



# PISa-SIM 1st Joint Workshop on PTW Integrated Safety

**Bologna (Italy), 29 May 2008**

Directorate-General  
for Energy  
and Transport

## EU Policy on PTW Safety

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European Commission



EUROPEAN  
COMMISSION



## Content

- **Current situation in the EU**
- **Main actions at EU level:**

**DG TREN (focus on Road Safety)**

**DG INFSO**

**DG RTD**





## Content 1/2

- **Current situation in the EU**
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## **EU: The “-50%” objective**

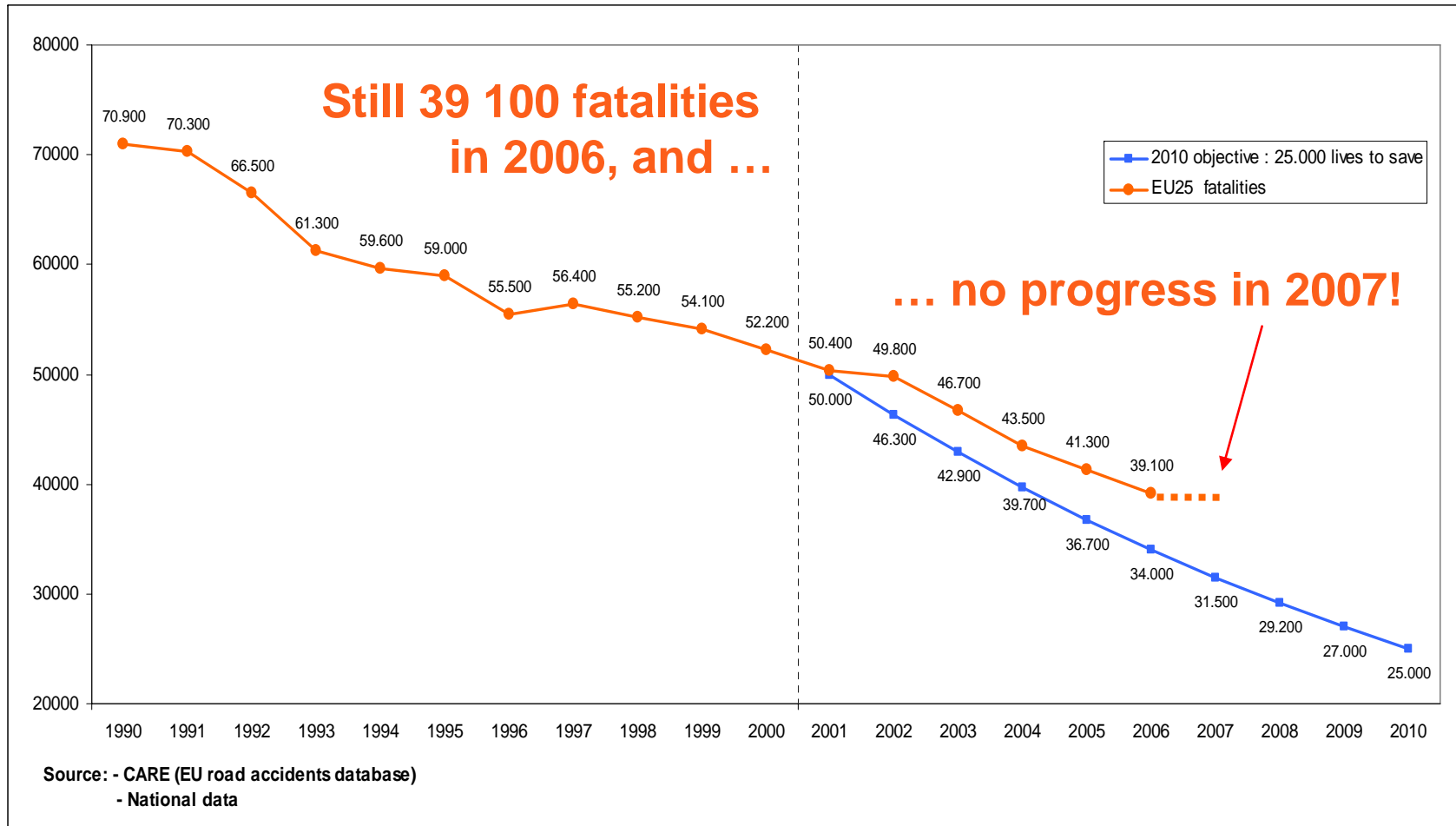
**Halving the number  
of road accident victims by 2010:**

