

Powered two-wheeler safety: a shared responsibility – Achievements and challenges

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Road Safety in Europe

- Around 39,000 deaths in the EU in 2008
- Around 3.5 million injuries
- EU Socio-economic cost: € 200 billion
- Non-quantifiable pain and suffering

Powered two wheelers

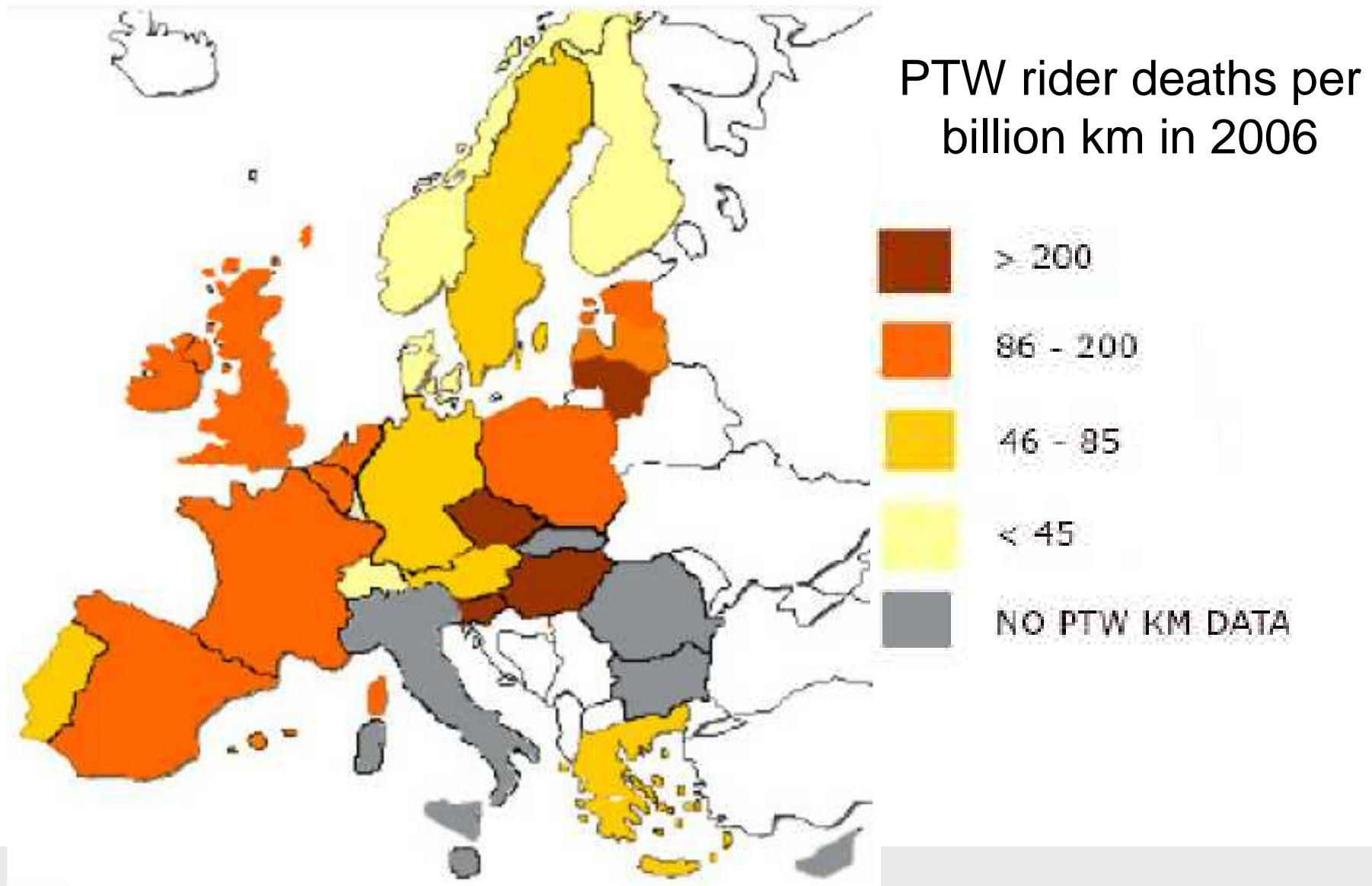
- In 2006 at least **6 200** motorcycle and moped riders were **killed** in road crashes in the EU 25.
- Riders account for only **2%** of the total **km** driven but represent **16%** of the total number of road **deaths**.

