

UEM FORUM “MOBILITY ON POWERED TWO WHEELERS”

The specific problems on road safety and environment in the Mediterranean Area

“SAFETY ON THE ROADS”

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PTW – THE ITALIAN STATISTICS

In Italy there are:

- 34 million cars (69% of the total)
- 4.6 million motorcycles (9%)
- 5.2 million mopeds (11%)
- 5.4 million other vehicles (11%)

9.8 million PTW's (20% of the total):

(4.6 million motorcycles - 5.2 million mopeds)

- ✓ Italy ranks first in Europe
- ✓ Italy ranks second (behind Greece) regarding the percentage of PTW's owned per person

Naturally we must consider:

- Italy has the biggest PTW market in Europe
- The climate in Italy is perfect for PTW's
- Italian cities are congested by traffic.

ITALIAN STATISTICS 2005 (by ISTAT)

Total deaths **5,426**

Total injured **313,727**

Roughly 34% of the total fatalities and injured involved PTW's

93,320 accidents involved PTW's, 41% of total accidents

Number of PTW deaths: **1,852**

Number of PTW injured: **107,670**



PTW deaths: 1852
PTW injured: 107,670

The National Council of Safety on the roads, which includes FMI, says that:

PTW's make up for **3.6% of the total vehicles** on the road today (the percentage travellers/km), but are involved in **26% of fatalities and 27% of the injured**.

The risks of accidents are higher in cities rather than the outer lying areas:

- 45% of PTW deaths occurred in the cities
- 75% of PTW injured happened in the cities.

PTW deaths: 1852
PTW injured: 107,670



The risks of PTW accidents are 7 - 8 times higher than any other vehicle

According to the statistics, in 2010 Italy would reduce its fatalities by 25%



SHORT HISTORY

1. 1999 - “National Plan of Safety on the roads” (144/99 law, art. 32).
2. In 2000 wearing a helmet became mandatory for motorcyclists who are eighteen and over. For anyone under 18 it has been a law since 1986.

SHORT HISTORY

3. Implementing special licenses for each class of vehicle
4. Penalty Point System (2003)
5. Driving license required for mopeds (2004)
6. Daytime headlights mandatory

SHORT HISTORY

During the two years after the National Road Safety Plan was adopted (2003-2004):

- 1,111 less fatalities (-16.5%)
- 21,248 fewer injuries (-6.3%)





PTW deaths: 1852
PTW injured: 107,670

SHORT HISTORY

In March 2007 a new law was addressed by the Government at the Parliament and is still being discussed:

Higher fines for:

1. People who go over the speed limits
2. Using a cell phone while driving
3. U turns on highways



PTW deaths: 1852
PTW injured: 107,670

SHORT HISTORY

In March 2007 a new law was addressed by the Government at the Parliament and is still being discussed:

Higher fines for:

4. Giving no right of way to pedestrians
5. Drunk driving
6. More police check points (the goal is 1,000,000 within 2007 from the actual 300.000)



PTW deaths: 1852
PTW injured: 107,670

The Italian Government addressed the issue of safety on the road stressing that we need:

1. A long term plan (to continue after 2010)
2. Follow up on what is being done by local governments, creating incentives and rewarding the city or region with the best results
3. Informing people by radio, TV, internet, also using celebrities to endorse safety on the roads.



FMI AND ITS RESPONSIBILITY FOR SAFETY ON THE ROADS

2007 - European Charter of Safety on the roads

FMI's promise is:

To promote safety precautions by using flyers at Italian motorcycle events, in our magazine Motitalia, and website www.federmoto.it





La pista è fatta per correre.
LA STRADA NO.

GUIDA RISPETTANDO LE REGOLE,
HAI TUTTO DA GUADAGNARCI.

