

EU Third Driving Licence Directive

GB case study - Mopeds and motorcycles

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GB implementation - mopeds and motorcycles

- Current position in GB
- Challenges we face
- Our planned solution

Current position in GB

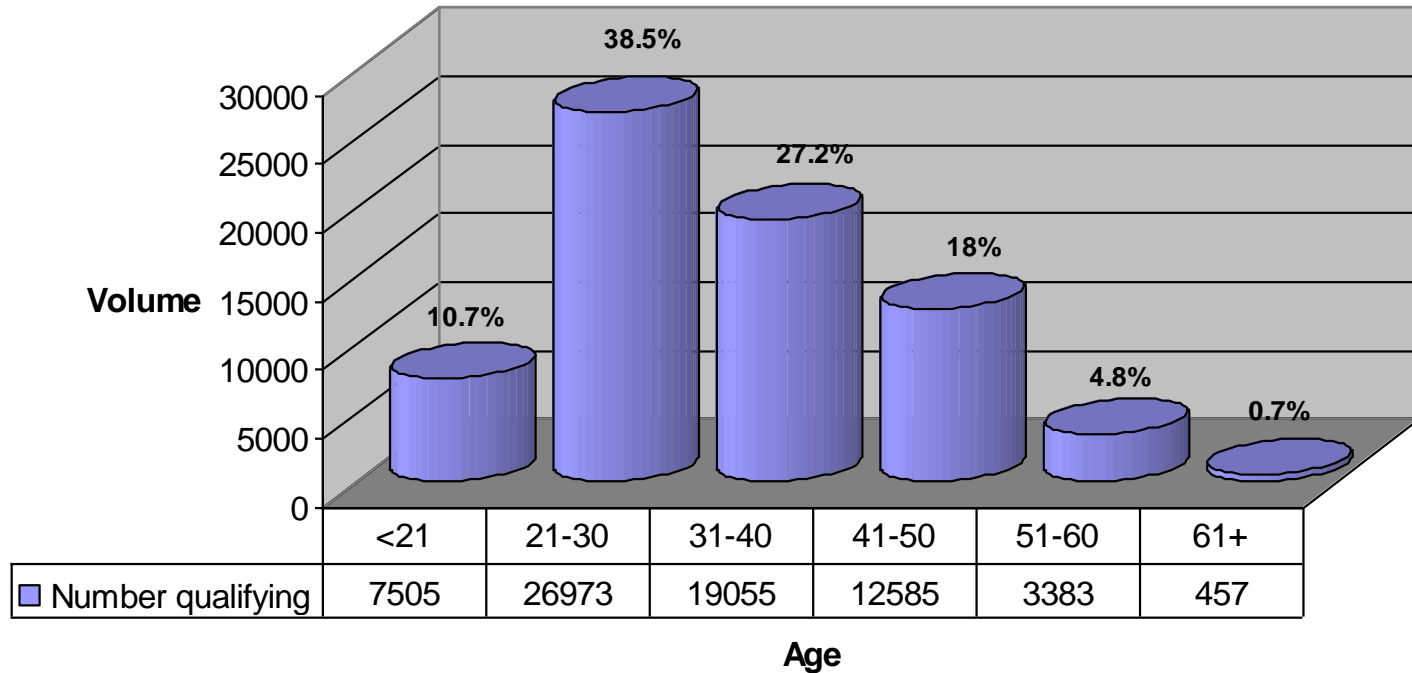
- Provisional licences to allow training
- All learner riders take basic training
- Moped riders are licensed (with theory + practical tests), and we operate category A1
- Minimum riding ages – 16 years (moped), 17 years (motorcycle), 21 years (direct access)
- 80% of candidates take direct access
- Direct access learners must be accompanied by authorised trainer
- 2008/9 qualifiers: 13 moped, 69,945 motorcycle

Challenges we face - 1

- In 2008, motorcyclists = 1% of traffic and 19% of traffic fatalities.
- In 2008 - 493 killed, 5,556 seriously injured, 15,501 slightly injured.
- 25% of motorcycle casualties involve single vehicle accidents.
- 7% decline in KSI against target, compared with 40% decline for all road users.
- In 2008 the risk of death or serious injury was 57 times higher per km travelled for motorcyclists compared to car drivers.

