MOTORCYCLIST DEATHS IN EUROPE

Worrying trends require urgent measures

Martin Winkelbauer
Motorcycle Registrations and injuries 1988 to 2006

- Total registered vehicles
- New registrations
- Occupants killed
- Occupants injured
Motorcycle Registrations and injuries 1988 to 2006

- Total registered vehicles
- New registrations
- Occupants killed
- Occupants injured
- All traffic deaths
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

- 15
- 18
- 17
- 18-24
- 25+

KfV
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

- deaths, 18-19
- deaths, 20-24
- injuries, 18-19
- injuries, 20-24

Graph showing trends from 1987 to 2000.
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