

# Motorcycles – Call Sheet Memo

## Actsafes Safety Bulletin #20a

This bulletin provides guidelines for using motorcycles in motion picture productions, including street bikes, dirt bikes, electric bikes, and other two- or three-wheeled motorized vehicles that fall under the *Motor Vehicle Act*. This includes vehicles that are on or off camera, including those used for filming. When motorcycles are used for stunts, refer to [Safety Bulletin #4 — Stunts](#). Refer to accompanying Safety Bulletin #20 Motorcycles – Preplanning for additional information.

## HAZARDS

Anything that could interfere with the normal operation of a motorcycle may be a hazard, including:

- Modifications that affect the way the motorcycle handles, such as outriggers, truss pieces, or dressing that make the motorcycle wider, change the centre of gravity, or affect weight transference
- Sidecars attached to the motorcycle
- Costumes or prostheses that may impair the operator's vision or ability to control the vehicle
- Wet conditions or other inclement weather
- Rough or unusual road or surface conditions
- An unexpected breach of the area by vehicles, pedestrians, or animals
- Pyrotechnics, special effects, or other elements that could affect the operator
- High-speed manoeuvres, precision riding, jumps, or other stunts
- Burns from hot exhaust pipes and other engine components
- Exposure to carbon monoxide and other gases and exhaust emissions

## CONTROL MEASURES

### Pre-ride inspections

The motorcycle operator, stunt coordinator, and/or designated, qualified persons should perform all necessary inspections and agree that all equipment is in good working order and is properly adjusted to suit the motorcycle operator. These individuals must be given enough time to conduct these inspections and make modifications, if necessary.

The operator should inspect the route to ensure that it's safe before performing the sequence.

Ramps and other equipment must also be inspected before use. Any item that is not functioning properly must be repaired by a qualified person.

When using engines that have different power modes or emerging technologies such as electric motorcycles, make sure the power, speed, ABS, and traction-control settings are all adjusted to match the needs of the riding sequence and surface conditions.

### Safety meetings

The 1st AD should hold a shot-specific safety talk for the motorcycle operator and all performers and crew who will be in proximity to the sequence. This meeting should include the following:

- The shot sequence and route
- Details of controlled or uncontrolled environments (e.g., closed course versus open roads with ITC) and the use of lock-ups to control pedestrian traffic.
- Details of all stunt action, including motorcycle speed, safety buffers, number and proximity of other vehicles, crew and camera placement and the involvement of background vehicles and performers.
- The use of ramps, jumps, lay-downs, or other high-hazard activities.
- Special effects involved in the sequence.
- An on-site walk-through or a dry run with the stunt coordinator and all involved workers. If



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possible, conduct a slow-speed rehearsal so everyone can see the movement and path of the motorcycle.

- Environmental conditions, including weather, topography (e.g., flat or hilly), and surface conditions.
- Any changes to the original plan.
- Authority to abort, including signals to be used. The stunt coordinator should determine and explain acceptable routes of escape and safety buffers. There should be a clear understanding of the intended action and possible deviations.
- Placement of equipment and obstacles.
- Communication systems, including the designated radio channel and visual cues.
- Any issues with the motorcycle operator's visibility.
- PPE (e.g., harnesses, helmets, eye protection).
- Emergency response plans and procedures.

### Significant changes

If there is a significant change to the sequence, stunt, or equipment, the 1st AD will conduct an additional safety talk and rehearsal so everyone understands the change.

### Immediately before operation

- Verify communications between drivers and support vehicles (e.g., walkie-talkies).
- Double check weather, road conditions, and the route to ensure that everything is clear.
- Make sure the motorcycle operator is familiar with the plan, confident with the route and equipment, and aware of the camera positions for each take.
- Make sure the crew and all other performers are working in their designated safe zones.

### During operation

Consider the following before filming:

- Establish an area where only authorized workers are allowed as well as safety zones for other workers.
- Only authorized workers should be allowed on the motorcycle.
- No one should be near or distract the motorcycle operator unless their assignment requires them to be there.
- The stunt coordinator should schedule and approve last-minute "finals" to prevent distractions to the operator.
- Stunt coordinators are responsible for ensuring that appropriate PPE is worn.
- First aid or emergency medical services should be standing by.
- Ventilation for exhaust should be functioning when shooting in enclosed areas.

### Using motorcycles as camera bikes

- A camera bike is a motorcycle with a camera attached or a camera operator on the bike. In addition to the safety procedures mentioned above, the following procedures apply:
- All motorcycle operators and passengers must wear an approved helmet.
- The motorcycle operator should not hold or manually operate the camera while the motorcycle is in motion.
- All items placed on the camera bike or operator should be properly secured. Extra equipment that is not used for the shot should be placed in a follow vehicle.
- All rigging of equipment should be performed by qualified personnel in a secured area. The rigging must be discussed with the camera bike operator before using the motorcycle.
- The camera bike operator should be allowed sufficient time to familiarize themselves and rehearse with the rigged motorcycle, including after any changes are made.



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## RELATED RESOURCES

- CSA standard CAN3-D230-M85, Protective Headgear in Motor Vehicle Applications
- [Section 8.12](#) of the Occupational Health and Safety Regulation
- [Controlling Carbon Monoxide Exposure](#) (Actsafes safety bulletin#13)
- Motorcycles - Preplanning (Actsafes safety bulletin #20)

### Actsafes Safety Association

Actsafes is a not-for-profit health and safety association supporting British Columbia's arts and entertainment industries. Actsafes provides resources and training to employers, workers, and supervisors. We are always here to provide information relevant to best practices around health and safety in the arts and entertainment industries in B.C.

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