RESOLUTION No. 99/5 ON VULNERABLE USERS:
MOPED RIDERS AND MOTORCYCLISTS

[CEMT/CM(99)17/FINAL]

The ECMT Council of Ministers of Transport, meeting in Warsaw on 19 and 20 May 1999:

HAVING REGARD TO the report on the safety of moped riders and motorcyclists [CEMT/CM(99)19];

AWARE of the vulnerability of moped riders and motorcyclists, particularly due to their lack of external protection and their reduced visibility for other road users;

AWARE also of a potential deterioration in the safety of two-wheeled motorised vehicle users due to the general increase of traffic, in particular in urban areas;

RECALLING the previous Resolutions adopted by ECMT on Road Safety Problems concerning two-wheeled motor vehicles (Resolution No. 31 of 1974) and on the Safety of Users of two-wheeled motor vehicles (Resolution No. 42 of 1980);

NOTING:

− the diverse types of two-wheeled motorised vehicles,
− the wide range in types of use,
− the improvement in their technical capacities, concerning safety as well as performance;

TAKING INTO ACCOUNT work undertaken within other international organisations dealing with this subject, whether they represent users, manufacturers or institutions;

DETERMINED to take all the necessary measures to increase the safety of moped riders and motorcyclists, and to favour a convivial behaviour of all road users, as stated in Berlin, when adopting the draft Resolution on cyclists [CEMT/CM(97)11];

RECOMMENDS:

− In a general framework with a view to getting a better picture of the problem on a statistical basis,
  • to introduce a more homogeneous classification of the vehicles concerned,
  • to then improve the collection of data relating to the number of vehicles and types of accidents concerned.
– As far as vehicles are concerned,

- to set up classification criteria clear and concise enough to easily identify each vehicle available on the market as belonging to one of the two categories under consideration – moped or motorcycle,
- to prevent any possibility of alteration, in line with the decisions taken within the European Union, so that, at the end of the decade, the fleet of two-wheeled motorised vehicles, for all ECMT Member countries, will be in conformity with the established classification,
- to take better account, as far as construction of cars and heavy vehicles is concerned, of problems of collisions with two-wheeled motorised vehicles,
- to support research aimed at ensuring a safer use of these vehicles,
- to study whether it would be useful to create, as exists for other motor vehicles, a compulsory technical check of the vehicles concerned.

– As far as infrastructure is concerned,

- to draw particular attention to mixed traffic involving moped riders and cyclists on cycle tracks and to moderate moped riders presence depending on the quality of the infrastructure and the speed of the mopeds concerned,
- to ensure, in general traffic, the stability of motorised two-wheeled vehicles,
  * by a good quality of the pavement and the road markings, and
  * by being particularly aware of dangers which might occur from vertical structures on the sides of the road when mopeds and motorcycles are slowing down or changing direction, and
    - for motorcyclists, on fast roads,
  * on one hand, to forbid ruts and repair the carriageway with a view to avoid grooves, and
  * on the other hand, to set up separators which will less endanger motorcyclists and their passengers.

– As far as training is concerned,

- to improve the quality of existing training in Member countries through an exchange of information on best practices,
- to make this driving training available for teenagers as early as possible, through a regulated instruction on moped driving,
- to extend to all Member countries the progressive access to motorcycle driving, depending on their power, with a view of a safer behaviour of their driver,
- to implement a practical examination, in addition to the theoretical one already existing, prior to any motorcycle licence;
− As far as road users are concerned,
  
  • to make them permanently aware of the difficulties two-wheeled vehicles have to be seen by other users,
  
  • to encourage them to be safer and better seen through the use of appropriate clothing and the compulsory use of daytime running lights,
  
  • to encourage them to be safer also through regular and correct maintenance of their vehicle,
  
  • to ensure that motorised two-wheeled vehicles\(^1\) drivers and passengers, properly wear a standardised helmet,
  
  • to ensure also that other road users are not endangered by motorised two-wheeled vehicle users by making them respect traffic rules and in particular their place on the road;

**INSTRUCTS** the Committee of Deputies

− to diffuse these recommendations to all those able to implement them,

− to follow a development of the situation of those road users categories and report back to the Council in due time.

\(^1\) In Belgium and in the Netherlands, for those over 25 km/h speed limit only.