

21 May 2014

Leipzig ITF Congress

IMMA side event: a global approach for safer motorcycling



**SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES**










Mr Henri PREVOST

Deputy-Director of the Road Safety and Road Traffic Delegation

Fatalities by users category

→ Comparison 2013 vs 2012

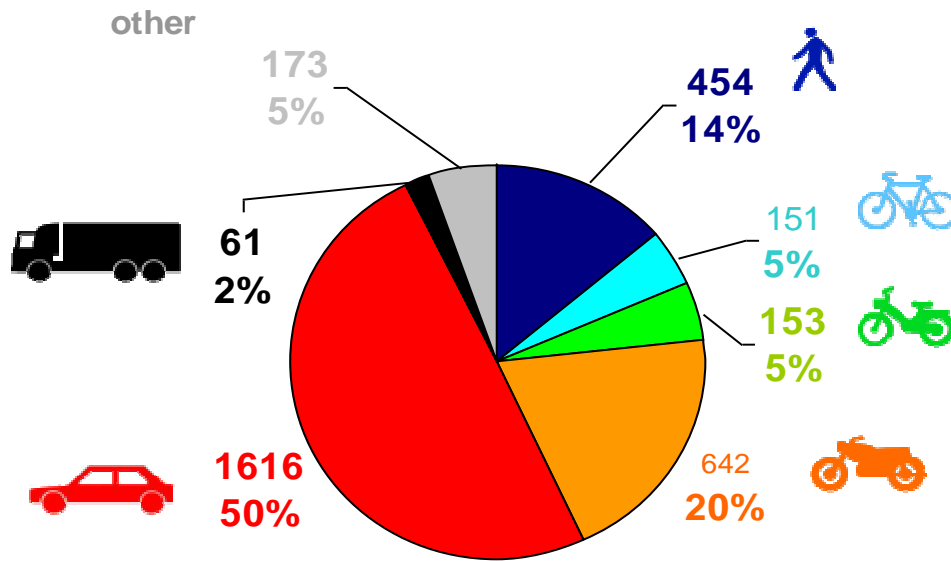
	 pedest	 cycle	 mopped	 Motors	 VT	 PL	 other	Total
Rappel 2000	848 10%	273 3%	461 6%	947 12%	5351 66%	124 2%	166 2%	8 170 100%
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	65 2%	226 6%	3 992 100%
2012	489 13%	164 4%	179 5%	664 18%	1882 52%	56 2%	219 6%	3 653 100%
2013	454 14%	151 5%	153 5%	642 20%	1616 50%	61 2%	173 5%	3 250 100%
Progression 2000-2013	-46%	-45%	-67%	-32%	-70%	-51%	4%	-60%

- Mopeds fatalities decrease

- Regarding other road users, motorcyclists fatalities decrease but less quickly than the others since 2000

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→ Fatalities (2013) vs presence in the traffic (2013)



Users of PTW represent 25% of all road fatalities, 35% of motorised road users, whereas they represent less than 2% of the traffic

fatalities

5%



Part in the traffic

0,6%

20%



1,3%

50%



76%

2%



5%

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A STRATEGY TO REDUCE MOTORCYCLISTS' ROAD CRASHES



Recruitment of a « PTW Head of mission at national level »

- rider himself, acknowledged as an expert;
- organises activities with local Heads of mission (about 100): every year around 1,000 activities or workshops which raise awareness of 300,000 motorcyclists;
- strengthens the relationship between the riders' community and the Road Safety Delegation
- ensures a good level of expertise in cooperation with other administrative services dealing with motorcyclists' safety.

A PTW Committee has been set up within the National Road Safety Council

- experts are invited to speak;
- this Committee works in close collaboration with the 3 other Committees of the Council: 1. driving under the influence of psychoactive substances and speeding; 2. Road infrastructure and new vehicle technology; 3. Young people and road safety education;
- it makes recommendations to the Government.



