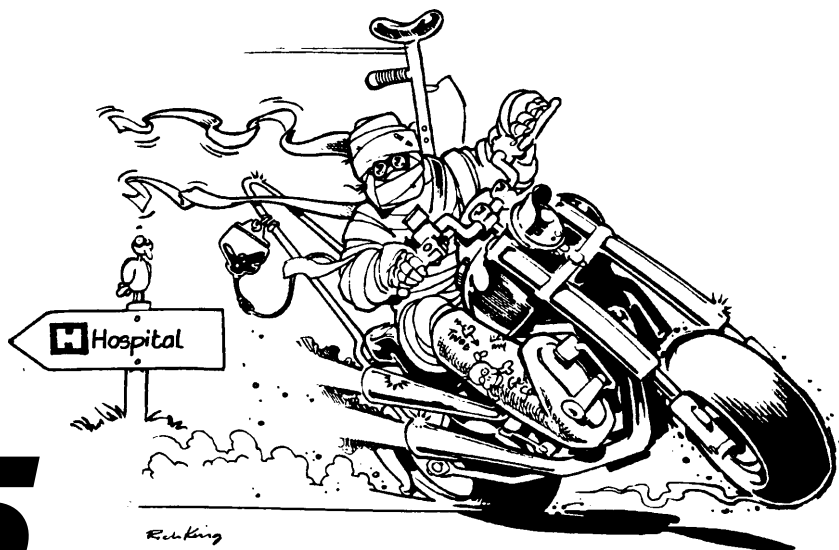
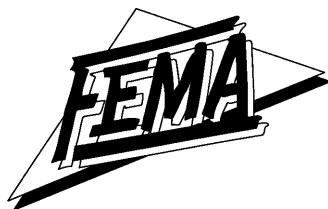


Safer roads to ride on



5 current Euro issues



The Federation of European Motorcyclists' Associations

FEMA's role

The Federation of European Motorcyclists' Associations exists to protect and advance the interests of road riding motorcyclists in the European Union's institutions and other European bodies.

This entails responding to a wide range of legislative measures on matters such as motorcycle emission limits, roadworthiness testing, driving licence categories and prices of motorcycle spare parts, to give but four examples.

Another important area of activity concerns road safety issues. Sometimes we respond to proposals directly aimed at riders. More often we actively promote measures that will result in the road systems of Europe becoming safer places for riders.

Crash barrier protection

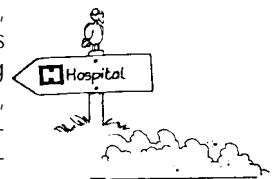
Motor vehicle crash barriers are designed to absorb the energy of a fully-laden 42 ton lorry and trailer or a light car or van. They are not designed to deal with a motorcycle and its rider.

The FEMA has undertaken a project concerning motorcyclists and crash barriers with the support of the European Commission's Transport department.

The main achievements of the project have been to identify the specific dangers and to develop European guidelines for road traffic authorities on improvements that can be made to existing crash barrier installations and best practice to be followed on new installations. Available research into motorcyclists and crash barriers have been critically evaluated and key issues requiring further research been identified.

The importance of this project is crucial for motorcyclists' safety. Accident statistics and research from a number of countries show that a motorcyclist colliding with a crash barrier is likely to suffer serious injuries or be killed because of the barriers' design. The European Commission has also recognised the seriousness of the situation by mentioning it in its safety programme for 1997-2001.

Crash barrier campaigns are already underway in Austria, France, Germany, Luxembourg and Portugal where FEMA's national riders' rights organisations are promoting and fixing protectors to make crash barriers safer for riders. Hopefully, with this project, that objective will be extended to all European countries resulting in a decrease in the number of motorcyclists killed on the roads.



Rider training

The most comprehensive study into initial rider training in Europe has been undertaken by FEMA with the support of the Directorate General for Energy and Transport and the complete cooperation and commitment of its member organisations.

From it eight guiding principles for rider training programmes have been established and are being promoted within reviews of national rider training programmes.

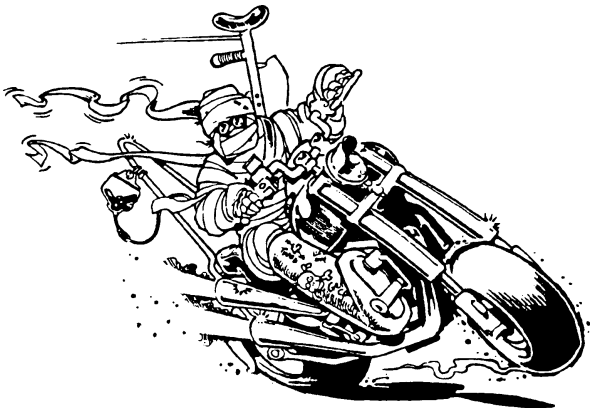
FEMA believes that the project will make a significant contribution to the development of rider training.

Diesel spillage

Diesel, which is colourless and as slippery as ice, is a motorcyclists' nightmare. Evidence from France, Germany, the United Kingdom and the Netherlands proves that less diesel spills will save lives, fuel and environment. Studies show that upto 10% of bike accidents are directly caused by diesel spillage.

FEMA has been campaigning to combat the danger of diesel fuel spillage through amendments to two directives. The new EU rules for random roadside roadworthiness checks of commercial vehicles circulating in the EU stipulate that evidence of fuel spillage would mean a fail of the inspection and the fault would have to be rectified. The construction requirements of liquid fuel tanks have also been adapted to make it impossible for fuel to escape and reducing the chance that caps are left off after filling.

A leaflet for motorcyclists on the problems of sharing the roads with heavy goods' vehicles, was produced in co-operation with the International Road Transport Union. In the course of this work the effect of diesel spillage on two-wheeled vehicles was brought to their attention. Our French affiliate FFMC piloted a campaign against overfilling. Self-adhesive warning stickers were stuck on diesel pumps in service stations. We are now looking for sponsors so that the campaign can be extended to other countries.



An alternative to tar lines

The use of bitumen for repairs to road surfaces is one that has caused many motorcyclists to come to grief. This smooth, black material has low adhesive properties when dry and becomes very slippery when wet, or indeed, when the weather is very hot.

FEMA has been supporting the development and promotion of a safer alternative. STO Flex APS has a far greater surface adhesion. This durable material does not need expensive machinery and is mixed cold in situ. Unlike bitumen it retains road markings without any effect on its adhesive qualities.

FEMA and its member organisations are actively promoting its use and are involved with the manufacturer regarding its development as a motorcycle friendly paint for road markings.

Causes of rider accidents

FEMA is committed to developing better understandings of the causes of motorcycle accidents.

Through our work with OECD Committee RS9, we have participated in a major investigation that is now being co-ordinated by ACEM, the European motorcycle manufacturers' association.

Entitled MAIDS (Motorcycle Accident In-Depth Study) it is the most comprehensive study of rider accidents since the Hurt Report's investigation into motorcycle accidents in California in the 1970s.

For further information please contact

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