

Ride Safe, Ride Legal

Riding in forests is subject to all of the normal road rules, so it is essential to have a motorcycle licence, for the bike to be registered (and displaying the registration plate), for the rider to wear a helmet and to stay on the formed forest roads. DSE Forest Officers conduct regular patrols with the aim of making riders more aware of their responsibilities when riding on public land. Some Forest Officers now ride trail bikes to conduct patrols. Serious offences such as riding unlicensed, riding an unregistered bike, riding off-road or on a closed road attract heavy penalties.



Forest Maps – where to ride

Riders can now access interactive downloadable Forest Explorer maps from the DSE website. These maps show forest roads and four-wheel drive tracks available for riders to use.

Maps can be found by going to www.dse.vic.gov.au → interactive maps → forest explorer online. Choose "Find" from the menu to find a location, road, track or forest.



More Information

The Department of Sustainability and Environment (DSE) is responsible for managing Victoria's State forests. For more information:

- t.** DSE Customer Service Centre on 136 186
- w.** www.dse.vic.gov.au/trailbikes
- e.** trail.bikes@dse.vic.gov.au

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For more information contact the DSE Customer Service Centre 136 186

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Department of
Sustainability and
Environment

ride for tomorrow

respect the environment respect others



A Victorian
Government
initiative



Trail bike riding in Victoria's State forests and other public land is an increasingly popular recreation enjoyed by many.

The Victorian Government wants to ensure that trail bike riders can continue to enjoy riding in the bush whilst also balancing this with the legitimate needs of rural residents and other forest recreational users.

Ride for Tomorrow incorporates two important themes: respect the environment and respect others. Riders who care for the environment and ride with respect for other forest users and local residents protect your continuing access to the forests and help keep everyone happy.

The Department of Sustainability and Environment (DSE) supports the responsible use of the forest road network by licensed trail bike riders on registered bikes. To provide better management of this rapidly growing recreation, the DSE Trail Bike Initiative works with riders and other members of the community to promote the Ride for Tomorrow message.

Trail Bike Visitor Areas

Trail Bike Visitor Areas for parking and unloading trail bikes are being constructed at a number of popular riding locations. These facilities are located and designed with local rider input, and are built to meet the specific needs of riders. At major locations, the facilities may include a shelter, toilet, trail riding information and picnic tables, while other locations may comprise just an all-weather parking area and information board. At some facilities, suggested riding routes will be signposted for the benefit of riders not familiar with the area.



Sound Advice

Most riders are aware that excessive noise is a common cause of concern for local residents and other forest users. Where noise is an especially sensitive issue, Reduce Noise signs are being installed to advise riders of the need to back off the throttle, lower the revs and reduce noise for a short distance. Most riders agree that it's easy to show consideration for others by voluntarily reducing the revs for a few hundred metres when close to residential areas.

Reducing noise in sensitive areas helps protect riding access



Noise Testing

Noise compliance tests conducted by DSE staff show that of a total of over 700 trail bikes tested during the first half of 2008, 81% met the 94 decibel legal standard and another 7% were just over but within the two decibel measuring tolerance zone. Two-stroke bikes had the highest compliance rate, with 94% meeting the standard. Four-stroke bikes with aftermarket pipes had a 69% compliance rate, and many of the bikes that failed were over the limit that applies for motocross racing. Most of these exhausts did not have the specified baffle, insert or endcap fitted; if they did, the majority would comply with the official limit.

In addition to conducting noise tests in forests, DSE staff have supported Motorcycling Victoria and Motorcycling Australia by conducting noise testing at enduro events, including the 2008 Australian Four Day Enduro. Motorcycling Australia is taking the lead in reducing exhaust noise levels for racing by lowering the competition limit to 94 decibels from January 1, 2009.

