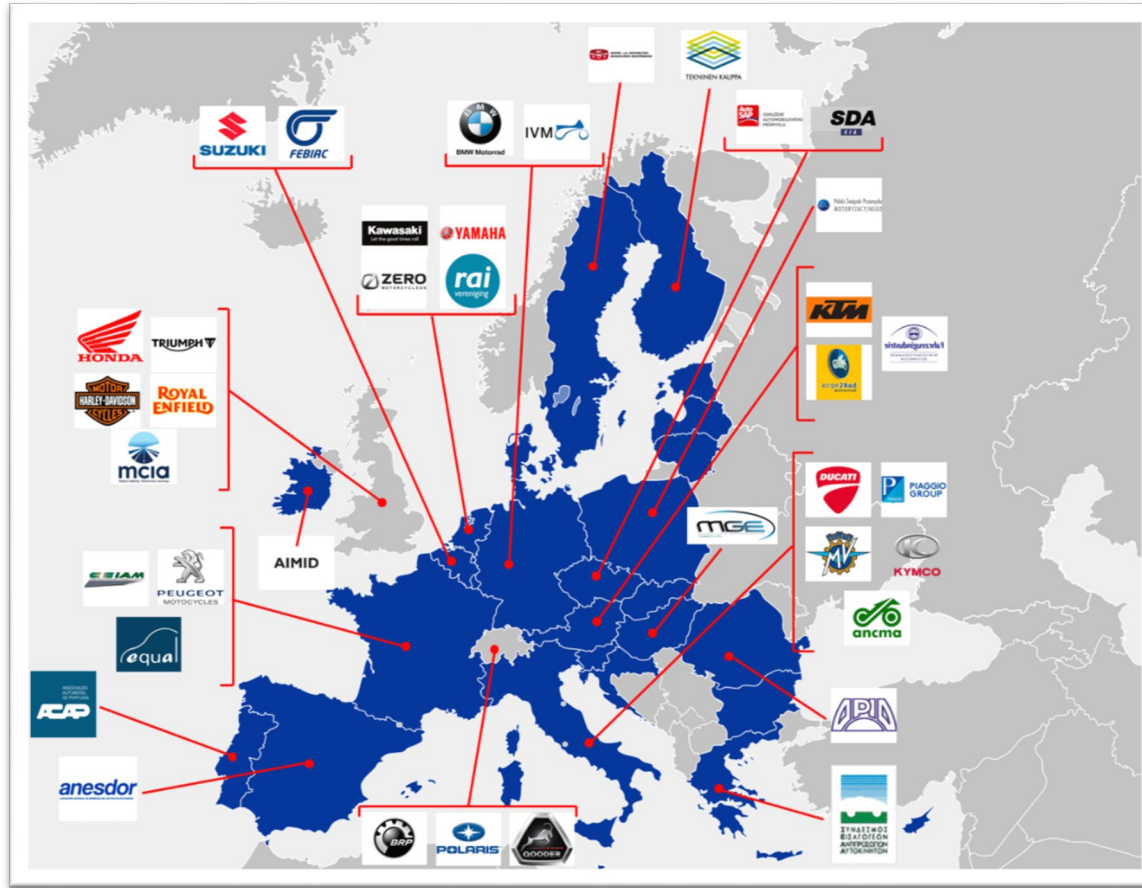


“PTW in different regions in the world - EUROPE”

