

14 October 2021

**IR-01-21-27573**

Nick Scott  
fyi-request-16717-0ee09dae@requests.fyi.org.nz

Dear Nick

### ***Information Request***

I refer to your correspondence of 12 September 2021 in which you requested information relating to New Zealand Police motorcycle fleet.

I have considered your request under the Official Information Act 1982 (OIA). My response to each of your questions can be found below.

- 1. If there is a separate vehicle usage policy for the operational use of motorcycles, can you please provide a copy*

Please see attached a copy of the 'New Zealand Police Motorcycle Best Practice'. While this document is due to come up for review, it remains current at the time of this response.

- 2. Please also provide the following data:*

- The number of accidents/ crashes / collisions involving Police motorcycles per year during the previous 5 years.*
- The number of accidents/ crashes / collisions involving Police motorcycles per year during the previous 5 years that resulted in injury to a Police officer; to a passenger; to a member of the public.*
- The number of accidents/ crashes / collisions involving Police motorcycles per year during the previous 5 years that resulted in serious injury or fatality to a Police officer; to a passenger; to a member of the public.*
- Please exclude from this data any instances of collisions, injuries or fatalities that occurred during the pursuit of a driver fleeing Police.*

In response to this question data has been collated from Police crash data analysis and is presented in the following table. As per your request, none of the

### **Police National Headquarters**

180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand.  
Telephone: 04 474 9499. Fax: 04 498 7400. [www.police.govt.nz](http://www.police.govt.nz)

numbers below include collisions or injuries that occurred during an active pursuit with a fleeing driver.

**Table 1: Occurrences recorded by Police 2016 – 2021 (to 24 September 2021)**

	2016	2017	2018	2019	2020	2021YTD
<i>Accidents</i>	4	2	4	6	3	3
<i>Injuries Reported</i>	0	0	0	0	1	1
<i>Serious/Fatal Injuries</i>	0	0	0	0	0	0

I trust this information is of use to you. You have the right, under section 28(3) of the OIA, to ask the Ombudsman to review my decision if you are not satisfied with the way I have responded to your request.

Yours sincerely



**Inspector Brian Yanko**  
Manager, Fleet Management  
Fleet Management Group



# New Zealand Police Motorcycle Best Practice



**CRIME AND SAFETY GROUP**  
TRAINING SERVICE CENTRE  
AT THE ROYAL NEW ZEALAND POLICE COLLEGE

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## 1. Statement

This Best Practice sets the requirements for the use of all motorcycles by members of police on official duties and replaces the original motorcycle policy and instructions that were introduced in 1992 and 1994. It covers training, deployment, rider uniform and vehicle specifications.

For the purpose of this document, the term motorcycle/s includes the following:

- patrol motorcycles (road type motorcycles)
- off road motorcycles (trail type motorcycles)
- all terrain vehicles (ATV's) including 4 wheel motorcycles.

**Note:** three wheeled (tricycle) ATV motorcycles are not to be deployed by police.

## 2. Responsibilities

### 2.1. General

- District Commanders must ensure that all police staff using police motorcycles are trained and deployed in accordance with the motorcycle best practice
- motorcycles are not to be used by members on official duties unless they are authorised to do so and have successfully completed the training courses outlined in this document or are undergoing training by an approved police motorcycle instructor
- police motorcycle instructor approval will rest with the Training Service Centre.

### 2.2. Rider

Members deployed on motorcycle duties must:

- display the highest level of professional conduct while riding
- be responsible for their actions when operating police motorcycles
- complete pre start checks of the motorcycle to ensure the vehicle is roadworthy before using it
- ensure any faults are rectified before the vehicle is used

**Note:**

If no faults are found during the pre start check and the rider experiences unusual handling characteristics from the motorcycle, the rider must:

- stop using the vehicle
- report the incident immediately to a supervisor
- complete a report detailing the problem
- list any checks carried out to isolate the fault and remedial action taken
- do not use the vehicle until the faults have been rectified

**2.3. Supervisors**

The duties of supervisors with staff deployed on police motorcycles must:

- ensure personnel under their control operate within the guidelines of this document
- ensure the vehicles being used meet operational requirements and that required repairs are carried out
- ensure motorcycles that have suffered crash damage or major structural repairs are:
  - in the case of trail bikes or ATV's, the machine must be tested and cleared by an approved police motorcycle instructor or designated person before redeployment
  - in the case of patrol motorcycles, the machine must be test ridden and cleared by an approved police motorcycle instructor or designated person before re-deployment and the details supplied to Road Policing Support, Office of the Commissioner.

