

Round table on safety of two-wheeled vehicles

Geneva, 23 March 2015

Powered two-wheelers safety policy in France

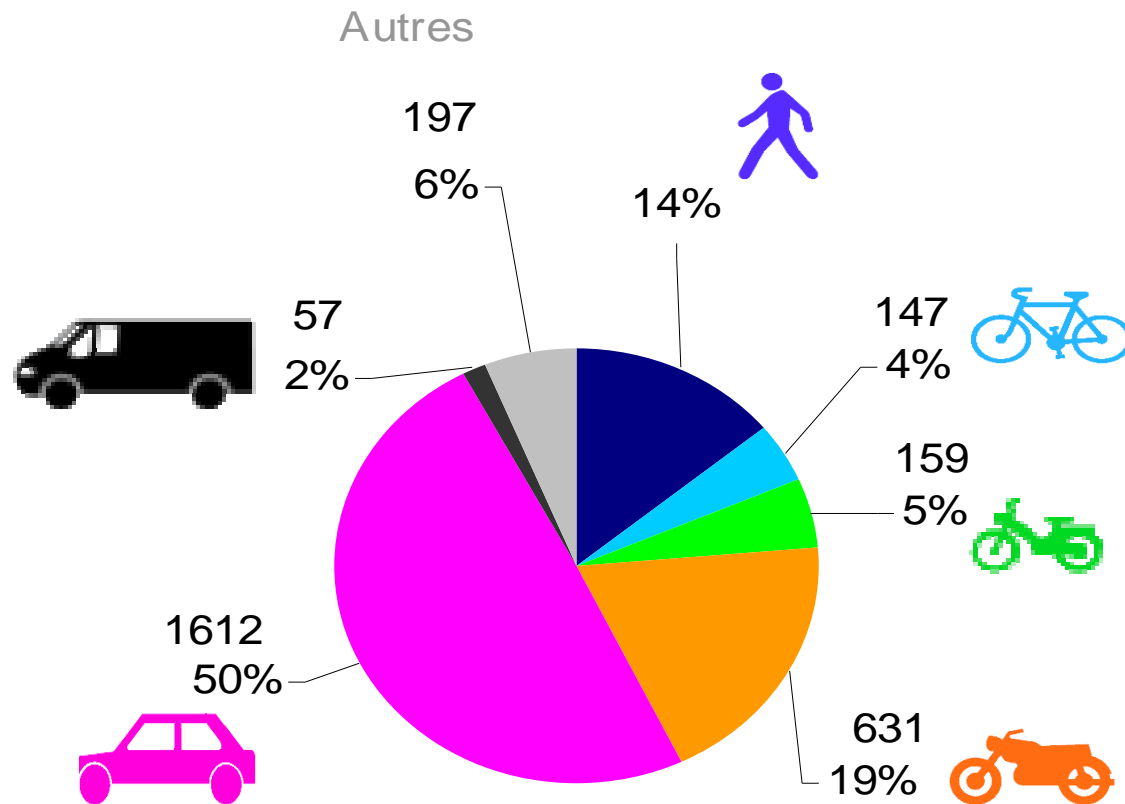


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PTW fatalities (onisr 2013)

PTW users represent 24% of the total of fatalities and 35% of the motorised users killed, while they count for less than 2% of the traffic.



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	Fatalities*	Training and DL
Mopeds	159	DL AM
Motorcycles up to 125cc	97	DL A1 or B + 7h
Motorcycles more than 125cc	534	DL A

*ONISR 2013



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Follow-up of the objective: halving the number of PTW users killed by 2020

	2010	2011	2012	2013	2014*	2015	2016	2017	2018	2019	2020
PTW	952	980	843	790	792	708					476
Mopeds	248	220	179	159							124
PTW <125	113	109	113	97							57
PTW >125	591	651	551	534							295

*non consolidated figures

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Sales evolution of PTW and Powered three-wheels vehicles since 2002

Year	Mopeds-50	Motorcycles-125	Motorcycles+125	Tricycles	Total
2002	167 411	59 657	109 097		336 165
2007	209 451	117 858	121 108		448 417
2012	127 243	56604	101502	10095	295 444
2013	106 136	44279	91865	11268	253 548
2014	98 384	42 453	94 976	15067	250 880

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	 Piétons	 Vélos	 Cyclos	 Motos	 VT	 PL	 Autres	Total
Rappel 2000	848 10%	273 3%	461 6%	947 12%	5351 66%	124 2%	166 2%	8 170 100%
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	65 2%	226 6%	3 992 100%
2012	489 13%	164 4%	179 5%	664 18%	1882 52%	56 2%	219 6%	3 653 100%
2013	465 14%	147 4%	159 5%	631 19%	1612 49%	57 2%	197 6%	3 268 100%
Progression 2012-2013	-5%	-10%	-14%	-5%	-14%	2%	-10%	-11%
Progression 2010-2013	-4%	0%	-36%	-10%	-24%	-12%	-13%	-18%
Progression 2000-2013	-45%	-46%	-65%	-33%	-70%	-54%	19%	-60%

NB : Données BAAC définitives

La catégorie "autres " regroupe pour 70% les VUL, 15% les voiturettes ou tricycles, 5% les quads et 10% les TC ou engins spéciaux.

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The situation in France (1)

- *At the end of 2008: 2.6 millions PTW in France (motorcycles + mopeds)*
- *Important increase of the motorcycles fleet, but a significant reduction of the mopeds fleet (divided by five)*
- *PTW fleet is diversified: motorcycles, mopeds, scooters, customs, “tricycles”, etc..*
- *PTW use evolved: from “pleasure” to “functionality” (urban mobility)*



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The situation in France (2)

- The risk to be killed on a PTW is 23 times higher than in a car
- 60% of PTW users deaths occur on the rural roads network
- Training and DL: staged-access to the most powerful motorcycles
- At national level a person in the administration to make the link between the users and the public authority
- One of the four Committees of the French National Council for Road Safety is dedicated to PTW safety



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Perspectives

- Among the 26 measures announced in January 2015 by the Minister of Interior to improve road safety, some are dealing with PTW safety
- Mandatory reflective jacket in case of urgency
- New number plate design (210 mm x 130 mm): more readable by speed cameras
- Better sharing the road: experiment on “filing” (specific devices to count the number of PTW, to measure the speed and the distance between PTW as well)
- Promotion of wearing protective clothes

More information:

<http://www.securite-routiere.gouv.fr/>

and

www.conduire-un-deux-roues.gouv.fr

Thank you for your attention



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