Motorcyclists Safety Workshop: Riding in a Safe System

Thursday, 10th June 2021

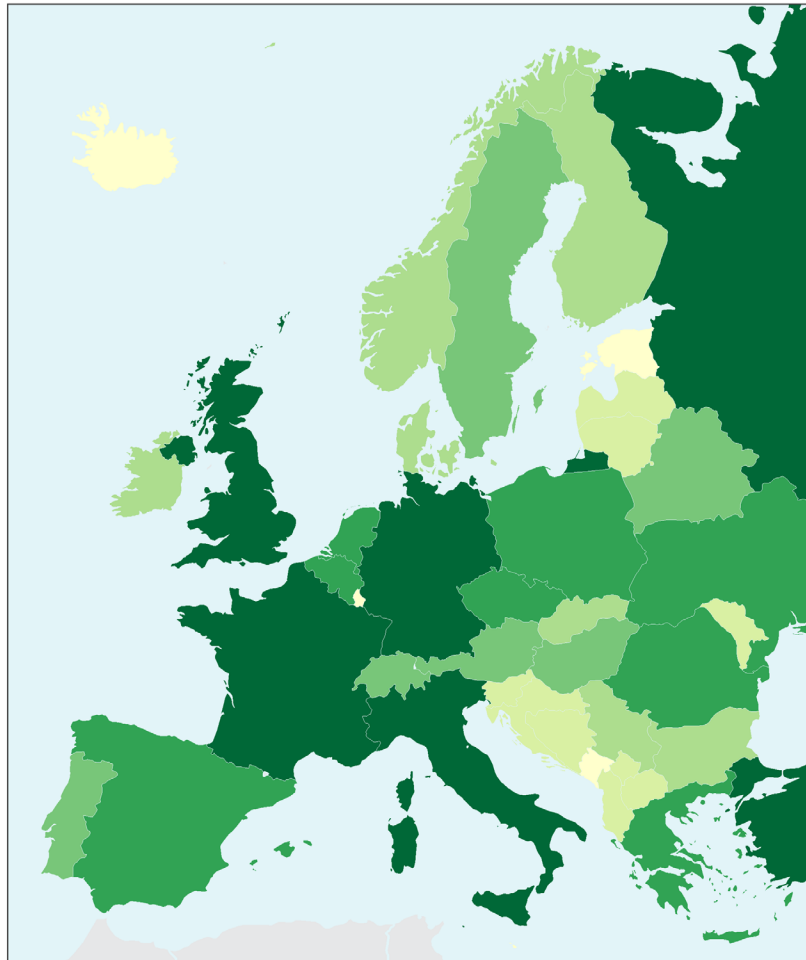
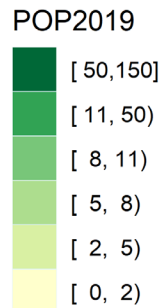
- Regional facts and figures (countries, economic indicators, population, ...)
- Motorcycle use (predominant use and type of motorcycles, PTW fleet size and trend, data on commercial operations)
- Motorcycle safety situation (accident/fatality trend and patterns, insights from research)
- Areas of attention, among others:
 - Inclusion in mobility policy, commercial operations
 - Training and licensing, and other user aspects
 - Road infrastructure situation and challenges
 - Technology, vehicle aspects and local/regional vehicle requirements



- Established in 1994
- Based in Brussels
- Representing at EU level the L-category industry (mopeds, motorcycles, tricycles, quadricycles)
- 18 manufacturers, 32 brands, 20 national associations (+ SMEs)
- Member of **IMMA** INTERNATIONAL MOTORCYCLE MANUFACTURERS ASSOCIATION