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Federazione
Motociclistica
Italiana
www.federmoto.it



From April to June, FMI and Radio RAI, the National Italian Channel, collaborated through a radio show where safety on the roads was dedicated to motorcyclists. The Minister of Transport has been invited on this program



FMI, in collaboration with the Ministry of Education, is working hard by organizing:

- ✓ Strategic and innovative driver education lessons (about 30,000 teenagers over 13 years old every year)

FMI is approved by the Ministry of Education to organize safety on the road courses for teachers (2005)



HANDS ON TRAINING

Driving license for mopeds:

- ✓ 20 hours of lessons at school
- ✓ Written test
- ✓ No hands on training

FMI is working to have more driver training courses for teenagers over 13 years old (about 10,000 every year)

Driver training courses are conducted in a safe area, closed to the street traffic





The Ministry of Education authorized FMI to organize driver training courses inside schools

FMI and the Ministry of Transport are working on a project to diffuse training courses outside the schools and at events

FMI and the Ministry of Sport and Youth are working together on an advertising campaign of safety on the roads involving Valentino Rossi and other professional motorcyclists

On going talks with members of Parliament and the Government about how fatalities can be reduced

FMI constituted a group of Law makers, “friends of the two wheels”, at the Parliament

FMI asked them to implement the hands on test to obtain the driving license for mopeds

FMI's GOAL:

Everyone working together on good driving habits and safe behaviour







ENVIRONMENT

- ✓ Pollutants released
- ✓ Off Road motorcycling
- ✓ Noise levels around racing tracks

Today in Italy the average travelling distance is about 20,000 km every year.

In 1950 it was about 1,000 km

Therefore we have a serious pollution problem

POLLUTION

Authorities have the tendency to reduce the number of vehicles, in order to reduce problems of pollution.

Old two stroke engines EURO 0, are considered among the most polluting vehicles. They cannot be used anymore in the centre of the cities of a great part of Italy.

FMI worked hard to separate two stroke engines Euro 0 from the other motorcycles, so that four stroke engines Euro 0 are allowed in the city centre.



POLLUTION

The reality is that all vehicles are responsible for just only 30% of PM's released and 3% are produced by the Euro 0 two stroke engines.

However they have a big social impact because they are used mainly in cities.

PM's are released for the most part by heaters, industries, trucks and old buses

POLLUTION

All motorcycles reduce traffic and pollution problems, because:

- ✓ Traffic jams are avoided
- ✓ Motorcycle engines release less pollutants
- ✓ Travelling time is less than a car.





POLLUTION

Recently the Government (with motorcycle manufacturers) decided to invest 15 million Euros in incentives to encourage people to:

- ✓ Trade-in old motorcycles
- ✓ Buy electrical vehicles with battery powered engines or Euro 3 motorcycles or Euro 2 mopeds (with up to a 30% discount).

FMI agrees with this policy but tries to protect historical motorcycles also.



OFF ROAD

FMI and motorcyclists are aware that our sport produces pollutants and a high level of noise.

FMI is working:

- ✓ To educate motorcyclists to respect the environment
- ✓ To clarify what are the rights and duties of off-road motorcycling: a proposal about this issue has been presented at the Parliament.

OFF ROAD

FMI and motorcyclists are aware that our sport produces pollutants and a high level of noise.

FMI is working:

- ✓ To help motorcyclists to be aware of the laws (different region to region) and to know where they can ride.
- ✓ FMI has printed an off-road manual





NOISE LEVELS around racing tracks

Law 447/95 and DPR 304/2001 fixed noise levels for new motor-racing tracks at:

- ✓ 70 dB Leq per hour during the day (6 am to 10 pm)
- ✓ 60 dB Leq per hour at night (10 pm to 6 am)



NOISE LEVELS around racing tracks

Noise levels for motor-racing tracks already in existence are:

✓ 75 dB Leq per hour during the day (6 am to 10 pm).

30 days per year the noise level has no dB limit according to the law.

Starting from 2008 noise levels must be reduced by 2 dB Leq per hour during the day (6 am to 10 pm).

NOISE LEVELS around racing tracks

What FIM is doing:

- ✓ Measuring noise levels, in a dynamic way, outside of the motor-racing track event, collaborating with racing officials who monitor the noise level with phonometers.
- ✓ Testing innovative ways monitoring and registering noise levels produced by motorcycles while racing.
- ✓ Testing motorcycle noise levels with different exhaust pipes





NOISE LEVELS around racing tracks

What FMI is doing:

- ✓ Organizing and holding meetings with:
 - Racing teams, motorcycle and exhaust pipes manufacturers
 - Motor-racing track managers
 - Engineers working with environment.

After completing these steps, FMI will send a report to FIM, UEM and to the UE.



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