“PTW in different regions in the world - EUROPE”

Motorcyclists Safety Workshop: Riding in a Safe System

Thursday, 10th June 2021
Content

- 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
ACEM

- 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

The Motorcycle Industry In Europe
Regional facts and figures - EU

- 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

PTW in different regions in the world - EUROPE
Motorcycle use – great diversity

Great diversity of:
- Vehicles
- Owners
- Patterns
- Purposes

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

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

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

PTW in different regions in the world - EUROPE
Motorcycle safety situation

PTW in different regions in the world - EUROPE

Ratio killed/10000 vehicles

- Total PTWs  Ratio Killed / 10,000 PTWs
- MCs  Ratio Killed / 10,000 MCs
- MPs  Ratio Killed / 10,000 MPs

<table>
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<th>Year</th>
<th>Ratio Killed/10,000 PTWs</th>
<th>Ratio Killed/10,000 MCs</th>
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Insights from research

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

PTW in different regions in the world - EUROPE
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.
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.

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.
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

compulsory PTI for PTW

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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.


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 1\textsuperscript{st} April 2020
- Welcomed by the EC – foreword by the European Commissioner for Transport
- Full strategy, summary, interactive infographics, deliverables
  
  [https://roadsafetystrategy.acem.eu/](https://roadsafetystrategy.acem.eu/)
Thank you!

Antonio Perlot, Secretary General, ACEM

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