





BP3: Targeted Enforcement

Reference: BP3 009	Title of Project:	Anti-tampering Enforcement, Madrid
Version: 1	Website:	www.munimadrid.es
Brief Description of Project:	  <p>Although not specifically identified in the MAIDS or DfT in-depth PTW accident studies, the issue of after-sale tampering with mopeds and motorcycles is regarded as a serious problem in some EU states.</p> <p>The addition of performance enhancing items and tampering with equipment designed to restrict power output can compromise the safe operation of some PTWs.</p> <p>In Madrid a campaign has been developed as a counter-measure to this practice.</p> <p>Mobile speed cameras and dynamometers have been supplied to law enforcement units to allow them to carry out campaigns that monitor compliance with technical requirements for two-wheeled motor vehicles.</p> <p>The aim of this initiative is to combat motorcycle and moped tuning to increase power and speed.</p> <p>To date, the Road Traffic Directorate has acquired 9 speed cameras that will be given to local councils in return for their commitment to report on the results of their use.</p> <p>A similar campaign using mobile testing equipment has begun in London, including the seizure of offending PTWs.</p>	
Monitoring Data:	None available.	

Results:	The results of the campaign are not yet available.
Key Effective Conclusions:	<p>Although this campaign does not appear to address the key collision causation factors identified in the MAIDS and other studies, tampering can lead to vehicle defects which compromise rider safety.</p> <p>Monitoring data is required before an assessment of effectiveness can be made.</p>
Projects for Comparison:	<p>Paris Bus Lane Enforcement.</p> <p>Speed Enforcement.</p>
Justification:	Monitoring data should be assessed when available. There may be potential for this counter-measure to contribute to eSUM objectives.