### 3. Rider Selection

Members who have a desire to be deployed as a police motorcycle rider must:

- have permanent appointment
- hold a full class 6 New Zealand motorcycle civilian driver licence
- hold a full class 1 New Zealand driver licence for ATV's
- must hold the New Zealand Police Class 1 Driver Classification (subject to introduction of Safe Driving Policy).
- Be the holder of a Police GOLD drivers card.

### 4. Rider Training

To ensure national consistency, content and delivery, all motorcycle-training courses will be subject to approval by Road Policing Support, Office of Commissioner and the Training Service Centre.

Members who have been selected for motorcycle duties must:

- undergo and successfully complete motorcycle qualification training before they will be deployed on motorcycles operationally
- undergo a refresher training and rider evaluation course approximately every 12 months to ensure their slow riding skills and speed riding skills which are perissable are improved or at the least maintained .

#### **Note:**

- Where a member has previously worked as a motorcycle officer but has not ridden full time for a period of two years or more the member must:
  - undergo a motorcycle riding evaluation to ensure they meet the competencies of the slow riding skills and the speed riding skills before being re-deployed
  - undergo motorcycle training if they have not met the competencies during evaluation.
- Off road riding skills will be an additional requirement for those intending to ride patrol motorcycles.

## 5. Deployment

- patrol motorcycles and approved riders should be deployed on a full time basis to ensure effective use of the motorcycle and to maintain rider skills in an operational environment. (for the purpose of the motorcycle best practice, full time means an average minimum of three days deployment per week every calendar year)
- patrol motorcycles may be used for the following:
  - routine road policing duties
  - special events such as cycle races, parades etc
  - VIP escort duties
  - rider training courses
  - Co-vert operations
- off road motorcycles including ATV's may be used for:
  - search and rescue in difficult terrain
  - beach patrol or similar where deemed appropriate by the District Commander
  - drug recovery operations or similar where deemed appropriate by the District Commander
  - rider training courses
  - Co-vert operations.
- where an ATV is deployed particularly in rough country, reference to the document titled "Safe Use of ATVs on New Zealand Farms" should be considered before operation see Appendix 5.
- all riders must complete a pre start check before using a police motorcycle (appendix 1)
- all motorcycles being used in areas that fall within the definition of a "Road" under the Land Transport Act 1998 must be registered and licenced.

### 5.1. Speed Detection

- motorcycles are not to be used or fitted with speed detection equipment such as radars
- lasers may be used with the motorcycle as a power source only, and must be used in conjunction with another patrol vehicle deployed as the "remote stopper" in accordance with the speed detection policy. (This means the rider may stop the speeding vehicle if there is sufficient time or radio ahead for another member to stop the vehicle

but may not use the motorcycle to intercept the offending vehicle following a laser speed check).

- speed checks may be conducted using the patrol motorcycle speedometer, provided the speedometer is certified.

## **5.2. Hours of Darkness**

- normally motorcycles will not be deployed during the hours of darkness
- motorcycles may be used during the hours of darkness for special events such as VIP escorts
- in other cases a District Commander may authorise motorcycles to be deployed during the hours of darkness for enforcement campaigns, but they
- must either be deployed in pairs or with a patrol car working in the immediate vicinity. This delegation may be deputed to Senior Sergeant level. Staff safety is paramount with these deployments.

## **5.3. Environmental Conditions**

Safety is the prime factor when considering the deployment of motorcycles in poor environmental conditions.

- normally motorcycles will not be deployed in undue weather conditions
- normally motorcycles will not be deployed in high wind conditions
- in order to meet operational needs a District Commander may authorise motorcycles to be deployed in inclement or adverse weather conditions. This delegation may be deputed to Senior Sergeant level.
- if it is necessary to deploy motorcycles in adverse conditions, a risk assessment must be conducted first
- the risk assessment must consider:
  - weather conditions
  - likely impact of terrain
  - experience and skills of the riders
  - possible behaviour of offenders and other members of the public.

## **6. Pursuits and Urgent Duty Responses**

Riders must take extra care to ensure their safety, and the safety of others at all times when responding to these types of activities.

**No duty is so urgent that it requires the public or police  
to be put at unacceptable risk**

Riders must comply with the General Instructions on Urgent Duty Driving and Pursuits.

### **6.1. Patrol Motorcycles:**

These are described as category C vehicles in the Safe Driving Policy (subject to introduction of Safe Driving Policy) and means patrol motorcycles fitted with electronic sirens with red and blue lights are:

- acceptable for urgent duty
- may be used for pursuits provided the pursuit is under the control and direction of the Communications Centre
- generally in pursuit situations motorcycles may only be used to keep the offending vehicle in sight (safe follow) until more appropriate patrol vehicles can be put in place.