Regional facts and figures - EU

Population (millions)
1.1.2019

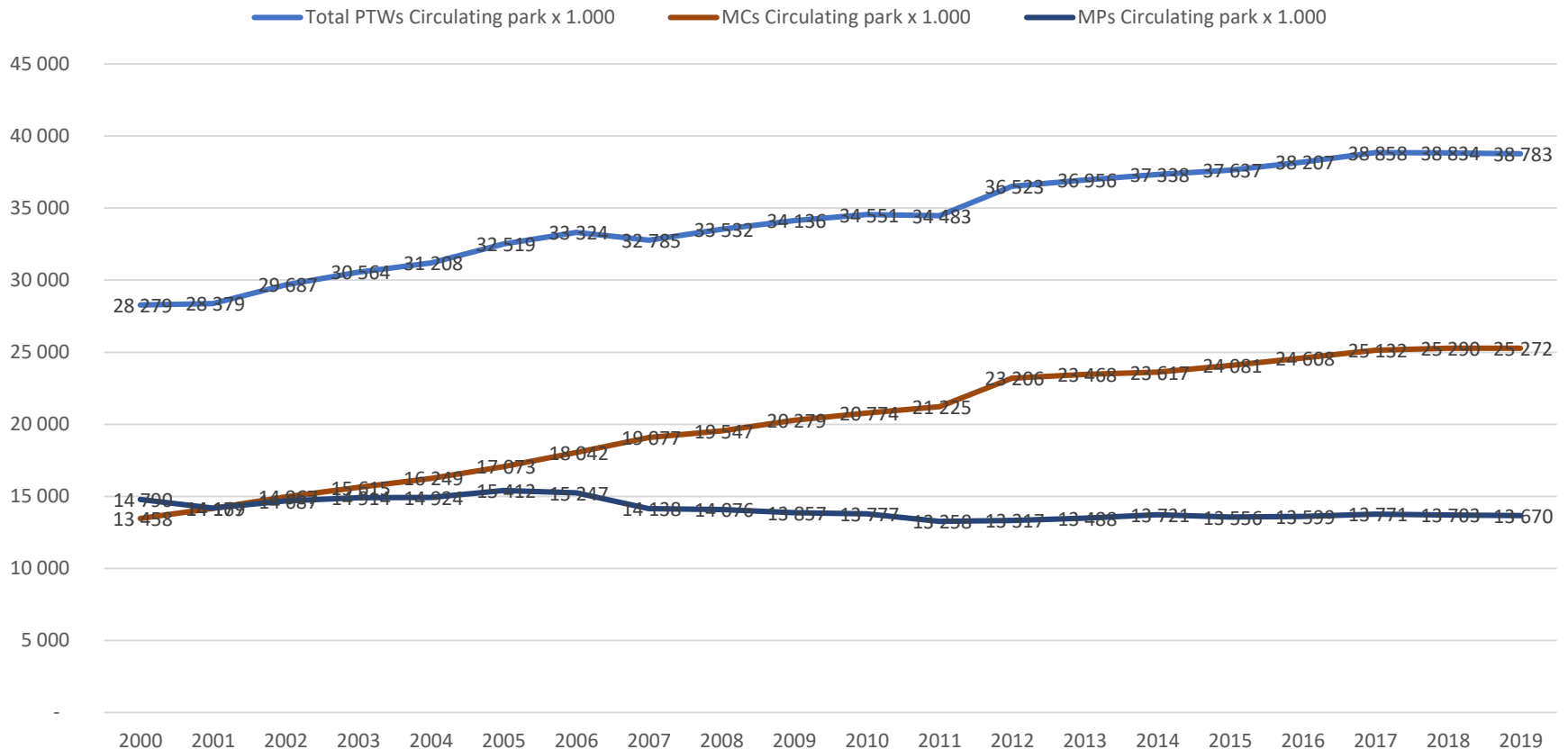


European Demographic Datasheet 2020

- Population: 454 million EU/741 million Europe
- 27 EU Member states
- GDP EU : € 16,464.2 billion
(source: Eurostat, 2019)
- Policies and legislative instruments:
 - UN/EU/ National level
- EU - leader in safe and sustainable road transport in the world
- EU Target 2020 – 2030: 50% reduction of casualties and serious injuries; VISION ZERO – 2050
- Safe system approach

Motorcycle use

PTW circulating park 2000 - 2019

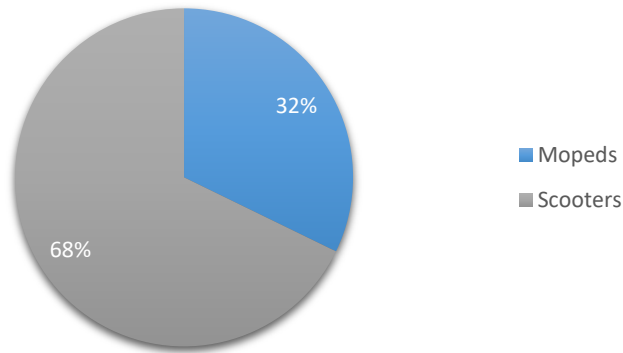


Source: IRTAD

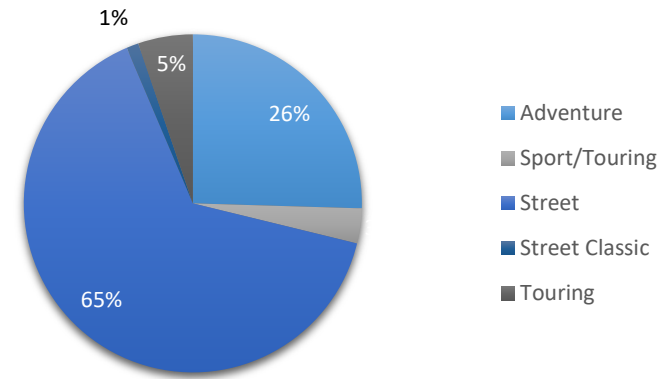
40 million European citizens on PTWs

Motorcycle use – great diversity

**New registrations, mobility
segment (2019),
54% of all registrations**



**New registrations, leisure segment
(2019),
46% of all registrations**



Great diversity of:

- Vehicles
- Owners
- Patterns
- Purposes

COMMUTING/COMMERCIAL USE

LEISURE/SPORT/TOURISM

Different PTW use in different regions

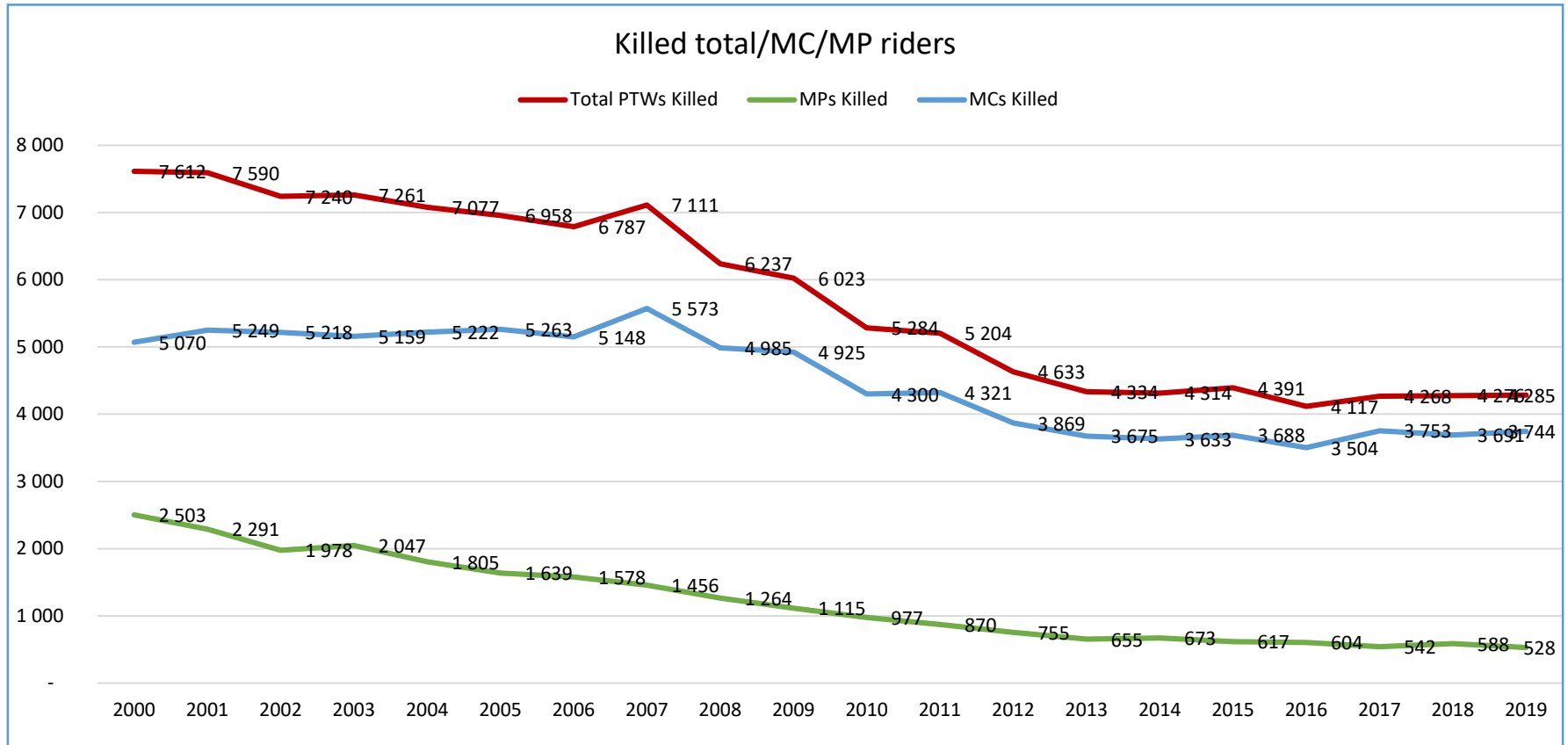


Mobility tool in Southern Europe



Leisure tool in Northern Europe

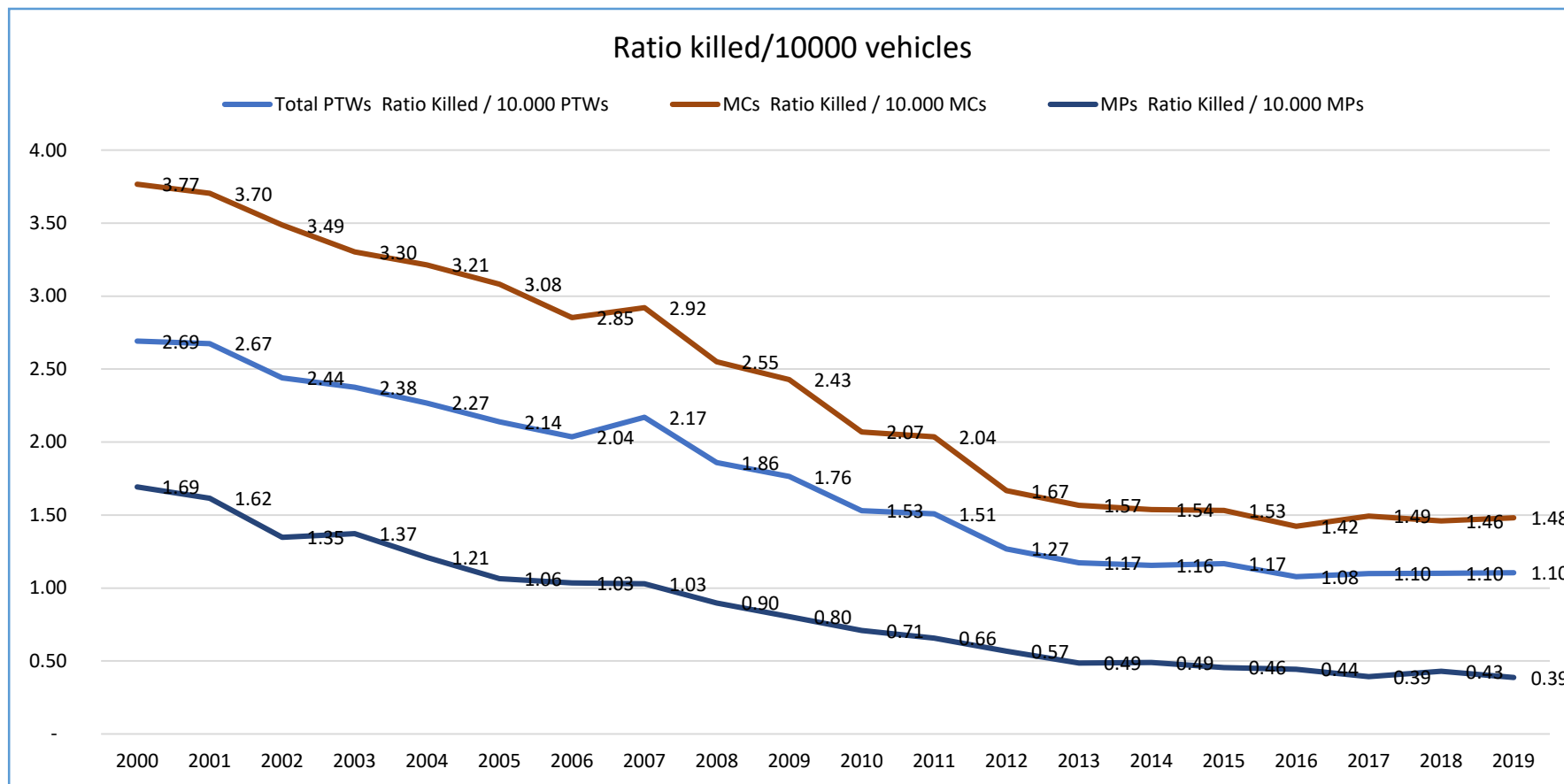
