

European road safety 2011-2020

European Parliament

Committee on Transport and Tourism



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Right To Ride



Highwaymen - EU Road Safety

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On Tuesday 27th September at the European Parliament in Strasbourg MEPs voted on and adopted a resolution regarding a report - European road safety 2011-2020 prepared and submitted by German MEP Dieter-Lebrecht Koch from the MEP Committee on Transport and Tourism (Tran).

We commence this report with a digression – due to an amendment submitted to the Transport and Tourism (Tran) committee and a speech later made in the European parliament by the Italian MEP **Giommaria Uggias (ALDE)**.

In the debate on Road Safety, Mr Uggias lamented that, “The Committee on Transport and Tourism has not been sufficiently brave and did not have the ambition to accept a full harmonization of rules relevant to road safety,” and that “The Commission has decided not to accept.

His amendment called for “Determined efforts to harmonise road signs and road traffic rules by 2013 and for the driving side of the road to be standardised in all the Member States, in view of objective safety requirements”, which means that the UK, Ireland and Malta would have to change to driving and riding on the ‘right’ side of the road!

However, historically, up to the late 1700s, everybody throughout Europe travelled on the left side of the road because it was the sensible option for feudal, violent societies of mostly right-handed people. When travellers passed each other on the road they should be in the best possible position to use their sword to protect themselves against Highwaymen, which meant keeping to the left side of the road.

That remained until 1773 in the UK when an increase in horse traffic forced the British Government to introduce the General Highways Act which contained a keep left recommendation. This became a law as part of the Highways Bill in 1835.

Revolutionary France, however, overturned this practice as part of its sweeping social rethink. A change was carried out all over continental Europe by Napoleon to keep to the right side of the road. The reason it changed under Napoleon was because he was left handed, his armies had to march on the right so he could keep his sword arm between him and any opponent.

Source: http://www.2pass.co.uk/goodluck.htm#.Tog_OrJyGul

We could argue that historically, the logic of keeping to the left was a sensible choice to protect oneself and possibly the beginning of road safety, whereas the rule of keeping to the right was based purely on the delusions of grandeur of one man.....

Thankfully this amendment was rejected!

European road safety 2011-2020

Moving swiftly on the subject at hand! Road Safety

On Tuesday 27th September at the European Parliament in Strasbourg, MEPs voted on and adopted a resolution regarding a report - European road safety 2011-2020.

Prepared and presented by German MEP Dieter-Lebrecht Koch from the MEP Committee on Transport and Tourism (Tran) the report is non-legislative, so is not a proposed regulation or a directive but suggestions for future action.

The main target of the report, “Wholeheartedly endorses the objective of halving by 2020 the total number of road deaths in the EU by comparison with 2010”. The previous, “Third Road Safety Action Program of the European Commission” expired in 2010 and did not meet its goals to reduce road deaths by half. The Koch report calls for further clear and measurable targets to be set for the same period (2011 – 2020), in particular

- a 60 % reduction in the number of children under the age of 14 killed in road accidents,
- a 50 % reduction in the number of pedestrians and cyclists killed in road collisions, and
- a 40 % reduction in the number of people suffering critical injuries, on the basis of a uniform EU definition to be developed quickly;

The report highlights for the ordinary motorcyclists what the thoughts of the European Parliament and the MEPs elected by citizens think and would like to see regarding road safety. Though bear in mind that although this report has been accepted by the European Parliament, not all MEPs agree with all of the content.

Contained in the report is a list of road safety recommendations and calls to the European Member States but more importantly to the European Commission to enact the report’s recommendations.

However taking the context of road safety into the real world of a dire economic climate what these recommendations and calls are asking for, is that member states and their agencies spend and focus their budgets on road safety. The report “Regrets that the EU budget for road safety measures has been cut significantly in recent years and calls on the Commission to reverse this trend.”

While certainly there is a priority to reduce road safety casualties, which in turn reduces costs to member states, will these be seen as an investment on cost versus benefit?

