



MAGISTRATES COURT *of* TASMANIA

CORONIAL DIVISION

Record of Investigation into Death (Without Inquest)

*Coroners Act 1995
Coroners Rules 2006
Rule 11*

I, Leigh Mackey, Coroner, having investigated the death of Mina Brock

Find, pursuant to Section 28(1) of the *Coroners Act 1995*, that

- a) The identity of the deceased is Mina Brock, born Asimina Augerinos on 10 January 1976. Mrs Brock grew up in Hobart and worked as a laboratory technician with the Commonwealth Scientific and Industrial Research Organisation (CSIRO) in Hobart. She was married to Rodney and together they have three daughters, Katerina, Sophie and Marina. Mrs Brock suffered from Crohn's disease, which she managed with daily injections. She was 47 years old at the time of her death.

- b) Mina was described by family members as a safe and confident motorcycle rider who regularly rode in a range of weather conditions. She owned and used appropriate protective riding equipment. Mrs Brock rode her motorcycle between her home at Kellevie and Hobart five days a week for work and would frequently transport her daughter to school as a pillion passenger. Mrs Brock had been riding motorcycles since her teenage years and her skill as a motorcyclist was able to be observed from footage downloaded from a Sena helmet camera used by her when riding. The footage was dated 26 December 2023 and was of Mrs Brock riding her BMW motorcycle with Marina as a pillion passenger and Sophie riding a Honda motorcycle behind on a journey from Kellevie to Spotlight in Glenorchy and return. The footage has been reviewed by Senior Constable Barnard, a motorcycle rider of 33 years' experience, police motorcycle rider for 18 years and qualified police motorcycle rider instructor for 7 years. In his assessment the riding observed on the footage was of a very high standard, with road positioning, crash avoidance space, head checks and general motorcycle handling all considered as excellent. Senior Constable Barnard concluded that Mrs Brock was an experienced and very competent motorcycle rider.

Mrs Brock planned a four-day motorcycle trip with Sophie and Marina. The itinerary involved travelling to Ulverstone for the night, followed by Stanley, then Tullah, with the final leg concluding in Launceston on New Year's Eve. The group intended to return home to Kellevie on New Year's Day. During the journey, Sophie travelled on one motorcycle, whilst Mina, with Marina as pillion, travelled together on Mrs Brock's motorcycle, a 2016 BMW R1200R. The trio departed Kellevie on 28 December 2023 at 7.30 am, and rode to Richmond, onto Campbell Town and then to the Christmas Hills Raspberry Farm. From there they intended to travel to the House of Anvers near Latrobe. It was a dry, warm and sunny day.

As they headed to the House of Anvers Sophie was riding her motorcycle behind Mrs Brock. They travelled in the northbound lane of the Bass Highway toward the intersection of the highway with Native Plains Road at Sassafras. At the same time Ms Ashley Rickert was driving a white 2013 Mitsubishi Outlander in the southbound lane of the Bass Highway intending to turn right off the Highway and onto Native Plains Road.

Bass Highway is a generally straight stretch of road that runs in an east to west direction between Launceston and Marrawah. The section of the Bass Highway at which the collision occurred runs in a generally north to south direction with one lane of travel in each direction. The applicable speed limit for the area is 110km/hr. The highway was in good condition with visibility for approximately 740m in both directions at the point of collision. Ms Rickert was familiar with the intersection having used it on approximately 10 prior occasions. The highway had a marked central turning lane, for the use of vehicles heading south on the Bass Highway intending to turn right onto Native Plains Road. Those vehicles were required to give way to vehicles travelling north on the highway before crossing the highway and entering Native Plains Road.

Ms Rickert drove south on the Bass Highway, entered the turning lane and partially crossed onto the northbound lane of Bass Highway intending to turn into Native Plains Road. As she did so she failed to give way to Mrs Brock's motorcycle as it travelled on the northbound lane of the highway causing the front left side of her vehicle to collide with the side of Mrs Brock's motorcycle. As a result of the collision Mrs Brock and Marina were dislodged from the motor bike. Mrs Brock landing approximately 2.5 metres on the roadway. Marina suffered possible loss of consciousness, pubic

fracture requiring internal fixation, a laceration of the liver and small pulmonary contusions of the lung. Marina survived the collision. Mrs Brock was attended to by members of the public, including health practitioners, and an off-duty member of Tasmania Police, until the arrival of emergency services. Efforts to resuscitate Mrs Brock were unsuccessful and she was pronounced dead on the scene.

The BMW and Mitsubishi were subjected to examination by Transport Safety and both found to be in a roadworthy condition. I find that there were no factors associated with the condition of either vehicle that contributed to the accident. Toxicological testing was undertaken on a sample of Ms Rickert's blood and a postmortem sample of Mrs Brock's blood. Neither alcohol nor illicit drugs were detected in the blood of either Ms Rickert or Mrs Brock.

The circumstances of the accident were investigated by the Crash Investigation Unit of Tasmania Police. They were at the scene of the accident shortly after its occurrence and noted the good road and weather conditions. The sun was overhead and did not provide any sight interference. No environmental causes for the accident were identified.

