

European Road Safety Charter

Call for Good Practices - to enter the selection for the:

Excellence in Road Safety Awards 2017

Deadline to submit nominations: March 31st, 2017

Submit to charter@paueducation.com

SECTION 1: INFORMATION ABOUT YOUR ORGANIZATION

	Please fill in here	Instructions										
Name of the organization	Royal Dutch Motorcyclists Association (Koninklijke Nederlandse Motorrijders Vereniging; KNMV)											
Type of organization	<table border="1"> <tr> <td>SME</td> <td></td> </tr> <tr> <td>Large business</td> <td></td> </tr> <tr> <td>Association</td> <td>x</td> </tr> <tr> <td>Education/Research institution</td> <td></td> </tr> <tr> <td>Local/regional authority</td> <td></td> </tr> </table>	SME		Large business		Association	x	Education/Research institution		Local/regional authority		Please tick one box
SME												
Large business												
Association	x											
Education/Research institution												
Local/regional authority												
Organization main activity	The Royal Dutch Motorcyclists Association (Koninklijke Nederlandse Motorrijders Vereniging; KNMV) is the Dutch Association for Motorcyclists, representing the interests of motorcyclists in the Netherlands and at the European level. KNMV has a special interest in fostering road safety and has developed tools to enhance this. KNMV has been founded in 1904.	Activity field										
Country	The Netherlands	Country of the organization										
Website	http://www.knmv.nl/	Organization website										
Contact person	Mr. Patrice Assendelft Ms. Marlene ten Ham	For the follow-up of the application										
Contact person's position	Mr. Assendelft: Director KNMV Ms. Ten Ham: Managing Director & Partner Dr2 Consultants											

Contact person's email address	p.assendelft@knmv.nl M.ten.Ham@Dr2consultants.eu	
Contact person's phone number	Mr. Assendelft: +31 (0) 623358177 Ms. Ten Ham: +31 (0) 642114305	
Partners in the initiative	Institute for Road Safety Research Netherlands (<i>Stichting Wetenschappelijk Onderzoek Verkeersveiligheid; SWOV</i>) Dutch Ministry of Infrastructure and the Environment (<i>Ministerie van Infrastructuur en Milieu</i>)	Your main partners in delivering the road safety activity

SECTION 2: DESCRIPTION OF THE INITIATIVE

	Please fill in here	Instructions
Date of start and end of the initiative	Start date: 01/02/2012 End date: 31/05/2014	The initiative can be new or the continuity of already existing activities. It can have ended recently or be still in process.
Departments/persons involved internally	Mr. Patrice Assendelft: Director KNMV p.assendelft@knmv.nl +31 (0) 623358177	In the case of persons, indicate their positions.
Geographical scope of the activities	The activities were implemented in The Netherlands	Indicate where the activities were implemented.
Summary of the initiative	Motorcyclists are vulnerable in traffic. A popular measure to reduce crash risk is motorcycle training. However, there is little evidence for the effectiveness of training. SWOV (Dutch Institute for Road Safety Research) therefore evaluated the 'Risk' advanced training course of the Royal Dutch Motorcyclists Association (KNMV). This one-day course teaches motorcyclists to recognize, analyse, and anticipate potential traffic hazards. Results from the two-year	Describe the initiative indicating the subject, its aims and the main activities it involves. Max: 100 words

