

## Barcelona conference

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*Speaker's notes - provided to assist the interpreters*

*This is a note supplied for use by the interpreters. I cannot say in advance that I will adhere exactly to this script, but I will be close. I hope that these notes help.*

Context to assist the interpreters: (not part of the notes)

Sometimes I think it assists interpreters if they know a little more than will actually come across in the brief presentation about the background of the organisation from which the speaker comes.

The FIM is the international governing body of motorcycle sports. It is made up of 111 national federations across all 6 inhabited continents.

- North America
- Latin America
- Asia
- Europe
- Africa
- Oceania

FIM was founded in 1904 so is now 110 years old.

The history is very similar to the car racing federation (the FIA) that is best known for Formula One car racing.....

FIM and FIA are friends.....but there is no link between us as we are separate organisations.

Same as FIA the FIM is also interested in other things besides motorcycle racing:

- Using motorcycle sport to develop technology and make road vehicles better
- Using motorcycle sports to help develop new types of vehicles. (for example we also race electric motorcycles in a series specially for them)
- Promoting women and motorcycling (sports and non sports activities)
- Giving money and practical help to charities
- Working at international level (e.g. European Union and United Nations) to improve road safety
- Working with other Non Governmental organisations such as the European Transport Safety Council & the FIA Foundation (separate from the FIA)

- Organising international events for touring and leisure riders -a very good way to promote international understanding between people

Now we come to what I plan to say.....

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Ladies & Gentlemen:

(Opening slide showing FIM logo)

Thank you for the invitation to speak to you today at this important and prestigious conference.

The FIM is the governing body for international motorcycle sport. We also seek to be a global advocate for motorcycling in the wider sense, including the use of motorcycles as transport, and for leisure activities.

We are made up of 111 national federations across all six inhabited continents.

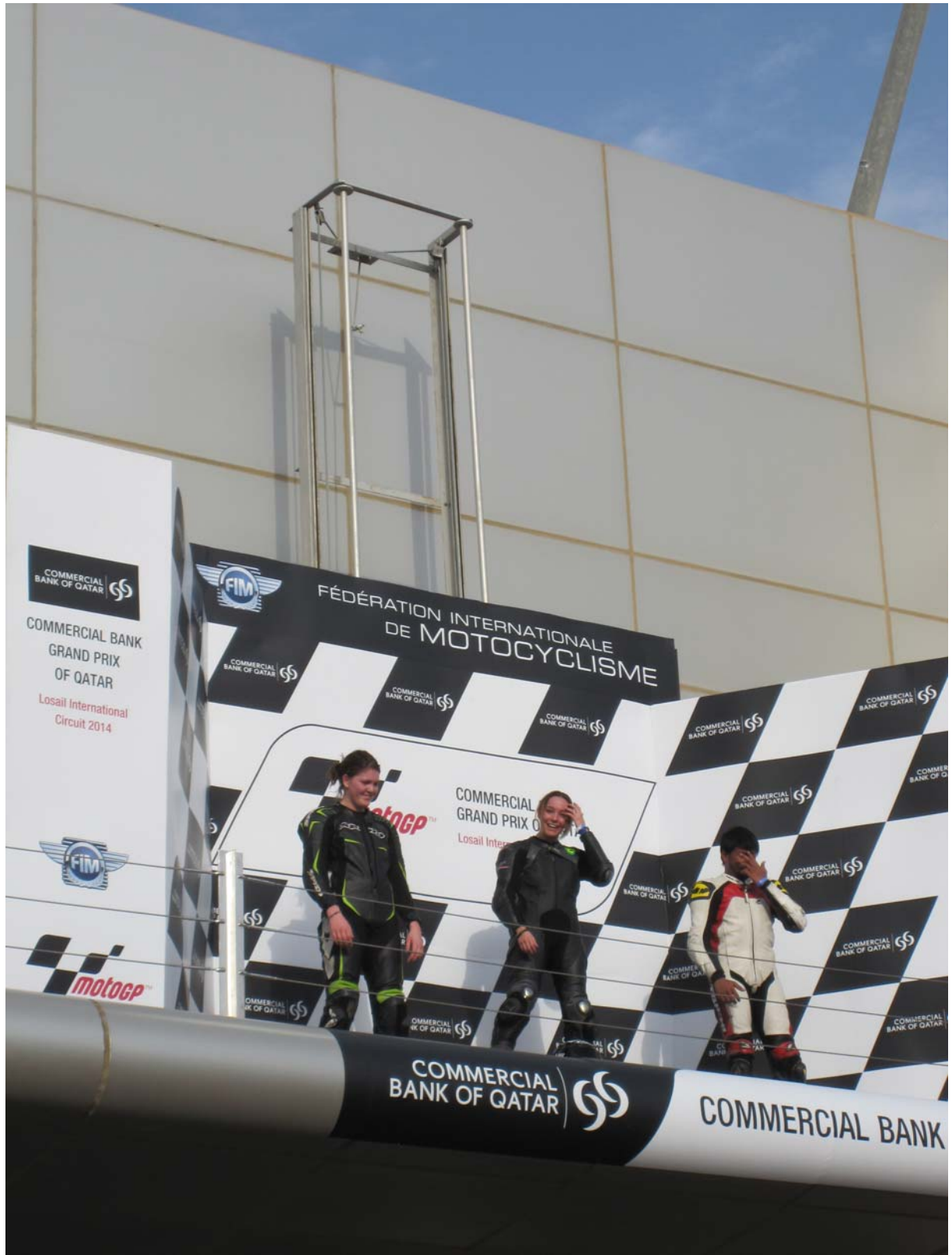
2014 marks our 110<sup>th</sup> year since the foundation of the FIM in 1904.

