

Annex 5

Motorcycling Community Amplifying Questions Riders and Industry Safety Experts' views and recommendations

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1. Methodological aspects

As part of the information collection process, the *Motorcycling Community Amplifying Questions* survey aimed at collecting the views of the motorcycle industry and riders’ representatives on the 8 safety areas covered by the project.

The questionnaire was disseminated through the 3 main European organizations’ internal network:

- 1. FEMA national associations 
- 2. ACEM national organisations 
- 3. FIM national associations 

Answers were exclusively provided in written format.

At the end of the process, the RIDERSCAN project received 21 answers from the Motorcycling Community’s representatives (8 from ACEM members, 11 from FEMA members and 1 from FIM members) covering 12 different countries (Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Luxembourg, the Netherlands, Norway, Sweden and the United Kingdom).

Summary table of answers

Country	Respondent	Organisation/department	Date
Belgium	Stijn Vancuyck	FEBIAC (Fédération Belge de l'Automobile & du Cycle)	
	Dirk Bruyninx	MAG Belgium (Motorcycle Action Group)	09 October 2014
Denmark	Gunnar Skrydstrup	MCTC (MC Touring Club)	10 September 2014
France	Eric Thiollier	FFMC (Fédération Française des Motards en Colère)	19 September 2014
Germany	Michael Wilczynski	BVDM (Bundesverband der Motorradfahrer)	16 September 2014
	Rolf Frieling	BU (Biker Union)	24

			September 2014
	Achim Kuschefski	ifz (Institut für Zweiradsicherheit)	15 September 2014
	Dietmar Krohm	BMW	19 September 2014
	Reiner Brendicke	IVM (Industrie-Verband Motorrad Deutschland)	15 September 2014
Greece	Dimitrios Patsios	AMVIR (Association of Motor Vehicles Importers Representatives)	30 September 2014
Ireland	Declan McGuire	MAG Ireland	4 September 2014
Italy	Luca Zanovello	Ducati Motor Holding	12 September 2014
	Claudio De Viti	ANCMA (Associazione Nazionale Ciclo Motociclo Accessori)	12 September 2014
	Francesca Marozza	FMI (Italian Federation of Motorcyclists)	10 October 2014
Luxembourg	René Hilbert	LMI (Lëtzebuenger Moto Initiativ)	14 January 2015
Netherlands	Dolf Willigers	MAG NL (Motorrijders Actie Groep)	11 September 2014
	Vasileios Lykomitros	Kawasaki Motors Europe	14 August 2014
	Huub Forschelen	Yamaha Motor Europe	15 September 2014
Norway	Morten Hansen	NMCU (Norsk Motorcykkel Union)	20 August 2014
Sweden	Maria Nordqvist	SMC (Sveriges MotorCyklister)	19 August 2014
United Kingdom	Graeme Hay	BMF (British Motorcyclist Federation)	27 October 2014

2. Blank questionnaire

D1: Training, testing and licencing

⇒ Amplifying questions:

1. Has your organization/company been involved in the 3DLD discussions and implementation work in your country?
2. According to your company/organisation, what are the **improvements** of the new Directive since January 2013 compared to the previous licence scheme?
3. According to your company/organization, what are the **inconveniences** of the new Directive since January 2013 compared to the previous licence scheme?
4. As from 2018, the European Commission is expected to evaluate implementation of the 3DLD and start drafting the 4DLD framework. Would you recommend some orientations to be considered for EU harmonization (e.g.: riding test, test vehicles, the three categories, etc.)?

D2: Data collection and statistics

⇒ Amplifying questions:

1. Is your company/organization involved in one way or another in PTW data and statistics collection process?
2. Does your government share its data and statistics with your organization/company/other stakeholders?
3. Is your organization/company included in the analysis and dissemination of the data collection?
4. Have you any recommendations on data collection and statistics?
 - a) in your country?
 - b) at European level?
5. Does the government of your country cooperate with insurance companies to improve the data & statistics collection process in general?

D3: Infrastructure

⇒ Amplifying questions:

1. Do you have PTW-specific infrastructure guidelines in your country? Yes / No / I don't know.

→ *Name of the publication: + link + document if updated for DB*

2. If yes, are recommendations effectively implemented?
3. Would you have recommendations for PTW-specific infrastructure guidelines in your country?
4. Is your organization/company working on improving infrastructure for PTWs? If so, please detail?

D4: Accident reporting

⇒ Amplifying questions:

1. Do you have comments to make on police reporting on accidents involving PTWs in your country? (e.g.: infrastructure problems, responsibility, and information on the rider)?
2. Do you see an advantage in having an “accident reporting form” for PTWs only? Please explain.
3. According to your expertise, what should such a “PTW-specific accident report” focus on that would be helpful to improve understanding of PTW accident causations and statistics? Please list sections, questions, etc... (you can also send us a template if you have one: l.marot@fema-online.eu)

D5: Research

⇒ Amplifying questions:

1. Are there specific research topics about PTW safety that you would recommend to be researched in your country? In cooperation with other countries? At the EU level?
2. Is your organisation included in any form in research work on PTW safety?

D6: Traffic management and ITS

⇒ Amplifying questions:

1. Do you think PTWs are being fairly integrated into new intelligent ways of managing traffic in your country (e.g. intelligent parking, intelligent lanes, access to roads, etc.) Please explain.

If you have concrete examples of the (non) inclusion of PTWs into new intelligent traffic management technologies, please send us examples.

D7: Awareness campaigns

See Annex 10

D8: National strategies

⇒ Amplifying questions:

1. Does your country have a national road safety strategy which includes PTWs?
2. Does your country have a PTW (safety) strategy? (Please send it to us)
3. Has your organization/company been involved in the design and implementation of this strategy?
4. Please list the key measures from the National Strategy (NS) / Action Plan (AP) of relevance (according to your expertise) for increasing PTW safety in your country?
5. Please list the key measures from the National Strategy (NS) / Action Plan (AP) which are of no relevance (according to your expertise) for increasing PTW safety in your country?
6. What are the measures effectively implemented?
7. Did you notice any concrete impact of these measures on PTW safety?
8. What would be your recommendations as a motorcycle safety expert to improve PTW safety in your country?
9. What could be the added value of the EU on PTW safety?

D9: Motorcycling community

1. How would you describe your relationship with your national government and the national organizations involved in road safety?
2. Is your organization/company involved in PTW safety-related work? Please explain and illustrate.

3. Amplifying questions – Summary of answers per organisation

FEBIAC – BELGIUM

Interviewee details:

Country: Belgium

Organisation/Department: FEBIAC

Name of the respondent: Stijn Vancuyck

D1: Training, testing and licencing

FEBIAC was in close collaboration with the Belgian authorities, riding schools, police and user groups in the discussions and implementation of the 3DLD.

According to FEBIAC, the 3DLD brought improvements compared to the previous licence scheme. With regard to testing, the testing of basic skills before issuing a provisional licence has been improved. With regard to training, there is no longer a provisional licence for 16 year-old riders and instead 4h of obligatory training and a test for the AM licence. The same idea can be observed for the equivalence between the B licence and the A1 licence, also requiring 4h of obligatory training (but no test). Moreover, the number of hours of training went up and is now in line with the number of hours an average candidate would need.

Nevertheless, the 3DLD also caused certain inconveniences. FEBIAC regretted the minimum age chosen for the AM and A1 licence, and would have preferred the AM to be available from the age of 14 and the A1 from 16 – as is the case in France – rather than AM from 16 and A1 from 18. Furthermore, the new step-up approach with a minimum obligatory 4 hours of training and a test makes the licence very expensive for someone who wants to go through all steps (A1-A2-A). So, at the end of the day, only few people will choose the full step-up approach.

Another inconvenience is the choice to make three-wheeled motorcycles accessible with an A licence which is not really logical. And to ride in Belgium only, three-wheeled motorcycles can also be ridden with a B licence after 4 hours of training (holders of a B licence dated before 1 May 2013 are exempted).

For the 4DLD, FEBIAC recommends having access to three-wheeled motorcycles with the B licence with a limited number of training hours and no test; and to get rid of the obligatory training between the A1-A2-A licences and to only retain the testing between stages.

D2: Data collection and statistics

The Belgian government involves FEBIAC in the statistics process by giving them the registrations of all new vehicles, allowing FEBIAC to make and publish their own statistics. But they are not involved in the data collection process in a formal way. And it seems that insurance companies are not involved in data collection and statistics process.

Moreover, FEBIAC also worked together with the IBSR for an in-depth study on Belgian accidents involving PTWs.

FEBIAC recommends allowing experts to investigate PTW accidents right after the event and on the spot in order to better understand the circumstances and accident causation factors.

D3: Infrastructure

There is a PTW-specific infrastructure guideline in Belgium (*Aandacht voor de motorrijders in de weginfrastructuur – Pour une prise en compte des motards dans l’infrastructure*), but its implementation is not mandatory. And the recommendations prescribed in them are not always compatible with other users’ guidelines.

FEBIAC is not involved in the process of improving infrastructure in Belgium.

D4: Accident reporting

According to FEBIAC, the standard Belgian accident report lacks details enabling a complete overview to be gained of all factors relating to the accident: too few are registered or not adequately enough. Information on a rider’s level of experience (skills, extra training) and his social profile are needed. Moreover, data are missing when the police are not called for assistance, for example in the case of single vehicle accidents.

What Belgium needs is a real “naturalistic driving study”.

For FEBIAC, an accident reporting form specifically for PTW accidents would have the advantage of collecting factors important for PTW accidents (e.g. surface of the road).

→ But this could also be improved with a dedicated section for PTWs in the standard police accident form (in the case of an electronic form for example).

D5: Research

According to FEBIAC, PTW research needs are:

- ITS - ITS efficiency
 - Would ITS be relevant to improve rider safety?
- Awareness campaigns and behaviour
 - Experience:
 - Do experienced riders (extra training, on the road on a regular basis) have less accidents?
 - Do PTW commuters have more experience than riders who ride only during holidays and weekends?
 - Behaviour:
 - How important is the mindset of a rider in his behaviour on the road? What is the influence of group dynamics?
 - Car driver awareness
 - Would rider safety improve if car drivers were better aware of what PTW riders experience on the road and better understand in which conditions/behaviour they put riders in danger?
- Data collection and statistics
 - Naturalistic driving study

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

According to FEBIAC, Belgium does not have any national road safety strategy for PTWs. And the national road safety strategy only partially includes PTWs through planning public awareness campaigns.

This lack of PTW inclusion within the road safety strategy can be explained by the fact that PTWs are not considered a solution for mobility because of their high accident numbers, meaning that their promotion is limited.

FEBIAC is mainly involved in the work around the public awareness campaigns.