	evaluation indicate that the 'Risk' training has a positive effect on safe riding behaviour and hazard perception of motorcyclists.	
Innovative character	Results from the two-year evaluation indicate that the 'Risk' training has a positive effect on safe riding behaviour and hazard perception of motorcyclists in the short term (the first few months after training). Even in the long term (one year to eighteen months after training) 'Risk' trained motorcyclists showed safer traffic behaviour than a control group without 'Risk' training. This is a remarkable result, because until now no studies were found that scientifically establish positive effects of an advanced rider training course.	If applies, describe to what extend the proposed initiative will lead to new approaches and practices in road safety. Max: 100 words
Issues that are addressed with the initiative	<ul style="list-style-type: none"> • Improve road safety for motor cyclists • Evaluate effectiveness of the existing advanced rider training course of the Royal Dutch Motorcyclists Association (KNMV) • Measure effect of the training on observed riding behaviour • Measure the effect of the training on self-assessed riding behaviour • Measure the effect of the training on hazard perception 	Describe the issues identified leading to implement the road safety activities. Max: 100 words
Activities developed	<p>In order to execute the research, KNMV has developed an advanced rider training and measured the effects of this training, as will be described with all activities involved in the initiative:</p> <p>Advanced rider training The aim of an advanced rider training course is that it contributes to road safety. Advanced rider training is perceived as a way to speed up learning through experience. Although intuitively sound, this effect has not been demonstrated yet. Few motorcyclist courses have been evaluated thoroughly. Moreover, there are questions regarding the content of the training.</p> <p>Few good and recent studies A recent review compared 23 studies into the effects of</p>	Describe all the activities involved in the initiative, and where appropriate indicate the arrangement for each partner's participation. Max: 600 words

motorcycle training. More than half of these studies were completed over twenty years ago; only three studies were carried out after the year 2000. The researchers concluded that most studies suffered from methodological weaknesses and therefore were unable to quantify the effectiveness of training on, for example, crashes.

Content of the training

The content of training also seems to explain the fact that many advanced rider courses for motorcyclists have little or no effect. Studies on advanced training for (young) drivers show that such courses do not always have a positive effect – and sometimes even have a negative effect – on road safety. For example, training aimed at acquiring complex (lower order) skills like how to recover from a skid, seem to be counterproductive. A reason may be that drivers overestimate their skills after training and as a result take more risks in traffic. It is possible that motorcycle training unintentionally encourages dangerous riding, due to overconfidence without actually improving riding skills.

The programme of the evaluated ‘Risk’ training course:

The ‘Risk’ training

The ‘Risk’ training of KNMV is both a theoretical and practical training. It aims at timely perception and recognition of traffic hazards and adaptation of riding behaviour to deal with these risks. In the training the – coherent – factors conspicuity, speed, glance behaviour, risk perception and risk acceptance all play a role.

An important aim of the training is to prevent participants to feel safer riders after training, but to be aware of the (overt and covert) risks in traffic.

The training takes one day and has a maximum number of nine participants who are guided by three KNMV-certified ‘advanced training’-instructors. The morning section is dedicated to risk awareness followed by a motorcycle ride in traffic. After the theoretical part in the afternoon the motorcycle ride in

	<p>traffic focuses on the choices and execution of riding behaviour.</p> <p>Programme of a training course</p> <p>08.30 h Reception</p> <p>08.45 h Introduction</p> <p>09.00 h What is Risk? (homework assignment)</p> <p>09.30 h Motorcycle ride 1</p> <p>11.00 h Feedback on ride with theory (video confrontation)</p> <p>12.00 h Lunch</p> <p>12.45 h Explanation theory for ride 2 (solutions)</p> <p>14.15 h Motorcycle ride 2 (video analysis)</p> <p>16.00 h Evaluation</p> <p>16.30 h Conclusion of the day</p>	
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<p>Genesis</p>	<p>No earlier scientific studies were found that indicated scientifically proven positive road safety effects of an advanced training course for motorcyclists. The 'Risk' training course learning objectives are: to increase motorcyclist awareness of traffic hazards; to teach motorcyclists to anticipate hazards; and, to change their behaviour accordingly, for example by changing road position and/or speed. KNMV wanted to test whether these objectives were met and therefore contribute to greater road safety.</p>	<p>Describe the reasons why you have chosen this initiative.</p> <p>Max: 100 words</p>
<p>Transferability and multiplier effect</p>	<p>This long-term evaluation shows that the 'Risk' training has a positive effect on motorcyclists' riding behaviour. If the training is to retain its effect, not only the design and curriculum must be guaranteed, but also the didactic and substantive quality of (new) trainers. KNMV is active on solving this issue and has spoken, amongs others, with the relevant officials in the Permanent Representations to the EU of the UK, Portugal, France, Hungary, Denmark, Sweden, Finland, Spain and Italy. If the training is to be given on a larger scale, it is recommended to regularly monitor the execution of the course and its effects. With a view to</p>	<p>Describe to what extent the proposed initiative will allow the transfer, dissemination or application of the results, experience and knowledge gained as well as</p>