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Implementation and application of specific regulations

Conspicuity

In the future riders will have to detain on board a high visibility (or reflective) jacket (2015)

Speeding enforcement

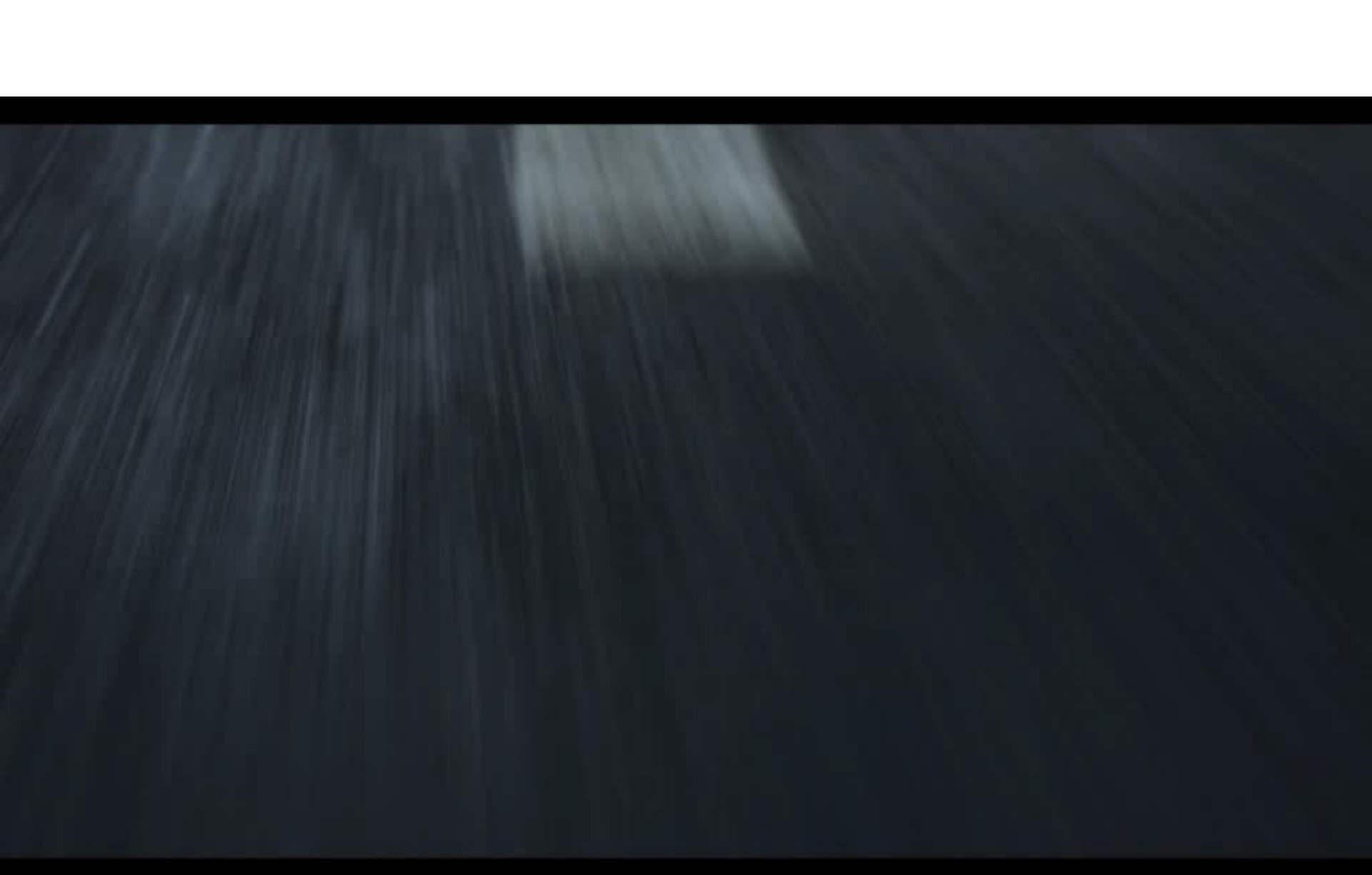
Harmonisation of the number plates size (210mm par 130mm) in order to ensure the effectiveness of the automatised enforcement system (2015)

Road must be shared

« Filing » will be experienced

Protective clothes

- they are mandatory during the practical test of the driving licence since 2013;
- a large national campaign is ongoing about this issue, in collaboration with the motrocyclists community: manufacturers, retailers, users and insurance companies (still to come).



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Thank you for your attention.

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