To improve PTW safety in Belgium, FEBIAC recommends:

- Awareness campaigns:
 - To have more public awareness campaigns: a larger budget for campaigns and the possibility to address riders directly. Since PTW users tend to be individualistic (few riders read the specialized magazines or websites or are members of a club) it is rather difficult to get in contact with them.
- Training and licencing:
 - To propose incentives for extra training
- ITS and traffic management:
 - To allow the use of bus lanes where possible in a safe way.
- Infrastructure:
 - To improve infrastructure to take into account the specific needs of PTWs.

From an EU point of view, the EU could improve PTW safety by financing better and more in-depth studies.

D9: Motorcycling community

FEBIAC is not really involved in PTW safety-related work except in providing input for public awareness campaigns.

According to FEBIAC, knowledge about PTWs in Belgium is very limited and the resources allocated to PTWs are also limited. The tendency is rather to discourage PTW use.

BMW – GERMANY

Interviewee details:

Country: Germany

Organisation/Department: Steering Governmental Affairs, BMW

Name of the respondent: Dietmar Krohm

D1: Training, testing and licencing

BMW Germany was involved in the 3DLD discussions and implementation.

According to BMW Germany, the EU harmonization of the licence scheme is an improvement for road safety. The implementation of the 3DLD implied that the previous speed limit of 80km/h for A1 is no longer obligatory in Germany. Moreover, it also led to an increase of power for A2.

Nevertheless, the new 3DLD also has the inconvenience of increasing complexity and hindering A-licence access in some countries.

For the 4DLD, BMW Germany would recommend providing easier access to motorcycles for young people from 15 instead of 16.

D2: Data collection and statistics

BMW Germany is not involved in the data and statistics collection process or its analysis and dissemination. But Germany cooperates with insurance companies for their data on mopeds because, though they are not registered, they have to be insured.

Data and statistics from the German government are publicly available.

BMW Germany recommends having specific data collection on the L-category in Germany, and to have specific and harmonized data collection on the L-category in the EU.

D3: Infrastructure

There are PTW-specific infrastructure guidelines in Germany (IFZ guidelines), and additionally there are the ACEM guidelines for PTWs in Europe.

According to BMW Germany, the IFZ guidelines are implemented by those Federal States which have undertaken to implement them.

BMW Germany recommends better communication on the design and implementation of these PTW-specific infrastructure guidelines, for example with a system of roundtables for motorcycle safety. At present, BMW Germany is not involved in infrastructure issues.

D4: Accident reporting

BMW Germany does not see any advantage in having an “accident reporting form” for PTWs only; however it recommends having questions on the different MAIDS variables within the police accident report in the case of PTW accidents.

D5: Research

BMW Germany recommends updating the MAIDS study.

BMW Germany is involved in research work on PTW safety in Germany: they have their own accident analysis and cooperate with universities. Additionally BMW Germany is conducting research on new product-related technologies.

D6: Traffic management and ITS

According to BMW, PTWs are integrated within ITS development and traffic management.

D9: Motorcycling community

BMW Germany cooperates with the German government, but in comparison to the automotive sector, BMW Germany has the impression that the PTW sector is of no great importance for the government. It thus has the impression that the risk of getting more restrictive legislation is extremely high.

Nevertheless, BMW Germany is greatly involved in PTW safety work and road safety is part of their sustainable company philosophy.

IVM & IFZ – GERMANY

Interviewee details:

Country: Germany

(1) Organisation: Industrie-Verband Motorrad Deutschland e.V. (IVM)

(1) Name of the respondent: Reiner Brendicke

(2) Organisation: Institut für Zweiradsicherheit e.V. (ifz)

(2) Name of the respondent: Dr.-Ing. Achim Kuschefski

D1: Training, testing and licencing

Both IVM and IfZ were involved in the 3DLD discussions and implementation work.

According to IVM and IfZ, the 3DLD brought improvements in the licence scheme. The implementation of the 3DLD implied that the previous speed limit of 80km/h for A1 is no longer obligatory in Germany, with the result that this category of PTWs is now able to keep up with other vehicles on motorways. Moreover, it also led to an increase of power for A2 (35kW) which is an incentive for novice riders. Another advantage is that with the 3DLD the A licence is now directly accessible at the age of 24 instead of 25. Furthermore, the opportunity to get the A2 driving licence in an easier way with an A1 licence acquired before 1 April 1980 is also an advantage.

IVM and IfZ do not see any inconveniences in the 3DLD but recommend AM access at the age of 15 instead of 16, currently only possible in 3 Federal States in Germany as a scientific study.

They also recommend improving the training of instructors through the introduction of mandatory continuing education for instructors, especially for the PTW categories.

D2: Data collection and statistics

IVM and IfZ are not directly involved in the collection process but they have a role to play in the analysis of the data. They analyse it to prepare statistics on PTWs. Their results are disseminated through the Internet, events, press releases and lectures.

Most of the government data and statistics are public and free of charge. Special data analyses are available against payment of a fee and subject to data protection regulations in individual cases.

At the German level, IVM and IfZ recommend integrating motorcycles registered for a short period (for the summer for example) within the general vehicle stock published each year, as otherwise vehicles only registered for the summer season are not counted.

At the EU level, IVM and IfZ recommend having more consistent standards for counting and analysing data between the different member states to achieve better comparability and quicker access.

In Germany, the government cooperates with insurance companies to get the data on the stock of mopeds, as in Germany mopeds are fitted with a special number-plate (\neq not the regular number-plate). The central association of the German insurance companies makes this data on mopeds available to the government.

D3: Infrastructure

In Germany, there are several PTW-specific infrastructure guidelines:

- *Technical Bulletin on Improved Road Safety on Popular Motorcycling Routes (MVMot)*: was compiled for road safety experts. An updated version will be published in 2015.
- *Motorbiking – on Safe Roads*: practical guidelines.
- IfZ publication:
 - *The IfZ practical guideline n° 6*: on motorcycle-friendly road construction.
 - *Praxisheft n°6 – Motorradfreundlicher Straßenbau*: formed the basis for the new publications mentioned above. IfZ first distributed this guideline in 1995. It addresses all responsible persons, especially local decision-makers responsible for road construction.
 - Besides this publication, IfZ was first to carry out research in Germany on crash barriers (1984) and bitumen problems .

Even if these guidelines are not mandatory, most of the Federal States in Germany have undertaken to apply them.

IfZ and IVM are working on improving infrastructure for PTWs in Germany.

IfZ is a member of “Panel 3.9.4. Motorcycle Safety” of the FGSV (Research Association for Roads and Traffic). This ad-hoc group is collecting and analysing useful measures for motorcycle-friendly road construction and is responsible for the update of the MVMOT.

IVM and IfZ are members of the BAGMO. This is a PTW-specific infrastructure working group in Germany. One key subject is the problem of bans on certain roads for motorcycle riders, especially at weekends. The subject of “bitumen” (black spots) is a permanent problem.

D4: Accident reporting

Poor police accident report quality: according to IVM and IfZ, one of the problems with the police accident report is that it does not distinguish between “not adapted speed” (which is the key cause of accidents in Germany) and “breaking the speed limit”. Moreover, police officers tend to always select “not adapted speed” as the cause of accident, ignoring other possible causes such as the road construction.

According to IVM and IfZ, having a specific accident reporting form for PTW is not a good idea because it would be too complex for the police officer who already has a lot of work to do, and it could end up with having a specific report for each type of vehicle. They are more in favour of a section for PTWs in the standard police accident report.

IVM and IfZ recommend:

- A more specific analysis of the accident cause on the police accident report.
- More details on the ultimate cause of the accident identified in the police accident report.
- Use of the GIDAS or MAIDS list of variables for producing more relevant accident data on the police accident report.

D5: Research

IVM and IfZ recommend working on:

- ITS: interesting and could help reduce PTW accidents in the long term and would be in line with better integrating PTWs in traffic management.
- Infrastructure: many PTW accidents are caused by damages to the roadway or the use of inadequate materials. And crash barriers more specifically.
- Riders: improved basic training.

IfZ is a research institute and IVM is involved in research work for PTW safety as the representative of the motorcycle industry in Germany.

D6: Traffic management and ITS

PTWs are integrated into the new intelligent ways of managing traffic. This has been an ongoing process for many years now, though more needs to be done.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

Based on the European Commission's road safety policy, Germany supports the European guideline with its own national road safety programme to reduce the number of fatalities in Germany by 40 percent by 2020. All traffic participants are addressed. The 2014 work programme of the German Road Safety Council (DVR) specifically includes strategies for PTWs.

IfZ was not directly involved in the design and implementation of this strategy but it is a member of two of the six DVR executive committees.

Two key measures from the national strategy:

- Motorcycle safety aspects for “reborn riders”
- Improving rider training programmes

The national strategy led to the implementation of:

- Compulsory wearing of a crash helmet for PTW riders
- Step-by-step licence system for PTWs
- Daytime running lights for PTWs

But it is impossible to see the impact of these measures on PTW safety because it is a long-term strategy to reduce road fatalities. Moreover, there are a lot of variables which interact with each other: behaviour, initial and advanced rider training, vehicle technology, rider assistance systems.

IfZ and IVM recommend working on risk awareness for the next national strategy: PTW users have to be aware of their specific risks in traffic without moralizing. Unfortunately it is not possible to reach a lot of people via TV because of financial reasons.

D9: Motorcycling community

According to IfZ and IVM, their relationship with the German government is good and they are involved in PTW safety work, but they regret that the PTW interests are often secondary: there is consensus among governmental representatives to solve problems by introducing restrictions (e.g. more speed limits) and not by PTW-friendly solutions.

AMVIR – GREECE

Interviewee details:

Country: GREECE

Organisation/Department: AMVIR (Association of Motor Vehicles Importers Representatives)

Name of the respondent: Dimitrios Patsios

D1: Training, testing and licencing

Prior to 3DLD implementation, AMVIR held several meetings with MoT executives to review 3DLD implementation.

According to AMVIR, the only improvement they see with the 3DLD are the minimum skills required of driving examiners.

Otherwise, in the view of AMVIR, 3DLD implementation has made things rather complicated for candidate motorcycle riders. The main inconveniencies are the following:

- Trikes: prior to the 3DLD, trike owners could drive them with a B driving licence, but now they need to take theoretical and practical tests to obtain an A1 driving licence.
- Increased cost of the new licence.
- Increased number of mandatory driving lessons.
- The new scheme dissuades B licence holders to become PTW users.

As regards the 4DLD, AMVIR recommends to soften the directive to not dissuade people from gaining an A licence. For people who already have a driving/riding licence, theoretical lessons should not be mandatory as this requires additional time and cost and consequently inhibits them from becoming PTW users. Only practical driving lessons should be mandatory.