### **6.2. Off Road Motorcycles & ATVs:**

These motorcycles are classified as category E vehicles in the Safe Driving Policy (subject to introduction of Safe Driving Policy) and in any event they are:

- not to engage in pursuits
- not to be used for urgent duty response.

## **7. Uniform**

- all members deployed on patrol motorcycle duties must wear the approved motorcycle uniform as outlined in appendix 2
- all members deployed in off road riding duties must wear the approved uniform as outlined in appendix 3
- all members deployed on motorcycle duties must wear a fully equipped duty belt

## **8. Motorcycle Specifications & Evaluation**

- motorcycle specifications will vary, but they must not be deployed until they have been approved by Road Policing Support Office at the Office of the Commissioner
- all testing and evaluation of new motorcycles will be conducted and coordinated by Road Policing Support at the Office of the Commissioner
- the basic specifications for all motorcycles used by police are outlined in appendix 4.

## **Appendix 1 – Pre Start Check For Police Motorcycles**

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The rider must conduct a pre start check before any police motorcycle can be ridden.

The basic checks are:

### **Tyres**

- ensure that the tyres are inflated to the correct pressures
- ensure that the tyres that are fitted, are of the size and type recommended by the manufacturer
- ensure that both tyres have at least 3mm of tread depth. If any tyre has less than 3mm of tread depth or less the tyre must be replaced
- ensure that the front and rear tyres on the vehicle are matched i.e. the front and rear tyres must be of the same make and model, and be a matched pair as recommended by the tyre manufacturer
- ensure that the tyres are free from cuts and foreign objects stuck in the tread
- ensure that the tyres fitted to off road machines are DOT rated for on road use as well as off road.

### **Steering Head Bearings**

- place the machine on the centre stand and check that the handle bars turn smoothly to the left and right freely. If this bearing is worn in any way there will be a subtle variation in the amount of effort required to move the handle bars particularly when passing through the straight ahead position
- to check forward and aft movement by gripping the bottom of the fork legs and try to move the forks forward and aft. (there should be no movement).

### **Swing Arm Bearings**

- place the machine on the centre stand and check there is no lateral movement of the rear wheel.

### **Wheels & Brakes**

- check cast alloy wheels (if fitted) for cracks or dents
- check spoked wheels (if fitted) for spoke tension and dented rims
- check that the wheels run true and are not bent

### **Suspension Settings**

- check that the suspension settings are set within the manufacturer's specifications.

### **Pannier Bags** (if applicable)

- check that the pannier bags are securely mounted and fastened to the machine and that the lids are firmly secured
- ensure that the panniers are loaded evenly to ensure equal weight distribution
- do not exceed the manufacturers recommended maximum weight.

### **Engine Oil and Coolant**

- ensure the oil level is within the manufacturers specified levels
- ensure the coolant level (if applicable) is within the specified levels.

### **Brakes**

#### ***Disc Brakes***

- check the brake pads are within operable limits
- check that the front and rear brake fluid levels are correct.
- check that the discs are free from gouges and cracks
- check that the brake lever and pedal operate smoothly and that free play is within serviceable limits (see handbook for details).

#### ***Mechanical Drum Brakes***

- check the travel of the lever and pedal are within serviceable limits with correct free play (check handbook)
- check that the application and release of the brakes is smooth and does not bind.

### **Lights & Warning Devices**

- check that the vehicle's lights and warning device operates correctly
- check (where applicable) that the warning lights and siren are operable.

### **Drive Chain** (where applicable)

- check drive chain adjustment is with specifications
- lubricate chain.

## Overall

- carry out a visual check of the motorcycle to ensure there is no loose fittings, nuts, bolts etc
  - ensure that the handle bar levers are not bent or broken and that all controls are operating freely
  - check there are no cracks or damage to the fairing or mounts on road bikes.
- 

## Responsibilities

The above checks are the minimum that must be carried out and any defects highlighted as a result of the check must be attended to immediately.

### *Rider*

If no faults are found during the pre start check and the rider experiences unusual handling characteristics, the rider must:

- stop using the vehicle
- report the incident immediately to a supervisor
- complete a report detailing the problem
- list any checks carried out to isolate the fault and remedial action taken
- do not use the vehicle until the faults have been rectified.

### *Supervisor*

- arrange to have the motorcycle checked and repaired as required
- in the case of trail bikes or ATV's arrange to have the machine tested and cleared by an approved police motorcycle instructor or designated person before redeployment
- in the case of patrol motorcycles arrange to have the machine test ridden and cleared by an approved police motorcycle instructor or designated person before redeployment, and advise Road Policing Support at the Office of the Commissioner.