	<p>exploring the possibility of implementing its training programme in other European countries, KNMV has also been active in ascertaining relevant contacts in national governments, and is also looking into potential contacts within relevant insurance companies.</p>	<p>the good practices on a larger scale.</p> <p>Max: 200 words</p>
Promotion and dissemination	<p>Promotion has been done by the Ministry of Infrastructure and the Environment in the Netherlands, through the Dutch Institute for Road Safety Research and through KNMV's own network. Furthermore, pilots of the model have been implemented in e.g. Sweden (Swedish Motorcyclists Association) and in Australia. The KNMV is partnering up with other European Motorcyclists Associations to promote this model of training. The full publication can be found in our folder as well as by e-mail to our contact persons (Felix.Vandemeulebroek@bivv.be; charter@paueducation.com)</p>	<p>Describe whereby the initiative will be publicised (publications, events, websites, CD-ROM, etc.).</p> <p>Max: 100 words</p>
Continuity	<p>The general increase of safety and the personal riding pleasure are the two key elements of the 'Early risk perception training' for motorcyclists. This advanced motorcycle training was created by the KNMV (Royal Dutch Motorcycle Federation) and its development has certainly not come to an end. In 2016 the specialists of the education department have even added an Early risk perception training for mopeds. Mostly young moped riders are registered as a high risk group in terms of accidents with injuries.</p> <p>In the coming years the old enhancement trainings - with the emphasis on special skills for bike control on a closed circuit - will be more and more replaced by motorcycle trainings on public roads. That includes training of motorcyclists riding together as a group, which happens so often when they are touring during the weekends and in holidays.</p> <p>Spotting the possibility of dangerous traffic situations - even before they occur - and avoiding them with adequate reactions, is still considered as the biggest contribution to road safety. Several provincial administrations in the Netherlands have shown their recognition by subsidizing the early perception training locally. In the meantime the KNMV and its instructors will continue to develop their programs</p>	<p>Indicate if there is a plan to continue some activities in the coming years.</p> <p>Max: 100 words</p>

	and emphasize not merely on safety, but also on the great pleasure of riding the motorcycle when learning more about the use of it.	
Evaluation of the activities	<p>The evaluation study was carried out during the period 2012 – 2014. The study consisted of a pre-test and two post-tests with an experimental group (participants of the ‘Risk’ training course) and a control group (no training). The participants were randomly assigned to one of the two groups. The instruments used:</p> <ul style="list-style-type: none"> • Questionnaire • On-road ride (After each on-road ride the instructors completed a checklist about the riding behaviour of the participants) • Hazard perception test (10 animated films) • External assessment (by KNMV instructors & external experts, i.e. motorcycle instructors of the Police Academy and A-licence examiners of the Dutch Driving Test Organisation CBR) 	<p>If relevant, describe the proposed evaluation method and the performance indicators in relation to the expected objectives.</p> <p>Max: 100 words</p>
Other important aspect that you want to underline	<p>KNMV is keen to share our knowledge with other Member States since we firmly believe road safety is an issue without borders. At KNMV’s own initiative, they have therefore already started the dialogue with the Permanent Representations to the EU of the UK, Portugal, France, Hungary, Denmark, Sweden, Finland, Spain and Italy. In discussions with officials representing the governments of these Member States, KNMV has begun the process of exploring the possibility of implementing its training programme in other Member States.</p>	<p>Any information that could help the jury to evaluate your initiative.</p> <p>Max: 100 words</p>