



# A modular approach for progressive access to motorcycling

Antonio Perlot

ACEM Public Affairs Manager

On behalf of the Motorcycle Community

## **A European Approach to the Initial Training of Motorcyclists**

Conference-Debate

May 28, 2008

Brussels



# Link between the Driving Licence Directive in Europe and Initial Rider Training

- MAIDS, human behaviour - Training-safety link
- IRT (project) in the context of the 2DLD and 3DLD (horizon 2008-2011-2013)
- Access to PTWs in the 3DLD (direct and progressive)
- IRT project modular approach
- Opportunity for MS to draw from IRT project for:
  - 3DLD transposition and
  - revision of Annex VI “training and testing in progressive access”



*In-Depth investigation of motorcycle accidents*

- ✓ **1923 notified cases**
- ✓ **921 accident cases**
- ✓ **923 exposure cases**
- ✓ **2000 variables per accident**

For more information, see [www.acem.eu](http://www.acem.eu)

# Accident causation – human factors

## Primary contributing factors



MAIDS confirmed that:

- Human factors are the primary accident contributing factor in **88%** of all cases

Primary accident contributing factor

|                   | Frequency | Percent |
|-------------------|-----------|---------|
| Human – PTW rider | 341       | 37.1    |
| Human – OV driver | 464       | 50.4    |
| Vehicle           | 6         | 0.7     |
| Environmental     | 72        | 7.7     |
| Other failure     | 37        | 4.1     |
| Total             | 921       | 100.0   |

- OV drivers are largely responsible for accident causation
  - They represent **50%** of all MAIDS cases
  - and **61%** of the multi-vehicle accidents

# Accident causation – human factors

## Secondary contributing factors



### MAIDS identified secondary contributing factors:

- On the part of PTW rider in **44%** of the cases
- On the part of the OV driver in **29%** of the cases

Other accident contributing factors  
(Note: Multiple responses could be made for each case)

|                             | Frequency | Percent |
|-----------------------------|-----------|---------|
| PTW rider                   | 900       | 43.7    |
| OV driver                   | 589       | 28.6    |
| PTW technical failure       | 32        | 1.6     |
| OV technical failure        | 10        | 0.5     |
| Environmental cause         | 300       | 14.6    |
| Other                       | 87        | 4.2     |
| Unknown contributing factor | 141       | 6.8     |
| Total                       | 2059      | 100.0   |

Behaviour =  
Licensing (Training + Testing) + Experience  
Link between IRT and DLD

- MAIDS confirms importance of driver and rider behaviour in PTW accidents
- IRT identifies importance of skills but more importantly need for higher focus on hazard perception, awareness and “strategic riding” to reduce rider risk exposure
- 2DLD PTW additional safety manoeuvres in test (by October 2008)
- Link in 3DLD PTW progressive access and IRT project modular approach

**DIRECTIVE 2006/126/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**  
**of 20 December 2006**  
**on driving licences (Recast)**  
**(Text with EEA relevance)**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

needed to be harmonised more fully, in order to contribute to the implementation of Community policies.

Having regard to the Treaty establishing the European Community, and in particular Article 71 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Economic and Social Committee <sup>(1)</sup>,

After consulting the Committee of the Regions,

Acting in accordance with the procedure laid down in Article

- (3) The possibility of laying down national provisions with regard to the period of validity provided for in Directive 91/439/EEC leads to the co-existence of different rules in different Member States and over 110 different models of driving licences valid in the Member States. This creates problems of transparency for citizens, police forces and the administrations responsible for the administration of driving licences and leads to the falsification of documents which sometimes date back several decades.