➤ Most challenging road user group
(18 times more at risk than a car driver)

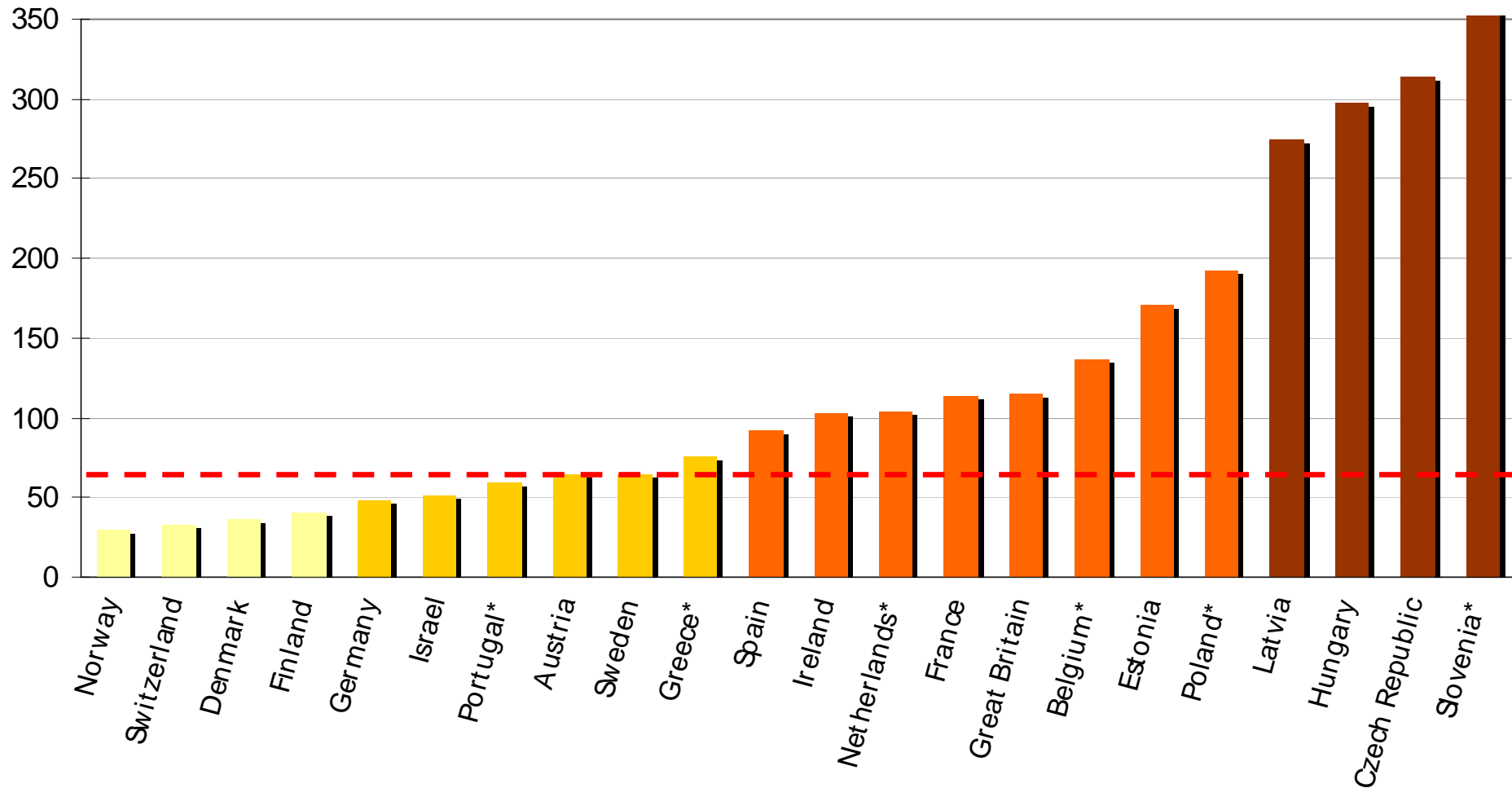
