

UEM FORUM “MOBILITY ON POWERED TWO WHEELERS”

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

The Spanish Case

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Introduction

Urban Mobility & Road Safety (& Environment)

Both (the three) concepts are parts of a whole and therefore should not be considered separately.

Introduction

Urban Mobility

An opportunity for the PTW Sector in Europe

- Enlarges the market
- Improves the users' image



Introduction

Road Safety

A challenge for the PTW Sector.

PTW Road accidents:

- Focus Authorities concerns
- Refrain Authorities from promoting urban mobility on PTWs

Introduction

Environment

A future (immediate) challenge for the PTW Sector.

- ❑ Concerns on CO₂ vehicle emissions are growing in EU countries

Introduction

Off-Road Leisure (& sports) use of PTWs

Under threat in many countries in the EU.



Urban Mobility issues

B-A1 equivalence

- Expands the market

Progression in Spain

Motorcycle Registrations

Year	MCs < 125 cc
2003	16.979
2004	38.808
2005	105.292
2006	123.967

Urban Mobility issues

B-A1 equivalence

Broadens the users community



Helps eliminating the topics



Improves the general image of the users



Generates positive legislation (avoids negative legislation)



Urban Mobility issues

Parking policies

- Dedicated parking spaces
- Possibility of parking on pedestrians pavement



Urban Mobility issues

Changes in Traffic rules

- Use of bus lanes by PTWs



Urban Mobility issues

Changes in Traffic rules

- ✓ "Filtering" allowed legally under certain circumstances.
- ✓ Advanced stop lines for Two-Wheelers behind traffic lights.
- ✓ "Wide lanes" in multi-lane avenues to organize "filtering", making it safer.

Road Safety

General

- Authorities and Society must identify motorcyclists as Vulnerable Road Users
- Motorcyclists must identify themselves (and act) as Vulnerable Road Users

Collaboration is the base. A WG chaired by Spanish DoT with all stakeholders has been set up april 2007.

- First step for dedicated PTW Road Safety policies, especially in the cities.

Road Safety

What can (must) be done?

Always bear in mind that Authorities (and Society to a certain extent) have put on our shoulders the improvement of safety ratios.

In what regards the riders (MAIDS shows that human factor accounts for 87,5% of the accidents):

- ✓ Gradual access to Driving Licenses
- ✓ Improve the use of helmets in certain areas of the country (Education but mainly Control, with focus on Local Councils)



Road Safety

What can (must) be done?

Two thirds of the road accidents involving motorcycles and cars are caused by the car driver.

The consequences are beared by the rider.

In what regards Drivers & Riders:

- Education of Drivers & Riders to raise awareness on:
 - ✓ Vehicle possibilities
 - ✓ PTWs vulnerability
 - ✓ Safe driving/ riding
 - ✓ Removal of unsafe attitudes and behaviours of Drivers & Riders

***Living together is the concept to be attained,
but motorcyclists have to learn to protect
themselves!***

Road Safety

What can (must) be done?

Vehicle is primary responsible for less than 1% of accidents (MAIDS)

PTWs:

- More friendly and forgiving brake systems for motorcycles (ACEM agreement on Advanced Braking Systems)
- Passive safety is very difficult to improve

Other vehicles:

- “Front” rear-view mirrors on Trucks
- Non-spilling fuel tanks on Trucks

Road Safety

What can (must) be done?

Infrastructure is primary responsible for 7,7% of accidents (MAIDS)

Road design and maintainance:

- ✓ Roadside barriers and furniture improvement
- ✓ Non-sliding paint for horizontal traffic signs
- ✓ Non-sliding service covers
- ✓ PTWs considered in the design of roads

Road Safety

What can (must) be done?

Use a Technical Approach

Multidisciplinary investigation on accidents



Experimental solutions



Measured results



Validation



Environment

Noise

Identified as an important problem by City Councils in the late nineties.

Industry initiative in collaboration with Municipalities has been quite succesful.



Not a big problem in Spain nowadays, although still an inconvenience

Environment

Emissions

A Challenge for the Sector but an Opportunity as well.

- We can still show that PTWs are low CO₂ emission vehicles
- Effort to be done in what the “traditional” pollutants (CO, HC, NO_x) are concerned

Off-road leisure motorcycling

*Legislation is banning more and more the use of motorcycles on non-asphalt roads due to “**environmental reasons**”*

A recent study -BOADA report- (and until now the only scientific study published/ developed?) shows that:

- Attitude of users and noise are the big problems.
- Impact of vehicles on nature is not the problem!

Therefore: The solution is mainly in our hands

Many thanks for your attention