D2: Data collection and statistics

For motorcycles (above 50cc), the statistics collection process is conducted by MoT in Greece while for mopeds (below 50cc) the collection process is in the hands of the Road Traffic Police under the Ministry of Public Order.

The Hellenic Statistical Authority (ELSTAT) provides AMVIR with statistics on PTW registrations on a monthly basis. The data provided by ELSTAT includes AMVIR members' registrations.

The Greek government does not cooperate with insurance companies for improving statistical data collection.

D3: Infrastructure

There are no PTW-specific infrastructure guidelines in Greece.

To improve PTW safety, AMVIR recommends focusing on road surface maintenance, road signs (e.g. adequate warning signs, appropriate location) and speed limit reductions when the infrastructure cannot be improved.

AMVIR always participates in meetings with authorities' executives on infrastructure improvements, with the aim of reducing road casualties in Greece.

D4: Accident reporting

AMVIR has no complaints about police accident reporting on infrastructure problems as the majority of fatal accidents involving PTWs in Greece (at least in 2012) were caused by drivers, and very few by infrastructure problems.

A detailed accident reporting form would be useful to further analyse the critical parameters of road accidents in the case of a PTW accident.

Information that could be useful to be included in a PTW-specific accident report include:

- Detailed description of the accident including a complete diagram /sketch.
- Full details of the vehicle (i.e. brand name, model, cc, colour, registration plates, etc.)

D5: Research

AMVIR believes that in-depth research into skills, behaviour and attitudes would provide a basis for improving road user skills and give insights into how to influence different types of people to make safer decisions while driving (i.e. hazard perception, etc.).

But according to AMVIR, there is no research work on PTW safety in Greece.

D6: Traffic management and ITS

According to AMVIR, there are no intelligent ways of managing traffic in Greece.

D7: Awareness campaigns

According to AMVIR, there have not been any campaigns targeting motorcyclists in Greece over the last few years.

D8: National strategies

In December 2010, a National Council for Road Safety was established by the Greek Parliament with the remit to investigate road accident causes. However, not much has been done as far as PTWs are concerned. And there is no concrete PTW safety strategy in Greece.

AMVIR recommend actions from the authorities and from road users to improve PTW safety:

- Other road users' behaviour
- Rider behaviour: encourage riders to make their own driving behaviour safer.
- Training and education: road safety lessons in schools to foster road safety in young riders who are more at risk.
- Government action: given that Greece is one of the worst performers on road safety in the EU, there is an imperative need to develop concrete road safety action plans which will be signed by all political parties and implemented sincerely and efficiently. Performance monitoring and public accountability of authorities are the keys to success.

The major expertise of the EU on road safety issues and the utilization of available data from EU member states will definitely contribute positively to enacting legislation on this highly complex issue of road safety.

D9: Motorcycling community

AMVIR has always enjoyed an excellent relationship with the Greek government executives involving in road safety issues. AMVIR representatives always attend meetings and discussions held at the MoT on PTW safety issues.

ANCMA – ITALY

Interviewee details:

Country: Italy

Organisation/Department: Confindustria ANCMA - PTW's department

Name of the respondent: Claudio De Viti

D1: Training, testing and licencing

ANCMA was involved in the 3DLD discussions and implementation work in Italy.

According to ANCMA, the enlargement of the A2 category to 35 kW is an improvement.

However, repetition of the practical test at every step from A1 to A2 and from A2 to A is an inconvenience as it means extra cost for users. Moreover, there is a gender issue for the A2 test. In Italy many people (and many women) want to get the A2 licence in order to drive 150cc scooters, but the motorcycle used for the practical A2 test is too big in terms of cc: 400cc, and heavier than 200 kg. Surely 200cc or 250cc would be the right solution.

As regards the 4DLD, ANCMA recommends avoiding repetition of the practical test for each step, and to downgrade the test vehicles for A2. Another relevant growth factor for the market is harmonization of the B and A1 licences at European level.

D2: Data collection and statistics

Neither ANCMA nor insurance companies are involved in the PTW data and statistics collection process, though ANCMA is included in the analysis of these data.

The government statistics are publicly available on ISTAT.

At the Italian level, ANCMA recommends that there should be more details per category, per cc, by region, etc.

At the EU level, ANCMA recommends greater harmonization of the data collected in order to facilitate analysis and comparison.

D3: Infrastructure

La sicurezza dei motociclisti – linee guida per la progettazione e l'adeguamento delle infrastrutture stradali is a PTW-specific infrastructure guideline compiled by ANCMA and the

University of Parma. But it is only partially implemented on a few roads. The Ministry of Transport is working to make the European standard on guardrails compulsory.

Recently approved is an amendment, promoted by ANCMA, under which the Italian Ministry of Transport is supposed to set down guidelines for local government on the design and construction of roads according to PTW safety requirements. This amendment is inspired by the ACEM infrastructure guidelines.

ANCMA is working on improving PTW infrastructure through the dissemination of their publication and the amendments they suggested to the Parliament.

D4: Accident reporting

According to ANCMA, the police accident reports are too poor and too generic. They deplore the fact that infrastructure problems are simply ignored.

ANCMA would see advantages in having an “accident reporting form” specifically for PTWs because the details of the accidents are important in gaining an understanding of what happened. It should include:

- Description of the road: condition of the surface, curve or straight road, uphill or downhill
- Weather conditions, night or daylight
- Rough estimate of the speed
- Driver health condition, presence of alcohol or drugs
- Vehicle conditions (wheels, brakes, etc.)

D5: Research

ANCMA recommends updating the MAIDS research.

ANCMA cooperates with the Ministry of Transport within a working group focusing on post-licence education and is a member of the National Committee on Road Safety.

D6: Traffic management and ITS

According to ANCMA, there are best practices in which PTWs are integrated in ITS in major cities: Milan for bus lanes and PTW parking availability, no tickets for central area.

D8: National strategies

Italy has a national road safety strategy which also covers PTWs: *PNSS Orizzonte 2020*. ANCMA was not directly involved in its design and implementation. This strategy includes measures for PTW safety:

- Awareness campaigns: focusing on risk behaviour like alcohol or drugs, and on protective devices
- Enforcement: more controls on the road
- Infrastructure: upgrading infrastructure to be PTW-friendly

But ANCMA regrets certain measures included in this strategy but not that useful for PTW safety such as further speed limits (such as 30kmh zones) or more automatic controls like urban automatic speed radar. These measures seem to be only a system to increase fines to boost municipal budgets.

And unfortunately, at present, only the urban automatic speed radar traps have actually been implemented, meaning that the planned measures have yet to have a concrete impact on PTW safety.

ANCMA recommends that European institutions work together and gain feedback from European manufacturers and motorcyclist associations about the actions to be implemented. Only a close relationship between users and manufacturer representatives can make aware the EU institutions more aware of the needs of PTW users. Moreover the EU should support greater harmonization between MS policies.

D9: Motorcycling community

According to ANCMA, their relationship with the Italian government is quite good but they regret that the institutions are not really adopting the suggestions coming from the Association.

Nevertheless, ANCMA is involved in PTW safety-related work through their participation in roundtable discussions with the Ministry of Transport. ANCMA has succeeded in gaining an influential role at these roundtables (e.g.: they recently stopped an awareness campaign on PTWs due to the fact that it was unsatisfactory and misleading). They also take part in discussions on illegal electric bikes; on the revision of the highway code (vulnerable users, bus lanes, dedicated infrastructure elements like user-friendly guard rails); and on post-licence training (a safety drive). ANCMA contributed to a project run by the Ministry of Transport to set up an efficient training scheme (including training rules for instructors) mainly focused on safety, for the benefit of the already licenced bikers.

DUCATI – ITALY

Interviewee details:

Country: Italy

Organisation/Department: Ducati Motor Holding

Name of the respondent: Luca Zanovello

D1: Training, testing and licencing

Ducati was involved in the 3DLI discussions and implementation work in Italy, and also through the lobbying activity developed by ACEM.

According to Ducati, one improvement of the 3DLI is that the driving licence practice test is stricter and better evaluates a rider's skills.

Nevertheless, for Ducati, the 3DLI led to the degradation of the A2 licence: according to the new Italian rules, if you have an A2 licence and want the full A you must re-take the complete test (medical test, road test), while previously the upgrade was automatic once a rider reached the age of 21. The full test (considering all fees) is very expensive in Italy, therefore probably young people will prefer waiting until they reach the age of 24, and then go straight for the full A licence. This assessment is confirmed by several driving school owners.

For the 4DLI, Ducati recommends reconsidering the A2 limitations to solve this issue.

D2: Data collection and statistics

Ducati is involved in the CIACEM project, but it is related to market data and not to PTW safety, and includes no work on the analysis and dissemination of PTW statistics.

The Italian government shares its data and statistics with Ducati.

To improve data collection in Italy, Ducati recommends collecting the annual mileage covered by PTWs (not the case at the moment). And they also want to improve data on active vehicles, as at present this data is based on the ownership tax which also has to be paid for vehicles which are not taken on the road.

At an EU level, Ducati recommends that which data are to be collected should be decided by the EU and that every country should specify the procedure used to collect the data.

In Italy, insurance companies strictly control data. There is a surveillance authority but the efficiency of their control can be difficult.

D3: Infrastructure

In Italy, there are as yet no PTW-specific infrastructure guidelines. However, they are going to be introduced in the new rules of the road, currently being debated in Parliament. ANCMA compiled a dossier, full of recommendations, which is the basis of its lobbying activity for “motorcycle-friendly” infrastructures. Some of the aspects currently being debated are the result of this lobbying activity.

Ducati recommends working on road conditions which are often poor in Italy. Periodic maintenance would prevent many accidents. Guard-rails should be replaced: politicians have been talking about it for a long time, but there aren’t any new regulations yet.

Ducati is working with ANCMA for infrastructure improvements for PTWs.

D4: Accident reporting

Ducati doesn’t think that a police accident form specifically for PTWs would be useful. Italian reports are very detailed; therefore they are often only available several weeks after the crash.

To improve them, Ducati recommends inserting a code at the beginning of the report stating what kind of vehicles were involved in the accident and a sort of abstract.

D5: Research

According to Ducati, the core topics are already being researched in Italy and the EU (active and passive safety, ITS, infrastructures, etc.).

Ducati is involved in the research work for PTW safety, also as an ACEM member.

D6: Traffic management and ITS

For Ducati, the main concern about ITS is the time required by Italian institutions to update road infrastructures for V2I systems and other ITS to work properly.