# 3DLD and PTWs

- 3DLD transposition (by 2011)
- 3DLD application (in 2013)
- Seeking to encourage progressive access to PTW categories

- **AM**

- max. 50 cc
- max. 45 km/h

- **A1**

- max. 125 cc
- max. 11 Kw
- max. 0,1 Kw/Kg

- **A2**

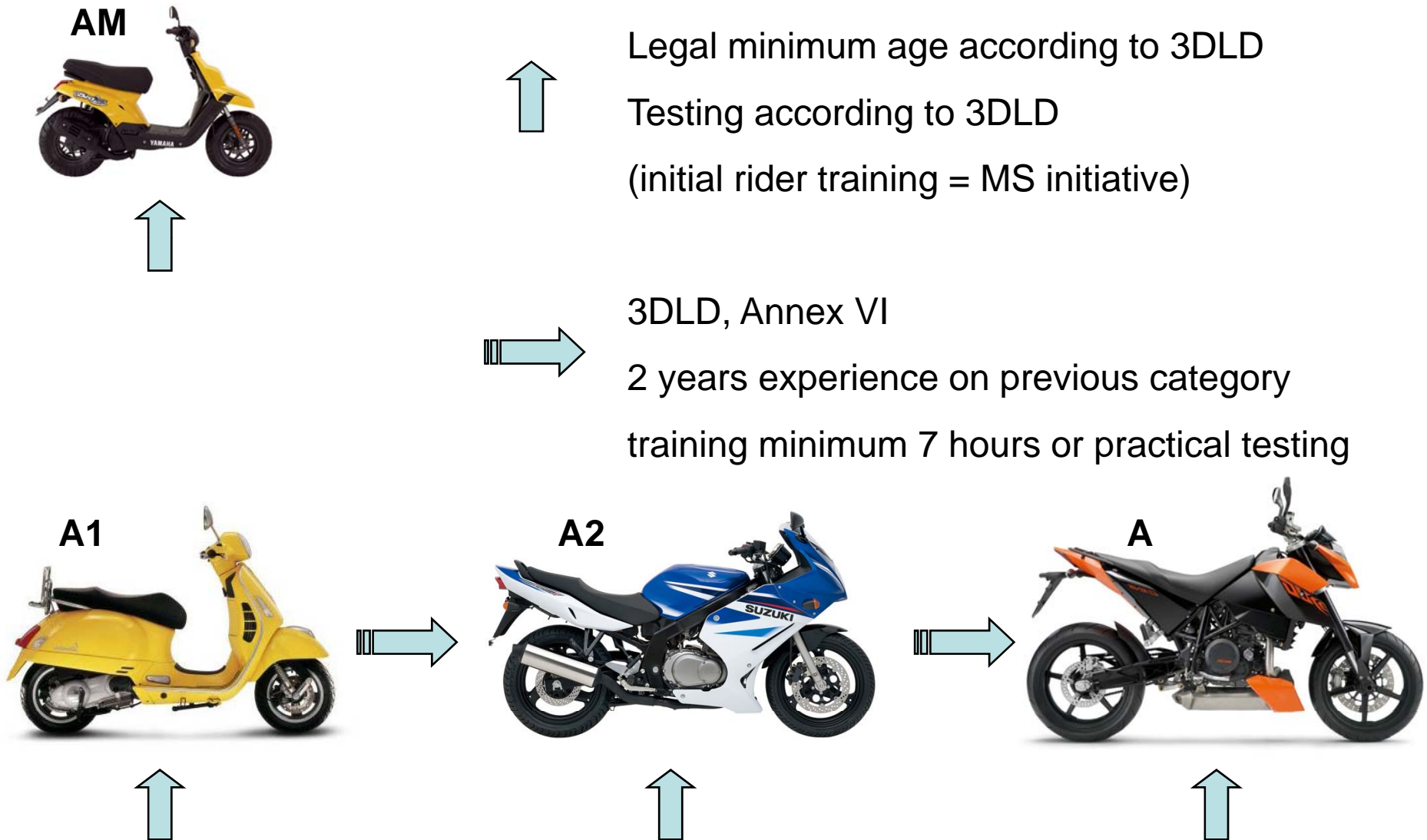
- Max. 35 Kw
- Max 0,2 Kw/Kg
- PTW must not be derived from a vehicle of more than double its power