## Appendix 2 – Patrol Motorcycle Uniform

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### **Safety Helmet:**

- must be worn at all times while riding
- must be of an approved type (Regulation 31 Traffic Regulations 1976) and white in colour
- must be fitted with a visor that is used for eye protection
- must be a full face type helmet and may be equipped with a lifting jaw piece
- must have a Police badge affixed facing the front
- must be fitted with communication equipment compatible with the police communication equipment on the vehicle.

### **Gloves:**

- must be worn at all times while riding
- must be substantially black in colour
- may be made of leather or composite synthetic materials
- must have extra protection and padding for the back of the hands and fingers.

### **Boots:**

- must be motorcycle type boots
- must be black leather ( or of similar water resistant material, but must be capable of being polished)
- must be at least mid calf length.

### **Jacket:**

**Note:** Because of a number of safety concerns regarding some of the current approved motorcycle uniform clothing, a mixture of alternative motorcycle gear is currently being used. Until a new motorcycle uniform is introduced the following may be worn with a police issue high visibility jacket worn over the top of the riding jacket.

- Police issue leather jacket  
*or*
- synthetic jacket made of cordura or similar material with a breathable waterproof membrane. The jacket must be fitted with \*CE or EU approved soft armour at the elbows, shoulders and preferably with a back protector fitted. (\* CE or EU - Community European or European Union Standard)

### **Trousers**

- Police issue leather trousers
- *or*
- synthetic trousers made of cordura or similar material with a breathable waterproof membrane. The trousers (black or blue in colour) must be fitted with \*CE or EU approved soft armour at the knees and hips (\* CE or EU - Community European or European Union Standard)
- jodhpurs should not be worn.

### **Shirt**

- the blue knitted polo shirt with police badge affixed (available from the Police Store)
- *or*
- uniform shirt with tie.

### **High Visibility Jacket**

- must be worn at all times while on motorcycle patrol duties
- short sleeve police issue high visibility jackets may be worn during daylight hours
- long sleeve police issue high visibility jackets must be worn in poor lighting conditions and during the hours of darkness
- crash entry jerkins do not meet high visibility standards and must not be worn when riding a motorcycle.

## **Appendix 3 – Off Road Motorcycles Uniforms**

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(including trail motorcycles and ATV type motorcycles)

Members using these types of machines must be clearly visible to other people as police officers except where a more subtle approach is required at the discretion of the District Commander.

The uniform for riding off road motorcycles is:

### **Safety Helmet:**

- must be worn at all times while riding
- must be of an approved type (Regulation 31 Traffic Regulations 1976) and white in colour
- must wear goggles or other eye protection if not using a helmet fitted with a visor
- trail bike riders must wear a full face type helmet and may be equipped with a lifting jaw piece or may be a purpose built off road full face helmet substantially white in colour
- must have a Police badge affixed facing the front
- must be fitted with communication equipment compatible with the police communication equipment

### **ATV riders**

- must wear an approved safety helmet (Regulation 31 Traffic Regulations 1976) at all times while riding. Helmet may be either open face or full face design and white in colour
- if the vehicle is being used off road and at low speed (less than 30km/h), an approved ATV Helmet (NZS 8600:2002) may be used
- helmets must have a Police badge affixed facing the front
- must wear goggles or other eye protection if not using a helmet fitted with a visor.

### **Gloves:**

- must be worn at all times while riding
- may be of the type manufactured for off road motorcycle use
- must be made of leather or composite synthetic materials
- must have extra protection and padding for the back of the hands and fingers.

**Boots:**

- must be worn at all times while riding
- must be black leather
- (trail bikes) must be motorcycle boots at least mid calf length. Specialist off road boots may be worn but must be substantially black in colour
- (ATV's) must wear stout foot wear and must be at least high lace up black boots such as used with normal police uniform.

**Jacket:**

- must be a suitable off road riding jacket with CE or EU approved armour in the elbows, shoulders and back protector
- (ATV's), clothing must be suitable and sufficiently robust to protect the rider from the elements.

**Trousers**

- must be suitable for off road riding with hip protection fitted
- shin and knee protectors must be worn under the trousers
- (ATV's) uniform overalls may be worn instead of the above, shorts must not be worn.

**Shirt**

- must be the blue knitted polo shirt with police bag affixed (available from the Police Store).

**Plastic Body Armour** (Specific for off road motorcycle use)

- must be must be worn while riding trail bikes
- must be of the type that provides protection to the chest, back and shoulders of the rider.