Motorcycle safety situation



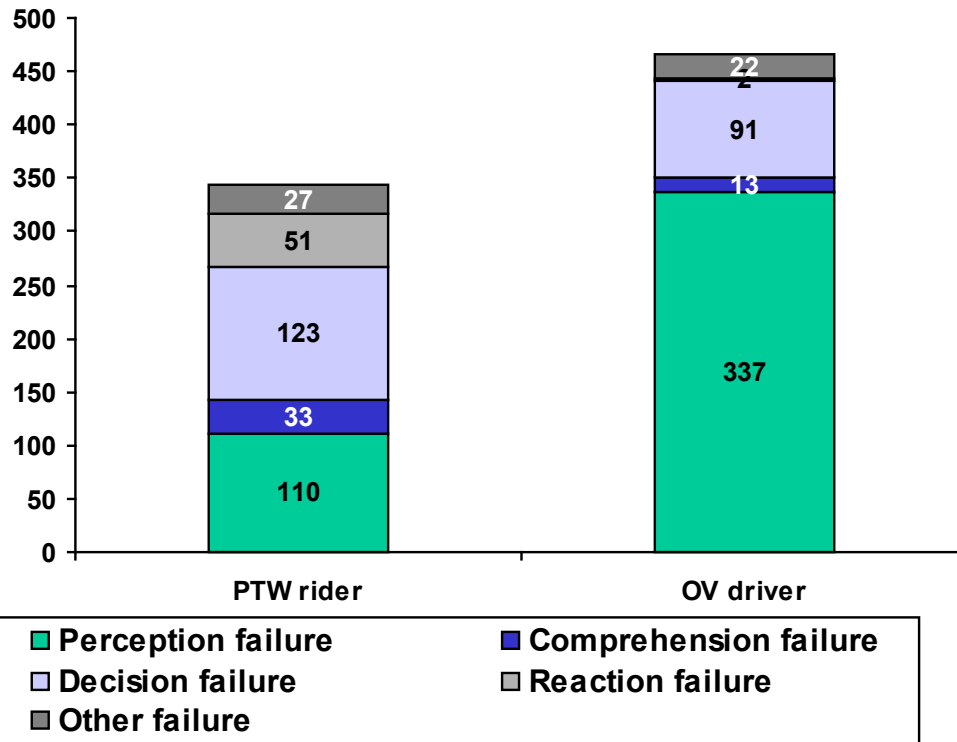
PTW riders (-) 44%
MC riders (-) 26%; MP riders (-) 74%
Source: IRTAD

PTW fatality decreases in line with overall
reduction trend in EU
Source: EC, 2019

Motorcycle safety situation



Primary Accident Contributing Factors