The speed at which Mrs Brock was travelling prior to the accident was estimated based on the distance she was ejected from the motorcycle after the accident, as a minimum of 93km/h. Sophie followed Mrs Brock's motorcycle and states they travelled, when able, and at the approach to the intersection at the speed limit of 110km/h.¹ Data from the Mitsubishi was interrogated and revealed its speed at the time of the accident as 25km/hr. I find that excessive speed was not a cause of the accident.

Immediately following the accident Ms Rickert stated that she had come to a complete standstill at the central turning lane on Bass Highway to give way to other vehicles, had not seen the motorcycle driven by Mrs Brock and proceeded into the north bound lane believing it to be then clear of oncoming traffic. Data downloaded from her vehicle, the Mitsubishi, does not however reflect this but rather shows the vehicle to have significantly slowed but not stopped at this point of its journey. Mr Mathew Page was driving his SRT Logistics Scania prime mover on Bass Highway northbound toward the intersection with Native Plains Road. His truck was fitted with a

¹ Affidavit - Sophie Brock Page 2.

camera that faced toward his direction of travel. It is difficult to see the movements of Ms Rickert's Mitsubishi as it approached the turning lane on the highway. The footage does however demonstrate there was no vehicular traffic for some distance between the truck and the intersection. Given the data downloaded from the Mitsubishi regarding its movements leading up to the collision I find that Ms Rickert did not stop the Mitsubishi fully at the turning lane before the accident nor was it necessary for her to give way to other vehicles before Mrs Brock's motorcycle entered the intersection.

Ms Rickert had a clear line of sight from her position approaching the turning lane on the Bass Highway of the northern bound motorcycle ridden by Mrs Brock. Ms Rickert states she did not see the motorcycle. A witness who gave way to the two motorcycles as she waited to enter the highway from her driveway, did not believe the headlights of either motorcycle were illuminated and nor did they carry any pillion passengers.² Mrs Brock was carrying Marina as a pillion passenger at the time she passed the witness. Sophie recalls the headlight was illuminated on Mrs Brock's motorcycle when they commenced their ride and that she was "*very particular*" about maintenance of motorcycles including using the headlight.³ The downloaded footage from 26 December 2023, referred to earlier in these findings, depicts the light on Sophie's motorcycle becoming immediately illuminated upon starting her motorbike and remaining on throughout the ride. CCTV footage of Mrs Brock's driveway shows the headlight of the BMW as illuminated as they headed off on the trip on the morning of 28 December 2023. The BMW R1200R, used by Mrs Brock, was fitted with a front daytime running light which automatically comes on when the motorcycle is started. The impact of the collision broke the headlight from the motorcycle and the tail light and numberplate lights were on.⁴ Noting Mrs Brock's usual insistence on the headlight being illuminated, it being illuminated at the commencement of the journey, it automatically becoming so once the motorcycle was started and the observation that the rear lights of the motorcycle were illuminated after the collision, I find that the headlight on the Mrs Brock's motorcycle was illuminated at the time of the collision.

² Affidavit - Felicity Perry Page 1.

³ Affidavit - Sophie Brock Page 1.

⁴ Affidavit - Senior Constable Barnard sworn 23 May 2024 Page 4.

I find that the entry of the Mitsubishi into the north bound lane of the Bass Highway, despite the presence of Mrs Brock, and consequent collision, was caused by the inattention of Ms Rickert, her failure to heed the presence of Mrs Brock and her motorcycle in the northbound lane and failure to give way to it.

Ms Rickert was charged and pleaded guilty to 1 count of causing the death of another person by negligent driving in respect to Mrs Brock and 1 count of causing grievous bodily harm by negligent driving in respect to Marina. She was sentenced in the Magistrates Court of Tasmania on both counts to 4 months imprisonment wholly suspended on the condition that, for a period of 12 months, she not commit another offence punishable by imprisonment, and she was disqualified from driving for a period of 10 months.

- c) Following the accident Mrs Brock underwent postmortem examination by Dr Reid, State Forensic Pathologist who found she had suffered multiple fractures to her ribs, spine and pelvis, arms, and legs, an injury to her neck/chin area, a hemopneumothorax and head trauma in the accident. I find accordingly that Mrs Brock died as a result of multiple (head, spine, pelvic and limb) injuries due to a vehicle crash.
- d) Mrs Brock died on 28 December 2023 at Sassafras, Tasmania.

In making the above findings I have had regard to the evidence gained in the investigation into Mrs Brock's death. The evidence includes:

- The Police Report of Death for the Coroner;
- Affidavits confirming identity;
- Affidavits from Robert and Sophie Brock sworn 2 February 2024;
- Affidavit Felicity Perry sworn 2 January 2024;
- Affidavits from members of the public whom assisted on site;
- Affidavits from Police;
- Crash investigation report, vehicle inspection reports and corresponding affidavit;
- Toxicology report of the driver dated 14 February 2024;
- Ambulance Tasmania Records;
- General Practitioner and Hospital records; and

- Opinion of the forensic pathologist, Dr Andrew Reid regarding cause of death dated 28 March 2024.

Comments and Recommendations

I extend my appreciation to investigating officer Constable Hayden Barnard for his investigation and report.

The circumstances of Mrs Brock's death are not such as to require me to make any comments or recommendations pursuant to Section 28 of the *Coroners Act 1995*.

I convey my sincere condolences to the family and loved ones of Mrs Brock.

Dated: 28 April 2026 at Hobart, in the State of Tasmania.

Leigh Mackey
Coroner