I want to echo the comments made at the beginning of April in New York at a meeting of the United Nations by the President of the car racing federation the FIA.

President Jean Todt said at that meeting:

“We do not glorify speed.....”

He went on to say that as well as racing cars, the FIA was interested in road safety. It is the same with the FIM. Just before I do though I think the women in the audience will like this picture. Women in first and second place, man in third.



I am going to cover the following as they relate to urban safety in particular:

- Law enforcement
- Infrastructure
- Protective clothing & helmets
- Training
- Sources of information for policy makers

Law enforcement:

Most international visitors to this event will have arrived by air or train. These are "closed" systems run by professionals.

The road is an "open" system. Open to anyone with a licence and insurance if they are driving a vehicle. Open as well to any pedestrian or cyclist.

Without law enforcement nothing works in this system.

I was many years a police officer in the UK so this is close to my heart.

- It does not work unless the system is clean and free from corruption.
- It needs to be backed up by relentless publicity campaigning allied to enforcement.
- It needs public acceptance.
- It needs a degree of "self enforcement" by drivers aided by things such as highly visible speed cameras.
- It needs the application of common sense. Motorcycles have number plates on the back. A forward facing speed camera will not detect an offending motorcyclist.

Finally those who seek to cheat the system by getting other members of their family or friends to lie and pretend they were driving when the camera photographed the vehicle.

If you commit that type of offence you should expect to be sent to prison.

The courts in the UK have recently imprisoned a Member of Parliament, his former wife, and two weeks ago a judge for getting together and cheating on the system.

This sends a strong message that this won't be tolerated.

I am no longer a police officer. There is not much the FIM as a civil society organisation can do about law enforcement. We can of course assist with publicity campaigns. And we can stand up in public as I do today and say what I have just said.

Infrastructure in the urban area:



Bergen - Norway

This example of a low cost measure comes from Bergen in Western Norway. As you can see the tree has been wrapped in section of old vehicle tyres and these are held in place by light strips of wood.

It does not look very attractive and not all the trees alongside this road have been treated in this way.

What the Norwegian engineers have done is to treat a few trees because they are the ones close to a bend in the road.

The motorcycling community talks a great deal about the issue of road infrastructure. But we are not alone; the same or similar problems confront pedestrians and cyclists as well.

The fact is that in the developed world we have an infrastructure designed for cars and trucks and buses.

The 1960s in particular were a time when it seemed that the car was "king" and everything was done around it.

Other measures have also been developed but they tend to be more relevant to the extra urban environment.