For Motorcycling

The report contains specific recommendations and considerations for the safety of motorcyclist which:

- Considers that, in car driving lessons, greater attention should be devoted to the phenomenon of motorised two-wheeled vehicles and their visibility.
- Urges the Commission and Member States to call on their national, regional and local authorities to design their roads in such a way that they do not present any hazards to motorised two-wheeled vehicles; points out that the standard guard rails used on European roads are a death trap for motorcyclists.
- Calls on the Member States to take prompt action (including replacing the existing guard rails) to refit dangerous stretches of road with rails with upper and lower elements as well as

with other alternative road barrier systems, in accordance with Standard EN 1317, in order to lessen the repercussions of accidents for all road users;

- Draws attention to the danger posed to motorcyclists by tarmac patches, which offer much less grip than the normal asphalt road surfaces;
- Calls on Member States and road operators to provide appropriately designed facilities to improve safety which are all well equipped with road signs and well lit, and thus more user-friendly, especially for motorcyclists and cyclists;
- Calls on the Commission to present within two years a report on the issue of the extent to which improved passenger protection through the use of strengthened A, B and C pillars in vehicles compromises the driver's all-round vision and whether this has an impact on the safety of vulnerable road users;
- Calls on the Member States to monitor imported motor vehicle, motorcycle and bicycle accessories, components and spare parts effectively and substantively in order to ensure that they are suitable and meet stringent European consumer protection standards;
- Recommends the use of road safety barriers with smooth surfaces and the introduction of special lanes for vulnerable users;
- Welcomes the Commission's announcement that it intends to speed up the introduction of 'eCall', and calls on the Commission, over the next two years, to consider whether it should be extended to cover motorcycles, heavy goods vehicles and buses, with particular regard to the special needs of persons with disabilities, and, if appropriate, make corresponding proposals;
- Calls on Member States and road operators to provide appropriately designed facilities to improve safety which are all well equipped with road signs and well lit, and thus more user-friendly, especially for motorcyclists and cyclists;

However there are further recommendations and considerations where we start to have concerns because these can be open to interpretation of what is considered good for motorcycling. As we have said before, the devil is in the detail and we don't know what those details include.

- Welcomes the Commission's stated aim of paying special attention to the safety of motorcyclists;
- Regards the phased, mandatory introduction of anti-brake-locking systems on all new motorcycles as an important measure which could substantially reduce the number of serious motorcycle accidents;
- Calls for greater account to be taken of the protection of vulnerable road users such as motorcyclists, pedestrians, road maintenance workers, cyclists, children, elderly people and people with disabilities as an integral aspect of road safety, for example through the use of innovative vehicle and infrastructure technologies;

During the debate in the Europe Parliament the Irish MEP, **Mairead McGuinness (PPE)** addressed parliament and stated “It is interesting that we are debating it (the report) following the protests over the weekend by European Union motorcyclists. Many came out in protest – certainly in Ireland and in other Member States – over what we would describe as positive initiatives regarding road safety for that particular sector of the commuting community.

It is interesting to note that, in Ireland, a motorcyclist is 12 times more likely to be killed than any other road user. There is clearly a problem in relation to the safety of this section of road users. I think we should try to work better with stakeholders, so that we do not have protests over something which we believe is important for overall road safety. Some of the issues that were raised by the protestors may not be true, but we can address others when we move forward. Let us involve those that we are trying to legislate for.”

Full speech link to video -

<http://www.europarl.europa.eu/sides/getVod.do?mode=unit&language=EN&vodDateId=20110927-14:05:40-338>

Mairead McGuinness has picked up on issues surrounding the recent demonstrations in the UK and Ireland, commenting “Some of the issues that were raised by the protestors may not be true”

While ourselves at Right To Ride and MAG Ireland consistently pointed out what the issues are, we at Right To Ride, fully support her call that the European Parliament should involve those that “we are trying to legislate for”. We would add, that we should all be listened to, our concerns really taken on board and an open forum for motorcycling involving all motorcycle representatives from member states, not just a “collective” representing a minority based in Brussels.

The Bad

While there are positive recommendations for motorcycling and riders, there is one call that sticks out like a sore thumb, which is:

- Calls for the introduction of monitoring equipment by means of which speeding offences by motorcyclists can be systematically detected and punished;

At Right To Ride EU, our main concern, to put it mildly, is that we find it outrageous that this point was allowed to be presented, never mind adopted in the report.

We have written to the MEP in charge of the report from the Committee on Transport and Tourism, German MEP Dieter-Lebrecht Koch.

We asked:

What is the explanation and justification of the inclusion of this point?

What monitoring equipment is being called for to be introduced for motorcyclists, that is not already available to police and other enforcement agencies to catch ALL speeding offences by ALL road users?

Why are speeding offences by motorcyclists only being systematically detected and punished?

We stated that although there are positive sides to the report regarding motorcycling, that it will be hard to promote any positive side of the report. That by the inclusion of this text in the report it could

have the ability to diminish any work that has been completed on motorcycle safety, due to the reaction of the motorcycle community.