Ducati recommends allowing PTWs to use bus lanes in every Italian city. However, every municipality has the freedom to decide. It would be a good step in traffic management.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

There is no national road safety strategy including PTWs in Italy. However, the ongoing modifications to the “Codice della strada” (i.e. rules of the road) foresee the recognition of PTW users as vulnerable road users.

ANCMA is currently working on a road safety strategy, to be shared with the Italian government.

Ducati recommends working on PTW safety via an overall approach:

- Better infrastructures
- Better road control
- Incentives for post-licence training
- Tax exemption (i.e. reduced VAT) on protective clothing and on the purchase of a vehicle equipped with innovative safety technology (i.e. airbag)

D9: Motorcycling community

Ducati’s relationship with the government is good, and very good with ANCMA and ACEM.

As an ACEM member, Ducati has signed a MoU and is therefore committed to have at least one model available for sale with a cooperative ITS, either as standard or optional equipment, by 2020. “Internal innovation”: Ducati has developed safety systems such as traction control, Multistrada D|Air and will continue to do so in the future.

Ducati has been appointed by ACEM as mentor for ANCMA in the national approach for the Italian market.

KAWASAKI – THE NETHERLANDS

Interviewee details:

Country: The Netherlands

Organisation/Department: Kawasaki Motors Europe NV, Regulatory Affairs Section

Name of the respondent: Vasileios Lykomitros

D1: Training, testing and licencing

Kawasaki was involved in the 3DLD discussions and implementation at European level only, through ACEM.

According to Kawasaki, a positive point of the 3DLD was the increase of the maximum power limit for the “restricted” PTWs from 25 kW to a more realistic 35 kW (A2 licence). Additionally, a practical improvement was the move to a plastic (rather than paper) licence document in the Netherlands.

Nevertheless, for Kawasaki, the main inconvenience is the hugely increased complexity and cost of obtaining a PTW licence. Progressive access to a PTW is a good concept, but the 3DLD took this to the extreme, forcing riders to spend 2 years on an A1 vehicle and then another 2 years on an A2, before access to an A vehicle is finally granted. This delay is combined with the increased cost of having training/exams at each transition stage, and makes for a rather cumbersome licencing system.

Another major inconvenience is the lack of harmonization between the EU Member States. 3DLD was created with the aim of a uniform European licencing system, but with MS adopting difference training/exam requirements and different access ages for each licence category, the result is completely fragmented situation. This not only confuses EU citizens, but also creates a barrier to free movement between the MS.

For the 4DLD, Kawasaki recommends EU harmonization especially with regard to access ages. They would also like to see simplification of the progressive access procedure.

D2: Data collection and statistics

Kawasaki collects, analyses and disseminates PTW registration and sales data. The Dutch government shares its data and statistics through the national industry association.

To improve data collection and statistics on PTWs, Kawasaki recommends collecting more detailed data from accidents involving PTWs to gain a better picture of the usage of its products.

D3: Infrastructure

There are PTW-specific infrastructure guidelines in the Netherlands: the CROW publication. And these guidelines are used by the government and the municipalities when they have to do roadworks.

Kawasaki itself is not involved in infrastructure improvement in the Netherlands.

D4: Accident reporting

Kawasaki sees an advantage in having an “accident reporting form” for PTWs because it would allow an exact specification of how and why an accident happened, which is important for better understanding the use of its products. This could potentially lead to the development of a new vehicle technology, or non-technical activities such as the introduction of rider training programs.

For Kawasaki, the questions on accident causation on the police accident report should be improved by including questions on: rider behaviour and movements, use of protective equipment, topography of location, climatic conditions, vehicle trajectory and speed, vehicle specifications and mechanical condition.

D5: Research

Kawasaki does not do any research on PTW safety at EU level though they are developing increasingly more advanced vehicle safety systems.

D6: Traffic management and ITS

For Kawasaki, traffic management takes PTWs into account. For example, the intelligent traffic light systems recognize the presence of a PTW.

YAMAHA – GERMANY & THE NETHERLANDS

Interviewee details:

Country: the Netherlands & Germany

(D1) Name of the respondent: H. Forschelen

(D1) Organisation/Department: Yamaha Motor Europe N.V., regulation

Name of the respondent: Hennes Fischer

Organisation/Department: Yamaha Motor Europe N.V. Consultant

D1: Training, testing and licencing

Yamaha was mainly involved in the 3DLD discussions and implementation at European level, making an inventory of and reporting on the major differences in implementation in the Member States.

According to Yamaha, one 3DLD inconvenience is that young people are less interested in obtaining an A licence. Moreover, the huge spread of implementation ways of this directive has caused differences in demand for vehicle models/specifications, for example in A1 category testing bikes.

As regards the 4DLD, Yamaha recommends test vehicle requirements more in line with the changing demand for smaller capacity/less powerful/lighter models. And they also recommend a more uniform implementation in all Member States to facilitate the work of manufacturers (too many major differences in requirements).

D2: Data collection and statistics

Yamaha collects registration data in most European countries, but no accident data. It relies on the accident data of ACEM should it need particular data.

D4: Accident reporting

According to Yamaha, the depth of police reporting varies too much. In many cases ‘speed’ is mentioned as the accident cause, while there is too little consideration of the underlying factors such as human error, rider profile, a particular PTW-related situation, etc.

According to Yamaha, it would certainly be beneficial to have a dedicated PTW accident reporting form to highlight the particularities of PTW accidents. This report should integrate questions on:

- Rider profile in depth: - experience, attitude (?), mileage/year, protective gear worn, ...
- Environment in depth: road condition, weather, obstacles, etc.
- In the case of a collision with another vehicle: profile of opponent and in-depth consideration of why the accident occurred, e.g. opponent did not see the PTW or why a misinterpretation was made.

D5: Research

According to Yamaha, research should be done at EU level or at least in the most relevant PTW markets (France, Germany, Italy, Spain, Greece and the UK). There is a lack of harmonization on accident data and too few in-depth data on motorcycle accidents.

Yamaha supported projects like SAFERIDER and Drive C2X as an individual company, and MAIDS and other studies via its ACEM membership.

D6: Traffic management and ITS

According to Yamaha, with regard to ITS development, PTWs are mostly treated as second or even third priority after cars/trucks and bicycles.

In Germany – unlike in some other countries – there is no special access for PTWs to restricted areas and there are very few dedicated PTW parking spaces in cities. PTWs in Germany, as in most of Northern Europe, are seen purely as leisure vehicles with little practical use in daily commuting.

D9: Motorcycling community

Yamaha has relations with various organizations, in particular in the field of new technologies such as ITS and ICT, and with various national and European organizations with a view to implementing new safety technologies in the future.

Yamaha is above all involved in technical developments to increase PTW safety both with traditional methods (ABS, CBS, TCS and others) and with the new technologies highlighted above.

MAG BELGIUM – BELGIUM

Interviewee details:

Country: Belgium

Organisation/Department: MAG Belgium

Name of the respondent: Dirk Bruyninx

D1: Training, testing and licencing

MAG Belgium was involved in the negotiations for the implementation of the 3DLD but their points were not accepted and the Belgian government took a decision without any further consultation of MAG Belgium

According to MAG Belgium, there are no positive results following the introduction of the new stage-by-stage licence for motorcyclists. But if they had to mention one positive point, it's the fact that an 18 year old is not immediately allowed to ride the most powerful motorcycle.

Otherwise, there are a lot of inconveniences in the view of MAG Belgium. First, the fact that a rider has to wait a longer period before getting an A2 licence is an inconvenience. Moreover, 3DLD has increased the cost of a licence for future motorcyclists: for training, for the tests and every time the category changes they have to buy another motorcycle. Finally, this is resulting in many choosing a car over a motorcycle.

D2: Data collection and statistics

MAG Belgium collects certain data during certain events (for example during their Startup Weekend and screenings) and these data are transmitted to the Flemish government or to Bridgestone (condition of tyres and depth of tyre profile).

On the other hand, MAG Belgium receives data from the Belgian Government, but they are not involved in its analysis and dissemination.

MAG Belgium recommends doing more research into the causes of motorcycle accidents. This research needs to be done by researchers who have the necessary knowledge of motorcycles.

The Belgian government gives the task to a special committee that works together with different insurance companies to improve the database and collect more data.

D3: Infrastructure

There are PTW-specific infrastructure guidelines in Belgium (Vademecum Motorcyclists Facilities, 2008). And there are special guidelines taking particular conditions into account which must be fulfilled by the infrastructure for motorcyclists.

In the past MAG Belgium contributed to the “Vademecum” document. They are still working on this item, and have regular meetings with the agency for roads and traffic. They recommend working on the following issues:

- Dangerous situations that should be announced to motorcyclists via the necessary traffic signs.
- Repairing holes in the surface of the road.
- Placing motorcycle-friendly crash barriers in dangerous curves.

D4: Accident reporting

According to MAG Belgium, there should be more attention to accidents with motorcyclists and it could be a good idea to have accident reports made by experts with knowledge of all aspects of motorcycling and the motorcyclist.

According to MAG Belgium, a special accident form for motorcyclists could have advantages, and these forms should be created by insurance companies as it's their area of expertise.

D5: Research

MAG Belgium has not been included in the research on motorcycle safety but they recommend working on:

- In-depth: What are the causes of accidents involving PTW's, despite all the measures taken by various countries?
- Other vehicle drivers: Why do other road users often notice PTWs too late or not at all?
- Training: What would be the effect of giving much more attention to PTWs in driving courses for car and truck drivers,?

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

After the constitutional reform in Belgium, responsibility for mobility now lies with the different regions. This means that every region in Belgium can take its own decisions and also make their own laws. At present, the only time that PTWs are mentioned is when rising numbers of accidents are reported.

MCTC – DENMARK

Interviewee details:

Country: Denmark

Name of the respondent: Gunnar Skrydstrup

Organisation/Department: MCTC

D1: Training, testing and licencing

MCTC was involved in discussions on the 3DLD, but not in its implementation.

According to MCTC, one 3DLD improvement is that the 34 PS limit has been raised to 47 PS.

Nevertheless, for MCTC, the 2-year intervals mean that 18 year-olds can only ride 125 cc vehicles, as Denmark does not allow 16 year-olds to have a licence. As a result, MCTC recommends that the 4DLD skips the 2-year intervals so that all youngsters aged 18 can ride a real motorcycle even if they are not allowed to ride a 125cc bike at 16.

D2: Data collection and statistics

MCTC is not involved either in the collection of PTW data or in their analysis and dissemination. The Danish government publishes only part of its statistics on its website. So MCTC does not have access to data and statistics that are not publicly available.

D4: Accident reporting

For MCTC, the existing Danish police accident report seems fine and it does not see any advantage in having an “accident reporting form” for PTWs only.

D5: Research

MCTC is not involved in research work for PTW safety, either in Denmark or at EU level.