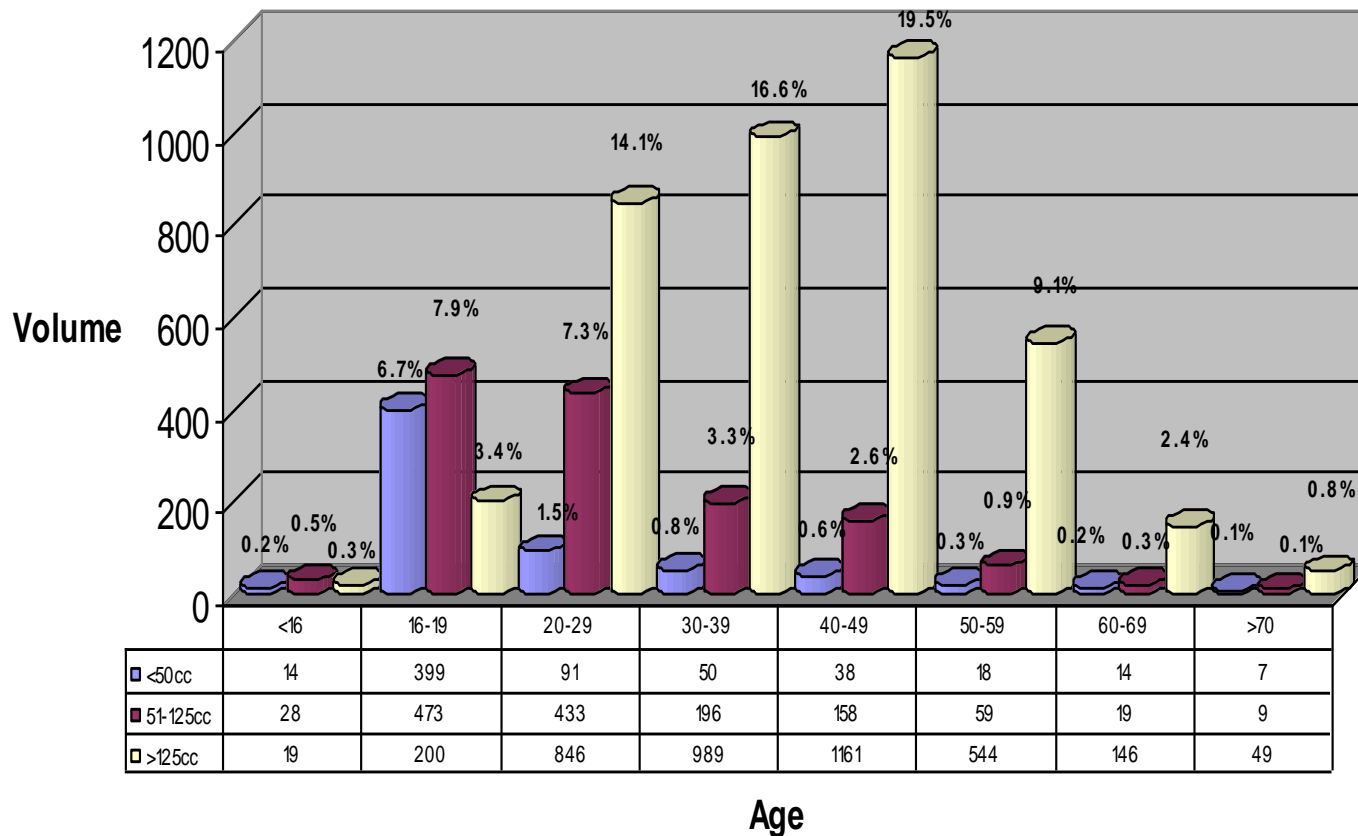
Challenges we face - 2

Moped and Motorcycle numbers qualifying (2008/2009)



