

# BikeSafety

CIECA and FIM are proud to present BikeSafety 2002,  
a 2-day motorcycle safety event to be held on October  
3 and 4 on the TT-circuit in Assen, The Netherlands.

# 2002





*there is a difference*

▶ **ARAI PROTECTS  
WHO YOU ARE**

*Visit our workshop and  
you will understand why*

▶ [www.araihelmet-europe.com](http://www.araihelmet-europe.com)

The programme

Het programma

Das Programm

Le programme



**Thursday 3 October / Donderdag 3 oktober / Donnerstag, 3. Oktober / Jeudi 3 octobre****10.30 – 12.00**

Plenary Opening Session / Plenaire openingssessie / Gemeinsame Eröffnungsveranstaltung / Session Plénière d'Ouverture

**12.00 – 14.00**

Lunch / Lunch / Mittagessen / Déjeuner

**14.00 – 15.30**Workshops session 1 / Workshops sessie 1 / Workshops Veranstaltung 1 / Ateliers séance 1  
P4, T2, P5, T8, T10, T4, T11, P6, P1**16.00 – 17.30**Workshops session 2 / Workshops sessie 2 / Workshops Veranstaltung 2 / Ateliers séance 2  
P4, T10, T9, P2, P3, T3, P5**Friday 4 October / Vrijdag 4 Oktober / Freitag, 4. Oktober / Vendredi 4 octobre****8.30 – 9.50**Workshops session 3 / Workshops sessie 3 / Workshops Veranstaltung 3 / Ateliers séance 3  
P4, P2, T7, P7, T6, T4**10.15 – 11.45**Workshops session 4 / Workshops sessie 4 / Workshops Veranstaltung 4 / Ateliers séance 4  
T6, P5, P4, T1, T3, P1, P2, T11**11.50 – 13.30**

ARAI Safety Award

**13.30 – 14.30**

Lunch / Lunch / Mittagessen / Déjeuner

**14.30 – 16.00**Workshops session 5 / Workshops sessie 5 / Workshops Veranstaltung 5 / Ateliers séance 5  
P2, P7, P5, P3, T10, P6, T8**16.00 – 17.00**

Ride around the circuit / Rondje circuit / Runde auf der Rennstrecke / Tour du circuit

**17.00 – 18.00**

Plenary Closing session / Plenaire sluitingssessie / Gemeinsame Abschlussveranstaltung / Session Plénière de Clôture

The Theory workshops will take place in the following rooms:

De Theorie workshops zullen plaatsvinden in de volgende zalen:

Les ateliers théoriques se tiendront dans les locaux suivants:

Die theoretischen Workshops finden in folgenden Räumen statt:

## Thursday 3 October / Donderdag 3 oktober / Donnerstag, 3. Oktober / Jeudi 3 octobre

### Session 1 / Sessie 1 / Veranstaltung 1 / séance 1 (14.00 - 15.30):

Media Centre	Workshop P4	Special manoeuvres in line with new Directive
Press Conference Room	Workshop T4	Braking in view of accident research
Communications Room	Workshop T8	Hazard Perception
Photographers room	Workshop T2	Full Kontrol
Timekeeping	Workshop T10	Risk perception, the theoretical approach, why it is important and how it works
Outside / Buiten / draußen / En plein air	Workshop P5	How ABS works
ARAI service unit	Workshop T11	Arai safety helmets
Pitbox 1	Workshop P6	Compulsory Basic Training
Pitbox 3	Workshop P1	Adapted motorcycles for the physically handicapped

### Session 2 / Sessie 2 / Veranstaltung / séance 2 (16.00 - 17.30):

Media Centre	Workshop T9	Protective clothing from a motorcyclist's point of view
Press Conference Room	Workshop T10	Risk perception, the theoretical approach, why it is important and how it works
Photographers room	Workshop T3	The Development of a formal training of motorcycle instructors and examiners in Norway
Timekeeping	Workshop P3	Rider training in Germany, the impact of Directive 2000/56
Outside / Buiten / draußen / En plein air	Workshop P4	Special manoeuvres in line with new Directive
Outside / Buiten / draußen / En plein air	Workshop P5	How ABS works
Pitbox 2	Workshop P2	Braking and swerving assessment in Licence Training

## Friday 4 October / Vrijdag 4 Oktober / Freitag, 4. Oktober / Vendredi 4 octobre

### Session 3 / Sessie 3 / Veranstaltung 3 / séance 3 (8.30 - 10.00):

Media Centre	Workshop P4	Special manoeuvres in line with new Directive
Press Conference Room	Workshop T7	Advanced
Photographers room	Workshop T4	Braking in view of accident research
Timekeeping	Workshop T6	Emergency stop controller
Pitbox 1	Workshop P7	The Position of the examiner during the practical test
Pitbox 2	Workshop P2	Braking and swerving assessment in Licence Training

### Session 4 / Sessie 4 / Veranstaltung 4 / séance 4 (10.20 - 11.45):

Press Conference Room	Workshop T1	Protective clothing and the role of the examiner in making learner drivers aware of the importance of good protective clothing
Photographers Room	Workshop T3	The Development of a formal training of motorcycle instructors and examiners in Norway
Timekeeping	Workshop T6	Emergency stop controller
Outside / Buiten / draußen / En plein air	Workshop P4	Special manoeuvres in line with new Directive
Pitbox 2	Workshop P2	Braking and swerving assessment in Licence Training
Outside / Buiten / draußen / En plein air	Workshop P5	How ABS works
ARAI service unit	Workshop T11	Arai safety helmets
Pitbox 3	Workshop P1	Adapted motorcycles for the physically handicapped