- **A**

- All other vehicles not falling in the A2 category



# Rider DL entry points and progressive access





# The IRT project modular approach

|             |  |                                     |                                      |
|-------------|--|-------------------------------------|--------------------------------------|
| <b>AM</b>   | 1a, 2a, 3, 4a, 4b, 6a, 7, 8                | 1a, 2, 3a, 3d, 4, 5                 | 1a, 2, 4a, 4b                        |
| <b>A1</b>   | 1a, 2a, 3, 4a, 4b, 5, 6a, 6b, 7, 8         | 1b, 2, 3b, 3c, 4, 5, 6a, 6b         | 1b, 2, 3a, 3b, 4a, 4b, 5, 6          |
| <b>A1/B</b> | 3, 4a, 4b, 5, 6a                           | 1b, 2, 3b, 3c, 4, 5, 6a, 6b         | 1b, 3a, 3b, 4b                       |
| <b>A2</b>   | 1a, 1b, 2a, 2b, 3, 4a, 4b, 5, 6a, 6b, 7, 8 | 1b, 1c, 2, 3b, 3c, 3d, 4, 5, 6a, 6b | 1b, 2, 3a, 3b, 4a, 4b, 5, 6, 7, 8, 9 |
| <b>A</b>    | 1a, 1b, 2a, 2b, 3, 4a, 4b, 5, 6a, 6b, 7, 8 | 1b, 1c, 2, 3b, 3c, 3d, 4, 5, 6a, 6b | 1b, 2, 3a, 3b, 4a, 4b, 5, 6, 7, 8, 9 |

## Necessary skills :

- increase with the categories (in particular AM-A1 vs A2-A)
- but no major differences between A2 and A

### Theoretical

- Road regulations
  - a: general rules and regulations
  - b: motorway rules and regulations
- Signs and markings
  - a: general signs and markings
  - b: motorway signs and markings
- Machine dynamics
- Hazard awareness
  - a: other road users
  - b: environment and infrastructure
- Helmets and appropriate clothing
- Social responsibilities
  - a: noise
  - b: first aid and accidents
- Impairment
- Attitude and behaviour

### Machine control

- Machine familiarity
  - a: automatic controls
  - b: manual controls
  - c: advanced braking systems
- First movements
- Gears, brakes and direction
  - a: automatic gears
  - b: manual gears
  - c: separate braking systems
  - d: advanced braking systems
- Steering and counter-steering
- Low speed manoeuvring
- Hazard management
  - a: swerving
  - b: emergency braking

### Traffic interface

- Positioning
  - a: slower than traffic
  - b: at traffic speed
- Distance
- Curves and bends
  - a: right hand
  - b: left hand
- Anticipation
  - a: other road users
  - b: environment and infrastructure
- Junctions
- Overtaking
- Motorways
- Group riding
  - a: noise
- Journey planning

1a, 1b, 2a, 2b, 3, 4a, 4b, 5, 7, 8

4, 5, 6a, 6b

1a, 1b, 2, 3a, 3b, 4a, 4b, 5, 6, 7, 8, 9

**e-Coaching** *Virtual no-risk exposure to hazards and consequences of attitude and behaviour*



## The IRT project proposal for 3DLD

- IRT project instructors support refocussing on Initial Rider Training to provide fundamental skills to the non-experienced rider
- To recognise experience gained, IRT project instructors support “progressive access training” to be:
  - Reduced, as a minimum, to 2 hours, focussing on differences between PTW categories
  - Upon evaluation of the instructor, this minimum can be extended, focussing on specific skills dependant on the rider



## Conclusions

- Close link between the project and upcoming 3DLD transposition and application
- Opportunity to revise current Annex VI in order to:
  - Reward experience gained
  - Focus training in terms of duration and content
  - Encourage progressive access to PTWs