

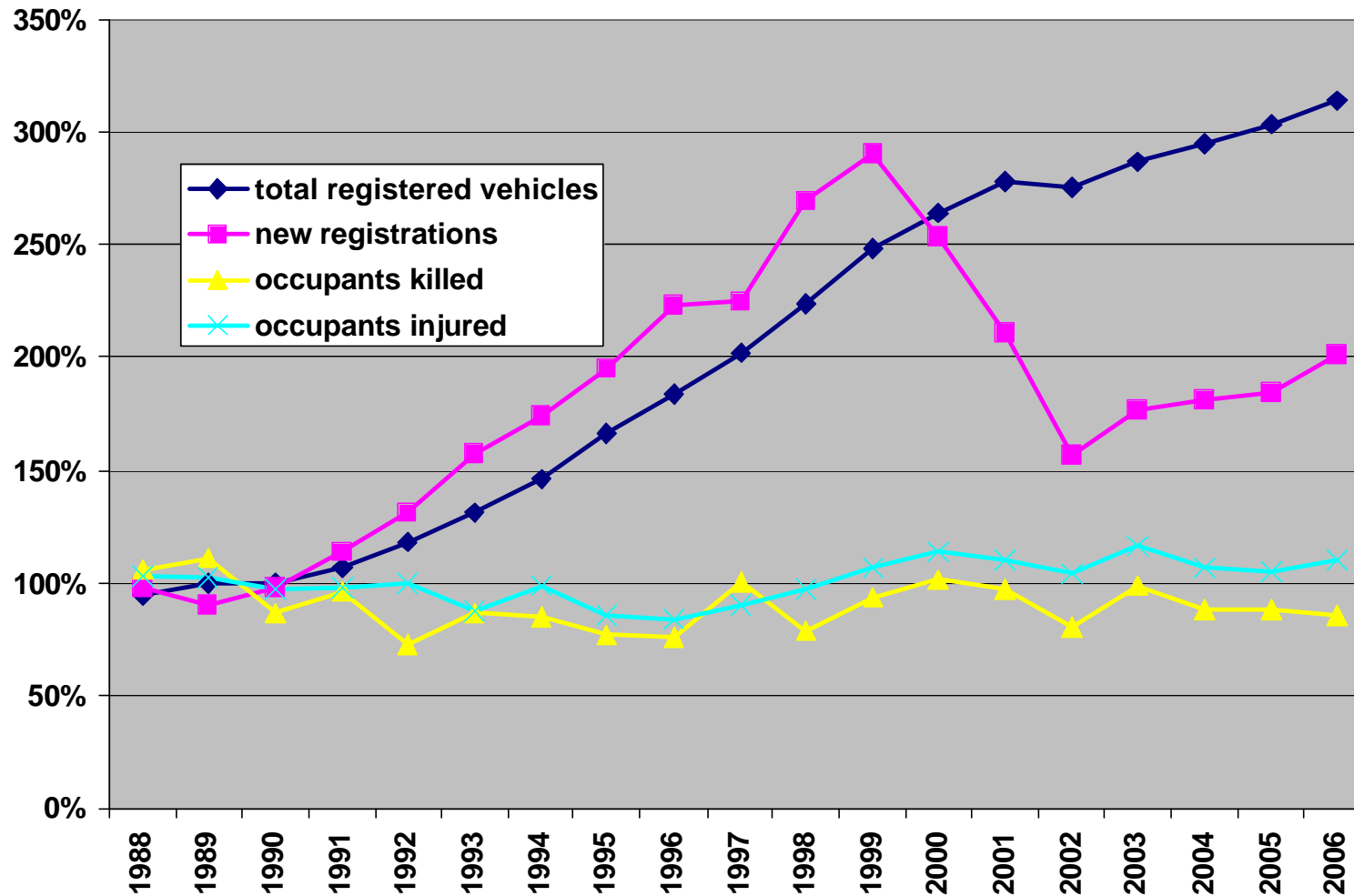
MOTORCYCLIST DEATHS IN EUROPE

Worrying trends require urgent measures

Martin Winkelbauer

