

## → THE SUPERVISORY BOARD

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Director of driving school and is also responsible for the education of instructors. Co-author of Curriculum class A. In charge of training of second phase instructors, classes A and B, on behalf of Austrian Ministry of Transport.
- **Ian Lee** (UNITED KINGDOM)  
General Manager of the British Motorcyclists Federation Rider Training Scheme (BMF RTS) and has been involved with rider training since 1973 when he started as a volunteer.
- **Roger Renoy** (BELGIUM)  
Officer of the Belgian Federal Police, previously the Gendarmerie. Holding the rank of Commander, he has been in charge of the police vehicle riding and driving school for more than 20 years.
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Head of the Slovenian Academy responsible for the training of police motorcycle riders, drivers and their instructors.
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- **Jacques Compagne** (EU)  
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## → PARTNERS



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More information about the Initial Rider Training project on [www.initialridertraining.eu](http://www.initialridertraining.eu)

Initial rider training in Europe does not meet riders' needs. Improving pre-licence training will reduce the number of riders killed and injured.

**The Initial Rider Training Project**

**Initial Rider Training**

**A shared concern**

The representative organisations of the motorcycling community: FEMA the European road riding motorcyclists' federation, FIM the World motorcycle sport federation and ACEM, the European motorcycle manufacturers' association, agree that initial rider training in Europe does not meet riders' needs. They believe that improved pre-licence training will reduce the number of riders killed and injured.

**The problem**

The provision of initial rider training in Europe, that is the training that is needed to obtain the necessary knowledge and skills to safely ride a scooter or a motorcycle and gain an A category licence, varies widely within the 25 Member States of the European Union.

Ranging from the virtually non-existent to the extensive and very expensive, the existing national arrangements often fail the trainee rider through concentrating on machine control skills and overlooking crucial areas such as rider attitude and behaviour and hazard awareness and avoidance.

These were among the conclusions of a study undertaken in 1997 (*Initial Rider Training in Europe-the Views and the Needs of the Riders*) by the then Federation of European Motorcyclists, now FEMA, which was supported by ACEM and FIM. Whilst some of the problems it identified may have improved in some of the then 15 Member States, it is generally believed that the expansion of the European Union has resulted in an overall worsening and a growing belief that the development of a European approach to initial rider training could make a considerable contribution to reducing accidents amongst this group of vulnerable road users.

**Doing something about it**

This view was shared by the European Commission, Vägverket, the Swedish road traffic authority and IVV, the international instructors' organisation, who agreed to support a project to develop a European approach to initial rider training and participate in its work.

With the support of



Developing a European approach to the Initial Training of Motorcyclists

**The Initial Rider Training Project**

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## → INITIAL RIDER TRAINING IN EUROPE : THE CHALLENGES

In 1997 The Initial Rider Training Project - the needs and the views of the rider reached six main conclusions:

That pre-licence rider training in Europe was:

- widely variable and not always available
- often prohibitively expensive
- often unstructured and with poor instruction
- over emphasised machine control skills
- had little hazard awareness and avoidance focus
- and rarely addressed rider attitude and behaviour

[source: The Initial Rider Training Project - the needs and the views of the rider, 1997]

## → DOING SOMETHING ABOUT IT :

The representative organisations of the motorcycling community (FEMA, FIM and ACEM) agreed that initial rider training in Europe does not generally meet riders' needs and believed that improved pre-licence training can reduce the number of riders killed and injured. A proposal for a project to develop a European approach to initial rider training gains the support of the European Commission, Vägverket, the Swedish road traffic authority and IVV, the international instructors' organisation.

## → OBJECTIVES OF THE PROJECT

- Review recent rider and driver training research
- Survey national training and testing arrangements
- Create a model European initial rider training programme
- Evaluate the potential of e-Coaching for initial rider training

## → THE RESULTING INITIAL RIDER TRAINING PROGRAMME



### Theoretical

- 1 Road regulations
- 2 Signs and markings
- 3 Machine dynamics
- 4 Hazard awareness
- 5 Helmets and appropriate clothing
- 6 Social responsibilities
- 7 Impairment
- 8 Attitude and behaviour

### Machine control

- 1 Machine familiarity
- 2 First movements
- 3 Gears, brakes and direction
- 4 Steering and counter-steering
- 5 Low speed manoeuvring
- 6 Hazard management

### Traffic interface

- 1 Positioning in traffic
- 2 Distance and speed
- 3 Curves and bends
- 4 Junctions
- 5 Overtaking
- 6 Motorways
- 7 Anticipation
- 8 Riding together
- 9 Journey planning

**e-coaching :** virtual no-risk exposure to hazard and consequences of attitude and behavior, which, in addition, could improve significantly the availability, content and the quality of many of the initial rider training arrangements within the European Union

- ✓ Proposes a comprehensive, cohesive and cost-effective approach with all the essential elements and aspects for initial rider training, along with a method to support initial rider training in a range of different social and economic situations.
- ✓ Addresses the main problems affecting the quality of initial rider training, achieving a balance between machine control and hazard awareness by delivering machine control skills in the context of their relevance to the environment of today's roads, with an understanding of the rider having a primary responsibility for his/her own safety.
- ✓ Offers a real improvement to much of the pre-licence training presently available to riders within the European Union Allows for additional programmes, to meet specific circumstances or needs, to be easily developed

## → RECOMMENDATIONS FROM THE EXPERT GROUP

The IRT programme should:

- be used as a basis for assessing the quality of existing national rider pre-licence training arrangements;
- be used as a basis for improving pre-licence rider training within the Member States of the European Union;
- be completed by the development an e-Coaching programme;
- be used in the context of the progressive access to the driving licence