Human factor: 88 % of all cases

OV drivers: largely responsible for crashes

- 50% of all MAIDS cases
- 61% multi-vehicle accidents

PTW riders: responsible for 37% crashes

www.maids-study.eu

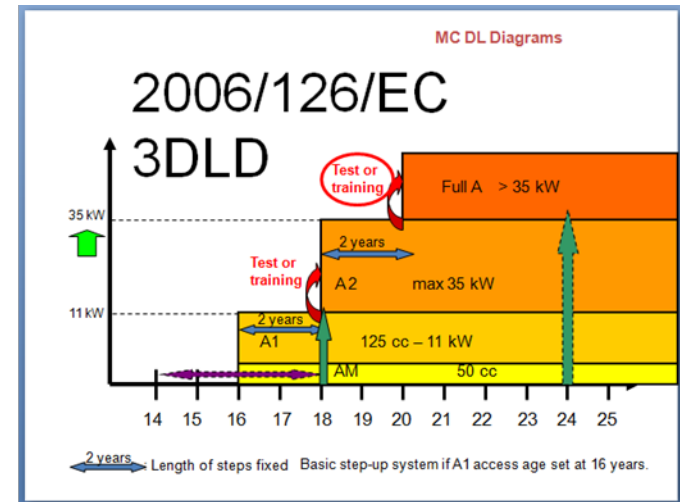
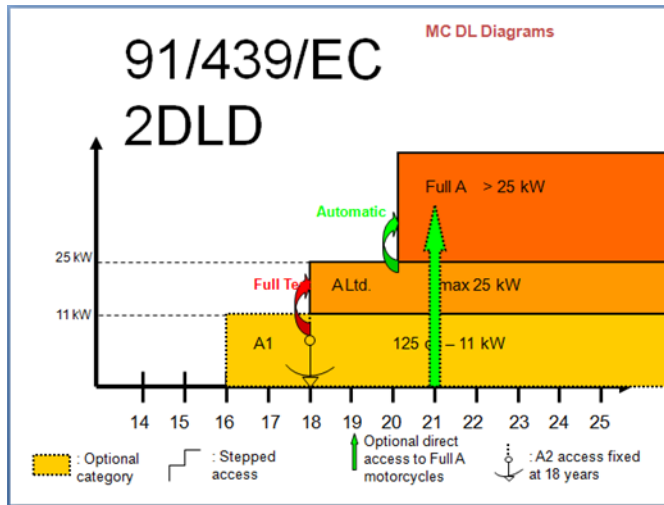
Inclusion in mobility policy