On urban infrastructure there are numerous low cost things that can be done. They include using the right kind of paint for road markings so they are not too slippery. Putting signs in the right places.....I could go on but I am sure you are well aware of these measures.

## Protective clothing



This photograph shows Milan a few years ago on a cold wet November afternoon. It tells us a lot of things. First that the age of the mass use of motorcycles for urban transport is far from over!

Also the diversity of machines used for commuting as well as other motorcycling. The big Harley motorcycle is not being used for leisure.

Italians use a lot of scooters and small motorcycles with big wheels.

Which goes back to the infrastructure issue.

Bigger wheels make for a smoother ride on often worn areas of city streets.

The rider on the middle sized bike is interesting.

He is wearing his helmet as expected and also has one on the back ready for the passenger he is about to pick up.

He has a quality jacket on and looking carefully if I study this photograph closely he is doing something else too.

The jeans are not ordinary ones, they are motorcycling ones reinforced with Kevlar fabric to give some protection in the event of a collision.

I would advise some stronger footwear though.

He could do that and still keep the casual clothing style.

Incidentally some of the reinforced denim clothing today is good enough to pass CEN tests set under the Personal Protective Equipment Directive of the EU.

Although this was not an urban accident next we have an example of where the protective clothing did not work very well.

This was a fall at about 100kph as a result of diesel oil being spilt across a main road.

I was wearing premium clothing - not all of it CE marked. Unfortunately the jacket let me down badly.

It was fitted with a CEN marked arm protector. However this "rotated" on impact as it was not anchored well enough into the jacket.

The jacket did not wear though, this injury was a burn injury caused by the rotation of the "protector."



The EU is now looking again at the issues of protective clothing standards and recently FIM partnered with others on a review of these under the

“MOSAFIM”

Project.

In FIM we have been racing motorcycles for well over 100 years. We know that the right protective clothing for the conditions and speed works well.

But a word of caution. What is appropriate for racing is not always the same for the road. An example is air bag technology in clothing.

Systems that help racing riders in MotoGP do not suit the collision dynamics we find in the urban areas.

This is recognised by those producing these products and they have devised very different garments for street riders.

It is also important to keep in mind that these aids in clothing are just that.

They do not do, and they cannot do, what an airbag in a car does for the occupant. We are not tied into our vehicles.

In a collision a rider comes off the machine.



## Training:

Just a very quick word on this.



This is not a race track. It is a purpose built driver and rider training centre at Arlanda five minutes drive away from Stockholm Arlanda airport.

Whether you have a wonderful facility like that, or just something basic you need a manual.

Many years ago the European Union thought there should be a basic manual for motorcycling safety training. FIM together with many other partners including the motorcycle industry helped write one.

The problem was that the end product was only in English! Not a lot of use then.

So we immediately financed editions in Spanish and French.

Recently we added an Arabic version.

The EU then found some more money and now this manual - which is a free download off the internet - is available in a total of twelve languages.

I admit that none of us in the consortium have done much of a job promoting it. It is something we have decided to work on again.

One route to it is via our internet site at:

[www.fim-live.com](http://www.fim-live.com)

Follow the links from the home page via "Public Affairs", then onto reports and programmes....

It is there alongside other carefully chosen materials which we think are the best quality ones.

The screenshot shows the website 'fim-live.com' on an iPad. The page is titled 'Home | Fédération Internationale de Motocyclisme'. It features a list of recent events on the left, a 'BESIDES SPORT' section in the middle, and a news feed on the right.

