

# Session 3: Motorcycling safety policies

*The motorcyclists' views*



Aline Delhaye  
FEMA General Secretary  
*On behalf of motorcyclists worldwide*

# Overview

- Putting motorcycle safety into the right context
- Improving motorcycle safety: key safety aspects
- Motorcycle safety policies around the world
- Towards motorcycle safety strategies

# Putting motorcycle safety into the right context

For the debate to be balanced, it is a fundamental prerequisite to put the absolute figures within the **appropriate context**. It is also important to look into **the causes of motorcycle accidents**, in order to identify **valid remedies**

## *Motorcycling can not be made risk-free*

- Motorcyclists are vulnerable and have a high risk of injury (this is also true for walking or cycling).
- ➔ No road safety initiative – whether from Governments or riders themselves - can ever make motorcycling risk-free.



## *Most riders are safety conscious*

- Most riders are fully aware of the fact that they are vulnerable road users and that motorcycling requires specific skills and a focused, alert behaviour.
- ⇒ it should not be constantly claimed that motorcyclists are a "careless" group of road users!

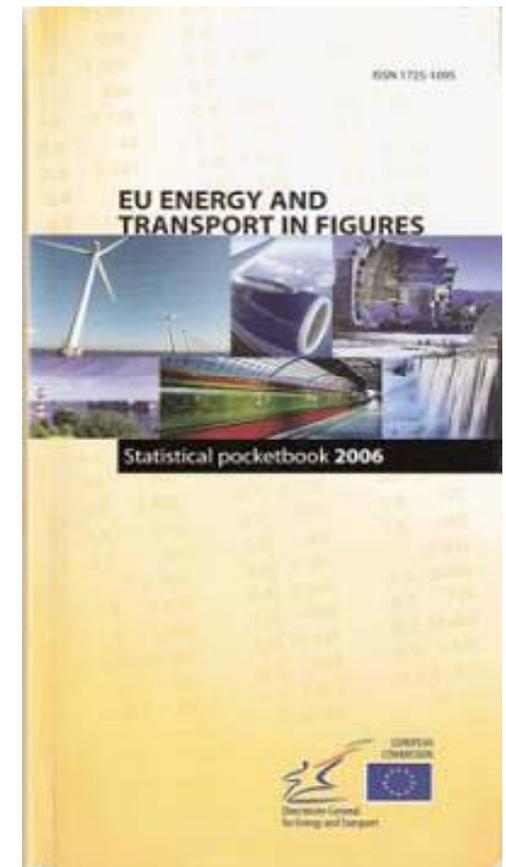


## *The extreme 'high-risk takers'*

- motorcycling sometimes attracts "high risk takers" with extreme behaviour.
- ➔ give motorcycling a bad public reputation!
- ➔ doubtful whether any road safety initiative will change the attitude and behaviour of these individuals
- ➔ regular motorcyclists should not have to pay the consequences of these few extremists

# *Motorcycle accident statistics: reliability and lack of useful data*

- Road safety targets should reflect casualty rates, not only casualty numbers;
- Police accident reporting and discrepancies comparing data;
- Need to monitor the effects of various road safety initiatives;
- ➔ Statistical information is generally a problem when talking about motorcycle safety



## *Motorcycle accident research:*

- Motorcycle casualties are often the focus of research, with many reports highlighting the **perceived** risk-taking of motorcyclists and the dangerousness of motorcycles.
- Lack of understanding of motorcycles and motorcyclists: the majority of researchers do not ride motorcycles and do not understand the social issues surrounding two wheeled transport



# *Accident prevention vs injury reduction?*

- Vision Zero's concept = injury reduction
- Always some kind of injury in a mc accident
- Riders' Organisations (RO) are more focused on *accident prevention* than *injury reduction*:
  - ✓ good initial rider training
  - ✓ motorcycle awareness campaigns
  - ✓ predictable road infrastructure



