



POSITION STATEMENT

DIRECTIVE ON ROAD INFRASTRUCTURE SAFETY MANAGEMENT

19th April, 2007

Infrastructure is the primary or a contributing factor in many Powered Two Wheelers (PTWs- motorcycles and scooters) accidents.

For this reason, FEMA welcomes the Commission Directive Proposal on infrastructure safety and management that seeks to take into account the need of all road users including the more vulnerable ones such as motorcyclists.



FEMA calls the Members of the European Parliament to act in order to:

- ***Promote that maintenance, development and installation of road infrastructure and furniture be done also with PTWs in mind.***
- ***Adopt the directive on infrastructure safety, also addressing the specific needs of PTWs, as supported by the European Parliament.***

Infrastructure is an important factor in motorcycle accidents

As an example, the MAIDS¹ database indicates that:

- The roadway and other vehicles were the most frequently reported collision partner;



- Roadside barriers presented a substantial danger to PTW riders causing serious lower extremity and spinal injuries as well as serious head injuries

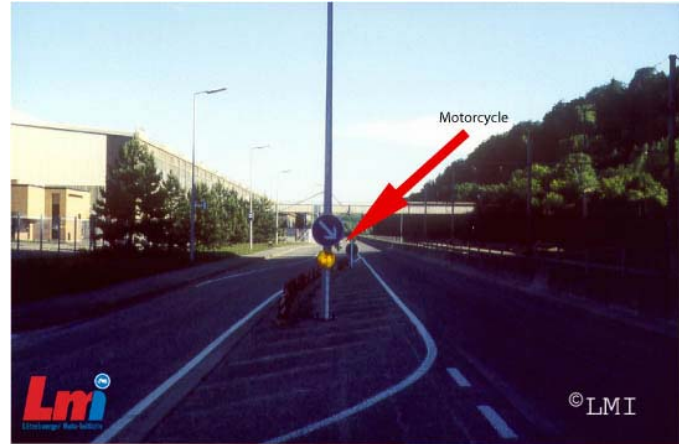


- For PTW riders, a roadway maintenance defect caused the accident or was a contributing factor in 6,6% of all cases.



¹ Motorcycle Accident in-depth Study, 2004 – <http://maids.acembike.org/> - the most recent European study on motorcycle accident causations.

- The presence of stationary objects which obstructs the view of the rider or the driver was found to be common causes of accidents



Standards of construction and maintenance hardly take into account the needs of PTW users

Some time ago, FEMA produced the document, *"The Road To Success"*² which aims to give an overview of the projects that have been successfully carried out in a number of European countries regarding motorcycle-friendly guardrails. But, the document also describes the difficulties and obstacles that motorcyclists' organisations often encounter with public authorities in promoting the use of motorcycle-friendly roadside safety barriers and discouraging in particular the use of wire rope barriers.

Previous road safety considerations from the European Parliament

- In its 2005 report on road safety, the European Parliament supported that *"Infrastructure in particular, must be thought and developed considering the needs of all road users including the more vulnerable ones, namely motorcyclists, cyclists and pedestrians. Roads should be upgraded to accommodate the current traffic levels. Driver errors can be avoided and their consequences mitigated by means of a systematic inclusion of road safety issues at any stage of the design, construction and operation of roads"*³. The European Parliament further supported that *"Roads should be built according to standards which take into account the needs of all road users."*
- In January 2007, the European Parliament adopted a resolution based on the own-initiative report drafted by Ewa HEDKVIST PETERSEN (PES, SE) in response to the Commission's mid-term review of the EU Road Safety Action Programme. Not only did it call for a higher level of political commitment to road safety across the EU by all Member States, by regional and local authorities and EU institutions and by industry, organisations and individuals, but it also highlighted the fact that only an integrated systems approach involving all stakeholders

² <http://www.fema.ridersrights.org/crashbarrier2005/index.html>

³ See European Parliament own initiative Report on Road Safety - 2005.

combined with adequate monitoring of road safety in the Member States could lead to significant and sustainable reductions in the number of serious road accidents.⁴

FEMA position statement

In general terms, FEMA recognizes that most public authorities are not aware of motorcyclists' characteristics and particular needs. **The current draft directive for infrastructure management would greatly help FEMA members in promoting motorcycle safety and increasing national public authorities' awareness.**

FEMA believes that 'Road Safety Impact Assessment' in particular together with the other 3 measures envisaged, namely 'Road Safety Audit', 'Network Safety Management' and, last but not least, 'Safety Inspections' can be **really effective in reducing road risks (hence motorcycle fatalities)**, and bring about enormous benefits as long as they are thought and carried out taking in due consideration the needs and specificities of PTWs.

FEMA further believes that **leaving Member States too much freedom to adopt their own legislation on infrastructure safety management could have some negative impacts**, such as lack of harmonisation throughout Europe in such an important field and, moreover, some Member States could be prompt to opt for less expensive and also less effective measures. In addition, **this directive is not prescriptive**: it presents **useful tools to improve road safety** and **limits the requirements to a minimum**.

Therefore, FEMA agrees with the analysis according to which the harmonisation of Member States legislation on road safety assessment, audits, management and inspections, would provide common instruments to strengthen safety and to maximise the benefit to road users and the public at large.

FEMA is convinced that **the additional cost for improving road infrastructure standards** along the so far neglected needs of vulnerable road users, including motorcyclists, **is by far outweighed by the benefit of saving lives on European roads.**

For all these reasons, FEMA calls the Members of the European Parliament to act in order to:

- *Promote that maintenance, development and installation of road infrastructure and furniture be done also with PTWs in mind.*
- *Adopt the directive on infrastructure safety, addressing also the specific needs of PTWs, as supported by the European Parliament.*

⁴ http://www.europarl.europa.eu/sidesSearch/sipadeMapUrl.do?PROG=TA&L=EN&REF_P=P6_TA-2007-0009#

The Federation of European Motorcyclists' Associations

The Federation of European Motorcyclists' Associations (FEMA) is the representative federation of motorcycle (comprising all powered two-wheeled vehicles) users throughout Europe. FEMA represents the interests of citizens' national organisations at the European Union and agencies of the United Nations. FEMA's primary objective is to pursue, promote and protect the interests of motorcyclists. FEMA recognises that motorcycles have different characteristics from other vehicles and emphasises the need for motorcyclists' specific requirements to be addressed.