
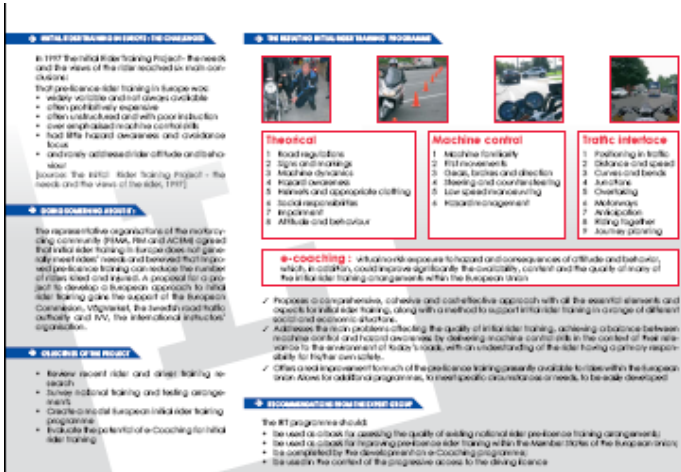




BP1: Training and Awareness

Reference: BP1 002	Title of Project:	Initial Rider Training Programme
Version: 1	Website:	http://www.fema.ridersrights.org/IRT/index.php
Brief Description of Project:	 <p>Developed by FEMA, ACEM and FIM with funding from the European Commission. The programme provides a structure for initial motorcycle training. The content is generally similar to the UK's Compulsory Basic Training programme.</p> <p>The partners' intention is for IRT to become the European standard for initial training.</p> <p>The content includes hazard awareness, theory elements covering key issues and 'traffic interface' activities.</p> <p>The programme also refers to an e-coaching element to improve hazard perception and risk assessment. This appears similar in purpose to the UK Hazard Perception test.</p>	
		

Monitoring Data:	The content of the IRT programme was in part based on the MAIDS casualty study. There appears to have been no tracking of participants to assess risk of collision/injury compared to a control group. The content of the training is focused on the main causation factors.
Results:	<p>The project has produced a high quality template for initial rider training across Europe.</p> <p>The recommendation for e-coaching should be considered alongside research from other sources (TRL/DST Leconfield) that suggests that skills are not easily transferred from simulation to highway. (The IRT report acknowledges that Honda found that students simply attempted to crash their simulator if not closely supervised.)</p>
Key Effective Conclusions:	The need to balance machine control with hazard awareness and social responsibility in IRT. The requirement for a Europe-wide standard for IRT. The provision of a programme that could be used by non-professional trainers where appropriate commercial IRT does not exist.
Projects for Comparison:	UK CBT. Other national IRT models (Canada BP1 006 / Norway BP1 018).
Justification:	Although no tracking of participants has taken place, the programme appears to address the main causation factors of urban PTW collisions (other driver lack of perception, rider decision error). This project addresses the eSUM objective for WP3, BP1 by offering the potential for reducing casualties through rider training/behaviour change.