This text does not sit with the rest of the report in engaging with road users and singles out motorcyclists to be systematically detected and punished.

Reading through the amendments to the report, two MEPS from the Committee on Transport and Tourism submitted amendments to include, “and other road users” in the text and another to delete the text all together. It seems to us that the rest of the MEPs who did not vote for these amendments are being led by a misinformed attitude towards motorcyclists.

This became clear in the debate in the European Parliament when German MEP Thomas Ulmer (PPE), submitted a statement in writing, **“Cynically I might note that we could reduce the number of road deaths fastest if we ban all two-wheelers now.”** However he did reject the report, “not, because I would be against the road traffic safety, but because the measures proposed in this report to a large extent, significantly erode civil liberties. They go far beyond the level of recommendations and some are from the reprisals catalogue like a dictatorship.” Overall he also stated, “But precisely because such proposals strongly restrict the freedom of the citizen.”

EU Road Safety Coordinator

The proposal for a EU Road Safety Coordinator recommends that the position should:

- promote – as a recognised personality in the field of road transport safety – current, and initiate innovative new, road safety projects with his experience, expertise and skills
- coordinate road safety measures within the Commission and between the Member States
- facilitate at a high political level the preparation, implementation and enforcement of effective and coherent road safety policies in line with the EU objectives
- oversee particular projects such as the harmonisation of indicators, data and, as far as possible, national road safety plans
- promote the exchange of best practice and the implementation of road safety provisions in cooperation with all stakeholders, Member States and their regional and local authorities
- liaise between the relevant political and academic levels in order to allow scope for a multidisciplinary approach;

Is this a “power” too far to let the European Union have a specific road Safety Tzar?

UK MEP Philip Bradbourn and Irish MEP Marian Harkin certainly think so:

“Philip Bradbourn (ECR), in writing. – The ECR Group is committed to improving safety on Europe’s roads. However, the Koch report in a large number of areas called for measures at a European level which are outside the competence of the EU. Road safety is a matter best dealt with by national and local authorities. Similarly, the ECR Group opposes the setting up of agencies, or in this case coordinators at a European level, dealing with such matters and for this reason voted against the Koch report.”

Irish MEP Marian Harkin (ALDE), in writing. - I do not believe that an EU Road Safety Coordinator would add value at European level. I believe this would be a further layer of bureaucracy without any real benefits. Yes, I know we need exchange of best practice, but if we set up an EU Road Safety Coordinator that means we need a secretariat and this would require extra resources that I believe could be better used elsewhere.”

Italian MEP Giommara Uggias (ALDE) commented regarding the proposal that an EU Road Safety Coordinator should be appointed as part of the European Commission, by 2014. He stated that, “I have not thought to support the idea of appointing a coordinator for the European Union road safety, which I think might lead to a mechanism to duplicate skills and be too bureaucratic.”

Siim Kallas, Vice-President of the Commission seemed to have reservations and has commented, “The idea of establishing an ‘EU Road Safety Coordinator’ as part of the Commission. I understand the reason behind this proposal. In my opinion, such a coordinator should mainly act as an ambassador for existing actions, with a general mission of promoting road safety rather than coordinating or monitoring road safety policies and legislation

In a report in April on the EurActiv website <http://www.euractiv.com/transport/mep-calls-creation-eu-road-safety-coordinator-news-502699> Dieter-Lebrecht Koch expanded on his then vision for an EU Road Safety Coordinator.

The report says that, “The MEP hopes to establish the post of coordinator by 2014 and imagines that the official could be at the level of director-general, reporting to Commission President José Manuel Barroso. Koch envisages the creation of a whole new Directorate-General to deal with mobility and offer an overarching approach to the issue.” adding “and have the right to initiate legislation to enhance safety on European roads.”

It looks at this stage as if Mr Koch’s ambitions remain just that, as a new Directorate-General with the right to initiate legislation to enhance safety on European roads would in our opinion, be disastrous for motorcycling, which already has to digest the European Driving Licences and the European Commission’s proposals regarding tampering, safety and emissions contained in the Approval and market surveillance of two – or three-wheel vehicles and quadricycles

EU - Unified Motorcycle Safety

There are many motorcycle safety initiatives in various countries across the EU these are tailored for riders in their own member states from national to local level.

Organisations, including the industry are also involved in Europe wide motorcycle safety.