**saving 25 000 lives/year**



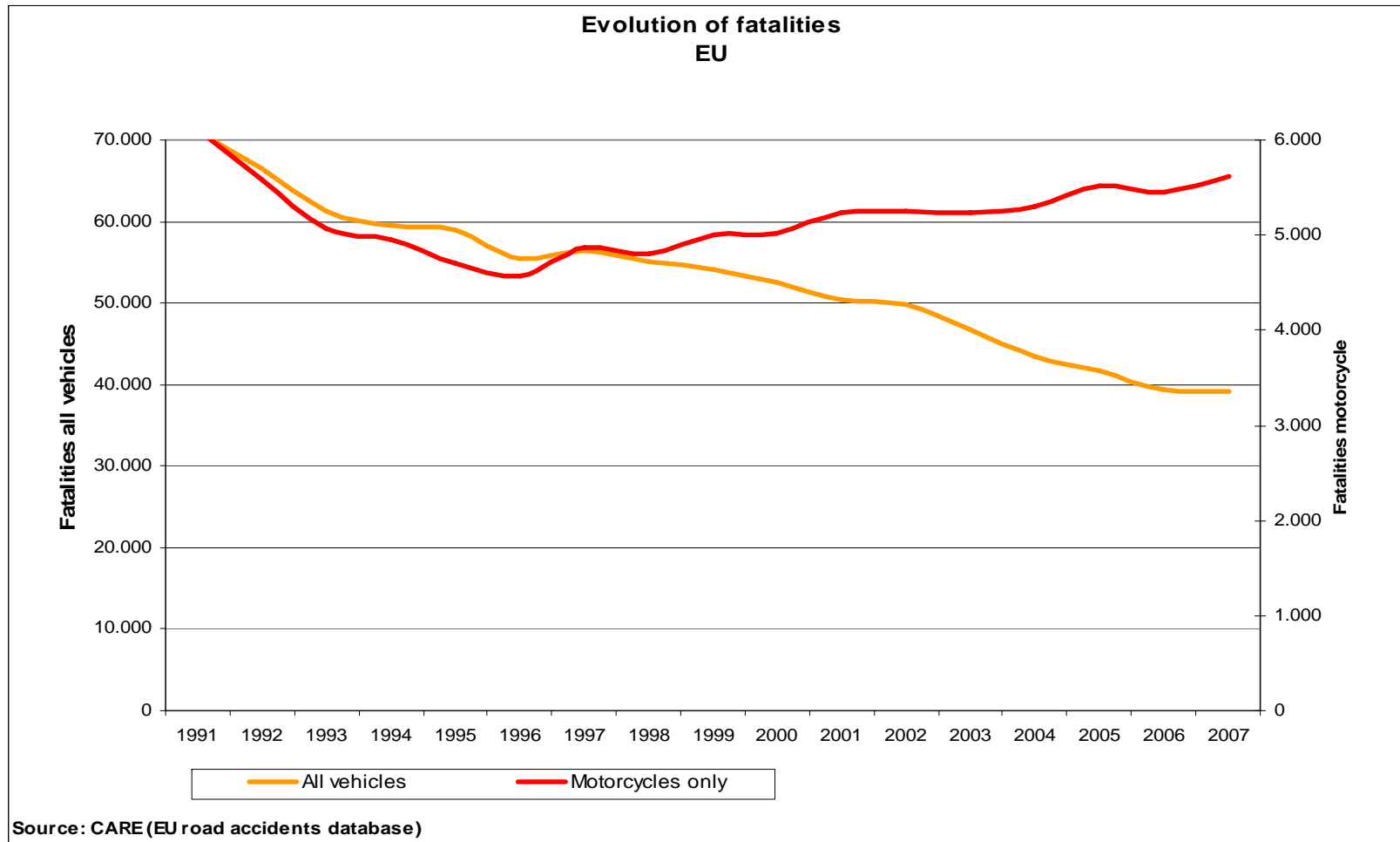


# Fatalities - evolution 1990-2010



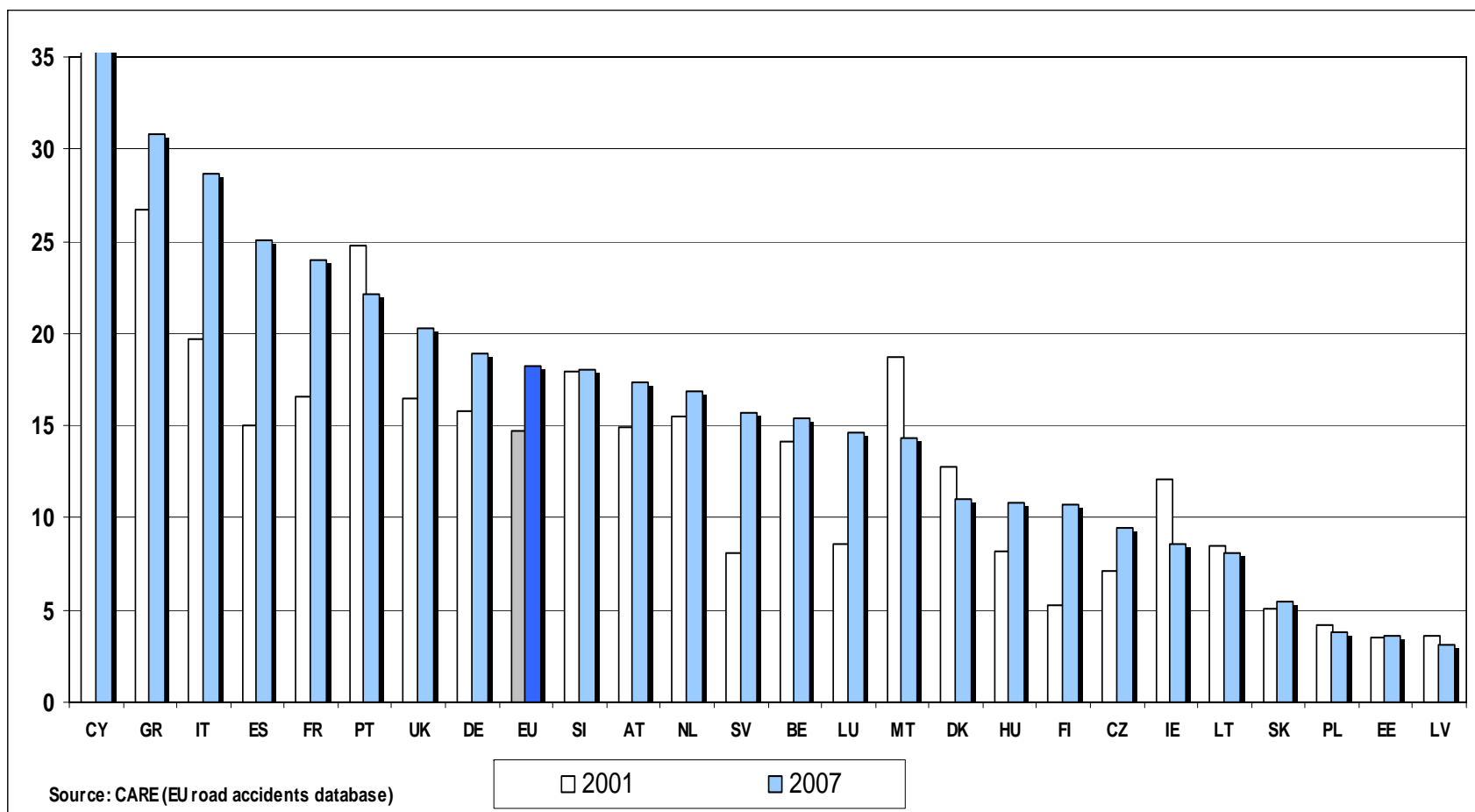


# Fatalities evolution: all vehicles & motorcycles





# % PTW fatalities / all fatalities Evolution 2001 - 2007





## Content 2/2

- Current situation in the EU
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# DG TREN - Road Safety policy



**White paper on Transport 2001**



**Road safety action programme 2003**



**Mid term review of Road safety action programme 2006**





## A “shared responsibility”

**Numerous stakeholders...**

- **Public: EU level, Central Governments, Local Authorities ...**
- **Private: Car industry, Transport companies, PTI organisations ...**
- **Everybody: all users !**