D6: Traffic management and ITS

According to MCTC, PTWs are integrated much the same way as cars in Denmark.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

There isn't any national road safety strategy which includes PTWs in Denmark.

D9: Motorcycling community

MCTC has no close relationship with the Danish government but it is a member of the national road safety organization.

For PTW safety, MCTC organises manoeuvring courses on parking lots, etc. and quite advanced riding courses on race tracks (not racing).

FFMC – FRANCE

Interviewee details:

Country: France

Organisation/Department: FFMC

Name of the respondent: Eric Thiollier (General Delegate) and Marc Bertrand (Road safety officer)

D1: Training, testing and licencing

FFMC was involved in the 3DLD discussions and implementation work through its training branch AFDM.

According to FFMC, the 3DLD brought a better definition of “mid-size” (A2) motorcycles, corresponding to market realities. The previous situation did not allow a novice rider to ride the bikes he had actually been trained to ride on!

Nevertheless, according to FFMC, the poorly worded restriction on the definition of A2 motorcycles (“not derived from a bike of more than twice the power”) instantly (as of January 2013) made obsolete most of the previous 25kw motorcycles allowed for novice riders, thus forcing novice riders to buy a new motorcycle instead of being able to buy a motorcycle on the second-hand market. Novice riders’ reduced “buying power” has put them into difficult situation (unable to buy a motorcycle they would be legally entitled to ride), thus destroying the whole idea of “progressive access”.

Moreover, the additional training & testing required to validate a full A licence after 2 years of A2 leads to novice riders waiting to be 24 to avoid this 2-year period, again damaging the idea of “progressive access”.

And finally, the introduction of a “power to weight” (0.1kw/kg) ratio in the A1 category has created additional complexity in categories with no relevance to safety (the only A1 bikes that exceed this power to weight ratio are certain off-road bikes rarely (if ever) used on the road.

FFMC recommends focusing more on hazard awareness rather than machine control. They also recommend removing the additional testing requirements to validate a full A licence after 2 years of experience. This would be a good incentive for novices to acquire experience whilst removing requirements seen as bureaucratic red tape. Experience acquired on the road is a major factor for reducing accidents.

D2: Data collection and statistics

FFMC as such is not involved in data and statistics collection process or in the analysis of data. But FFMC has created an insurance company, Mutuelle des Motards, that possesses significant and reliable statistics on over 250 000 insured motorcyclists.

The government body governing road safety statistics (ONISR Observatoire National Interministériel de la Sécurité Routière) publishes monthly statistics, and a yearly report (<http://www.securite-routiere.gouv.fr/la-securite-routiere/l-observatoire-national-interministeriel-de-la-securite-routiere>).

FFMC recommends improving the data on the PTW stock, which currently varies hugely depending on sources (1,44 million according to the National Road Safety Council or 2,77 million according to the insurance companies). There is clearly a lack of reliable data on motorcycles, probably largely underestimated.

D3: Infrastructure

In France, there are two PTW-specific infrastructure guidelines (*Recommandations pour la prise en compte des deux-roues motorisés; Aménager et gérer les infrastructures*). But these recommendations are not mandatory and their implementation depends on who is responsible for the road construction and maintenance.

FFMC therefore recommends making these guidelines mandatory.

FFMC is working on improving infrastructure for PTWs. FFMC invites motorcycle riders to inventory road infrastructures that are dangerous for vulnerable road users and contact the authorities responsible for road maintenance accordingly. They also organise regular motorcycle rides for elected representatives or employees responsible for road maintenance in order to understand the issues they face, and vice versa.

FFMC was also involved in drafting the PTW infrastructure guidelines, and provided illustrations and example.

FFMC local branches have often signed road safety charters with local authorities for a better integration of PTW concerns in road design and maintenance

D4: Accident reporting

According to FFMC, accident reporting is done through a simplified BAACC (*Bulletin d'Analyse d'Accident Corporel de la Circulation*). This bulletin is filled with data provided by

the police accident report. It is “simplified” and contains insufficient data for a proper and detailed understanding of accident circumstances and causation factors.

Academic studies by UMRESTTE (*Unité Mixte de Recherche Epidémiologie et Surveillance Transport Travail Environnement*) have shown that motorcycle accidents are often under-reported.

For FFMC, an “accident reporting form” for PTWs only could be interesting, but it would increase the complexity of accident data collection. PTW accidents are very specific (inherent instability and vulnerability makes them particularly sensitive to road infrastructure defects) and it would require further training of the reporter. Confusion is often made between the contextual elements of an accident and the cause thereof. For example: not wearing a helmet is a contextual element that can lead to the death of the victim, but is not a cause of the accident. A “reporter” with experience as a PTW rider will often have a better understanding of accident causation factors.

For FFMC, police accident reports should be improved by dissociating the causes and consequences of an accident. And they should take third parties into account even if not “involved” in the accident (a PTW accident can be caused by a motorist’s hazardous manoeuvre without the PTW actually making contact with the car).

D5: Research

FFMC recommends conducting research in unexplored fields instead of making the same study all over again. Sociology is an under-researched aspect of accident factors (<http://bit.ly/1uFgdJA>; <http://metropoles.revues.org/3808>). Moreover, research conclusions should also be effectively translated into action.

FFMC regularly collaborates with the national Road Safety Research Institute (IFSTTAR), and has a seat on the National Road Safety Council (CNSR – Conseil National de la Sécurité Routière).

D6: Traffic management and ITS

According to FFMC, PTWs are not integrated enough into ITS in France. For example, “intelligent” cars have a negative impact on driver vigilance. Trivial example are GPS, smartphones, etc. which distract a driver’s attention from driving and have an overall negative effect on road safety. The impact of risk homeostasis is probably underestimated.

A solution could be to use variable message panels which deliver a message to all drivers (about weather, traffic, etc.) instead of limiting these messages to “intelligent” cars.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

In France, there is no national road safety strategy which includes PTWs. And in general recommendations to take PTWs into account fail to be implemented.

FFMC would like to have recommendations and measures to improve PTW safety made by PTW experts who are actually riders, allowing measures to be in line with motorcycling reality, instead of measures based on a purely academic knowledge of PTW safety.

Moreover, FFMC regrets that measures to improve PTW safety are too often “copy-paste” measures that have proven effective in improving car safety.

For FFMC, the role of the EU should be to encourage Member States to understand the very specific aspects of PTW safety, as the policy of some governments with regard to PTWs and improving their safety can lead to a policy that merely attempts to limit PTW usage.

D9: Motorcycling community

According to FFMC, the relationship they have with the French government is an ongoing working relationship, where they have different points of views but with converging aims towards enhanced road safety for all road users.

However, according to FFMC, road safety “experts” of the National Road Safety Council have lately shown a certain deafness to motorcyclists’ proposals, in some cases even viewing motorcyclist organization as opponents in the road safety debate.

→ See *proposition d’une stratégie pour diviser par deux le nombre des personnes tuées ou blessées gravement d’ici 2020 - tome 2 : les groupes à risque soumis à la séance plénière du CNSR du 16 juin 2014*.

According to FFMC, they have been playing a major role in improving road safety for PTW riders for the last 34 years, not only by making proposals, but often by implementing them, and demonstrating their effectiveness:

- Creation of a PTW-specific insurance company (Mutuelle des Motards) that insures over 250 000 riders.

- Promotion of a better rider training technique through a network of 60+ rider training schools
- Development of a training program for FFMC volunteers in order for them to be able to address PTW-/teenager-specific issues and deliver road safety education to teenagers at school/college.
- Setting up a motorcycle magazine that provides monthly road safety recommendations, and testing protective equipment.
- FFMC proposals for better safety are compiled in our “Manifeste pour une meilleure sécurité routière” (<http://manifeste.ffmc.fr>).

BIKER UNION – GERMANY

Interviewee details:

Country: Germany

Organisation: Biker Union e.V.

Name of the respondent: Rolf Frieling, Chairman of the Board

D1: Training, testing and licencing

Biker Union was partly involved in the 3DLD discussions and implementation work in Germany.

According to Biker Union, the 3DLD brought some improvements: earlier direct access to a full A licence. Moreover, there is only one theoretical test going through the step-by-step access A1 – A2 – A. And finally, there is now a higher engine capacity for A2 bikes.

Nevertheless, according to Biker Union the re-introduction of a practical test between A2 and A (abolished in Germany about 20 years ago) is an inconvenience because it means training plus test, as no driving school would register a rider to attend the test without taking prior riding lessons. There are no limits on the number of riding lessons to be taken before the test, as they are not officially part of the regime. It is up to the driving school to decide when the rider is “combat ready” to pass the test.

For the 4DLD, Biker Union recommends:

- AM with 15 or even 14 as the minimum age.
- Maximum speed of 55 km/h for AM vehicles.
- Upgrade from A2 to A after 2 years of practice with only mandatory advanced rider training.
- Inclusion of A1 in B after a certain number of practical lessons on an A1 vehicle.
- Abolition of the limitation for A2 bikes being restricted versions of A bikes.
- More emphasis on risk awareness and risk prevention in theoretical rider training (e.g. introducing simulated rides into the training scheme).
- Introduction of PTW awareness issues into the (theoretical) curriculum of all driver’s licences (car, truck, bus, etc.).

D2: Data collection and statistics

Biker Union is partly involved in PTW data and statistics collection, analysis and dissemination as a member of the Motorcycle Safety Working Group of the German road engineers.

Some of the government statistics are published by the Federal Statistics Office online and in brochures on a regular basis.

Biker Union recommends that in-depth accident studies should be performed and communicated on a regular basis.

D3: Infrastructure

In Germany there are PTW-specific infrastructure guidelines “Merkblatt zur Verbesserung der Verkehrssicherheit auf Motorradstrecken (MVMot)” published by the German Road and Transportation Research Association (FGSV). But their implementation depends on the responsible road authority and even on the people involved. Moreover the limited human and financial resources are a restriction.

Biker Union is currently taking part in a working group responsible for reviewing these guidelines. Biker Union recommends making these guidelines mandatory for all kinds of roads. They also recommend regular awareness and training measures for people working on-site and/or holding positions of responsibility in road authorities at all management levels.

Biker Union is involved in improving infrastructure as part of the Motorcycle Safety Working Group. Moreover, they are working on checking road conditions and looking for roadside hazards in their region (Bitumen Rallies). The final results are discussed with the responsible road authorities to solve the problems (see <http://www.bu-bitumen.de>).

D4: Accident reporting

For Biker Union, the police accident reports are the basis for the official accident statistics. Therefore they should cover all kinds of accidents on public roads. More important is how the forms are used. The quality of the report will depend on the police officers. Some make quite comprehensive reports with a lot of detailed information about the course of the accident and its causation, but too many tend to indicate “inappropriate speed” as the reason for every motorcycle accident.