UEM - Union Européenne de Motocyclisme: The UEM takes care about all aspects of motorcycling in Europe the aspects of Road Safety and Environment should not be forgotten. In close cooperation with the FIM (Fédération Internationale de Motocyclisme), the UEM has taken responsibility to make motorcycle riding a safe, environment friendly and enjoyable activity not only at present but also in the future.

The UEM website list some European national motorcycle safety projects from Sweden, France and also Russia - <http://www.uem-moto.eu/RoadSafety/NationalProjects/tabid/820/Default.aspx>

FIM - Fédération Internationale de Motocyclisme - The Public Affairs Commission (CAP)

Defends the rights of motorcyclists as citizens and consumers. The Commission deals with the safety of riders on the road. - Also the quality and safety of products used in motorcycling. It advises FIM Management - particularly in relation to international and EU law which increasingly affects motorcycling. It also supports the Continental Unions and National Federations of the FIM, and riders in general, in dealing with national governments and agencies. It has a major role in the promotion of rider training - <http://www.fim-live.com/en/fim/fim-organisation/public-affairs/>

ACEM – The motorcycle Industry In Europe: Safety is a top priority for the Powered Two-Wheeler industry. ACEM Members actively supported the ‘shared responsibility’ concept and are committed to improving road safety by funding research, financing and participating to road safety projects, acting together towards the common objective of improving the road safety of Powered Two-Wheeler users. <http://www.acem.eu>

The European Commission on Road Safety: Motorcycle use is the most dangerous mode of road travel. Riding a PTW is also much more dangerous than using another motor vehicle. Discouraging or restricting the use of PTW's may be more acceptable if alternatives are made more attractive.

http://ec.europa.eu/transport/road_safety/specialist/knowledge/vehicle/safety_design_needs/motorcycles.htm

In Europe safety initiatives that are European wide have also been initiated or are being planned.

ROSA Project (ROad SAfety for motorcyclists) www.rosaproject.eu is a project co-funded by the European Commission with the collaboration of the Spanish Directorate General of Traffic (DGT), International Motorcycling Federation (FIM) and MotoGP.

With a presence across the EU, this funded project attempted to help make Europe's roads safer and make motorcyclists more aware. With a handbook on PTW safety made available to the organised motorcyclist community and related stakeholders as well as an increased awareness about PTW safety from the general public would constitute a major development for advancing EU policies in the motorcycle sector.

Have we, as a motorcycle community across Europe become aware of ROSA?

The **Federation of European Motorcyclists Associations (FEMA)** is planning a co-funded project by the European Commission called Rider Scan.

Rider Scan – Project co-funded by the European Commission to gather existing information on motorcycle safety in Europe, identify needs for action and create a cross-border knowledge-based network at a cost of €689.640.

Dissemination - the project intends to disseminate the results of the project to key-transport stakeholders, all active in transport and mobility issues, including participation to motorcycle fairs such as INTERMOT and EICMA or presentation to Parliament members per country/regions.

Benefits are also expected to support national motorcycle-related policies with:

Factsheets and thematic reports (theme/topic) which will single out specific issues and offer a topic-by-topic view integrated into a wide European overview - support of national transport strategies work - identification of infrastructure standardization needs, with the dissemination of best practices

and needs for **possible EU legislation** - data collection, benchmarking, and comparative statistical analysis - an Expert Group (EG) comprised of national and EU road safety experts

<http://www.fema-online.eu/index.php?page=riderscan/> and as a pdf http://www.fema-online.eu/uploads/documents/research/RIDERSCAN/RIDERSCAN_Project%20presentation.pdf

Do we, as a motorcycle community across Europe want this interference in our own issues with a one size fits all and with the “benefits” of the possible needs for EU legislation derived from these projects?

These projects and initiatives depend on the input and acceptance of riders, many having been initiated by riders themselves, organisations or industry. Do we want edicts from the EU that dictate what safety initiatives should be implemented for motorcyclists?

Motorcycle Safety Northern Ireland and Great Britain

An example of local motorcycle safety initiatives is Ride It Right in Northern Ireland www.rideitright.org which engages the motorcycle community and government agencies through a partnership of organizations and agencies that have the same common goal – to reduce motorcycle casualties.

Ride It Right promotes the PSNI Bikesafe scheme and encourages riders to take extra training through the IAM or RoSPA and is supporting a new motorcycle safety initiative, the Motorbike Crash Cards for Northern Ireland (MCCNI), the scheme encourages motorcyclists to place a card inside their crash helmet as a medic alert. This card holds valuable information to aid treatment from the ambulance service in case of an accident, the card also has a gives helpful advice if a rider comes across a road traffic collision, helping the emergency services get the right resources to the scene as quickly as possible.