**High Visibility Jacket**

- must be worn at all times while on off road motorcycle duties, unless for operational reasons the District Commander decides otherwise
- short sleeve police issue high visibility jackets may be worn during daylight hours
- long sleeve police issue high visibility jackets must be worn in poor lighting conditions and during the hours of darkness
- crash entry jerkins do not meet high visibility standards and must not be worn when riding a motorcycle.

## Appendix 4 – Police Motorcycle Specifications

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### Patrol Motorcycles

#### Minimum requirements

- must be a make and model tested and approved by Road Policing Support OoC
- must be manufactured specifically for enforcement duties
- must have a measured engine capacity of not less than 740cc
- must have an engine power output of not less than 60 kilowatts DIN or 80 PS measured at the rear wheel
- must have an electric starting system
- must have a shaft for the final drive
- must be equipped with a factory built frame mounted full fairing
- must be substantially vivid white in colour
- must be equipped with anti lock braking system (ABS)
- must be equipped with easily detachable locking pannier bags of not less than 20 litres cubic capacity each. Must be lockable using the ignition key from the motorcycle.
- must be fitted with tubeless tyres (wheels may be either cast alloy or spokes)
- must be fitted with a main stand and side stand
- must be fitted with protection bars on the front
- must be fitted with a single seat with a radio box
- must be fitted with an alternator that produces at least 700 watts
- must be fitted with a 12volt battery of not less than 19 amp hour capacity
- must have a usable fuel capacity of not less than 20 litres.

## Patrol Equipment

### ***Siren***

- must be fitted with an electronic siren that meets the NZ Police specification
  - 115 D(B)A [ $\pm$  2D(B)A] at 4 metres in front of the vehicle and two metres high.

### ***Warning Lights***

- must be fitted with red and blue flashing lights to the front facing forward of the machine
- must be fitted with a flashing or rotating warning stem light that can be lifted if necessary
- must be fitted with red and blue lights mounted on the rear facing rearwards of the machine.

### ***Radio Box***

- must be equipped with a water proof radio box situated behind the rider that will enable NZ Police radio equipment to be installed.

### ***Speedometer***

- must be fitted with a speedometer that meets the NZ Police specification below:
    - the speedometer dial must be marked in 2 kilometre per hour graduations
    - must be able to be calibrated to  $\pm$  3 km/h in the speed range 30 km/h to 100 km/h
    - must be able to be calibrated to  $\pm$  4 km/h in the speed range 101 km/h to 150 km/h.
- or**
- digital speedometers may be considered

## Replacement Best Practice

- patrol motorcycles must be entered onto the replacement schedule once 50,000 kilometres has been reached irrespective of age.

## Appendix 4.1 – Off Road or Trail Motorcycles

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### Minimum requirement

- must be a make and model tested and approved by Road Policing Support OoC
- must be single cylinder configuration
- must have a four stroke engine of between 250cc to 400cc
- must have an electric starting system
- must be able to be registered and warranted for normal road use
- must have a usable fuel tank capacity of not less than 8 litres
- must be fitted with a 21 inch front wheel and 17inch or 18 inch rear wheel
- must be fitted with DOT rated off road tyres that are permitted to be used on sealed surfaces
- must be fitted with an “O” Ring drive chain
- must have disc brakes front and rear
- must not exceed 180 kilograms kerb weight, ready to ride (including all fluids and filters i.e. full petrol tank and engine oil filled to maximum level).

### Replacement Best Practice

- Off road motorcycles will be replaced on a wear and tear basis irrespective of age or kilometres travelled but should be reviewed every year to ensure an assessment of wear and tear is conducted regularly.

## **Appendix 4.2 – All Terrain Motorcycles (ATV's)**

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### Minimum requirements

- must be a make and model approved by Road Policing Support OoC
- must be fitted with electric start
- must have a four stroke engine of between 400cc to 650cc
- must have an electric starting system
- must be able to be legally used on the road (able to registered and licenced etc)
- must be at least of 4 wheel design configuration (can either be constant 4 wheel drive or selectable between 2 wheel and 4 wheel drive)
- must have a selectable reverse gear
- must have selectable transmission for low and high gear ratios
- must have front and rear suspension systems.

### **Replacement Best Practice Atv's**

- ATV's will replaced on a wear and tear basis irrespective of age or kilometres travelled but should be reviewed every year to ensure an assessment of wear and tear is conducted regularly.

**“Safe Use of ATVs on New Zealand  
Farms”**

*Published by the Occupational Safety & Health Service  
Issued November 2002*