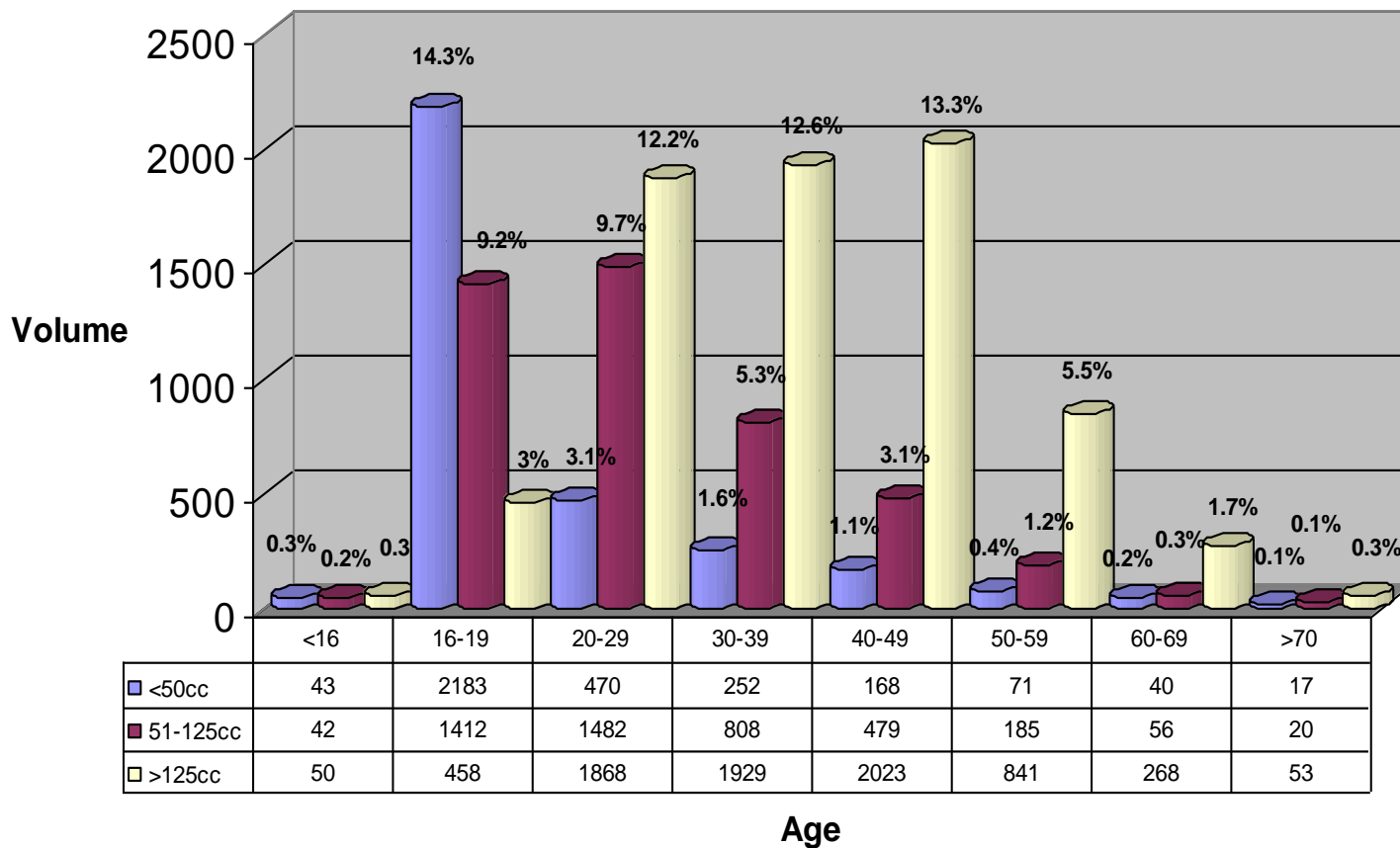
Challenges we face - 3

Numbers killed or seriously injured - by age and vehicle type (2008)



Challenges we face - 4

Numbers slightly injured - by age and vehicle type (2008)



GB approach - 1

- Protect safety
- Minimise disruption for riders and trainers
- Minimise cost for riders, trainers, regulators

GB approach - 2

- Minimum riding ages: moped:16 years; A1:17 years, A2:19 years; A (progressive access):21 years; A (direct access):24 years
- Theory and practical tests for mopeds
- Retain domestic licensing over light mopeds (under 25k/h)
- Test option for progressive access
- No special provision for 3-wheelers
- Special provision for physically disabled riders
- All category A2 and A learners accompanied by authorised trainer

Thank you....

Any questions?