




**BP1: Training and Awareness**

<b>Reference:</b> BP1 006	<b>Title of Project:</b>	<b>'Gearing Up' Canadian National Motorcycle Training Programme</b>
<b>Version:</b> 1	<b>Website:</b>	<a href="http://www.safety-council.org/training/mtp/mtp.htm">http://www.safety-council.org/training/mtp/mtp.htm</a>
<b>Brief Description of Project:</b>	 <p>The 'Gearing Up' programme for new motorcyclists includes the following key elements:</p> <ul style="list-style-type: none"> <li>• before you start</li> <li>• riding tactics for the urban motorcyclist</li> <li>• traction control</li> <li>• the open road</li> <li>• balance and braking</li> <li>• starting the engine</li> <li>• slower speed control</li> <li>• higher speed control</li> <li>• basic traffic behaviour</li> <li>• emergency techniques</li> </ul> <p>The training includes theory and hazard perception elements and around 14 hours of riding. The programme is mandatory in some provinces and voluntary in others. Quebec made it compulsory in 1985, removed the requirement in 1997 and, following an increase in casualties, reintroduced it in 2000.</p> <p>Some provinces, for example Newfoundland, require the training plus the successful completion of eyesight and theory tests followed by a mandatory <b>minimum</b> 30 day probation period where the rider must be accompanied by an experienced motorcyclist. The 'beginner' may then take a riding test to allow them to ride unaccompanied.</p>	

<b>Monitoring Data:</b>	<p>The training content and delivery style are based on analysis of Canadian collision data. Casualty based monitoring is essentially opportunist due to legislative changes in Quebec (see Results below). The training was initially evaluated through a study comparing 346 trained riders with a control group of 346 untrained riders (matched for age and sex) over a five year period from 1979 to 1984. It concluded that age was the strongest predictor of motorcycle accident involvement. However, it also found that trained riders had a lower accident rate than untrained ones, and that their accidents tended to be less severe. Overall, the trained group had 64% fewer motorcycle accidents than the untrained group (they also had 32% fewer accidents in all vehicles, including motorcycles). The number of accidents for both groups decreased with each successive year following gaining their motorcycle licence. The study also found that the benefits of training in terms of reducing accidents were stronger for riders aged 25 years or less than for older riders, and that the effects of training were stronger in the short term than in the long term.</p>
<b>Results:</b>	<p>From 1985 to 1997, motorcycle rider training was mandatory in Quebec. In 1998- immediately following the removal of mandatory rider training in 1997- motorcycle fatalities increased by 46 per cent. Quebec reintroduced mandatory rider training effective July 1, 2000.</p>
<b>Key Effective Conclusions:</b>	<p>Mandatory initial rider training, with appropriate content and quality, appears to be an effective collision counter-measure for new riders.</p>
<b>Projects for Comparison:</b>	<p>FEMA/ACEM IRT project (BP1 002). UK CBT.</p>
<b>Justification:</b>	<p>Although the specific detail of the training is based on Canadian collision data, the concept of appropriate, accessible and mandatory initial rider training appears to offer an effective countermeasure to urban PTW collisions.</p> <p>This project addresses the eSUM objective for WP3, BP1 by offering the potential for reducing urban PTW casualties through rider training/behaviour change.</p>