

→ Expected Outcomes

1. Training, testing & licensing

Reports on existing schemes, problems encountered, good practices, 3rd Driving Licence Directive implementation, recommendations for 4th Driving Licence Directive

2. Data collection & statistics

Report on available and missing data, proposals for harmonization needs

3. Infrastructure

Report on problems, existing solutions and standardization needs. Recommendations for the development of a European road safety assessment programme for motorcycling

4. Accident reporting

Report on accident reporting methods, recommendations for harmonization of police reporting

5. Research

Overview of national and EU research on motorcycle safety, identification of duplication and gaps related to the 8 safety areas

6. Traffic management

Report on existing and best practices

7. Awareness Campaigns

Report on means to address rider and driver behaviour, past and current campaigns, best practices and recommendations, motorcycle press and motorcyclists groups overview

8. National Strategies

Overview and analysis of existing national strategies in Member States, implementation and results, recommendations. Recommendations for the development of a European Motorcycle Safety Performance Index

9. Motorcycling Community

Report on motorcycling use and safety characteristics, the motorcycling population and means to reach it.

→ The Expert Group

An Expert Group comprised of national and EU road safety experts directly linked to the 8 safety areas of the project will act as adviser during the project to ensure relevance and consistency of the work.



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RIDERSCAN

European Scanning Tour for Motorcycle Safety



Contact

FEMA a.s.b.l.
Rue de Champs, 62
B-1040 Bruxelles
Tel. : +32 2 736 90 47

More info

www.riderscan.eu
riderscan@fema-online.eu

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→ The objectives

1. To gather existing knowledge in all relevant areas of motorcycle safety :
 - on transport authorities initiatives towards motorcycling ;
 - on motorcycling use and safety characteristics (infrastructure, training, accident reporting and statistics, awareness campaigns, research, traffic management, emergency response, etc.) ;
 - on the motorcycling population and means to reach it ;
 - on safety needs in 8 motorcycle safety areas ;
2. To identify and report on needs for European action (legislation, standardization, research and specific actions) in the field of motorcycle safety
3. To disseminate the collected information and best practices to relevant stakeholders throughout Europe (press, motorcycling community, transport stakeholders, national governments and parliaments, research community, etc.) at national and EU level.
4. To foster a new dynamic among road safety stakeholders by improving knowledge and enhancing communication and cooperation between the various areas related to motorcycle safety

→ The methodology used in the project

Motorcycle safety is a complex issue. Not only are we talking about different types of motorcyclists, but it is also about cultural differences, very different motorcycling use, and different types of bikes, going from mopeds as low as 25cc up to much more powerful engines declined in 2 or 3-wheeled versions. Recognition of powered two wheelers contribution to the transport system also varies from one geographical area to another, with distinct transport policies which directly impact road safety results.

Because of the huge amount of information it quickly appeared essential to have guiding references commonly accepted, to structure further collection of information :

FEMA's European Agenda for Motorcycle Safety – The motorcyclists' views (2007)

The Federation of European Motorcyclists' Associations (FEMA) is the European federation of national road rider organisations. FEMA represents, defends and promotes motorcycling and the interests of million powered two-wheeler users across Europe. Through its 22 national organisations from 16 countries, FEMA reaches over 300,000 dedicated motorcyclists representing all social groups.

The Federation of European Motorcyclists Associations has been working for over 20 years at improving motorcycle specific safety, trying to integrate motorcycling into a holistic approach to road safety programs, that should respect all transport modes and consider all road users as equally important for the transport system.

The European Motorcycle Industry's Action Plan for Motorcycle Safety (2008)

ACEM dedicates energy and resources to acquire and analyze data regarding road safety and Powered Two Wheelers in order to identify and prioritize areas for improvements. The "Action Plan for Motorcycle Safety" is based on the findings of the MAIDS study and the combined knowledge of ACEM members.

The OECD / ITF Lillehammer workshop (2008)

The objectives of the workshop were to identify the real problems of motorcyclist safety, discuss practical solutions to these problems, and propose a set of measures to improve safety. Around 100 experts from 21 countries identified a number of measures that could be implemented in the short term to make motorcycling safer. The overarching principle was the need to support continuing dialogue and co-operation between the various actors involved in motorcycle safety (including policy makers, researchers, manufacturers, and motorcyclists themselves).

ETSC report on motorcycle safety : A road safety agency's perspective (2008)

The European Transport Safety Council seeks to identify and promote effective measures on the basis of international scientific research and best practice in areas which offer the greatest potential for a reduction in transport crashes and casualties.

The European Motorcyclists Forum : setting the path to EU action (2010)

The European Motorcyclists Forum was established by the European Commission in light of its communication on road safety priorities for 2011 to 2020 and the coming European Parliament's report on road safety . It was launched with a view to establishing a platform to address motorcycle issues, raising awareness and taking appropriate political actions. The 2010 first Forum agreed on the need to address Powered Two-Wheeler (PTW) accident reporting and to integrate PTW needs into the EU ITS strategy.

The project's methodology consists of :

1. Review existing & available information
2. Collect complementary information at national level where it exists, comparing practices
3. Identify and report on best practices and needs for actions
4. Disseminate project outcomes to road safety stakeholders

→ The project

The RIDERSCAN project is an EU co-funded project aiming at gathering the existing knowledge in 8 motorcycle safety related areas, in order to identify missing knowledge and information and provide guidance to road authorities on how to improve motorcycle safety.

The project also expects to foster a new dynamic among road safety stakeholders by advancing knowledge, enhancing communication and better cooperation between the various areas related to motorcycle safety.

RIDERSCAN follows the conclusions of the OECD/ITF workshop on motorcycle safety (Lillehammer, 2008) and of the European Motorcyclists' Forum (Brussels, 2010), in the scope of the United Nations' Declaration of Action for Road Safety 2011-2020 (Moscow, 2009).

8 safety fields

1. Training, testing & licensing
2. Data collection & statistics
3. Infrastructure
4. Accident reporting
5. Research
6. Traffic management
7. Awareness Campaigns
8. National Strategies