With a project planned to be launched - First Aid Training Courses for motorcyclists. First Aid is mentioned in the EU Transport and Tourism report although the report calls for obligatory refresher courses on first aid every 10 years for all driving licence holders.

At Right To Ride www.righttoride.co.uk we are in contact with our own authorities and along with interested parties, as an action plan point in the Road Safety Strategy for Northern Ireland 2020. It is planned to set up a Motorcycle Road Safety Forum to establish an advisory resource to assist in policy development; to facilitate better communication between motorcycling stakeholders in Northern Ireland and government department; to enable the early identification of motorcycling-related issues and to assist in the development of appropriate solutions.

In Great Britain the Department for Transport (DfT) run nationally their THINK BIKE THINK BIKER campaign which is aimed at both drivers and motorcyclists

<http://think.direct.gov.uk/motorcycles.html> and SHARP a Safety Helmet Assessment and Rating Programme. <http://sharp.direct.gov.uk/>

A nationwide police-led motorcyclist casualty reduction initiative called Bikesafe is in operation, that is run by the majority of forces throughout England, Wales, Scotland, Ireland and Northern Ireland.

Other motorcycle related safety initiatives in Great Britain.

Ride It Right – Surrey Fire and Rescue Service www.rideitright.org.uk

Ride It Right – Staffordshire County Council [Here](#)

RideSafeBackSafe www.ridesafebacksafe.co.uk

Safer Rider www.saferrider.org

Bikewise www.durham.police.uk/bikewise

Roadwise – Bikers Section www.roadwise.co.uk

Motorcycling Matters www.motorcyclingmatters.org

Biker Groove www.bikergroove.co.uk

Suffolk Ride Network www.suffolkrider.net

Shiny Side Up partnership www.shinysideup.co.uk

Youngbiker.net www.youngbiker.net

A round The Corner www.aroundthecorner.org.uk

Ghostlids – Scooter Riders www.ghostlids.co.uk

Kent Bikers www.kentbikers.co.uk

Wales By Bike www.walesbybike.com

Stay A Hero – Stay Safe www.stayahero.co.uk

There is a raft of other projects on motorcycle safety, all vying for European money and putting their views on how their “brand” of motorcycle safety will improve casualties and the safety of riders.

Yes motorcycle safety is important, yes we want to improve all aspects of motorcycle safety but the basics must be got right first.

Do we really need more from Europe, apart from hard cash without any strings attached?

Finally

Congratulations if you have got this far! But this report is important. We need to get a grip on what the EU bureaucrats and politicians are proposing and look at how it and those issues surrounding it relate to us.

The last point in the report that we want to consider regards the use of statistics:

- whereas the number of road deaths has fallen constantly but the number of fatal accidents involving motorcyclists is stagnating and in many places rising,

In the EU Commission's proposal - Approval and market surveillance of two – or three-wheel vehicles and quadricycles the data in relation to EU fatalities is reported as follows: "In 2008, 5,520 riders of powered two-wheelers (PTW) died in European road accidents".

A document, "Towards a European road safety area: Policy orientations on road safety 2011-2020" from the European Motorcycle Industry (ACEM) appears to contradict these figures which are referenced from the European Transport Safety Council (ETSC) 2007.

http://www.acem.eu/media/d_Policyorientationsroadsafety_ACEM_22973.pdf

The data based on ETSC figures also appear in the Commission Staff Working Document –

"Accompanying document to the Proposal for a Regulation Of The European Parliament And Of The Council On The Approval And Market Surveillance Of Two- Or Three-Wheel Vehicles And Quadricycles" from October 2010.

<http://www.europarl.europa.eu/document/activities/cont/201011/20101130ATT03848/20101130ATT03848EN.pdf>

Whereas the ACEM document was published in February 2011 and it indicates that: "In recent years, there has been a dramatic growth in the use of PTWs, with increases of up to 400% in cities such as Rome and Barcelona."

The report indicates that "Notwithstanding the significant increase of the PTW fleet and of the kilometres driven by PTWs, combined with their greater vulnerability, it is clear that a relative improvement in motorcycle safety has been made."