- New EU Strategy for Sustainable and Smart Mobility, December 2020
- Urban mobility package – expected
- Only 5 countries (Spain, Norway, Sweden, UK and the Netherlands) have PTW specific safety strategy.
- Necessity of creating safer environment for motorcyclists across Europe

National, regional and local policymakers should embrace inclusive motorcycle mobility and safety policies, benefiting users as well as the rest of society.

Training and licensing



- 3DLD (2013) - The licencing approach towards motorcycling = completely new system:
- Introduced new categories - AM moped licence included (previously national licence), A2 35 kW
- Graduated access: fixed 2 years intervals between licences, test or training for step-up
- MS allowed to delay access to A1, A2, A with up to 2 years
- Direct access to A category delayed till 24 years (previously 21 years)

European legal framework regulating access to PTW vehicles focuses on progressive access

Personal protective equipment



Adapting protective equipment to different needs

- Regulation (EU) 2016/425 on personal protective equipment (PPE), 2018: “PPE must provide adequate protection against the risks which it is intended to protect”
- European MC garments standards adopted, 2020 (Shifting from professional use to everyday use)

Helmets - obligatory in all EU Member States. Other PPE – optional.
UN regulation 22 for motorcycle helmets – fully applicable. The current fifth revision of the regulation (ECE 22.05) will be replaced by UN Regulation 22.06.

Road infrastructure



Revised EU Road Infrastructure Safety Management Directive:

- Mandatory risk mapping and safety rating for roads of the strategic Trans-European Transport Network (TEN-T), motorways and primary roads by 2024
- Specific focus on vulnerable road users including motorcyclists.

MCs are often neglected in transport and infrastructure plans. Adequately including MCs in road infrastructure research, design, development and deployment is essential for riders' safety.

Technology, vehicle aspects and local/regional vehicle requirements



■ Regulation 168/2013 + delegated acts as of 01/01/2016
Directly applying in Member States:

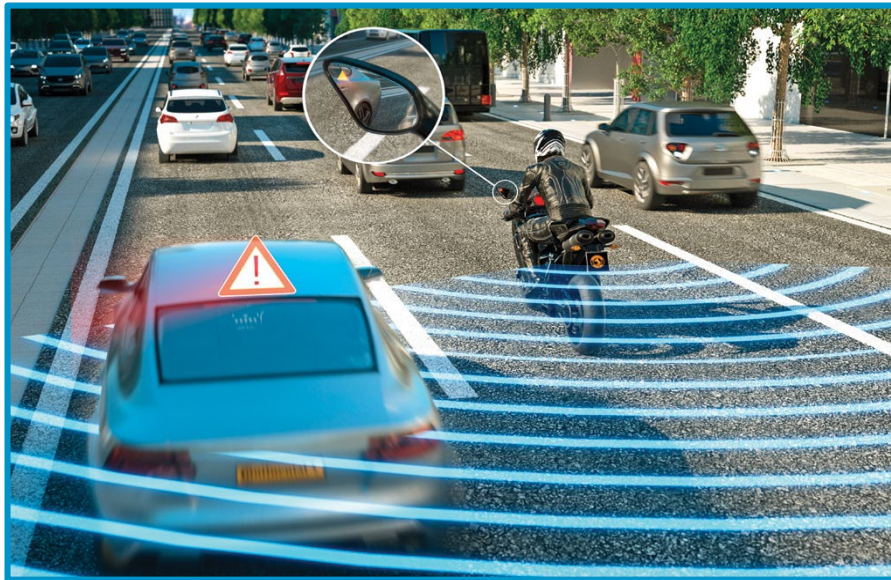
- New classification: 7 vehicle categories and 20 sub-categories
- Environmental requirements
- Construction requirements
- Functional safety requirements
- Administrative requirements