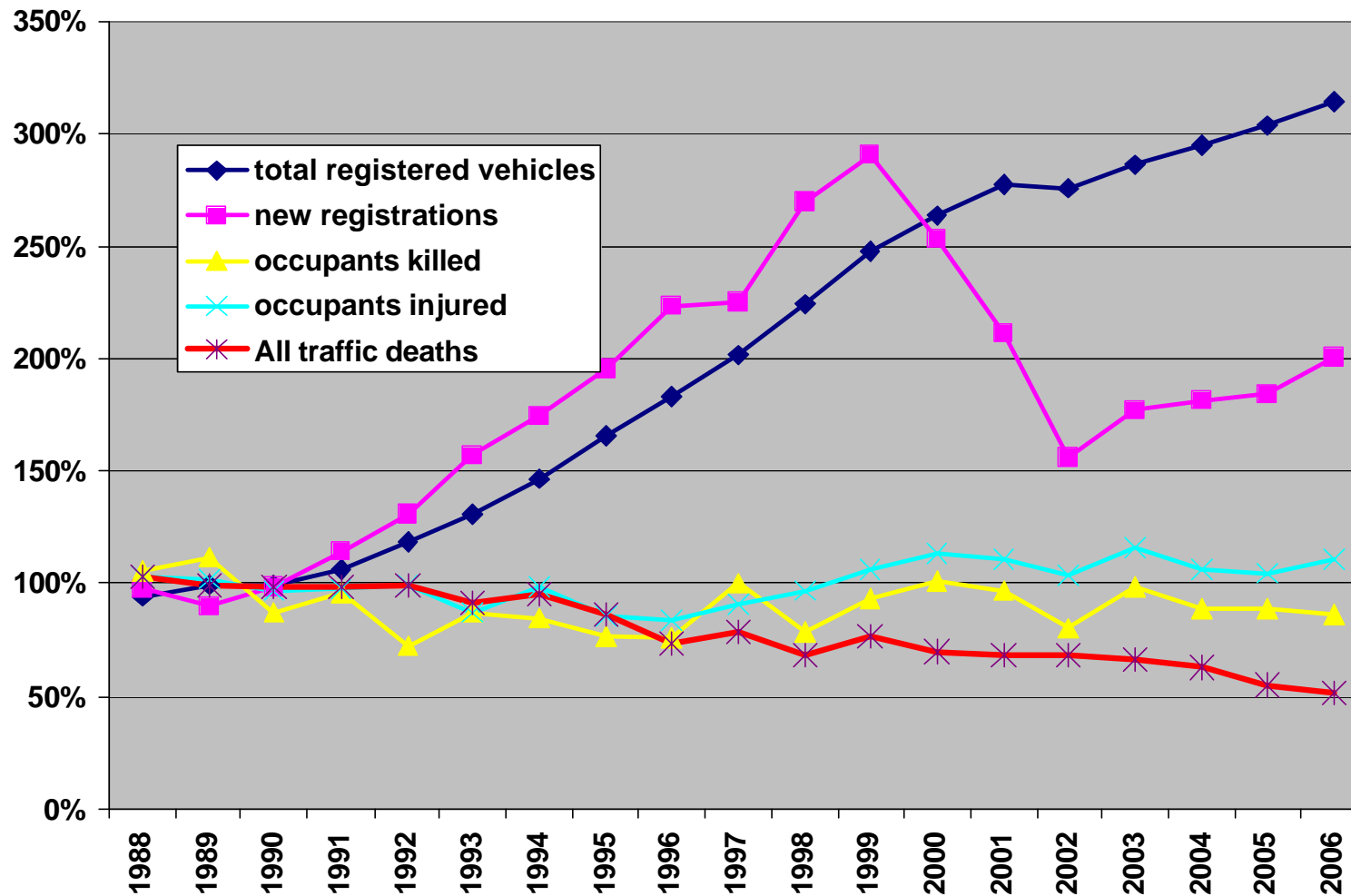
Figures from Austria

Motorcycle Registrations and injuries 1988 to 2006



Figures from Austria

