 2013 audit was carried out in our offices in mid-Feb, it was the second year that Davidsons Accountants and Business Consultants have conducted the audit, and it ran very efficiently. I am pleased with the manner in which they conduct the audit, their transparency and guidance throughout the audit, and resulting cost savings in accounting and auditing fees.



Ms Jamie Nind

Finance & Administration Manager