D5: Research

Biker Union would like to see research on:

- Riding data: Annual PTW mileage.
- In-depth:
 - Update and extension of the MAIDS study.
 - More information on accident causation and how to prevent accidents in similar situations.

Biker Union is involved in the preparation of new PTW research project proposals. They are also members of expert boards for a couple of PTW research projects contracted out by the Federal Highway Research Institute (BASt).

D6: Traffic management and ITS

According to Biker Union, PTWs are not properly recognized as an integral part of future transport systems.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

There is no distinct strategy for road safety at national level, but the EU goals to reduce the number of fatalities are adapted to the German situation. There was a road safety programme published in 2011 by the Federal Government, one of whose 60 pages is devoted to motorcycling. The two measures proposed:

- Development of proper safety messages suited to the target audience.
- Use the government’s influence in CEN etc. to develop suitable standards for the visibility of motorcycle clothing.

The “Runter vom Gas” campaign addresses point one, but it is very difficult to assess its effectiveness as it is targeted a general improvement of road safety and a rising awareness for road safety issues with a long-term perspective.

For Biker Union, the situation concerning PTW safety is very different in the EU countries. Therefore they consider there are only limited possibilities to influence PTW safety through EU regulations. Biker Union would like to see the EU set the framework for national safety strategies and provide collections of best practices.

D9: Motorcycling community

According to Biker Union, their relationship with the German government is in principle good. They are known and widely accepted as “the PTW safety experts”. But Biker Union regrets the existing gap between their expectations and reality, and not being involved at an early stage when it comes to strategy for PTW safety.

MAG IRELAND – IRELAND

Interviewee details:

Country: Ireland

Organisation/Department: MAG Ireland

Name of the respondent: Declan McGuire

D1: Training, testing and licencing

MAG Ireland was involved in the 3DLD discussions and implementation work in Ireland.

According to MAG Ireland, direct access is an improvement brought about by the 3DLD because this was previously denied to Irish riders. Moreover, pre-test training for novice riders is better now.

According to MAG Ireland, with the 3DLD obtaining a licence is now much more expensive, with the process taking longer and being very difficult for newcomers to understand. Also Ireland has adopted a very rigid interpretation of the directive.

D2: Data collection and statistics

MAG Ireland is involved in the data and statistics collection process for the purpose of reporting and journalism, and for defending rider's rights. MAG Ireland is rarely, if ever, asked for their expertise, but often asked to disseminate data via their channels to the PTW community.

Insurance companies cooperate with the government on data and statistics but according to MAG Ireland, this process is not very transparent or widely understood

The Irish government shares some of its data and statistics with MAG Ireland, but not all. Sales data is readily available, but detailed accident data from crash investigations is not.

MAG Ireland recommends having more open and transparent data on PTWs.

D3: Infrastructure

According to MAG Ireland, Ireland does not have PTW-specific infrastructure guidelines but routinely uses UK guidelines such as IHE guidelines.

MAG Ireland recommends working on PTW legal parking. At present, it is illegal to park a PTW in almost any public place, but as long a motorcycle is not causing an obstruction and is safe, they rarely get ticketed since there is almost no legal parking provided.

Moreover, they also recommend having legal access to bus lanes. At present, it is not legal for motorcycles to use bus lanes even if it is accepted, even by the Gardaí (Police). Problems happen if a motorcycle has an accident in the bus lane and is considered to have contributed to the crash even where it is 100% the other vehicle/driver's fault.

MAG Ireland is working with the Road Safety Authority and other bodies like local authorities on improving infrastructure, for example to ensure the provision of PTW parking in new developments.

D4: Accident reporting

According to MAG Ireland, for many years, in the case of an accident, there were just very poor accident investigations with only basic analysis done. Today, all serious/fatal road traffic accidents are forensically investigated to a very high standard, but the raw data is not shared with motorcycle associations.

Instead of an accident reporting form for PTWs only, MAG Ireland recommends at least to consult an experienced Garda (Police) motorcyclist for every PTW accident.

D5: Research

MAG Ireland recommends research on the incidence of the other vehicle (OV) being at fault in a motorcycle accident. At present, there is a high incidence of OV causation factors, approx. 50% of PTW collisions with cars are the fault of the car, 25% that of the rider, while 25% are mixed rider/driver faults. There are measures aimed at reducing rider faults (better training) but not the driver/OV fault contributions.

MAG Ireland is not consulted by the authorities with regard to PTW safety, though they offer their expertise which is sometimes accepted, for example, co-writing the “This is your Bike” safety booklet.

D6: Traffic management and ITS

According to MAG Ireland, PTWs are not being fairly integrated into ITS (www.magireland.org/2011/slider/roadside-lectures-lets-get-the-basics-right-first/).

MAG Ireland considers that the default position of the authorities is to ignore PTWs entirely; and a more aggressive position is to actively discourage PTWs (talking only of the dander aspect, never the positive side, proposing additional penalty points/disqualifications for riders who speed, etc.):

www.maireland.org/2011/responses/national-transport-authority-no-to-motorcycles/

In theory, there is legal access to just two bus lanes in Dublin city centre. Everywhere else, PTWs are prohibited and are subject to an €80 fixed penalty for violation. But in reality, almost all PTW riders use bus lanes in almost all cities. This is because the police have discretion to overlook minor traffic infringements provided nobody is put in danger. Therefore, so long as you ride sensibly, stay within the speed limit, and otherwise act legally it is unlikely you would get a ticket.

LMI – LUXEMBOURG

Interviewee details:

Country: Luxembourg

Organisation/Department: LMI Lëtzebuenger Moto Initiativ

Name of the respondent: René Hilbert

D1: Training, testing and licencing

LMI was involved in the 3DLD discussions and implementation work.

According to LMI, one improvement of the 3DLD is that AM is now a European category, before it was only a national one which didn't allow driving outside Luxembourg.

Nevertheless, according to LMI, the 2-step licence from A2 to A is an inconvenience.

For the 4DLD, LMI recommends implementing initial and periodic training for driving licence instructors and for examiners.

D2: Data collection and statistics

LMI is not involved in the data and statistics collection process. But the Luxembourg government shares its data and statistics with LMI and other stakeholders, and LMI is involved in the analysis and dissemination of these data.

D3: Infrastructure

In Luxembourg, there are PTW-specific infrastructure guidelines: [La sécurité des deux roues motorisés](#). See complementary document LMI « La sécurité des deux-roues motorisés ». And the recommendations proposed are actually implemented.

LMI has worked on crash barrier protection and slippery road markings. LMI financed the first crash barriers in 1988. Today many roads are equipped with the French system with a second plate under the crash barrier.

D5: Research

LMI is not included in any form in PTW safety research work.

D6: Traffic management and ITS

According to LMI, PTWs are not being fairly integrated into new intelligent ways of managing traffic in Luxembourg.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D9: Motorcycling community

According to LMI, they have very good relationship with the Luxembourg government.

LMI is involved in PTW safety-related work as a member of the motorcycle working group GT Moto within the department of transport at the Ministry of Sustainable Development and Infrastructure.

Moreover, LMI has published a safety brochure [Sicheres Fahren](#) (in German) which was financed by the above-mentioned department of transport. This brochure will now be translated into French.

LMI also conducted a safety campaign called “biker-friendly driver”. This involved a brochure from German [IFZ gefährliche Begegnungen](#) explaining the 5 most common accidents from the view of the car driver and motorcycle rider and why it came to an accident. They developed their own sticker (Biker friendly driver) and attached it to this brochure. A car driver who has read the brochure and would be aware of the risk should stick it on the back of his car to show the motorcycle rider that the driver in front is informed about the problems between cars and bikes. The campaign was quite a big success.



MAG NL – THE NETHERLANDS

Interviewee details:

Country: the Netherlands

Organisation/Department: MAG NL

Name of the respondent: Dolf Willigers

D1: Training, testing and licencing

MAG NL was involved in the 3DLD discussions and implementation work in the Netherlands.

MAG NL doesn't see any improvements through the 3DLD. But they see a big inconvenience through candidates having to follow lessons and pass a test three times when they start at 18.

For the 4DLD, MAG NL recommends:

- Focus on awareness of potential dangerous situations
- Traffic-social skills
- Elimination of three categories
- Use of simulators

D2: Data collection and statistics

MAG NL is not involved in data and statistics collection or in their analysis and dissemination.

The Dutch government does not share its data and statistics with MAG NL.

MAG NL would like to have better accident statistics at national and European level.

D3: Infrastructure

Before 2014, there were PTW-specific infrastructure guidelines (*Handboek Gemotoriseerde Tweewielers*). But since 2014, PTW-specific infrastructure guidelines are integrated in all guidelines. However, these guidelines are not always effectively implemented as the road authorities can deviate from them.

MAG NL therefore recommends making them mandatory.

MAG NL participates in the development of guidelines, gives lectures at road engineering educational institutes, and has installed a hotline for dangerous road situations: reports are always followed up.

D4: Accident reporting

According to MAG NL, police reporting on accidents is almost non-existent. They would like to have an overall police accident report for all motorised vehicle but with dedicated questions on infrastructure problems and responsibility in order to better understand PTW accidents.

D5: Research

MAG NL would like research on:

- Training: The effects of training/advanced training
- ITS
- Behaviour: what should be done to make riders noticed by drivers?

Even if MAG NL is not included in research work for PTW safety, they have good contacts with SWOV (the Dutch research institute for traffic safety).

D6: Traffic management and ITS

According to MAG NL, PTWs are not integrated at all in ITS.

D8: National strategies

There is a national road safety strategy for motorcyclists in the Netherlands: *Action plan for improving road safety for motorcyclists. Strategic approach*. MAG NL was involved in its design and implementation.

The key measures of this strategy to increase PTW safety are:

- In conjunction with the providers of advanced driving instruction, an advanced driving course will be developed to teach advanced skills, including the ability to focus on matters relevant to road safety, assess traffic situations and satisfactorily predict at an early stage how traffic situations will develop. When taking decisions, motorcyclists must be able to factor in potential errors on the part of other road users. It may also be possible to develop specific courses in risk perception.

