



Statens vegvesen

Norwegian
Public Roads Administration

NEW RIDER TRAINING SYSTEM IN NORWAY

Bjørn A. Lund

Norwegian Public Roads Administration

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Background

- New rider and driver training system from 1. January 2005
- Aim: To establish a system which is based on recent research and theories on driver and rider training development
- The new rider training system is "tailor-made" for reduction of typical motorcycle accidents types



Theoretical foundation

- The "GADGET-project" (Hattaka et al. 1999)
 - Riding tasks arranged in levels
- The GDE-matrix (Peräaho et al. 2003)
 - A model for developing and designing traffic education systems
 - Four hierarchic levels:
 - Highest level
 - Strategic level
 - Tactical level
 - Maneuvering level



Central content of rider education

Knowledge and skills

Risk increasing factors

Self-evaluation

H I E R A R C H I C A L L E V E L

Highest level
Goals for life and skills for living (global)

Knowledge about/control over how general life goals and values, behavioral style, group norms etc. affect riding

Knowledge about/control over risks connected with life goals and values, behavioral styles, social pressure, substance abuse etc.

Awareness of personal tendencies re. impulse control, motives, lifestyle, values etc. Developing self-evaluation skills.

Strategic level
Goals and context of riding (specific journey)

Knowledge and skills re. journey related considerations

Knowledge and skills re. risks connected to journey goals, riding state, social pressure, purpose of riding etc.

Awareness of personal planning skills, typical riding goals, riding motives, etc. Developing self-evaluation skills

Tactical level
Mastery of traffic situations (specific situation)

General knowledge and skills re. rules, speed adjustment, safety margins, signaling, etc

Knowledge and skills re. inappropriate speed, narrow safety margins, disregard for rules, difficult riding conditions etc.

Awareness of personal skills, riding style, hazard perception, etc. from the viewpoint of strengths and weaknesses. Developing self-evaluation skills

Maneuvering level
(Specific task)

Basic knowledge and skills re. vehicle properties, friction etc.

Knowledge and skills re. risks connected with vehicle control, vehicle properties, friction etc.

Awareness of personal strengths and weaknesses re. basic riding skills and vehicle control (especially in hazardous situations) etc. Developing self-evaluation skills.



Accident situation

- Single vehicle accidents accounts for 44% of all motorcycle fatal accidents. (2000-2004)
- Accident data indicates that a major part of these accidents occur during riding at "normal" speed

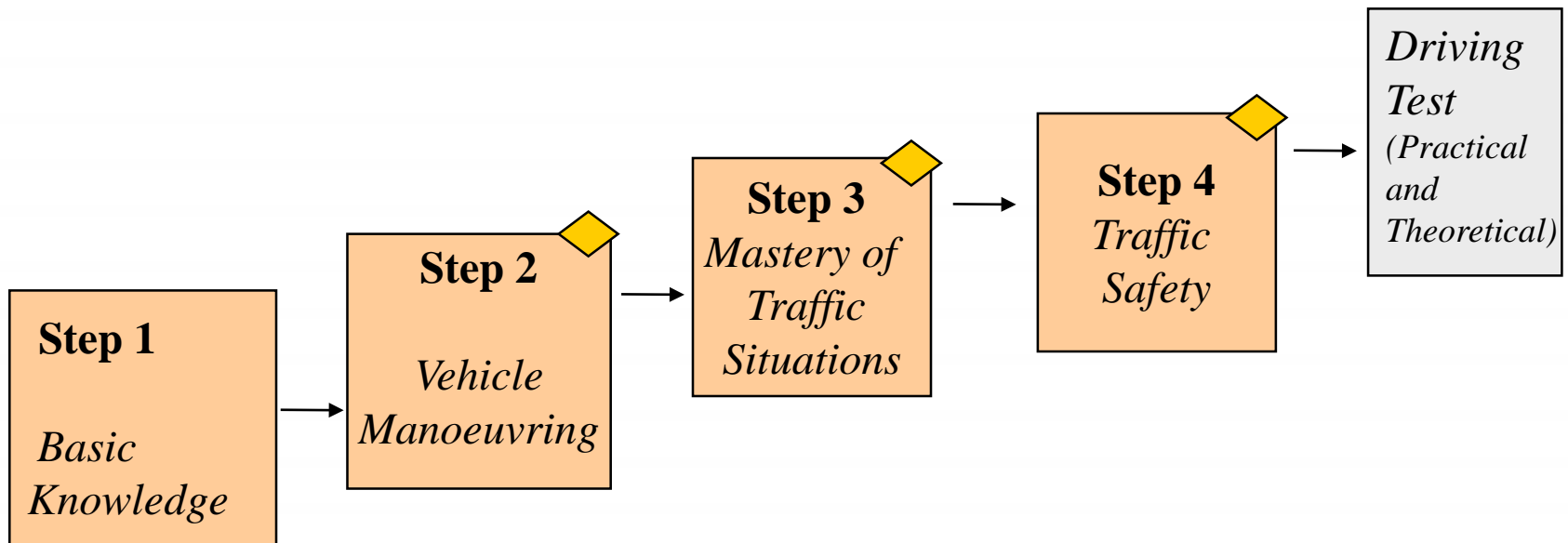


Key points

- Stepwise model
- Focus on enhanced technical rider competence
- Technical training must be balanced according to the GDE-matrix higher levels
 - Self-awareness
 - Self-insight
- Mandatory safety course in precise riding technique
- Mandatory safety course in safe road riding
- Mandatory evaluation and guidance lessons



Stepwise model



◆ Specific level of competence

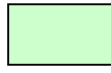
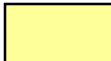


Training system, category A1 and A

	Step 1	Step 2	Step 3	Step 4	Driving test
A	Course in basic road traffic knowledge (Mandatory) 17 lessons	Motorcycle-Driving. Interaction, environment, safety 3 Theoretical lessons (Mandatory)	Mandatory safety course in precise riding technique 4 mandatory lessons	Mandatory course in safe road riding 8 mandatory lessons (both theoretical and practical)	<ul style="list-style-type: none"> ★ Practical ★ Theoretical
A1				Mandatory course in safe road riding 4 mandatory lessons	<ul style="list-style-type: none"> ★ Practical ★ Theoretical
A1 ⇒ A			Step 3: Mandatory safety course in precise riding technique. Step 4: As category A		<ul style="list-style-type: none"> ★ Practical

★ = Competence Objectives

◆ = Mandatory evaluation and guidance lesson

 = Voluntary training – competency goals
 = Mandatory training



Instructors competence

- Instructors competence is paramount
- A precondition for reaching the goals for the new training system
- Established a two-years education for driving instructors at college level
- Additional specialist training for motorcycle instructors
- Special training for the examiners



Evaluation

- Conducted by The Institute of Transport Economics, Oslo (TØI)
- Commenced in 2004 (pre-group)
- Ends in 2009 (after-group)
- Evaluation parameters:
 - Involvement in traffic accidents
 - Technical skills and skills needed in traffic situations
 - Planning and preparing for a journey
 - Self-knowledge and self-assessment tendencies
 - Changes in rider population



Thank you

bjorn.lund@vegvesen.no



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