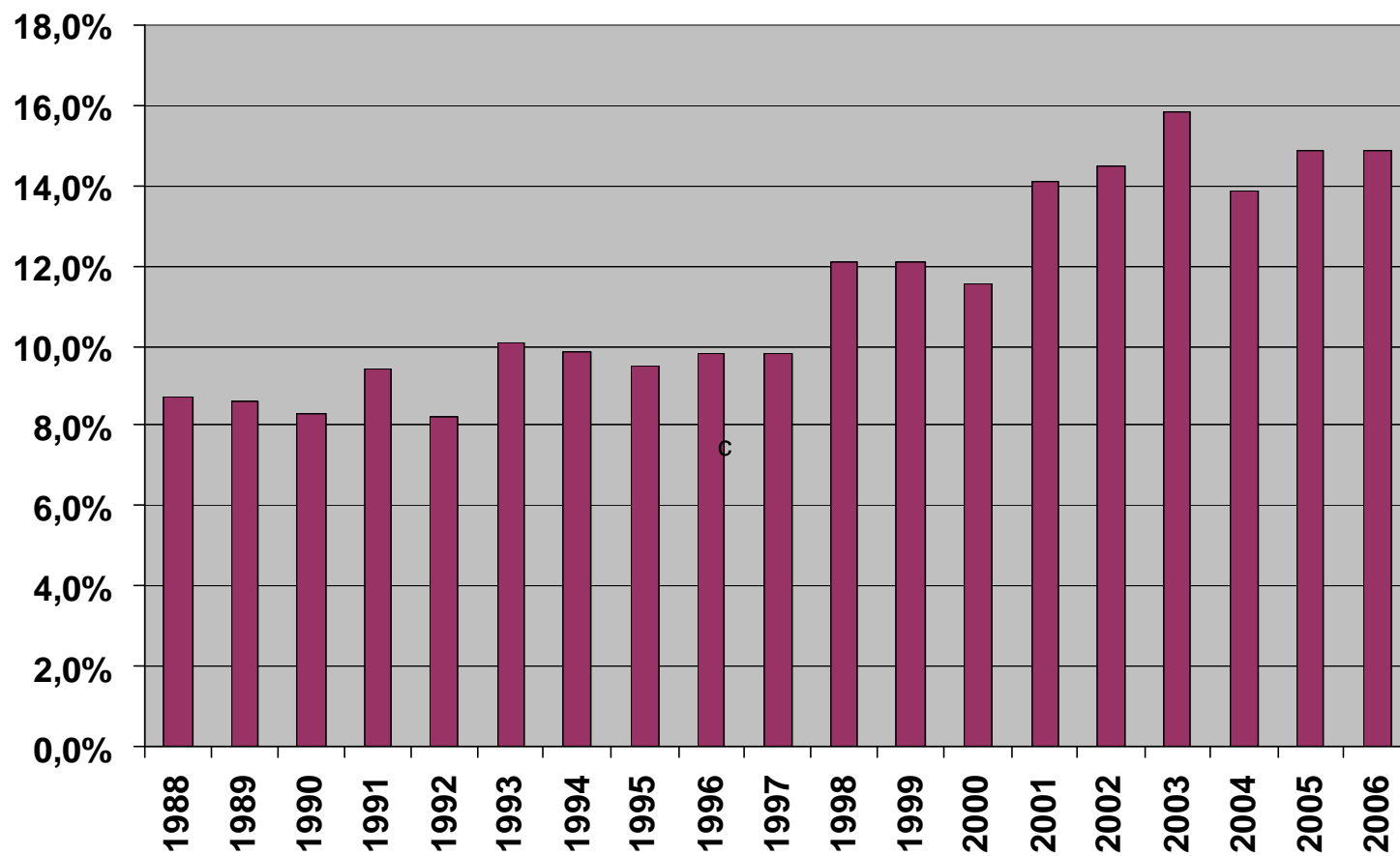
Motorcycle Registrations and injuries 1988 to 2006



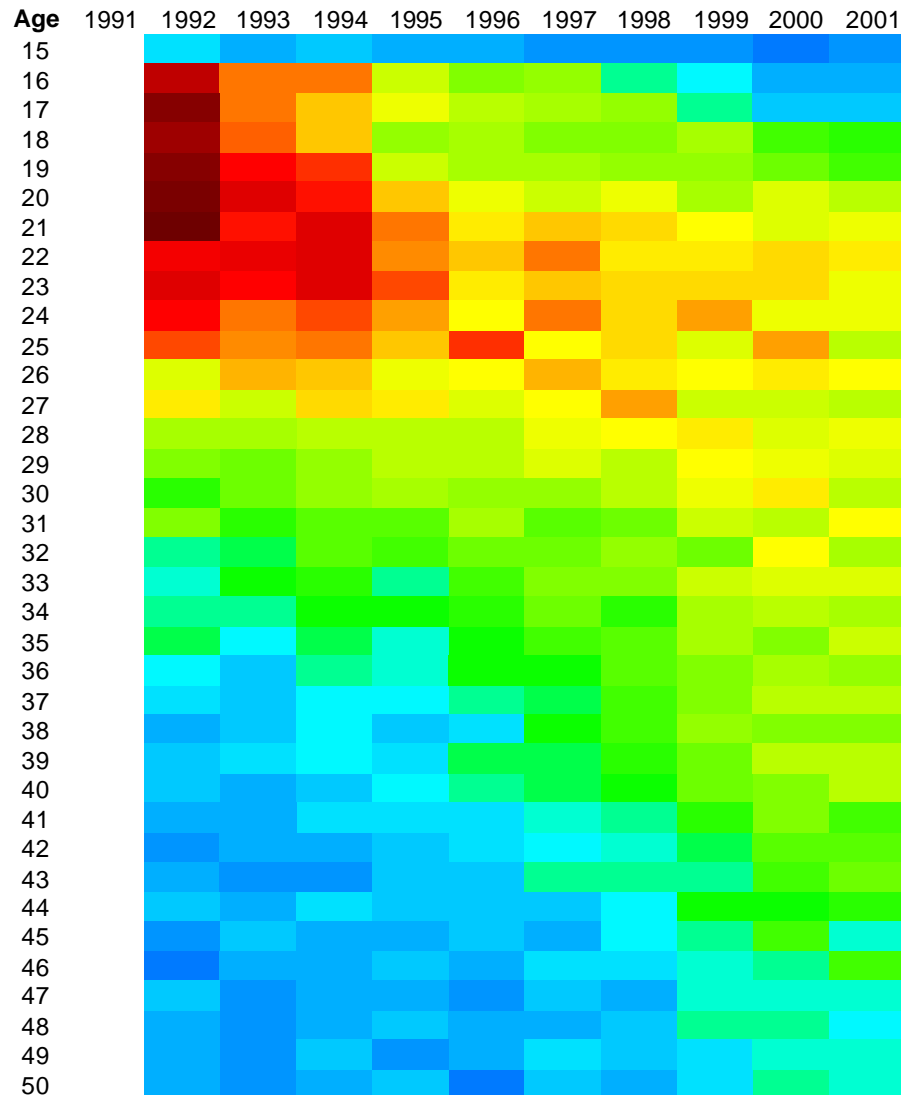
Possible explanations?

