Internet consultation relating to the preparation of a EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

1. GENERAL INFORMATION

Title	Mr

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I speak on behalf of:	an organisation or a public authority

Organisation
Federation of European Motorcyclists' Associations (FEMA)

Organisation type - select one	Associations/non-governmental organisations
Main field of activity - select one	Powered two wheeler user organisation
Sector of activity - select one	Other

Please specify:
Infrastructure - road safety - vehicles - environment - education & training - consumer protection - enforcement - transport policies

Region - select one	Other

Please specify country:
European Union countries, Turkey, Norway, Switzerland

Most frequently used mode of transportation - select one	Motorcycle
Holder of a motor vehicle driving licence - more than one option possible	Car Motorcycle or moped

Personal perception of the situation on the roads in your country

Do you think that, in general, traffic in your country has become safer or less safe than 10 years ago for/on ?	Safer
Car drivers	Safer
Car occupants	Safer
Motorcyclists	Safer
Moped riders	Safer
Cyclists	Don't know

Pedestrians	Don't know
Motorways	Safer
Rural roads	Safer
Urban roads	Less safe

Why?

Actions and policies have made roads safer in general. However, safety improvements in urban roads for the benefits of some users (slippery paint, obstacles, speed bumps, etc.) have proven to be hazards for motorcyclists. Roads should be designed for the safety of all categories of users.

2. THE SCOPE OF THE NEXT EUROPEAN ROAD SAFETY ACTION PROGRAMME

Citizens and businesses expect safe, sustainable mobility across the European Union.Improvements in road safety are an essential element in public policy to produce improvement in the health and well-being of citizens and reductions in the high socio-economic costs of road traffic injuries.

What are the main problems and issues at stake in road safety?

Road safety performance and societal costs involved - max 2 options	Numbers of death and serious injury Level of societal impact of death and long-term injury

Comment

Road safety problems linked with category of road users - max 2 options	Car users

Comment

Whether "problems" mean hazards posed to themselves, to the respondent or to all users is not sufficiently made clear. Car users do not face excessive hazards due to the efforts deployed for their safety, however, car users represent the most important accident risk for motorcyclists.

The impact of societal changes - max 2 options	Ageing of society Change of transport mode

Comment

Ageing of driver population could mean reduced perceptive skills, affecting the relative conspicuity of vulnerable road users (pedestrians, motorcyclists, cyclists).

Which, in your view, are the most important countermeasures amongst infrastructure, road user (training, education, rehabilitation, enforcement) vehicle safety measures?

Infrastructure - more than one option possible	Safety impact assessment of land use planning and road infrastructure Facilities for powered two wheelers Design of roadsides and roadside furniture

Comment

Road user measures: licensing, testing, training, information - more than one option possible	Safety quality of driver licensing and testing standards Safety quality of powered two-wheeler licensing and testing standards Safety quality of driver training Safety quality of rider training Social marketing/ campaigns/ safety education to encourage compliance with rules on safe behaviour

Comment
Safety quality of licensing, training and testing should apply to all, and should include a focus on awareness of vulnerable road users.

Road user measures enforcement - more than one option possible	Combined publicity and police enforcement of important safety rules

Comment
FEMA calls for the equitable treatment of motorcyclists in the enforcement of the law. We support active policing, believing that automated enforcement is no substitute.

Vehicle safety - more than one option possible	Need for improved safety quality of vehicle standards and equipment for crash helmets Preventing crashes through better brakes, lighting, intelligent systems Problems associated with new technological equipment

Comment
FEMA supports new standards for crash helmets, and preventing crashes through better lighting. Because motorcyclists are usually separated from the motorcycle at some time during a crash, protective equipment attached to the motorcycle, e.g. "leg protectors" or airbags, is less likely to be effective than protective clothing and should not warrant serious attention. Intelligent Transport Systems should have proven safety benefits before being promoted (see answer on this topic below).

Road safety is a shared responsibility at EU, national, regional and local levels with national authorities usually taking the lead. National action typically involves the development and implementation of multi-sectoral strategies and action programmes which address key problems and are focussed on achieving results. Programmes are coordinated across national government and with regional and local authorities, business and civil society.