Mandatory technologies:

1. ABS/CBS - from 2016 (for 'new' types, for 'existing' types from 2017):- 125 cc or below - either ABS or CBS (or both types of advanced brake systems), OEM choice; above 125cc - anti-lock brake system.
2. Automatic switching-on of lighting (AHO) – mandatory for all PTW since 2016, for 'new' types, for 'existing' types from 2017

Harmonised periodic technical inspections in EU – Directive 2014/45/EU - from 1st January 2022
compulsory PTI for PTW

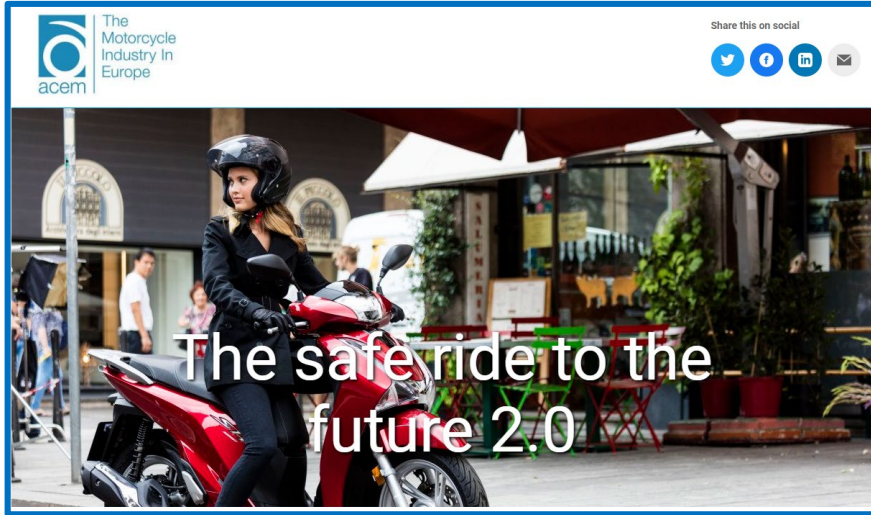
Technology, vehicle aspects and local/regional vehicle requirements



- Further advanced safety technologies – available on the market:
 - stopping right in time
 - headlamps and lights
 - suspension and stability systems
 - advanced rider assistance systems
- On-going work on paving the way for deployment of embedded into the vehicle eCall for MC.

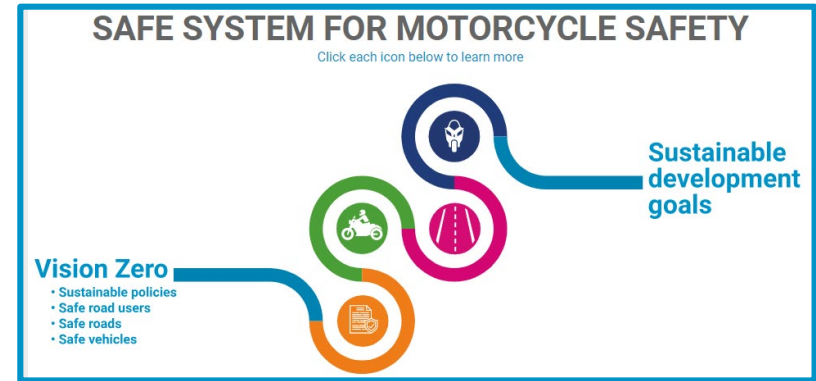
- 2016: European Strategy on Cooperative Intelligent Transport Systems (C-ITS), milestone towards cooperative, connected and automated mobility.
- 2018: “On the road to automated mobility: An EU strategy for mobility” - accelerated deployment of CCAM, making Europe a world leader in this domain.
- Vehicle to vehicle (V2V) communication has high potential to improve road safety for all users, including MC riders, in EU.

Motorcycle Industry's Safety Strategy



- Launched on 1st April 2020
- Welcomed by the EC – foreword by the European Commissioner for Transport
- Full strategy, summary, interactive infographics, deliverables

<https://roadsafetystrategy.acem.eu/>



Thank you!

Antonio Perlot, Secretary General, ACEM

a.perlot@acem.eu