- safer drivers
- better vehicles
 - tires
 - suspension
 - brakes / ABS
 - airbags
- decreasing mileage
- improved infrastructure

Share of foreign drivers Austria, 1988 to 2006



Injured Motorcycle Occupants by age, Austria, 1992 to 2001



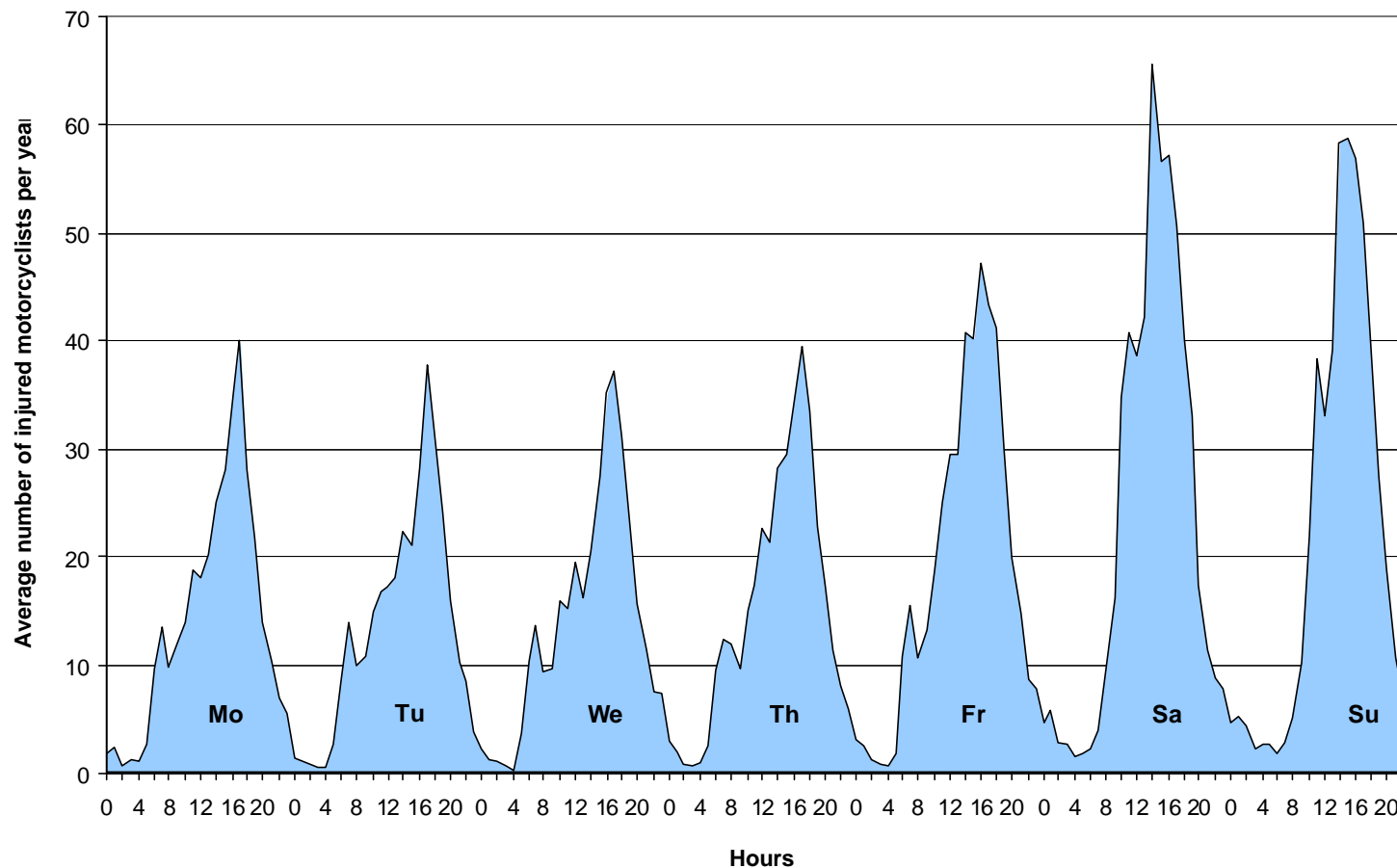
- ageing motorcycle population
- elder riders safer?
- newcomers and comebacks
- graduated licensing