***Action by ALL stakeholders is needed***

***The EU level acts wherever it provides an added value***





## An integrated approach

### Activities cover:

- Infrastructure
- Vehicle
- User behaviour

**the three components  
which make up the traffic system.**





## Road Safety instruments

- Road accident data and information
- Financial support to projects
- Research and studies
- Best practice guidelines
- The Road Safety Charter
- Legislation (only when necessary)





## Infrastructure

**The proposal for a Directive on road infrastructure safety management, currently in the co-decision procedure, dedicates particular attention to vulnerable users, especially to motorised two wheelers.**

**Member States are indeed required to take their specific needs into account when planning new roads and when proposing remedial measures for high accident concentrations sections.**





## Vehicle

**PTW get safer and safer.**

**Vehicle safety equipments are more and more proposed by manufacturers.**

**Key issues at stake:**

- **Advance Braking Systems - already a part of the commitment of ACEM as signatory of the European Road Safety Charter.**
- **Conspicuity**
- **Intelligent Transport System applications**





## User behaviour

**One of the most important item.**

**The main cause for an accident involving a PTW is the human factor.**

**As showed by the "MAIDS" study (DG TREN – ACEM) called, almost 90% of all accidents involving a motorcycle are caused by human behaviour. It could be a lack of knowledge of the car drivers on the behaviour of motorcycles or a poor or incorrect collision avoidance strategy from the rider.**





## User behaviour - licensing

**New manoeuvres have been included in the test of skills and behaviour to obtain a motorcycle driving licence.**

**Directive on driving licences (adopted in Dec 2006; to be implemented by Jan 2013) strengthened the staged access, based on driver's experience and training, from light motorcycles to the most powerful ones.**

**A new driving licence category, AM, will be implemented in 2013; the mopeds' users will at least have to pass a theory test.**





## **User behaviour - training**

**Rider's training has to be increased.**

**The Commission will thus continue its dialogue with users and manufacturers associations on this important issue.**

**The Commission co-financed the project "Initial Rider Training", coordinated by FEMA (Federation of European Motorcyclists' Associations), which provided with an interesting outcome in this domain.**





## Initial Rider Training (DG TREN)

- **Developing a European Approach to the Initial Training of Motorcyclists.**
- **It has considered the widely acknowledged problems of pre-licence rider training in Europe being widely variable in quality and or availability.**
- **It has addressed one of the main problems affecting the quality of initial rider training, namely the concentration on machine control skills to the detriment of hazard awareness and rider attitude and behaviour.**
- **Subvention (50%)**
- **Duration 32 months, Sept 2004 - April 2007**
- **Total cost 156.000 €**
- **Website: <http://www.fema.ridersrights.org/IRT>**





## eSum (DG TREN)

- **European Safer Urban Motorcycling**
- **Aims at studying and developing measures (best practices) which are designed to deliver safer motor cycling in urban areas**
- **Joint initiative of the motorcycle industry and the cities of Barcelona, London, Paris and Rome**
- **Co-ordinated by Municipality of Barcelona**
- **Subvention (50%)**
- **Duration 30 months, starting from June 2008 (in process of signing)**
- **Total cost 2.407.456 €**





## Saferider (DG INFSO)



- **Advanced telematics for enhancing the safety and comfort of motorcycle riders.**
- **SAFERIDER aims to study the potential of ADAS/IVIS integration on motorcycles for the most crucial functionalities and develop efficient and rider-friendly interfaces and interaction elements for riders comfort and safety.**
- **Project under the FP7**
- **Duration 36 months, from 1/1/2008**
- **Total cost 5.370.379 €**
- **Website: <http://www.saferider-eu.org>**





## **APROSYS (DG RTD)**

- **Advanced PROtection SYStem Integrated Project**
- **The general aim is to improve passive safety for all European road users in all relevant accident types and accident severities.**
- **It includes 50 partners from 12 EU countries**
- **Project under the FP6**
- **Duration of 5 years; started 01.04.2004**
- **Total cost around 30 M€**
- **Website : <http://www.aprosys.com>**