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Vegdirektoratet



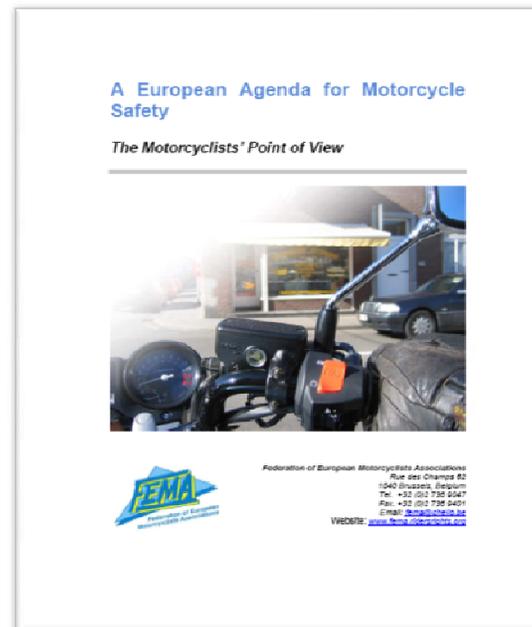
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# Improving motorcycle safety: key safety aspects

Riders Associations around the world have been working at improving motorcycle safety for decades.

Their thorough knowledge of motorcycling and motorcyclists have provide them with a true expertise not to be overlooked.

**Factors**



**Factors**

**HUMAN**

- Near miss research
- Education & training
- Licensing
- Physical/Alcohol/Substance impairment
- Personal protective equipment
- Helmet & helmet use

