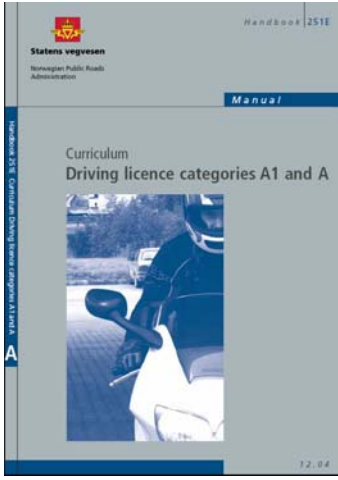




BP1: Training and Awareness

Reference: BP1 018	Title of Project:	Norwegian Rider Training Curriculum
Version: 1	Website:	http://www.vegvesen.no/
Brief Description of Project:	<div style="display: flex; align-items: flex-start;">  <div style="padding-left: 10px;"> <p>The Norwegian Public Roads Administration produces driver/rider training manuals for all classes of vehicle. The PTW training manual sets out a structured curriculum for training new motorcyclists. The curriculum provides guidance for both the required technical skills and knowledge training and to address the necessity for road users to behave co-operatively to reduce risk.</p> <p>In the introduction the manual explains how rider 'competence' includes much more than the technical skills required to control the vehicle. The necessity for co-operative use of the highway is stressed.</p> <p><u><i>“Road traffic competence</i></u> <i>A wide range of knowledge and skills are needed to drive a vehicle in a safe manner.</i></p> <p><i>One condition is that the driver must be capable of mastering the vehicle in a technical sense. However the driver must also be able to cooperate with other road users, foresee how they will act and how situations on the road may develop. In order to drive safely the driver must realise what may constitute, or may develop into, dangerous situations. The driver must also realise how his/her own behaviour affects safety and wish to act in a way that makes him/her a safe driver. Road traffic competence may be considered as a collective term for the competence needed to perform all these tasks.”</i></p> <p><i>(Norwegian Public Roads Administration Handbook 251E)</i></p> </div> </div>	

The manual describes a 4 step approach leading to a riding test. The modules build a rider's competence and are intended to promote a risk-aware approach to riding. The course includes a number of mandatory lessons which result in a time-demanding and relatively expensive delivery.

Step 1

The objectives in step 1 are mainly linked to the learners' understanding of risk and the road traffic system. The training consists of a course in basic road traffic knowledge. The course is common to all the light categories and shall help learners to acquire a basic understanding of the implications of driving. The course includes first aid training and night driving.

The course comprises seventeen lessons and contains common material for all "light" driving licence categories. The intention is that the course shall provide the learner drivers with basic understanding of road traffic as a system where the various participants cooperate to achieve a well functioning and safe transport system.

Subjects such as self-insight and tendencies with regard to actions and assessments are central subjects in this step. The course provides the basis for the further training in all driving licence categories.

Step 2

All subject matter in this step is common to the categories A1 and A.

Subject 2.1 Motor cycle riding, the environment, safety and training is a mandatory subject for the learner riders. The subject consists of three theory lessons and shall be completed before any practical training in this step commences.

In Step 2 the learner rider shall acquire knowledge of the motorcycle and motorcycle riding and shall learn to technically master his/her vehicle without having to pay attention to other road users. No specific number of lessons has been stipulated for this step, the learner's riding skills decide the extent of the training.

The learner rider shall complete a mandatory evaluation and guidance lesson at the conclusion of Step 2. The evaluation and guidance lesson shall comprise riding practice as well as a guidance interview. Based on the learner rider's achievements, the learner rider and the instructor shall jointly assess whether the learner possesses the necessary technical riding skills to be able to transfer his/her attention from the vehicle to the cooperation with other road users.

Suggestions for riding exercises in a manoeuvring area have been prepared for this step.

Step 3

The subject matter in step 3 is common to the categories A1 and A, with the exception of the «Safety course in precise riding technique category A». This course is mandatory for category A only, it consists of theory lessons as well as riding practice.

The course comprises a total of four lessons, and the focus is mainly on precise riding technique when braking and steering a motorcycle.

The other objectives in step 3 are linked to the learner rider's learning and riding in varied traffic. The learner rider must also acquire knowledge of those provisions in the road traffic legislation which regulate the riding. Except for the «Safety course in precise riding technique category A» no minimum number of lessons have been specified for the training in this step, the learner's riding skills decide the extent of the training.

The learner rider shall complete a mandatory evaluation and guidance lesson at the conclusion of Step 3. With the learner's riding as a background, the learner and the instructor shall jointly assess whether the learner possesses adequate riding competence to ride independently and properly for a sustained period in a demanding road and traffic environment.

Step 4

Step 4, The course in safe road riding is the concluding part of the training, and is in its entirety mandatory for learner riders in category A1 as well as A. The subject matter in this step differs somewhat for categories A1 and A, and this step is therefore divided into two separate parts, one for category A1 and one for category A. In category A1 the safety course comprises a total of four lessons, three of which shall be continuous riding practice. The theory part is divided into one part before and one part after the riding practice.

For category A, the safety course comprises a total of eight lessons, which are allocated to four theory lessons and four practical lessons. The practical part consists of 4 lessons of continuous riding. There are two theory lessons as the course starts, and two at its conclusion.

The objectives in step 4 for categories A1 and A are mainly linked to the learner's understanding of risk in relation to motorcycle riding.”

	<p>There is training addressing the two higher levels of the GADGET Matrix which research has shown to be essential to promote a more risk-aware, responsible approach to riding. (GADGET: Acronym for "Guarding Automobile Drivers through Guidance, Education and Technology").</p> <p>The training objectives are described thus: <i>"The learner rider shall possess the knowledge and skills, self-insight and understanding of risk required to ride the motorcycle in a manner which</i> - <i>is safe on the road</i> - <i>provides proper cooperation</i> - <i>promotes traffic flow</i> - <i>shows consideration for health, the environment and the needs of others</i> - <i>is in compliance with regulations in force."</i></p>
Monitoring Data:	The content of the course is based on collision data identifying key collision causation and is consistent with both the MAIDS and DfT in-depth studies into PTW collisions.
Results:	The monitoring does not include casualty based results for trained riders against a control group.
Key Effective Conclusions:	The content and delivery of the training appears linked to PTW collision causation factors identified by research. The inclusion of modules aimed at promoting risk-aware and responsible riding would increase the potential effectiveness of the training. In comparison to other IRT schemes, the Norwegian curriculum appears expensive but in part this reflects their national economic conditions.
Projects for Comparison:	FEMA IRT (BP1 002). Canadian IRT (BP1 006). UK CBT.
Justification:	Along with other recent Initial Rider Training Schemes, the Norwegian curriculum addresses the main causation factors and the crucial issue of rider attitude. It is likely to contribute to eSUM WP3, BP1 by reducing casualties through improving rider awareness.