## **PISa (DG RTD)**

- **PTWs Integrated Safety**
- **The aim is to develop and implement “reliable and fail-safe” integrated safety systems for a range of PTWs, which will greatly improved the performance and primary safety (handling and stability) and can link to secondary safety devices.**
- **Project under the FP6**
- **Duration 42 months, from 01.06.2006**
- **Total cost 2.943.730€**
- **Website: <http://www.pisa-project.eu>**





## **SIM (DG RTD)**

- **Safety in Motion**
- **The main objective is to develop an innovative vehicle with new active, preventive and passive safety devices that will result in the decreasing of the number of PTWs accidents and related consequences for PTW riders (injuries and deaths).**
- **Project under the FP6**
- **Duration 36 months, from 01.09.2006**
- **Total cost 4.036.404 €**
- **Website: <http://www.sim-eu.org>**





## Further initiatives

- **The Commission is planning an increased number of initiatives and is strengthening its efforts to improve motorcycling safety throughout the EU.**
- **Particular attention given to PTW safety:**
  - **in the call for proposal DG TREN 2008**
  - **in research calls under FP7.**





## **DG TREN – call for proposals 2008**

- **The Commission wishes to support operations reinforcing and developing its policies in the field of transport.**
- **A proposal can cover, in particular:  
Demonstration and sharing of best practice concerning road safety in relation to two-wheeled motor vehicles: taking greater account of such vehicles in road safety planning and improving understanding and respect among different types of road user.**
- **Deadline for submitting proposals: 18.08.2008**





# DG RTD Work Programme FP7-2007- SST : Safety & Security

	Activity	Area	TOPIC	Funding Scheme	Transport Mode	Call	
<b>7.2.4 IMPROVING SAFETY AND SECURITY</b>							
<b>7.2.4.1 Integrated Safety and Security for surface transport systems</b>							
4.1.1.	level 1	Safety and security by design		CP-small	CSA-coord.	multi	SST-2007-RTD-1
4.1.2.	level 1	Human physical and behavioural components		CP-small	CSA-coord.	multi	SST-2007-RTD-1
4.1.3.	level 1	Crisis management and rescue operations		CP-small	CSA-coord.	multi	SST-2007-RTD-1
4.1.4.	level 1	Integral system solutions for safety		CP-large	CSA-coord.	multi	SST-2007-RTD-1
4.1.5.	level 2	Integrated safety and security for urban rail		CP-small		rail	SST-2007-RTD-1
4.1.6.	level 2	Intelligent Road Restraint Systems (RSS)		CP-small		road	SST-2007-RTD-1
4.1.7.	level 2	Socio-economic research for the deployment of safety systems		CP-small		road	SST-2007-RTD-1
<b>7.2.4.2 Policy Support</b>							





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SST.2008.4.1.1	level 1	Safety and security by design	CP-small	-	multi	SST-2008-RTD-1
SST.2008.4.1.2	level 1	Human components	CP-small	-	multi	SST-2008-RTD-1
SST.2008.4.1.3	level 1	Integral system solutions for safety	CP-large	CSA	multi	SST-2008-RTD-1
SST.2008.4.1.4	level 2	Road safety of vulnerable road users in emerging economies	CP-small	CP-SICA	road	SST-2008-RTD-1
<b>7.2.4.2</b>	<b>Policy Support</b>					
SST.2008.4.2.1		Road safety Data Collection, Transfer and Analysis ("DaCoTA")	CP	-	road	SST-2008-TREN-1





**DG TREN**

## **The European Road Safety Day**

- **In France, in Paris**
- **13 October 2008**
- **Theme: « Road safety in our cities »:  
motorcycling is an issue**
- **French Presidency of the EU  
and French road safety week**
- **Involvement of municipalities, citizens,  
associations, NGOs, ...**





## Websites on Europa <http://ec.europa.eu/...>

- **Commission transport website**  
... [transport/index\\_en.html](#)
- **Road safety section**  
... [transport/roadsafety/index\\_en.htm](#)
- **CARE (the EU road accident data base)**  
... [transport/care/index\\_en.htm](#)
- **Charter**  
... [transport/roadsafety/charter.htm](#)