➤ High death reduction potential



A great disparity of risks

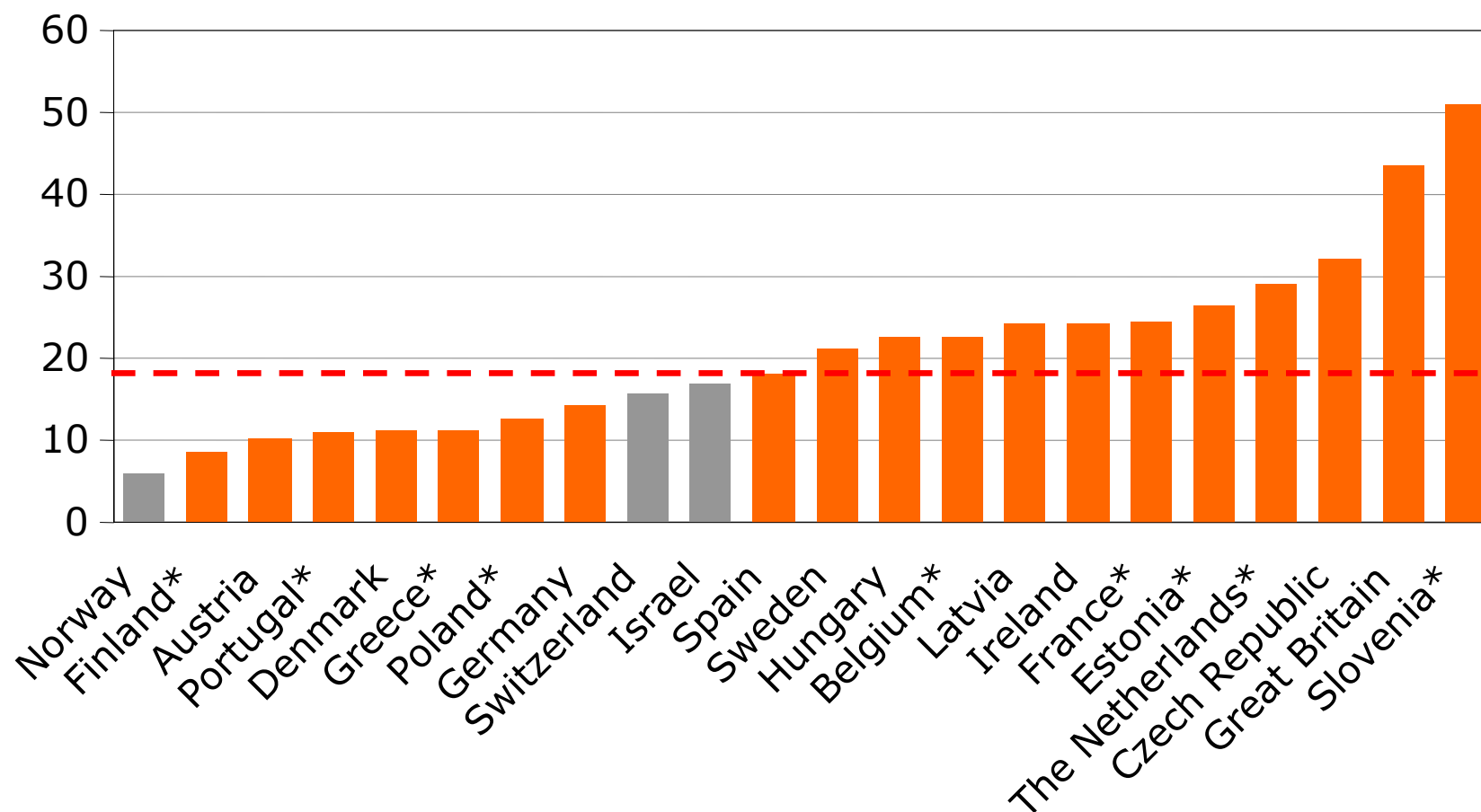


PTW rider deaths per billion km (2006)