**VEHICLE**

**ENVIRONMENTAL**

**SOCIAL**



# *Human factors*

## **Licensing/Education/Training/ instructor training**



# *Human factors*

Licensing/Education/Training  
**Crash Avoidance Skills**



# *Human factors*

Licensing/Education/Training

Crash Avoidance Skills

**Braking**



## *Human factors*

Licensing/Education/Training

Crash Avoidance Skills

Braking

**Hazard Awareness**



## *Human factors*

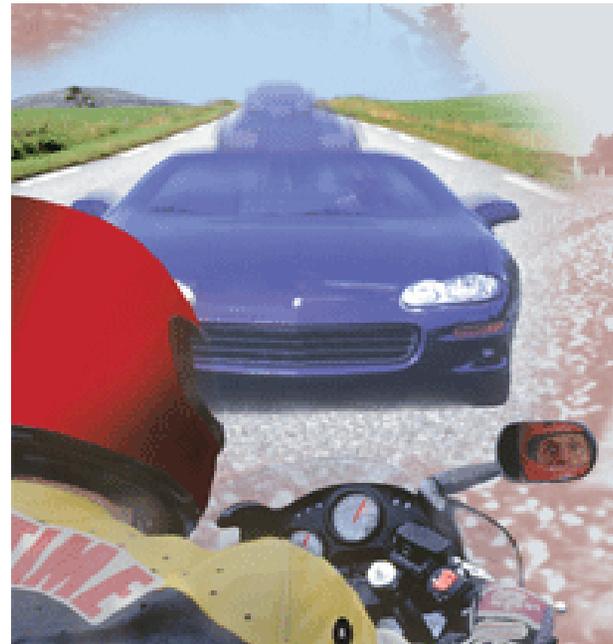
Licensing/Education/Training

Crash Avoidance Skills

Braking

Hazard Awareness

**Panic Management**



## *Human factors*

Licensing/Education/Training

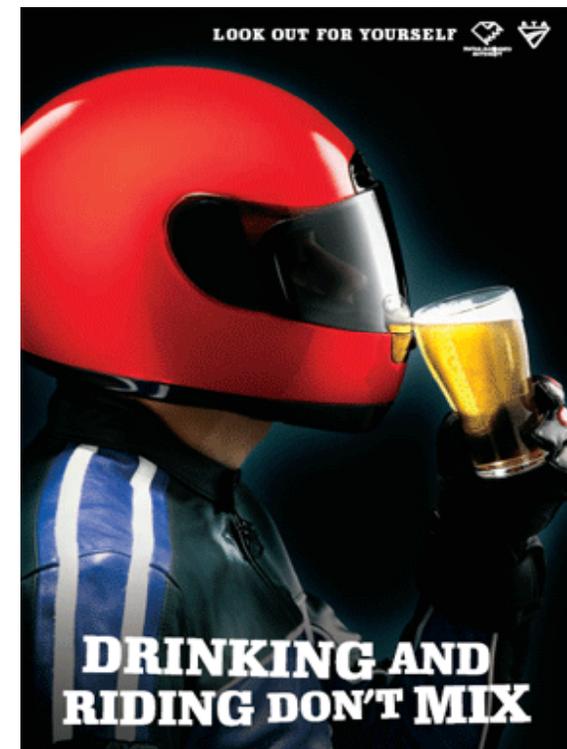
Crash Avoidance Skills

Braking

Hazard Awareness

Panic Management

**Physical/Alcohol/Substance  
impairment**



## *Human factors*

Licensing/Education/Training

Crash Avoidance Skills

Braking

Hazard Awareness

Panic Management

Physical/Alcohol/Substance impairment

**Personal Protective Equipment**



## *Human factors*

Licensing/Education/Training

Crash Avoidance Skills

Braking

Hazard Awareness

Panic Management

Physical/Alcohol/Substance impairment

Personal Protective Equipment

**Crash reports**

**Crash research**

**Concurrent Exposure Data Collection**



**Factors**

**HUMAN**

**VEHICLE**

- Vehicle equipment
- Conspicuity
- Vehicle modifications
- Maintenance
- Intelligent Transport Systems

**ENVIRONMENTAL**

**SOCIAL**



# *Vehicle factors*

## **Brakes**



# *Vehicle factors*

Brakes

**Intelligent Transport Systems**



## *Vehicle factors*

Brakes

Intelligent Transport Systems

**Motorcycle conspicuity**



## *Vehicle factors*

Brakes

Intelligent Transport Systems

Motorcycle conspicuity

**Passenger/loads**



## *Vehicle factors*

Brakes

Intelligent Transport Systems

Motorcycle conspicuity

Passenger/Loads

**Vehicle design**



## *Vehicle factors*

Brakes

Intelligent Transport Systems

Motorcycle conspicuity

Passenger/Loads

Vehicle design

**Vehicle Equipment**

**Vehicle Modifications**

**Motorcycle Performance**

**Vehicle Safety Equipment**



**Factors**

**HUMAN**

**VEHICLE**

**ENVIRONMENTAL**

**SOCIAL**

- Road Infrastructure
- Other road environment issues
- Road maintenance
- Road hazards & black spot management
- Traffic management
- Other vehicle design



# *Environmental factors*

## Road infrastructure planning Road Hazards



## *Environmental factors*

Road infrastructure planning

Road Hazards

**Road maintenance**



## *Environmental factors*

Road infrastructure planning

Road Hazards

Road maintenance

**Other vehicle design**



## *Environmental factors*

Road infrastructure planning

Road Hazards

Road maintenance

Other vehicle design

**Traffic Management**



## *Environmental factors*

Road infrastructure planning

Road Hazards

Road maintenance

Other vehicle design

Traffic Management

**Drivers distractions**



Factors

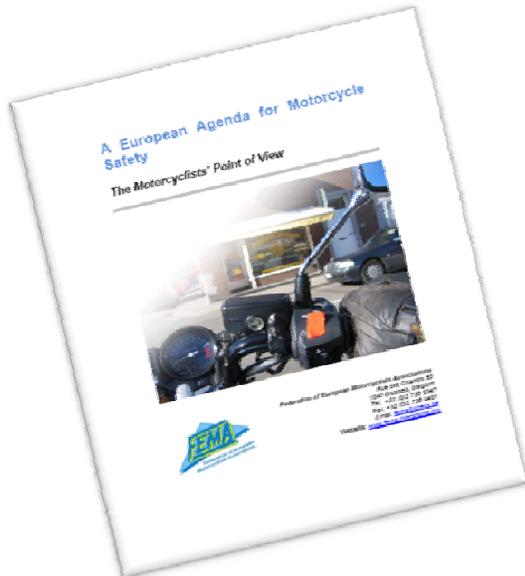
HUMAN

VEHICLE

ENVIRONMENTAL

SOCIAL

- Driver awareness
- Motorcycle Industry advertising
- Motorcycle magazines
- Transportation community attitude
- The "safety dialogue" - Rider Peer Pressure
- Insurance and fiscal incentives