source: ASTERIX project



Injured Motorcycle Occupants by day of week, Austria, 1992 to 2001

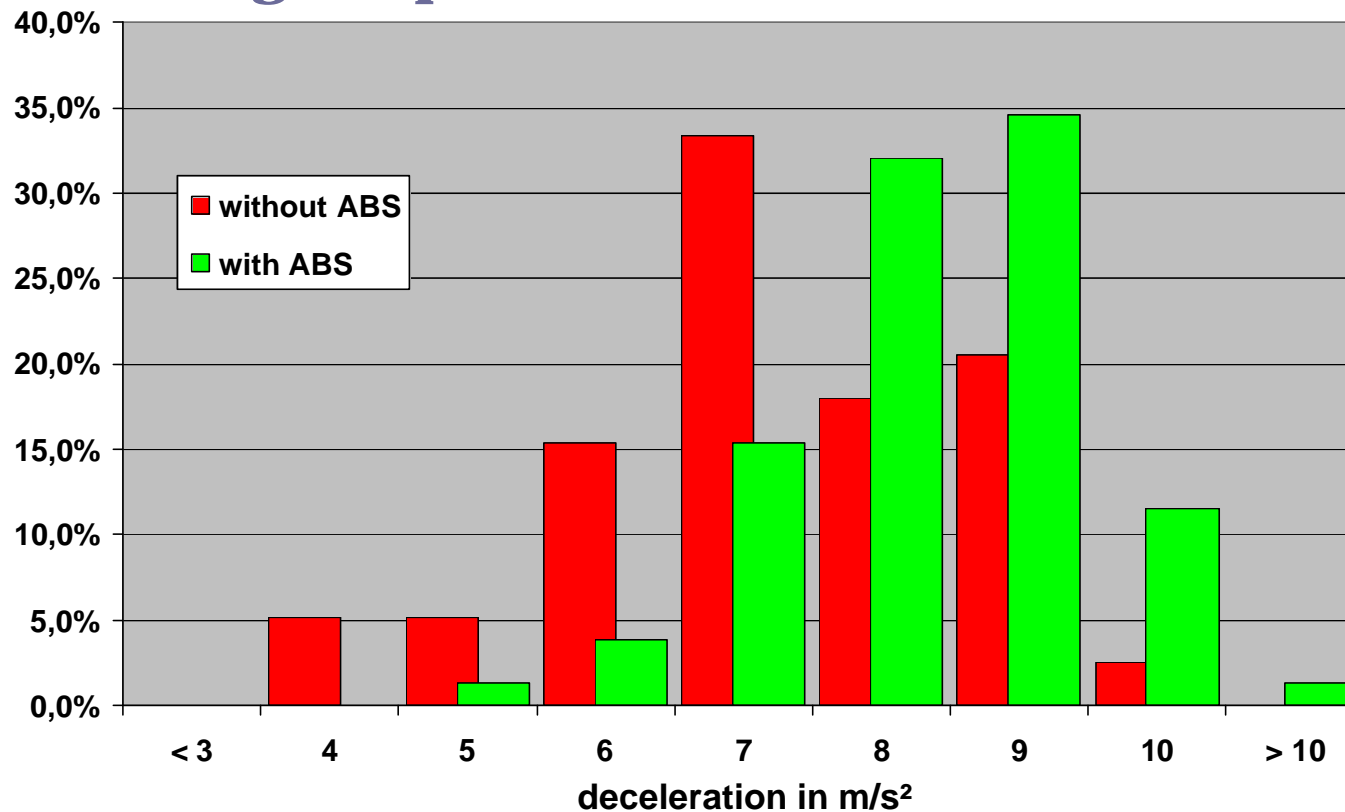
- leisure time activity



source: ASTERIX project

Vehicle improvement: ABS

- average deceleration without ABS: $6,6 \text{ m/s}^2$
- average deceleration with ABS: $7,8 \text{ m/s}^2$
- average improvement: $1,2 \text{ m/s}^2$