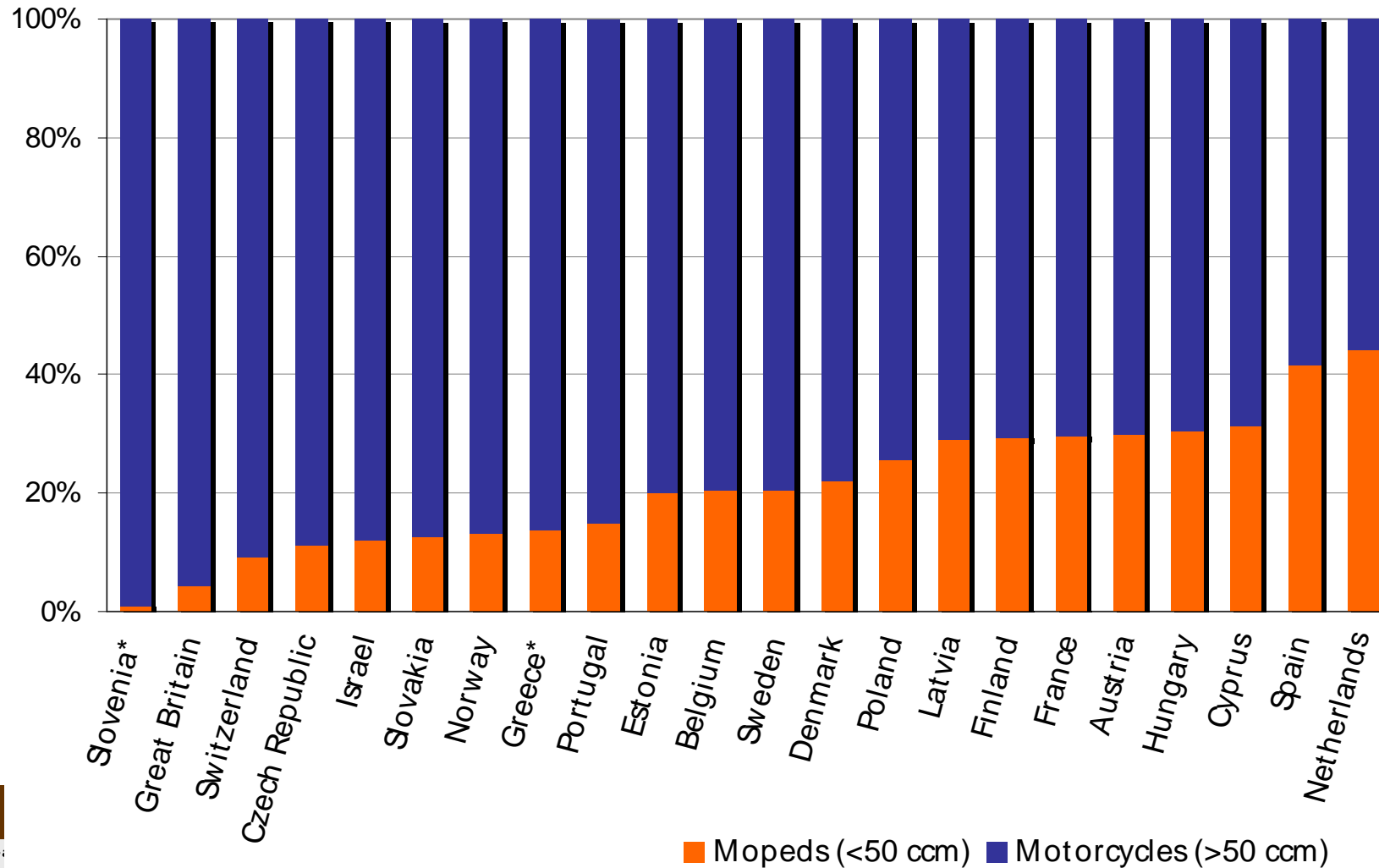
Motorcyclists versus car drivers

Ratio of death rate per billion km ridden by PTW riders
to corresponding rate for car drivers (in 2006)