# *Social factors*

## **Motorist awareness**



# Social factors

Motorist awareness

**Insurance/VAT incentives**

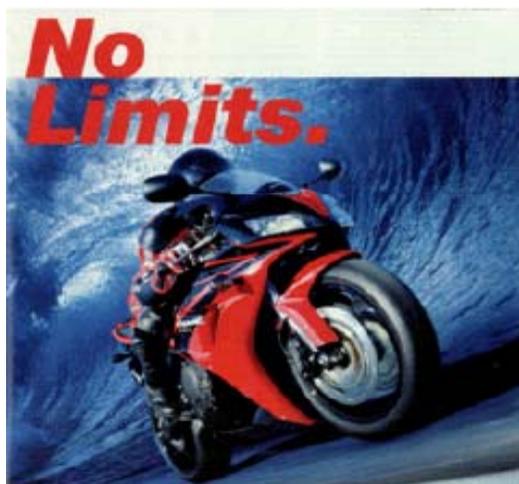


## Social factors

Motorist awareness

Insurance/VAT incentives

**Advertising**



## Social factors

Motorist awareness

Insurance/VAT incentives

Advertising

**Motorcycle Magazines Attitude**



## *Social factors*

Motorist awareness

Insurance/VAT incentives

Advertising

Motorcycle Magazines Attitude

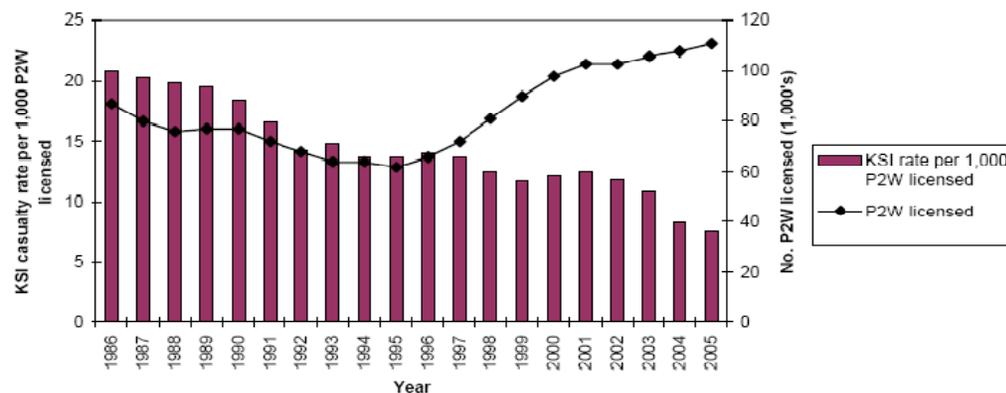
**Rider Peer Pressure**



# Social factors

- Motorist awareness
- Insurance/VAT incentives
- Advertising
- Motorcycle Magazines
- Rider Peer Pressure
- Statistics**

Fig. 5b: P2W user KSI casualties per 1,000 P2W vehicles licensed in Greater London 1986 to 2005



## *Social factors*

Motorist awareness

Insurance/VAT incentives

Advertising

Motorcycle Magazines

Rider Peer Pressure

Statistics

**Transport policies**



## *Social factors*

Motorist awareness  
Insurance/VAT incentives  
Advertising  
Motorcycle Magazines  
Rider Peer Pressure  
Statistics  
Transport policies  
**Transportation community  
attitude**



# Motorcycle safety policies around the world

Policies based on « bikeism » and ignorance only creates resistance and counter pressure from the motorcycling community

## Some positive examples

- **Europe:** Initial Rider Training



## *Some positive examples*

- **Norway:** In-control project
  - ‘In-control’ booklet 2002 (riding techniques, machine control)
  - ‘Good thinking’ booklet (effective traffic strategies)



## *Some positive examples*

- **United Kingdom:**

### The SHARP project

- New helmet safety scheme for motorcyclists
- Rating reflects the performance of each helmet model following a series of advanced tests
- Information made available to the public as a simple five star rating