**Recent Events:**

- 10/05/14 FIM YOUTH ENDURO WORLD CUP 125CC - GREECE/GRECE
- 11/05/14 FIM SUPERBIKE WORLD CHAMPIONSHIP - ITALY/ITALIE
- 11/05/14 FIM SUPERSPORT WORLD CHAMPIONSHIP - ITALY/ITALIE
- 11/05/14 FIM MXGP/MX2 MOTOCROSS WORLD CHAMPIONSHIPS - GP SPAIN/ESPAGNE
- 11/05/14 FIM SUPERSTOCK 1000cc CUP - IMOLA, ITALIA/ITALIE
- 17/05/14 MITAS FINNISH FIM SPEEDWAY GRAND PRIX - FINLAND/FINLANDE
- 18/05/14 FIM QUADS CROSS-COUNTRY RALLIES WORLD CUP - EGYPT/EGYPTE

**BESIDES SPORT**

- RIDE CLEAN:** All needed information concerning the FIM Anti-Doping policy and its obligations.
- RIDE GREEN:** Information about the FIM Environmental Policy and the actions taken in this field.
- TOURING:** Find here information on the FIM Rally, Motocamp and other touring events.
- WOMEN:** Information on what is going on for women in motorcycling related activities.
- ALTERNATIVE ENERGY:** Alternative Energies, the FIM's work in this field, all latest developments.
- PUBLIC AFFAIRS:** Road safety, public policy and training as well as examples of best practice.

**News Feed:**

- 04/05/14 - 18:39:** Victory from pole for Finn Kallio. Moto2™ victory was secured by Mika Kallio (Marc VDS Racing Team) at the Gran Pre...
- 04/05/14 - 18:37:** Fenati wins brilliant race in sunny Jerez. The first race of the day at the Gran Premio bwin de España was won by Romano Fe...
- 04/05/14 - 18:04:** Marquez hits 100 points in 100th Grand Prix. A win at the Jerez circuit had eluded Marc Marquez in his Grand Prix career befo...
- 04/05/14 - 16:32:** Rutledge digs the sand. VALKENSWAARD (The Netherlands), 04 May 2014 - Stunning blue skies were in contra...

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affects motorcycling. It also supports the Continental Unions and National Federations of the FIM, and riders in general, in dealing with national governments and agencies. It has a major role in the promotion of rider training.

Today there is an increased overlap between the pressures on motorcycling generally and the interests of our sport so the work assists all the FIM. Good cooperation is maintained with industry - both manufacturers and companies who supply accessories.

**COMPOSITION OF THE COMMISSION**



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**ETSC report on Vulnerable Riders**  
 FIM has been a member of the European Transport Safety Council (ETSC) since it was founded. In 2008 FIM contributed to their report "Vulnerable Riders." The report attracted the support of the motorcycle industry, ACEM, when it was launched. It is brief and easy to read. We think it will be of value to everyone interested in motorcycle safety issues and thank the ETSC for allowing us to give it wider circulation.



European Transport Safety Council

**CLICK HERE TO OPEN THE REPORT**

More information on the ETSC can be found at [www.etsc.eu](http://www.etsc.eu)

**Initial Rider Training Programme (IRT)**  
 French text of the programme - Spanish text of the programme - Arabic text of the programme

This programme, developed through the IRT Project, was jointly funded by the Directorate-General for Energy and Transport of the European Commission, the Federation of European Motorcyclists' Associations (FEMA), the Fédération Internationale de Motocyclisme (FIM), the Association des Constructeurs Européens de Motocycles (ACEM) and Vägverket, the Swedish national road traffic authority.

As well as being a financial partner, the FIM was also fully involved in the execution of this project.

In order to have a broader dissemination of this programme, the FIM has financed its translation into French and Spanish.

Information on IRT and the text of the manual in eleven different languages as free downloads (PDF files) can be found at the following dedicated internet site:

[www.initialridertraining.eu](http://www.initialridertraining.eu)