- In conjunction with the Ministry of Infrastructure and the Environment, interest groups will provide their members with information (e.g. at the start of the biking season) on how to approach ‘hitting the road again’.
- Interest groups will provide their members with information on the benefit and importance of wearing protective gear.
- The Ministry of Infrastructure and the Environment will provide motorists with information on how to share the road with motorcyclists, for example, the traffic congestion-motorcyclists code of conduct and the visibility of motorcycles in situations where the right of way must be yielded.
- The Ministry of Infrastructure and the Environment will investigate whether sharing the road with motorcyclists is covered sufficiently in motorist driving instruction (in accordance with the principle of reasonableness and fairness).
- The Ministry of Infrastructure and the Environment will commission a comprehensive study into the visibility of motorcyclists, including such aspects as brightly coloured/reflective gear, strategies for ensuring the visibility of motorcycles, lighting and position on the road. The aim of the study is to gain an understanding of the impact of motorcyclist visibility on road safety.
- Via the Dutch motorsport association NMB, the Ministry of Infrastructure and the Environment will ask road managers to work together to update the information in the handbook for motorcyclists issued by the information and technology centre for transport and infrastructure CROW and to include it in relevant CROW guidelines. This approach will ensure that all road managers are informed in a logical manner of the safest possible infrastructure design for motorcyclists.

Nevertheless, according to MAG NL, the implementation of the 3DLD did not improve PTW safety.

All the measures are effectively implemented and concrete impacts on PTW safety can be observed.

For the next plan, MAG NL recommends:

- Research on the aspects leading to accidents involving PTWs
- Better road design (involving PTW riders)
- Better infrastructure (involving PTW riders)
- Better training, with greater focus on risk perception
- EU action: EU Standards for better road design and infrastructure

D9: Motorcycling community

According to MAG NL, their relationship with the government is good, as they are active member of Motorplatform. They participate in the development of guidelines, give lectures at the road engineering educational institutes, and have their own hotline for dangerous road situations, and their reports are always followed up.

NMCU – NORWAY

Interviewee details:

Country: Norway

Organisation/Department: NMCU

Name of the respondent: Morten Hansen

D1: Training, testing and licencing

NMCU was involved in the 3DLD discussions and implementation work in Norway.

According to NMCU, the 3DLD brought a higher power limit for A2 bikes which is an improvement.

Nevertheless, for them, the 3DLD is too complex and the strict age limits are a real inconvenience.

For the 4DLD, NMCU recommends reversing the unnecessary complicated framework and replacing it by cost-effective initial rider training.

They also recommend retaining only two licence categories; A1 and A, from 16 years and 18 years, in combination with access to high quality, cost-effective rider training, based on an agreed curriculum from the IRTP, conducted by trained instructors and followed by a sensible test.

D2: Data collection and statistics

NMCU is not directly involved in the PTW data and statistics collection process, but they are always part of the analysis process and are therefore often asked to comment on how to improve data collection and stats – unlike the insurance companies which are not involved in the process.

Moreover, the Norwegian government shares its data and statistics with NMCU and other stakeholders.

NMCU would like to see their expertise taken into account in the collection and analysis of PTW data.

D3: Infrastructure

In Norway, there are PTW-specific infrastructure guidelines: *NPRA Handbook 245 on Motorcycle Safety* (http://arkiv.nmcu.org/publ/vegdir_handbok245/handbook245e.pdf).

According to NMCU, the Norwegian Public Roads Administration effectively implements these recommendations on their network.

NMCU is involved in infrastructure work through practical cooperation with the Norwegian Public Roads Administration.

NMCU would like to see the practical expertise of riders having a real influence on the guidelines. For them, it is important that “the ultimate solutions” do not stand in the way of “the possible solutions”.

D4: Accident reporting

According to NMCU, two decades ago police reporting of motorcycle accidents was really bad, but over the years it has improved a lot, mostly because overall competence on motorcycling has improved. Moreover, in Norway, the NPRA Accident Investigation Groups investigate each fatal accident, which is a good thing for NMCU.

NMCU see an advantage in having an “accident reporting form” for PTWs only, but in practice it would be very hard to convince police to use it. For NMCU an important thing would be to identify the dynamics of an accident in order to quickly establish a plausible cause.

D5: Research

For NMCU, the most important thing is to conduct proper research on initial rider training.

Whenever there is national research affecting motorcycling NMCU is consulted.

D6: Traffic management and ITS

According to NMCU, ITS affecting PTWs has not been greatly implemented in Norway. However, NMCU remains confident that there is a will to treat PTWs fairly and that NMCU will be consulted.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

PTWs are included in the National Action Plan for Road Safety, and when we talk about *strategies* Norway has a strategy for every group of road users.

A National Strategy for Motorcycles and Mopeds will be published in September 2014. It will be translated into English and widely circulated. NMCU was involved in the design of this strategy and will be involved in its implementation.

The Norwegian Public Roads Administration has implemented:

- Training: high quality initial rider training. According to NMCU, this measure has had a good impact on PTW safety.
- Infrastructure:
 - Specific road repair signposting for motorcyclists,
 - Inclusion of motorcycles in handbooks and guidelines
 - Bikes in bus lanes
 - Ban of cable barriers

D9: Motorcycling community

According to NMCU, their relationship with the Norwegian government is excellent.

On PTW safety-related work, NMCU organizes several road safety initiatives within the motorcycling community. Moreover, they cooperate closely with road authorities on motorcycling safety issues. Nothing affecting motorcycling is decided without first having consulted NMCU.

SMC – SWEDEN

Interviewee details:

Country: Sweden

Organisation/Department: Sveriges MotorCyklister, SMC

Name of the respondent: Maria Nordqvist

D1: Training, testing and licencing

SMC was involved in the 3DLD discussions and implementation as consultants to the proposal from the Swedish Transport Agency and the Ministry of Enterprise. Some minor views from SMC were accepted.

According to SMC, there is only one improvement brought about by the 3DLD, the higher power for A2 motorcycles (from 25 kW to 35 kW).

Nevertheless, SMC sees several inconveniences:

- Increased number of tests. Increased demands on test bikes. Increased costs for consumers, especially for young people wanting to ride a motorcycle.
- The new complicated system is difficult to understand for those who want to get a licence.
- It is more difficult for women who fail riding tests more often – the failure rate increases with the size of the motorcycle. With the new demands of 50 kW and 175 kilos, we fear that shorter women will never be able to pass a riding test.
- 2/3 of all riding tests are stopped already in the manoeuvring part, especially the low and high speed test. 2/3 of all students are never allowed to show if they are able to ride in traffic. This is not what riding a motorcycle is about!
- On top of the EU demands, we have a national regulation that demands compulsory risk education. And we have the highest cost for a riding test (€175).

For the 4DLD, SMC recommends:

- Focus on training rather than testing. The test is only a check. The training curriculum should be based on motorcycles – i.e. not a copy of the curriculum for the B licence.
- Reduce the number of compulsory tests from three to one. This will get young people to start riding on a small bike (A1), move up to a medium size (A2) and end up with an A after four years of riding. Experience is seen as a major contribution to road safety, which young people can't afford not to have.

- The next DLD must review the ages in the progressive access. 16, 18, 20 are reasonable ages, with one test for all of them (for A1 or A2 or A and then 2 years in each step before you get the next licence).
- All vehicles within each category should be allowed to be used in the riding test.
- Less focus on manoeuvres at low speed and more focus on the riding test in traffic. Most fatal accidents occur in bends, none in turning at low speed. The education must include braking and curve techniques, not only turning at slow speed.
- Focus on defensive riding.
- The next DLD should leave more space for the MS to set up a licence scheme based on the conditions of their particular country. 35% of all riders in fatal motorcycle accidents in Sweden in 2011-2012 did not have an A licence at all. The stricter the licence system gets in Sweden, the higher the share of non-licenced riders on the roads will be.

D2: Data collection and statistics

SMC is involved in the data and statistics collection process. They are also consulted annually in the analysis of in-depth studies of all fatal motorcycle accidents, and produce their own reports on this.

At present, insurance companies are not involved in the data and statistics collection process and SMC would be in favour of involving them.

The government shares its data and statistics with the stakeholders.

SMC recommends that non-licence holders should be separated from the rest of the fatal accidents since they are not motorcyclists as such. Moreover, the fact that other road users cause fatal accidents is never mentioned.

At European level, SMC recommends to make alcohol/drug toxic testing on all fatal accidents mandatory.

D3: Infrastructure

There are no PTW-specific infrastructure guidelines in Sweden. During the interview of the member states expert, the Swedish expert said there are PTW infrastructure guidelines, with mandatory demands and non-mandatory recommendations. But according to SMC, the only mandatory demand is the size of a parking space for motorcycles – IF they decide to provide motorcyclists with dedicated parking space. Motorcyclists are mentioned here and there, for example concerning the need for forgiving road sides. But, the demands are made for those who are travelling by car. Also, the guidelines include the installation of side barriers.

SMC is working on improving infrastructure for PTWs in Sweden. They have signed two contracts with the Swedish Transport Administration (STA). They asked for safer barriers and provided a definition of a safe barrier for motorcyclists but with no result so far, even though 60 motorcyclists have been killed in barrier accidents since 2000. Even though the government asked specifically for this from STA in their Transport Plan, the need for safer barriers for motorcyclists is not mentioned for the coming 10 years. Instead more and more median barriers are being installed and side barriers installed instead of forgiving road sides (due to costs).

They also work on the road surface and the lack of friction. About 10-15 % of all accidents in Sweden are due to low friction, with gravel the most common problem. SMC has proposed a new method for safer road shoulders which is implemented in one of six STA regions. SMC has managed to put through new demands for sweeping away gravel after repairs (from 48 to 24 hours). But at present, there are no warning signs.

SMC has gathered information about where motorcyclists ride and pointed out the most important MC roads in Sweden. SMC has 21 road inspectors, one in each county, dealing with local road issues. SMC has proposed infrastructure improvements on those roads with the most accidents.

D4: Accident reporting

Apart from in fatal accidents, SMC is never allowed to see the police report. They conclude that an alcohol test is not always performed on other motorists (those possibly causing the accident) but always on the rider who was killed. They regret that the lack of information in the police reports might lead to attorneys not taking motorists to court or that judges are unable to sentence them.

Circumstances such as poor friction, gravel on the road, spillage, etc. are rarely mentioned.

SMC would agree to have an “accident reporting form” for PTWs only, with these questions:

- Rider: Licence, owner of vehicle, drugs/alcohol, rider failure.
- Infrastructure: friction, spillage, gravel, barrier, poles, pot-holes, etc.
- Other vehicle part: licence, owner of vehicle, drugs/alcohol, driver failure.
- Motorcycle: technical faults? ABS? Tyres?) Insurance/registered/allowed to ride on the road?

D5: Research

SMC would like research to be done in Sweden on:

- Infrastructure:
 - Other methods to repair roads that do not involve leaving gravel on roads. Safer road shoulders, without gravel.
 - Improve friction on new tarmac. Improve friction tests.
 - Tests of all existing allowed barriers taking motorcycle specificities into account. Improve the test method for barriers to include motorcyclists in an upright position. Investigate the safety distance for motorcyclists from barrier to road.
- Training and testing:
 - Before the next DLD, investigate on a comprehensive basis all existing schemes in Europe.
 - Content of the training.
- Other road users: How do we make other road users see us? What works, what doesn't?
- Vehicle design: Conspicuousness: how can a motorcycle headlight be improved to make other road users see it?