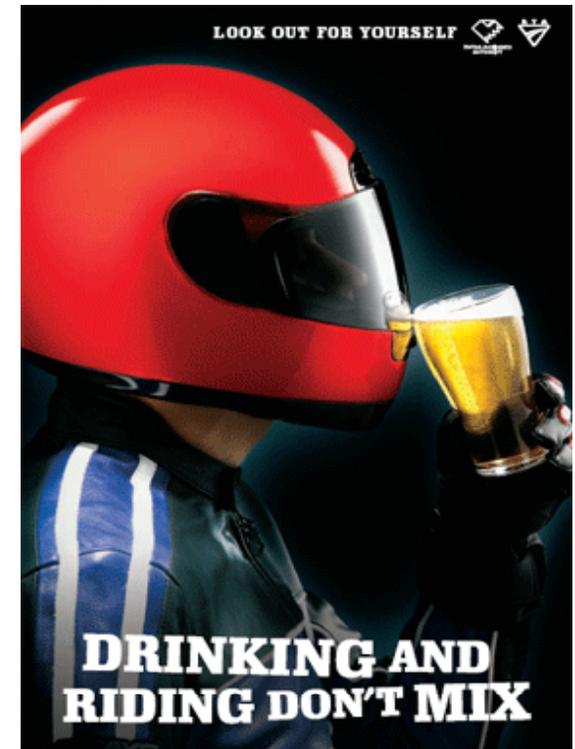
## *Some positive examples*

- **France:** Powered two wheelers charters
  - FFMC/Nantes
  - FFMC/Paris
  - Provides guidelines for a proper road sharing



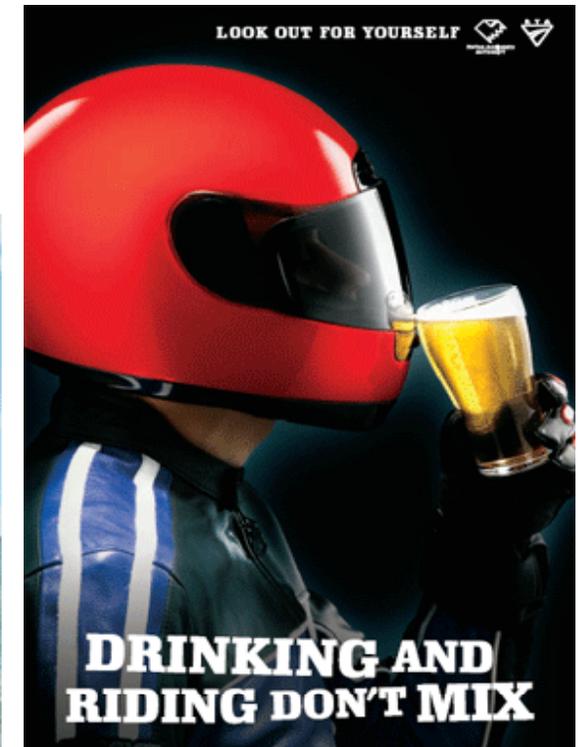
## *Some positive examples*

- **Australia:** « Positioned for Safety »
  - Developed by rider organisations, with input from a professional independent researcher
  - Funded by the New South Wales Motor Accidents Authority



## *Some positive examples*

- **Australia:** « Positioned for Safety »



## *Some positive examples*

- **United States:** the SAFETEA-LU Bill
  - Specific funding provided to states to be used by NGOs on rider education and awareness campaigns only
  - \$6 million per year for 3 years, then \$7 million for the fourth year. Total: \$25 million
  - Creation of the Federal Highway Administration Motorcycle Advisory Council (FHWA-MAC)

## *Some positive examples*

- **Canada:** Insurance discounts for novice & advanced training
  - reduced insurance premiums if the rider has taken basic training
  - financial benefit to take training
  - powerful incentive to the rider to engage in training.



## *Some negative examples*

- **Europe:** Driving Licence Directives
  - Limiting access without safety reasons
  - No monitoring of the effects of the previous directives
  - Decision taken without taking the motorcycle community's advices into account



## *Some negative examples*

- **Switzerland:** Via Secura Plan

- Pack of repressive measures including additional restrictions, bans and controls;



- ignores motorcyclists' real safety needs;
- no consultation of the motorcycle sector;
- use of inaccurate data;

## *Some negative examples*

- **France:** Negative awareness campaigns
  - Communication on motorcycle users depicting road delinquar
  - ➔ Counter productive
  - ➔ Does not help mutual understanding



« the best protection for a motorcyclist is to respect the driving rules ! »

## *Some negative examples*

- **Australia:** « Eyes on the Road Ahead”
  - in 2004, Australian Motorcycle Safety Strategy
  - Single measure: re-introduction of the front number plate
  - ➔ MC Safety Strategy = front number plate!



## *Some negative examples*

- **Canada:** Subprimes for sport motorcycles
  - over representation of sport motorcycles accidents in Quebec's statistics
  - new subprime adopted for this type of bikes
  - Hurt/MAIDS reports highlighted problems with modified bikes, not sport bikes
  - ➔ To avoid subprime, tampering of more and more non-sport bikes, the most dangerous ones

# ***Motorcycle Safety policies: Conclusions***

- Based on facts or prejudices?
  - Accident prevention or Injury reduction?
  - Positively driven or « bikeism »?
  - Taking into account motorcycling characteristics (in consultation with motorcyclists) or derived from car safety policies?
- ➔ Hidden ban or real consideration?