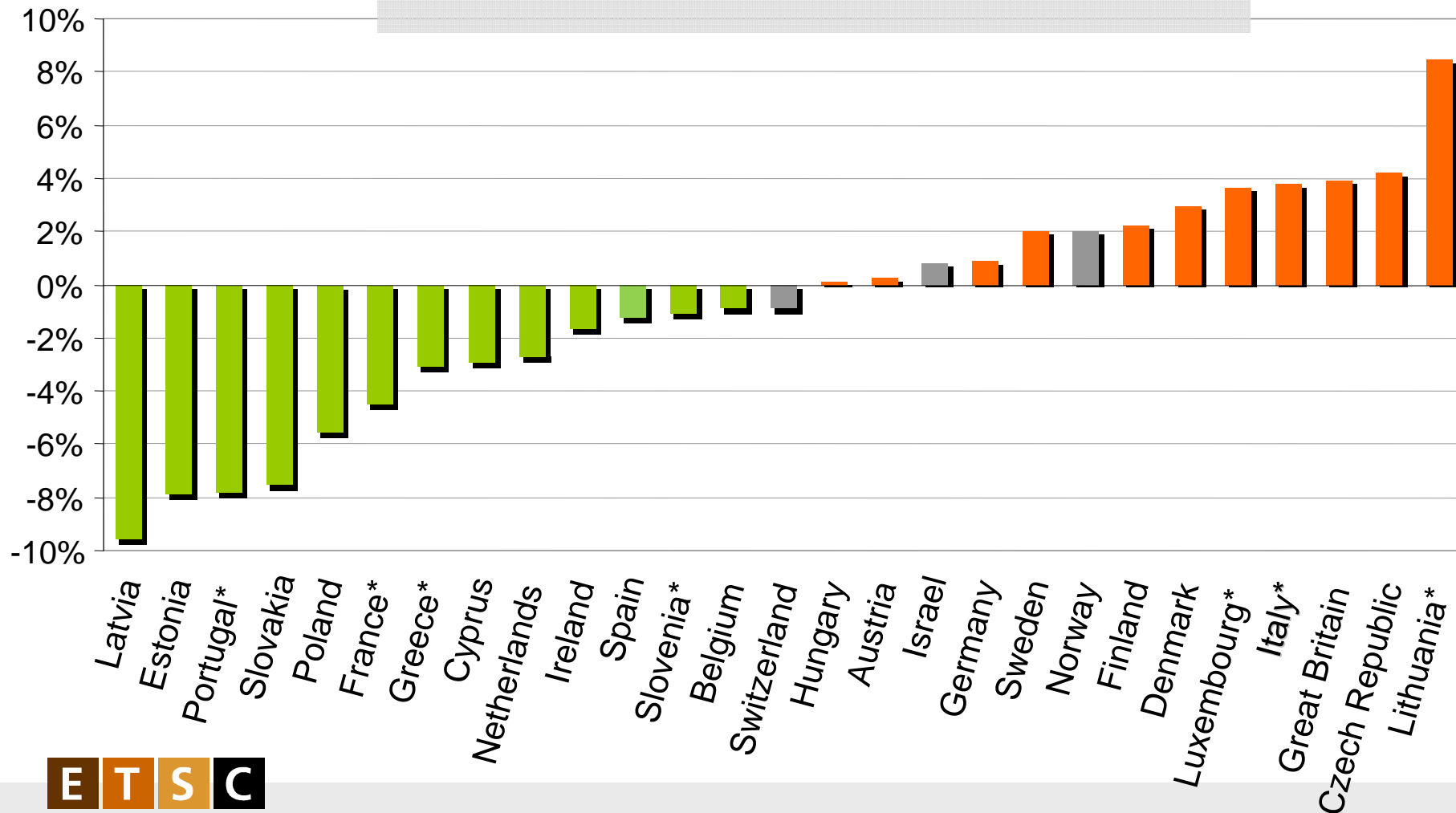
Mopeds versus other PTWs

Mopeds rider deaths as a % of other PTW rider deaths (over 2004-2006)



Insufficient progress in Europe

Between 97-06, rider deaths increased in 13 countries out of 27



Contribution to the EU target

- Between 2001 and 2006, PTW rider deaths yearly decreased on average by less than 1.5% (compared to 5% for the total number of deaths)
- At least a 7.4% annual reduction is needed to halve road deaths between 2001 and 2010.
- If the road deaths decreased at the rate at which rider deaths are going down, the EU would reach its target only by 2045.