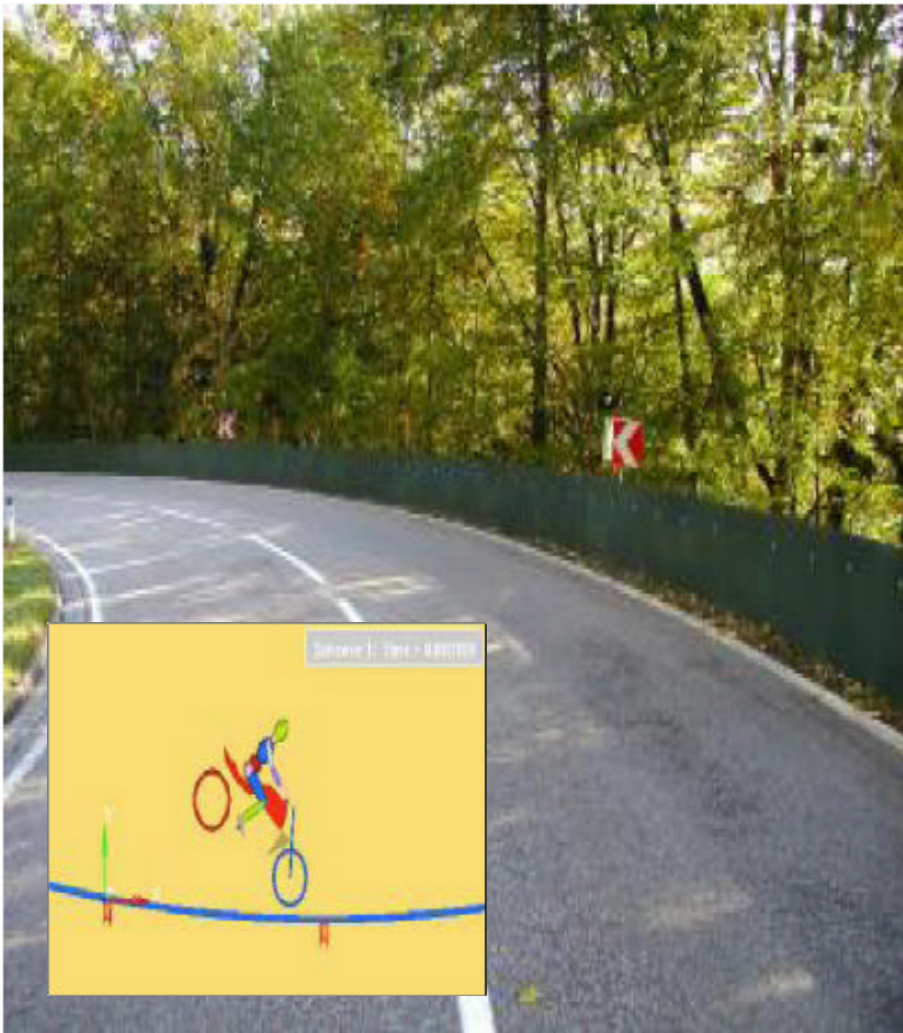


Infrastructure measures



- guardrails installation and maintenance
- pavement friction
- floor markings
- traffic signs
- road design curvature
- visibility and perceptibility of curves
- high risk site treatment
- Austrian Regulation in preparation

Alternative guardrails



- 5 test tracks
- crash test done
- simulation done
- positive winter experience
- 30% less deaths expected