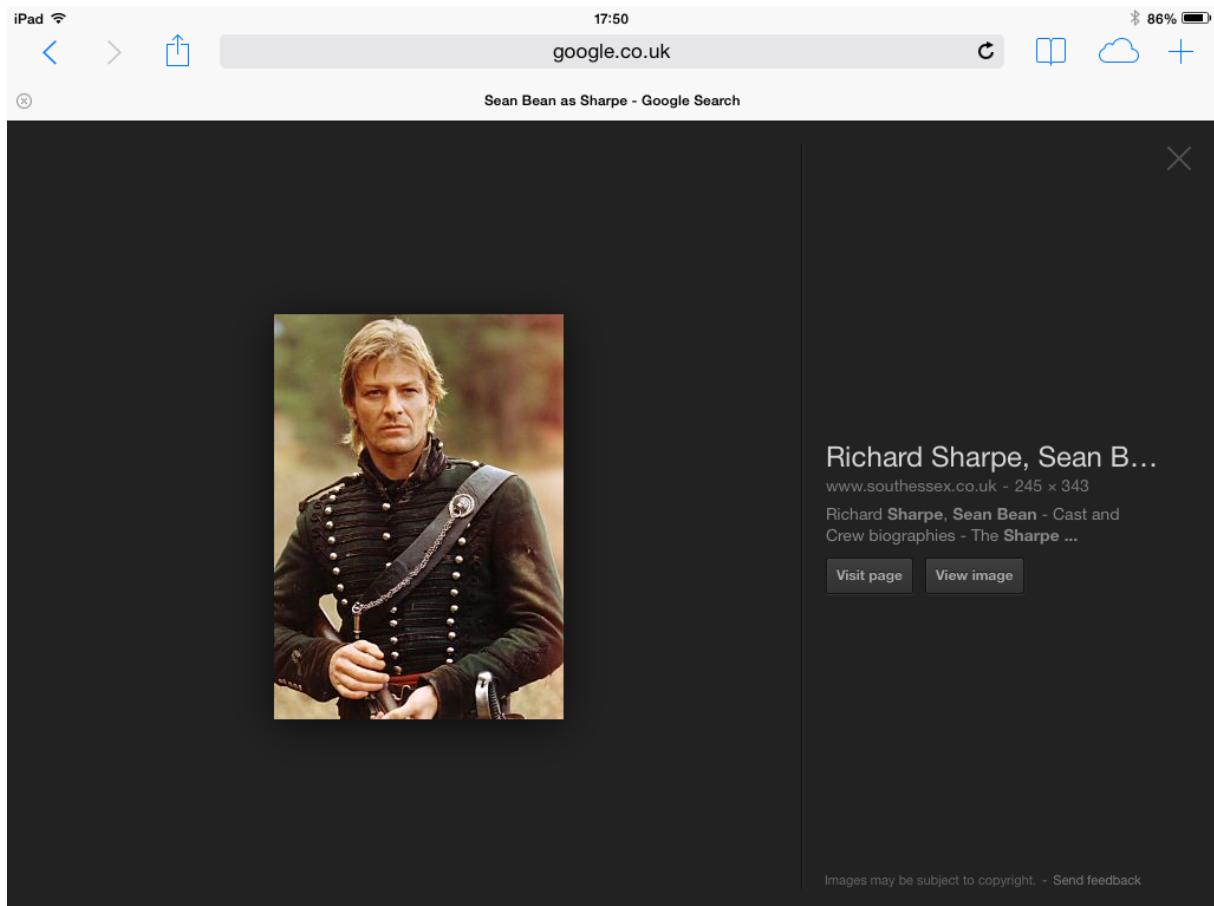
**"Full Control": a guide to precise and efficient machine control**  
 This book was written by Norwegian riders and we think it is one of the best manuals on safe motorcycle riding ever written. It is produced by the Norwegian Motorcycle Union (NMCU) and the FIM is pleased that NMCU allows us to also distribute this material through our internet site.



As you can see there is an ETSC document up there on our site too. It is called Vulnerable Riders and was published back in 2008 but remains very valuable today in 2014. It had a strong influence on much of the recent EU legislation.

Which brings me to my final point. Before he became famous in Hollywood films the British actor Sean Bean was in a popular adventure series playing a soldier in the Napoleonic wars.

Here he is in that role. Hope you can see, this was the best I could find.



In one episode he is having a sword fight with one of his many enemies and asks him why he fights for Napoleon Bonaparte.

He replies:

“Napoleon brings the light of reason....”

My appeal to policy makers is this.

Please do the same.

When you are looking for help go to those who have a science based approach such as the ETSC.

Of course at international level we do not agree on everything. But we have been members of the ETSC Main Council since it was founded and I think we have only missed one, possibly two meetings in all those years.

We take their counsel very seriously, and so should you. Just take a look at who their members are.....