Authors

VULNERABLE RIDERS

Safety implications of motorcycling in the European Union

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Report - Contents

- The problem
 - PTWs in the European Community
 - Collisions
- Potential safety measures
 - Vehicle
 - Road users
 - Road design and traffic engineering
- Recommendations

General Recommendations

- Integrate PTW in transport and safety plans
 - Specificities
 - Needs
- Crash investigation and databases
 - Standardised
 - Allow the inclusion of variables specific to PTW safety issues

Human Factors

- Traffic safety education
- Driver training
- Progressive access to PTWs
- Helmet safety
- Enforcement

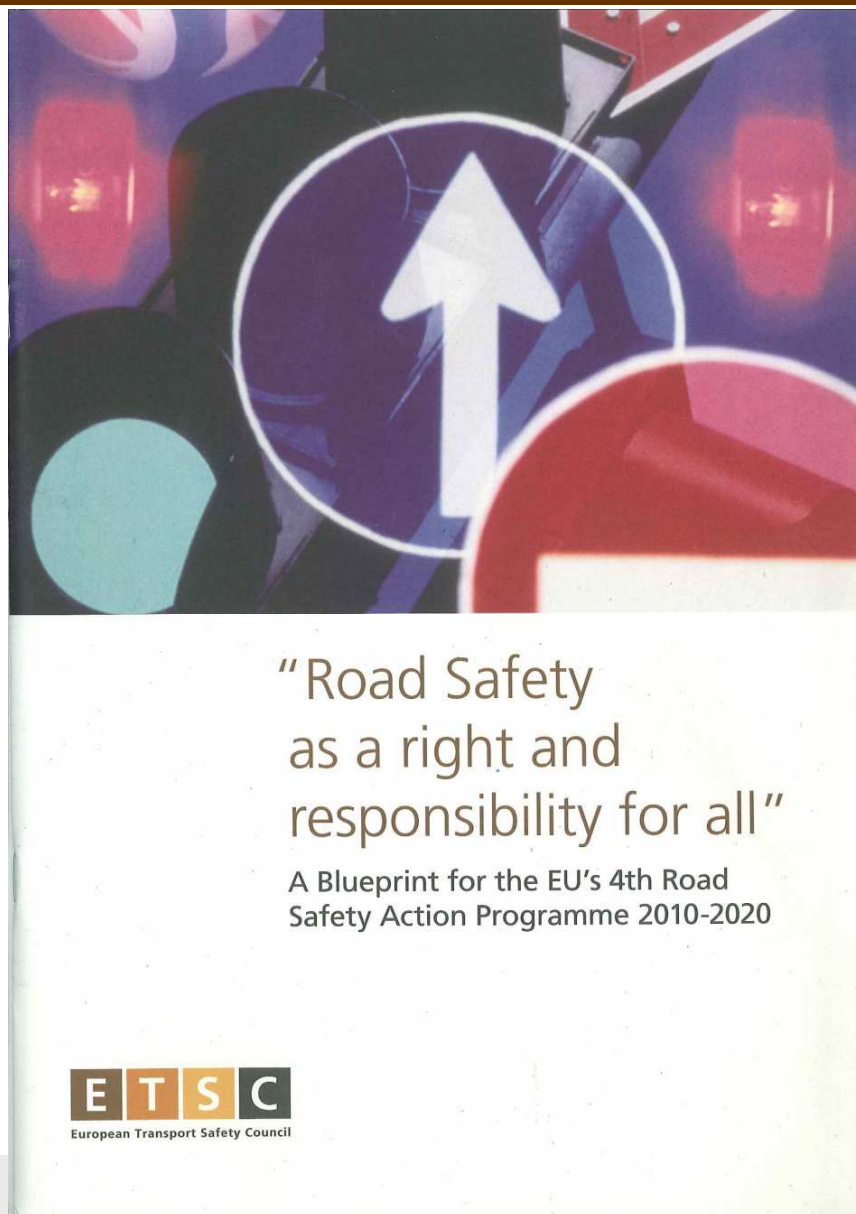
Vehicle and Equipment

- PTW conspicuity
- ABS, other advanced braking system
- ISA for PTWs
- Airbags and leg protectors
- Protective clothing
- A-pillar design, side under-run protection

Road Infrastructure

- Road design
 - Curves and intersections
 - Forward visibility and signage
- RSA and RSI
- Roadside objects
- Maximum and consistent skid resistance

Blueprint for the 4th RSAP



ETSC urges the European commission to develop a 4th RSAP that

- focuses its top priorities on the main behavioural causes of death and injury
- but also dealing with the increasing number of motorcyclists among those killed on injured the roads.

To know more

www.etsc.eu