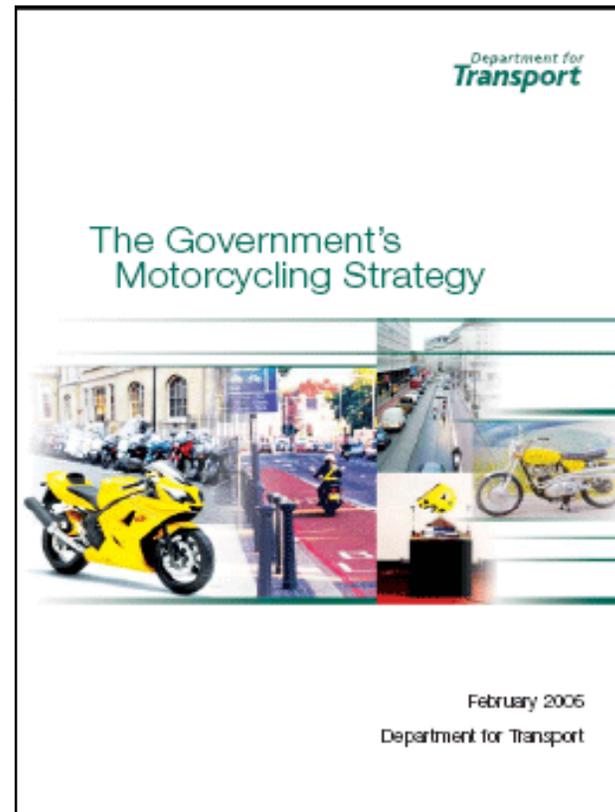
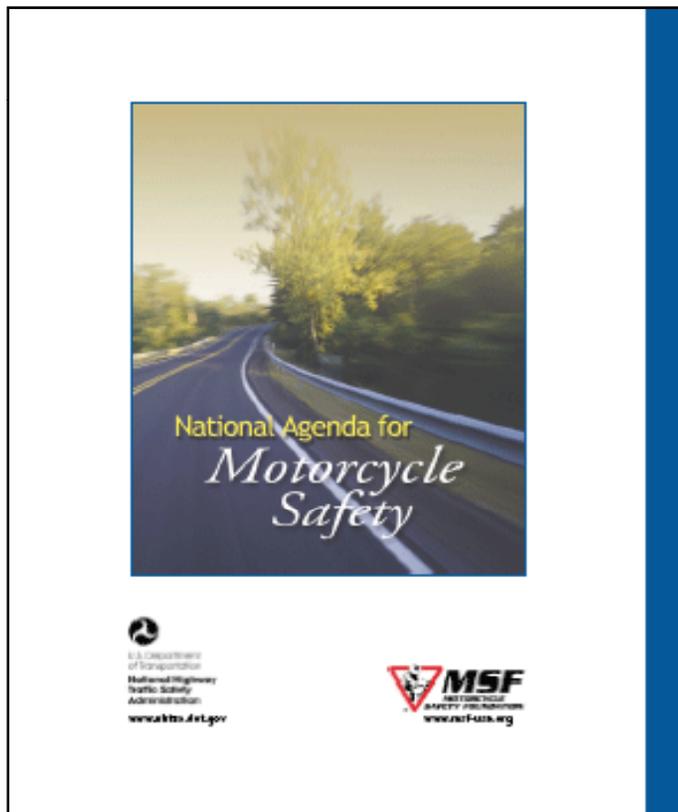
# Towards Motorcycle Safety Strategies

Riders strongly believe that road safety is a basic right of all road users, and that it should be improved through shared responsibility and concerted actions, while taking the needs of motorcyclists into account.

# *Motorcycle Safety Policies*

- ✓ Based on reliable statistics and sound research conclusions
- ✓ Including monitoring of policy effects
- ✓ Involving all stakeholders
- ✓ Focus on an integral solution of the problem
- ✓ Respecting of motorcycling characteristics
- ✓ Fair compared to other means of transport

# Motorcycle safety strategies





Thank you for your attention