Campaigns

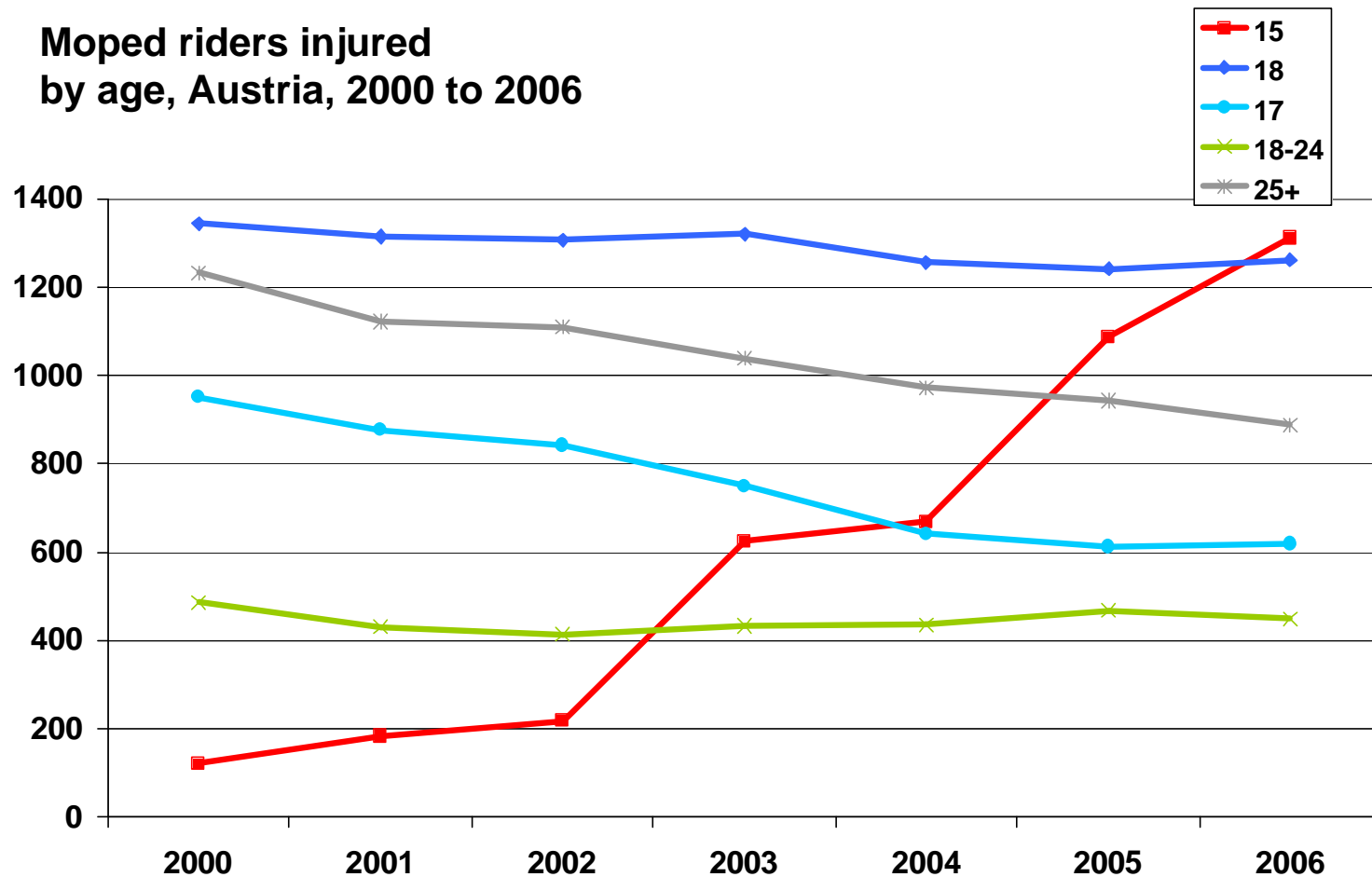


- linked with enforcement activities
- speed
- noise

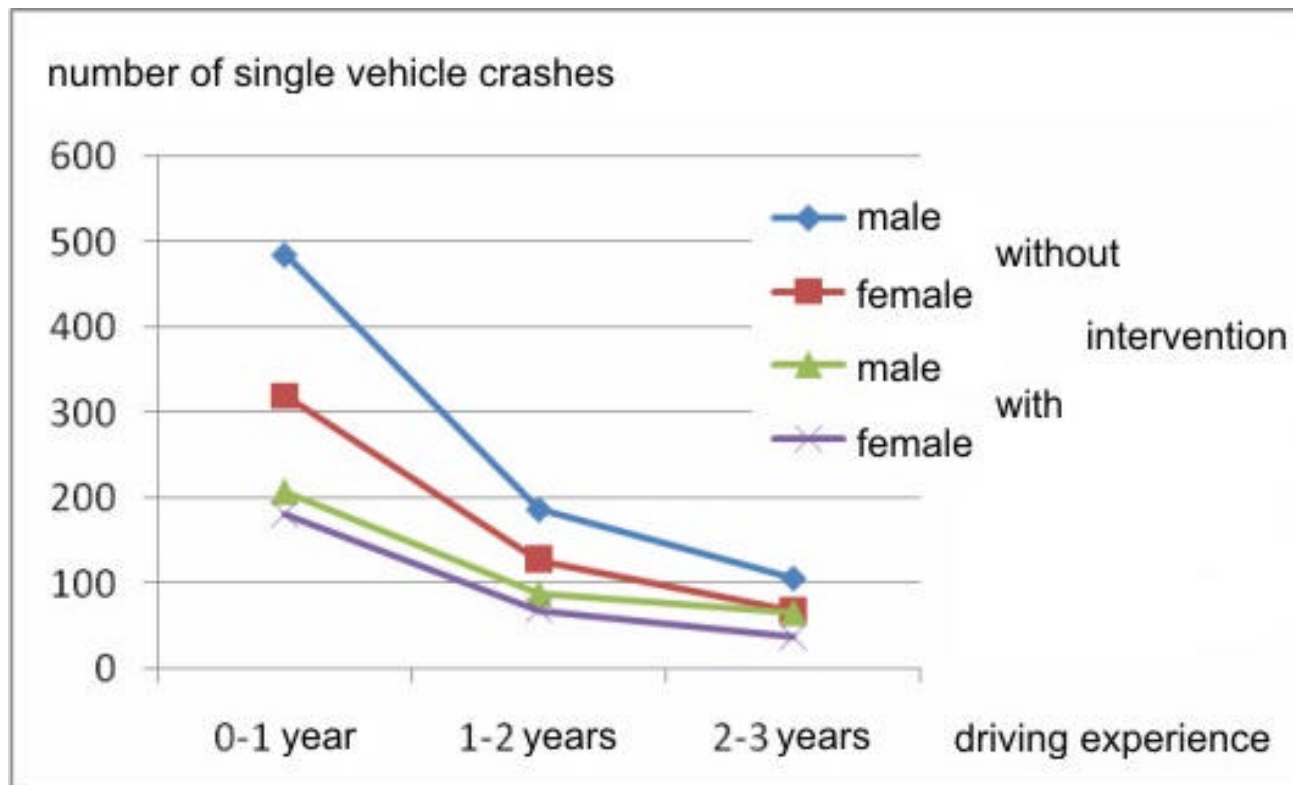


Minimum age of moped riders

Moped riders injured
by age, Austria, 2000 to 2006



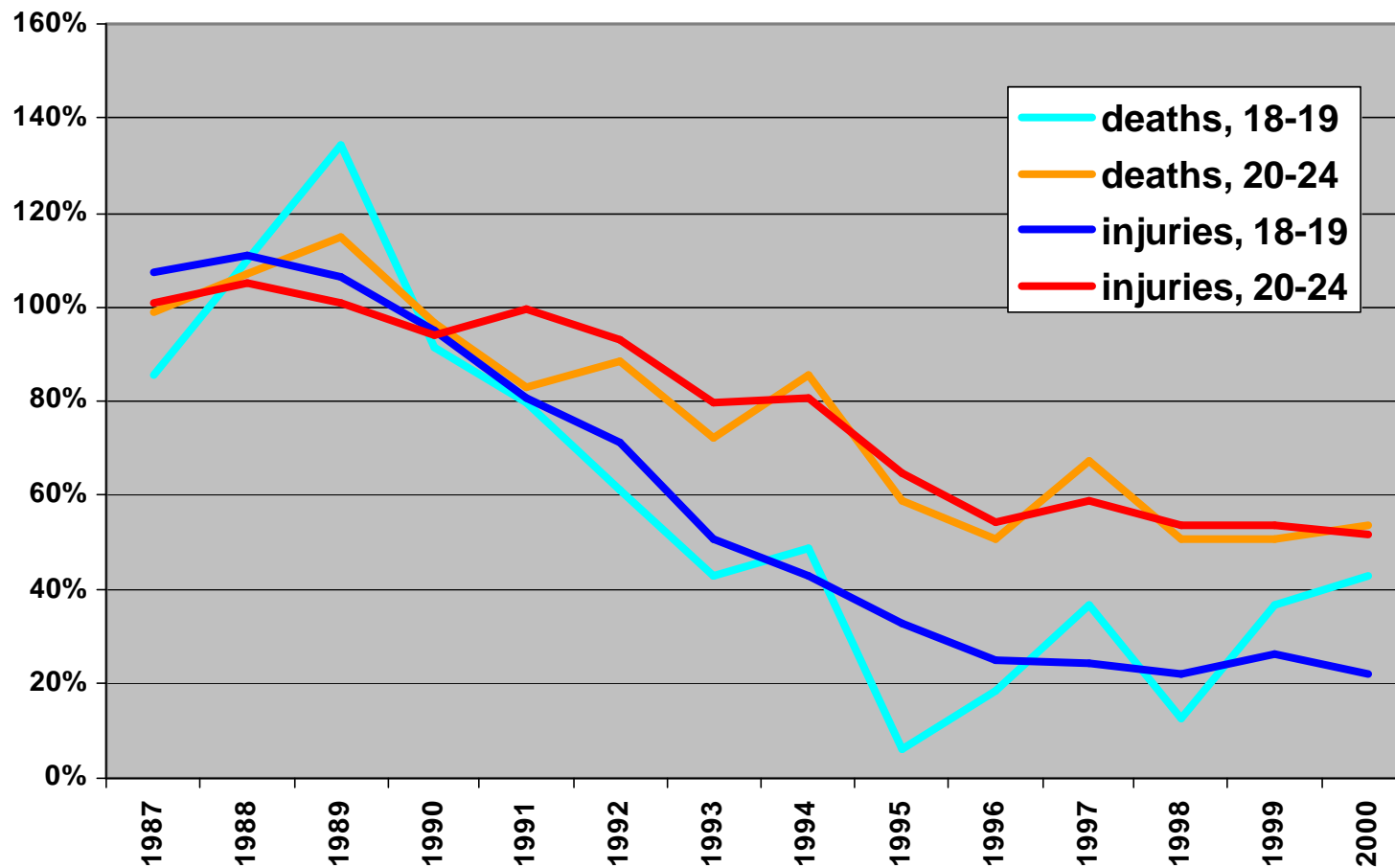
Multiphase Driver Training



- only category B
- no or low experience at training
- -28/ accidents
- male/female equally
- -34% male single vehicle crashes

Graduated licensing implemented

Motorcycle deaths and injuries by age





European Transport Safety Council



Kuratorium für Verkehrssicherheit

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