What do you see as the key problems or issues for institutional management of road safety? Give a number from 1 to 5 (1 is most important) for the 3 categories below

Institutional leadership and coordination

Lack of high-level review of safety management performance	5
Lack of political willingness to prioritise road safety	
Lack of definition of road safety objectives	
No lead office/department/agency for road safety	
Insufficient integration and coordination of activity	

Comment
Relevant data and statistics on motorcycle-related accidents is severly lacking.

Legislation, funding and resource allocation, promotion

Insufficient harmonisation of road safety rules and standards	4
Inefficient funding mechanisms	
Limited resources dedicated to road safety	5
Limited resources dedicated to road safety functions in the main governmental sectors with	

responsibilities	

Insufficient promotion and communication on road safety	3

Comment
Promotion and communication on road safety should integrate vulnerable road user awareness, addressed to car and goods vehicle drivers.

Monitoring and evaluation, knowledge transfer, research

Lack of harmonised definition of serious injury	3

Problems with crash injury classification (serious, light injuries)	5

Lack of health sector monitoring to establish under-reporting on injuries	4

Lack of data on distance travelled (vehicle kms)	1

Lack of periodic, independent review of road safety performance	2

Comment
A harmonized definition of a powered two-wheeler (PTW) is required to allow meaningful comparison of data across the EU. Accident causation factors remain difficult to establish due to insuficient police and emergency services records at the time of the crash. In addition, evaluation of existing road safety policies should be standard practice before new policies are drafted.

3. THE ROLE OF THE EU

Besides considering road safety as an integral element of European transport policy, the EU also contributes to improving road safety by integrating road safety concerns into other EU policies, and by removing obstacles to effective road safety policies that might exist at the EU level.

Is the integration of road safety into other areas of EU policy effective?	Partial

If not, in which sectors of policy should this integration be improved? - more than one option possible	Health policy State aid, financing, loans Taxation policy Information and communications technology policy

Comment
State aid policy should include financing of better, safer infrastructure. ICT policies should include impact assessment of ITS to ensure they are safe for all categories of users.

Do existing European policies/legislation create obstacles to prevent effective road safety policies at national, regional and local levels?	Yes

What should be done to improve the situation?
FEMA does not have suficient information to answer this question. (box ticked "yes" to allow access to comment box)

The EU carries out a range of activity to improve road safety in support of activity carried out nationally, regionally and locally.

What should be the priority areas for action in the next programme 2011-2020, Give a number (from 1 to 5) for the 5 most important actions (1 is most important)

Proposing a European road safety objective to 2020	
Funding effective road safety activities	1
Supporting road safety research	2
Legislation and recommendations where the EU has competence	
Launching public awareness campaigns	3
Providing information and benchmarking tools for decision makers	5
Developing harmonised specifications for road and vehicle safety	
Cross-border enforcement of traffic offences	
Applying road safety standards to all roads	
Facilitating networking, exchange visits and 'twinning' between countries to strengthen institutional management capacity	4
Other	

Comment
Funding of effective actions should be a priority, including specific actions in partnership with civil society and associations (for awareness, education, etc.). Sharing of good practices should be encouraged.

New technologies, innovative and intelligent transport solutions can improve safety, increase efficiency, protect the environment and offer new customer-oriented services to citizens.

Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions?	Yes

Possible fields of EU action on new safety technologies. Give a number (from 1 to 5) for the 5 most importants actions (1 is most important)

Establishing the safety effects of new technologies prior to widespread application	1
Actively promoting or requiring where appropriate proven safety-related technologies like:	
- alcolocks, initially in commercial and public transport vehicles	
- intelligent speed adaptation / speed adjust / speed alert / speed limiters	
- intersection signal control	4
- dynamic traffic management	
- local danger warning	5
- advanced braking and handling systems in all	

motor vehicles (like ESC/ESP)	
- lane-keeping device systems	
- collision avoidance systems	
- other driver assistance (please specify in no more than 6 words in the next 'Comment' field)	
- eCall (112 the European emergency number)	3
- event data recorder (black box)	
- seat belt reminders	
- ISOFIX child restraint system in all cars	
- pedestrian protected car fronts	
- energy-absorbing front underrun protection in heavy commercial vehicles	
Supporting the mapping of speed limits across the EU	
Other	2

Comment
Other: establishing the safety effects should include integration of all categories of users. In addition, technologies implemented should not discriminate against certain categories of users, and be available to users who wish to use them.

Meta Informations

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