***Thank you for your attention!***

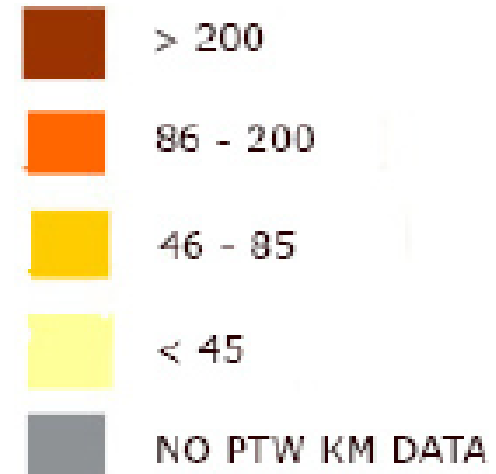
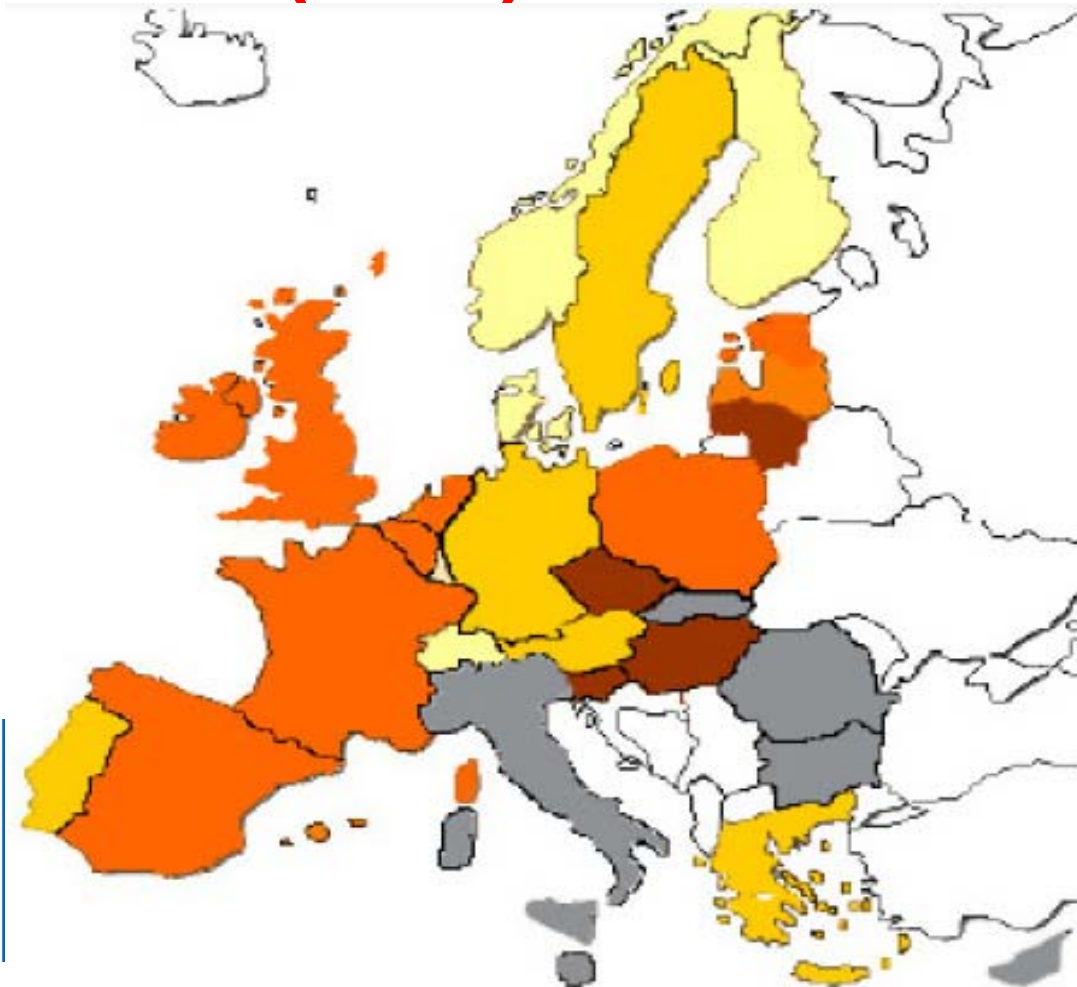


# Back-up info





# PTW rider deaths per billion km (2006)



ETSC PIN Flash 7, Dec. 2007

Data source: PIN Panelists, verified with CARE Database





# PTW rider deaths per billion km (2006)