SMC has presented several studies this year and earlier: on motorcyclists' behaviour; on extreme behaviour; on the Motorcycle Vision Zero; on advanced training; on risk factors, on safe barriers for motorcyclists; on conspicuousness; on accident causation; on infrastructure.

D6: Traffic management and ITS

According to SMC, motorcycles are not integrated at all, whether in traffic management or ITS.

One out of 290 local authorities includes motorcycles in its transport plans/strategies.

Motorcycles were banned from bus lanes after 30 years, without any information.

Motorcycles and mopeds are ignored when it comes to parking.

Motorcycles and mopeds are ignored in all kind of discussions concerning vulnerable road users.

There are only two good things in this area: PTWs are excluded from congestion tax and from bridge tolls.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

There is a PTW strategy in Sweden: *increased safety for motorcycle and moped riders*. SMC was involved in its design and implementation.

Five measures are highlighted:

- Increased use of ABS.
- Having more motorcyclists obey the speed limits.
- Safer roads for motorcyclists.
- More focus on awareness/conspicuousness of motorcyclists.
- Less extreme behaviour (excessive speeding, riding without a licence, riding under the influence of alcohol/drugs, aggressive riding).

There is no action plan connected to the strategy, which is a problem for SMC. The focus from other stakeholders is on ABS and speeding, but SMC wants to see action taken in the other areas such as improved infrastructure, awareness campaigns, reducing the amount of illegal riding.

This year we have had very few MC fatalities without an A-licence compared to previous years. This could be a result of the SMC information campaign, or of the fact that more bikes have ABS. Nevertheless, riders can be killed even with ABS bikes due to poor friction and dangerous barriers.

SMC recommends always involving the national motorcycle organisation and other stakeholders in PTW safety measures and strategies and to take their input into consideration. SMC also recommends having an action plan which includes a budget for infrastructure improvements.

D9: Motorcycling community

According to SMC, their relationship with the Swedish government is really good, even if they don't agree on everything. SMC is networked with the Swedish Transport Administration, the Swedish Transport Agency, the Ministry of Enterprise and the Swedish parliament, with the infrastructure minister, with MEPs, with entrepreneurs, with MC producers, with MC dealers, with traffic schools, with media and with insurance companies.

SMC has been involved in PTW road safety since 1963 and is seen by all stakeholders as the key partner for bringing over safety messages to riders in Sweden.

BMF – UNITED KINGDOM

Interviewee details:

Country: United Kingdom

Organisation/Department: BMF (British Motorcyclist Federation)

Name of the respondent: Graeme Hay

D1: Training, testing and licencing

BMF was consulted for 3DLD implementation but their recommendations were globally ignored. According to BMF, there have been no improvements through the 3DLD, and more than 100 training schools have closed down as a result of the 50 Km/h brake test requirement – too fast for UK urban roads.

The 3DLD brought many inconveniences for BMF. Because of the off-road training requirements many schools closed because the site they used was no longer large enough. This has resulted in great distances having to be travelled to get to a training school for the first stage of training. These journeys can be so long that they are really too far for inexperienced riders to travel to do the next two stages of training and testing as well.

For the 4DLD, BMF would like to see a relaxation of the 50 Km/h braking speed to say, 48Km/h and more training facilities and less expensive training in the UK.

D2: Data collection and statistics

BMF is not involved in the data collection process. But they can make suggestions as to what data is collected at collision scenes.

Sales are compiled by the Motorcycle Industries Association. Vehicle registration, rider licence data and vehicle roadworthiness testing records are compiled by the Driver and Vehicle Standards Agency. The police, Highways Agency and local authorities hold and share collision records.

All of those records, in an anonymised form, are shared on request by these agencies.

The British government and insurance companies cooperate on a lot of things.

D3: Infrastructure

There are PTW-specific infrastructure guidelines in the UK. They have been recently revised by the Institute of Highway Incorporated Engineers.

The guidelines are for new or improvement work. They are one of many areas of guidelines to which highway engineers make reference and are widely available. They are well used but not always.

The BMF Foundation was a major contributor and promoter of these guidelines.

The BMF is a member of the UK Highways Agency road user group and participates in many other groups to work on infrastructure design, which is reasonably friendly to motorcyclists. The BMF employs and engages professional experts in many fields, including infrastructure, thereby enabling this consultation to be of the highest order.

D4: Accident reporting

The UK collision dataset is called “Stats: 19”. This defines what information is collected at the scene of a serious or fatal collision. In addition to this, the Dept. for Transport samples 5% of reports for the Road Accidents Investigation project, which seeks to learn in great detail more about collisions and how vehicles, drivers and roadside furniture have behaved. There is a great deal of concern in the UK that we must not add too much to the data collected by police officers as the form is already substantial. Adding further questions could cause inconsistencies and error. The only data collected at minor collisions is by insurance companies and is not subject to a system of consistent professional judgement.

In the UK, there is a need to somehow capture driver/rider activity immediately prior to a collision. This is because many people believe that in-car devices are distracting drivers but this can seldom be proven.

D5: Research

According to BMF, research on car/van/lorry driver distraction and passive safety in roadside furniture should be done.

The BMF works with a number of road safety organizations, including the Department for Transport, RoSPA (Royal Society for the Prevention of Accidents), Transport for London, TRL (Transport Research Laboratory), IAM (Institute of Advanced Motorists), DVSA (Driver Vehicle Standards Agency), Road Safety UK and other bodies, as required.

D6: Traffic management and ITS

The UK government has identified three road user groups as Vulnerable Road Users: pedestrians, cyclists and motorcyclists.

The UK believes that it is currently enjoying a renaissance of cycling, with full government support. As a result the Highways Agency, Transport for London, Transport for Manchester etc. and many local authorities are committing money to improving the road environment for pedestrian and cycle use.

According to BMF, any attempts to gain improvements for motorcycling seem to be hard-won and done on an individual case-by-case basis. This has resulted in a regrettable situation where some groups and individuals are seeing those cycling and those motorcycling as being at odds with each other, which should not be the case.

An example of this is found in London, where Transport for London offers motorcycles access to bus lanes. The TfL network makes up only 5% of the city's roads but all of the busiest of the city routes. The many London Boroughs, who have responsibility for 95% of the city's roads do not in most cases permit motorcycling in bus lanes. There are many examples available, in other places.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

There is a national road safety strategy for PTWs in the UK. It was drawn up in 2005 and is now becoming obsolete. There was an intention to revise it but this has been delayed. There is an overall road safety strategy, which is more recent.

The BMF supports this work and actively promotes awareness through its website, Facebook, etc.

According to BMF, awareness of motorcycles by other road users and the improvement of rider skills are measures that will increase PTW safety in UK.

These measures seem to be effective as there has been a continuous decline in riders injured or killed since 1982.

For the next strategy, BMF recommends the inclusion of collision avoidance technology in cars, vans, coaches and lorries, and the encouragement of more riders to take voluntary advanced skills training.

According to BMF, the EU should encourage and support the introduction of on-board collision avoidance technology in cars, vans and lorries, and continue to work on stamping out corruption in obtaining goods vehicle driving licences in the new Member States.

D9: Motorcycling community

The relationship between BMF and the government is very good, indeed at almost all levels, even if they do not agree on everything. The only area where it fails is where local authorities establish a short-term project team to deliver some form of transport initiative. These teams are not skilled, often naïve and are not as accountable as local authorities usually are, so they seldom behave in an inclusive way.

The BMF has a proud history of rider training and still supports an advanced skills course called “Blue Riband”, offered by a number of riding schools.

FMI – ITALY

Interviewee details:

Country: Italy

Organisation/Department: FMI (Italian Federation of Motorcyclists)

Name of the respondent: Francesca Marozza

D1: Training, testing and licencing

FMI was involved in the 3DLD discussions and implementation work. It was asked by the Ministry of Transport to define the specificities of the A-licence examination with regard to safety conditions.

For FMI, the introduction of a riding test at each A-licence step is an improvement in terms of safety.

Nevertheless, the 3DLD brought some inconvenience. First before the 3DLD, students were able to gain a moped licence at school for free. But now, only driving schools can issue an AM licence. This is very expensive (€300-600), yet does not provide students with better knowledge and skills.

D2: Data collection and statistics

FMI is not involved in the data and statistics collection process. But FMI participates with authorities in analyzing data and in promoting actions to improve the skills of motorcyclists in order to obtain the decrease of fatalities and injuries.

The Italian government does not share with FMI its data and statistics.

FMI would like to have more prompt data. For now, in 2014, they are working on the statistics of 2012.

D3: Infrastructure

In Italy, there are PTW-specific infrastructure guidelines made by ANCMA (the association of Italian manufacturers and University of Parma): *la sicurezza dei motociclisti*. The measures proposed are sometimes implemented, but not always.

FMI would like to have a motorcyclist included in every city council to highlight the needs of motorcyclists to improve infrastructures.

FMI signed a collaboration contract with the association of the motorized cities in Italy in order to improve the infrastructure.

D6: Traffic management and ITS

According to FMI, for the moment, PTW are not intergrated in ITS and intelligent traffic management. FM is starting working on this topic with the association of motorized cities, in order to study specific strategies dedicated to PTW.

D7: Awareness campaigns

→ See *Awareness campaigns review – Overview of PTW safety awareness campaigns in Europe*, [Annex 10](#)

D8: National strategies

In Italy, the PTWs are included in the national safety on the road strategy plan 2010-2020. → See complementary document. FMI was involved in the design of this strategy.

The key measures of this strategy are:

- Training:
 - Education at school. For now, this is the only measure effectively implemented.
 - Hands on training addressed to adult without a A-licence (guida sicura avanzata courses)
- Improvement of infrastructures
- Use of protecting clothes
- Enforcement: Increase of police control

In the last 10 years Italy had -70% fatalities on mopeds, due to special programmes of education in public schools. But, these programmes finished with the application of the 3DLD and the introduction of AM-licence which can be taken only at driving schools.

FMI recommends focusing on education directed to each category of road users, especially for adults of 30 years aged (the most involved in accidents). FMI also recommends implementing the preparation for B-licence with some hands on training on a PTW, in order to know and understand the differences between the vehicles.

D9: Motorcycling community

According to FMI, their relationship with the Italian government is quite good.

Regarding safety on the road FMI is involved with the ministry of transport, with the ministry of education, and with the parliament, which is now changing the traffic laws.