While ACEM accepts that "compared to other modes of transport, PTWs have shown a slower rate of improvement with a reduction of 14% in all PTW fatalities in a context of a 17 % increase in the parc (the greatest boost of all vehicle parcs) over the period 2001-2008. "

ACEM's figures are drawn from the OECD Road Transport Research Programme International Road Traffic and Accident Database (IRTAD)

<http://internationaltransportforum.org/irtad/coverage.html>

The authors of the ACEM report highlight that "Moped safety has improved. Between 2001 and 2008, there have been 41% less moped fatalities, an important reduction in quite stable circulating parc. Moped riders have made the greatest achievements in terms of safety in comparison to all road users."

They also indicated that "Motorcycle rider fatalities have experienced a -1% decrease, however it must be highlighted that the MC fleet raised (increased) by +37% for the period 2001-2008.7" What this suggests is that in terms of exposure rates, motorcycle fatalities have decreased far more than the absolute numbers suggest.

The statement by rapporteur of the IMCO Committee and the Commission indicates that, "In 2008, 5,520 PTW riders died in road accidents", and that, "In contrast to other vehicle types these figures for L-category vehicles have remained static or even slightly increased." We presume that these data are also being used by the Transport and Tourism Committee in their report.

http://www.etsc.eu/documents/copy_of_copy_of_copy_of_2nd%20PIN%20Annual%20Report%20008.pdf

However, this statement is contradicted by the same ETSC - "Countdown to 2010 - Only two more years to act! 2nd Road Safety PIN Report" which states the following:

"At least 6,200 Powered Two Wheeler (PTW) riders were killed in road crashes in 2006 in the EU 25."

Thus, n.6,200 fatalities in 2006 less n.5,520 fatalities in 2008 is a decrease of 11% or n.680 fatalities over two years.

This reduction of fatalities over this period is not what the IMCO rapporteur and Commission documents state, which is that fatalities have remained static or even slightly increased.

As there are no further figures available from 2010 to compare to in terms of European statistics for motorcycle fatalities, it is not possible to determine whether there has been a further reduction in fatalities throughout Europe.

However using the DfT data for fatalities in 2010 in Great Britain, it shows that there were 403 fatalities which was a reduction of 15% over the previous year (2009). Northern Ireland motorcycle fatalities have decreased by 50% from January 2010 to January 2011.

Challenge to Transport and Tourism committee and European Parliament

The challenge to the Transport and Tourism committee, Dieter-Lebrecht Koch and the European Parliament which adopted this resolution and report, is simply to provide facts to back up Mr Koch's statement.

- whereas the number of road deaths has fallen constantly but the number of fatal accidents involving motorcyclists is stagnating and in many places rising,

If there are no facts to back up the statement regarding the so called static or increased level of fatalities of motorcyclists, to find a way to provide clear and factual data on motorcycle casualties – preferably differentiating between countries that may have issues and countries (such as the UK) that do not.

We also request that Mr Koch deletes the call for the introduction of monitoring equipment by means of which speeding offences by motorcyclists can be systematically detected and punished, which singles out riders in the adopted text and report. This call is discriminatory.

- Calls for the introduction of monitoring equipment by means of which speeding offences by motorcyclists can be systematically detected and punished;

As the resolution and report has been adopted by the European Parliament then a way should be found in European Parliament procedures to delete these statements.

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Further Information

There are other various road safety recommendations and considerations contained in the report which would have an impact on motorcycling through general or specific road safety. However we will leave it to you to consider these and make your own mind up on they could affect you.

See what FEMA (Federation of European Motorcyclists Associations) say - <http://www.fema-online.eu/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=254&cntnt01returnid=15>

Texts Adopted at the sitting of European Parliament Tuesday 27 September 2011 – pdf 224kb -

<http://www.righttoride.eu/roadsafetyeu2020/EU%20Parliament%20Text%20Adopted%20-%20Road%20Safety%2027-09-2011.pdf>

European Parliament Procedure File -

<http://www.europarl.europa.eu/oeil/FindByProcnum.do?lang=en&procnum=INI/2010/2235>

European Parliament adopted text – links to debates and votes -

<http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P7-TA-2011-0408>

List of Amendments 1 – 262 Draft report - European road safety 2011-2020 – pdf 368kb -

<http://www.righttoride.eu/roadsafetyeu2020/tranroadsafetyamendments.pdf>

Committee on Transport and Tourism (Tran) -

<http://www.europarl.europa.eu/activities/committees/homeCom.do?body=TRAN>

European Commission Road Safety – Motorcyclists and Moped Users -

http://ec.europa.eu/transport/road_safety/users/motorcyclists-mopeds/index_en.htm