### Session 5 / Sessie 5 / Veranstaltung 5 / séance 5 (14.30 - 16.00):

Media Centre	Workshop T8	Hazard Perception
Press Conference Room	Workshop T10	Risk perception, the theoretical approach, why it is important and how it works
Photographers room	Workshop P6	Compulsory Basic Training
Timekeeping	Workshop P3	Rider training in Germany, the impact of Directive 2000/56
Pitbox 1	Workshop P7	The Position of the examiner during the practical test
Outside / Buiten / draußen / En plein air	Workshop P5	How ABS works
Pitbox 2	Workshop P2	Braking and swerving assessment in Licence Training

### Important telephone numbers:

BikeSafety secretariat 3 and 4 October: (+31)(0)592 380 100

**The Practical workshops will take place in various locations in and around the circuit (see extra page)**

*De praktijk workshops zullen op verschillende locaties op het circuit plaatsvinden (zie extra blad)*

*Les ateliers pratiques se tiendront en différents endroits sur le circuit TT de Assen (veuillez voir la page supplémentaire)*

*Die praktischen Workshops finden draußen auf dem Circuit statt (siehe extra Seite)*

<b>Fahrsicherheitszentrum, Fachlehrerverband Sachsen,</b>	<b>(T1)</b>
Protective clothing and the role of the examiner in making learner drivers aware of the importance of good protective clothing / <i>Beschermende kleding en de rol van de examiner / Schutzkleidung und die Aufgabe des Prüfers / Les vêtements de protection et le rôle de l'examineur dans la prise de conscience par les apprentis conducteurs de l'importance de bons vêtements de protection</i>	
<b>Norwegian Public Roads Administration</b>	<b>(T2)</b>
Full Control / <i>Full Control / Full Kontrol / Maîtrise totale</i>	
<b>Norwegian Public Roads Administration</b>	<b>(T3)</b>
The Development of a formal training of motorcycle instructors and examiners in Norway / <i>De ontwikkeling van een formele opleiding voor motor instructeurs en examinatoren in Noorwegen / Auf dem Weg zu einer formalen Ausbildung für Motorradfahrlehrer und Prüfer in Norwegen / La mise en place d'une formation officielle des instructeurs et des examinateurs pour motocyclistes en Norvège</i>	
<b>IfZ</b>	<b>(T4)</b>
Braking in view of accident research / <i>Statistieken over remmen en ongevallen / Brems- und Unfallstatistiken / Le freinage dans le cadre des études sur les accidents</i>	
<b>Cornu Master School</b>	<b>(T6)</b>
Emergency stop controller / <i>Rem afstand en botsingssnelheid / Bremsdistanzen und Geschwindigkeit bei Unfällen / Distance de freinage et vitesse d'accident / Appareil de contrôle d'arrêt d'urgence</i>	
<b>CIECA and KNMV</b>	<b>(T7)</b>
Advanced / <i>Advanced / Advanced / Le projet Advanced</i>	
<b>Motorcycle Safety Services and DSA</b>	<b>(T8)</b>
Hazard Perception / <i>Risico Perceptie / Risikoeerkennung / La perception du danger</i>	
<b>FIM</b>	<b>(T9)</b>
Protective clothing from a motorcyclist's point of view / <i>Beschermende kleding vanuit het standpunt van de motorrijder / Schutzkleidung aus der Sicht von Motorradfahrern / Les vêtements de protection vus par un motocycliste</i>	
<b>FIM and KNMV</b>	<b>(T10)</b>
Risk perception, the theoretical approach, why it is important and how it works / <i>Ongevalvermijgend rijgedrag en risicoperceptie in rijopleiding / Unfallvermeidendes Fahrverhalten und Risikoeerkennung in der Fahrausbildung / La perception du risque, l'approche théorique, son importance et son fonctionnement</i>	
<b>ARAI Helmet Europe</b>	<b>(T11)</b>
ARAI Helmet	
<b>Motor Mobiliteit Gehandicapten</b>	<b>(P1)</b>
Adapted motorcycles for the physically handicapped / <i>Motor Mobiliteit Gehandicapten / Motor Mobiliteit Gehandicapten / Motos adaptées pour personnes moins valides</i>	
<b>Motorcycle Safety Services</b>	<b>(P2)</b>
Braking and swerving assessment in Licence Training / <i>Remmen en uitwijken in de motoropleiding / Bremsen und Ausweichen in der Motorradausbildung / Le freinage et l'évitement d'obstacles lors de l'entraînement en vue de la Licence</i>	
<b>Bundesvereinigung der Fahrlehrerverbände eV</b>	<b>(P3)</b>
Rider training in Germany, the impact of Directive 2000/56 / <i>Motor opleidingen in Duitsland, de gevolgen van Richtlijn 2000/56 / Motorrad-ausbildung in Deutschland, die Folgen der Richtlinie 2000/ 56 / La formation du motocycliste en Allemagne, l'impact de la Directive 2000/56</i>	
<b>DSA, CBR, SNRA, French Ministry of transport</b>	<b>(P4)</b>
Special manoeuvres in line with new Directive / <i>Bijzondere verrichtingen zoals omschreven in de nieuwe Richtlijn / Grundfahraufgaben, wie sie in der neuen Richtlinie beschrieben sind / Manœuvres spéciales suite à la nouvelle Directive</i>	
<b>KNMV</b>	<b>(P5)</b>
How ABS works / <i>Hoe werkt ABS / Wie funktioniert ABS / Le fonctionnement de l'ABS</i>	
<b>DSA</b>	<b>(P6)</b>
Compulsory Basic Training / <i>Verplichte Basis Opleiding in Groot-Brittannië / Gesetzliche Basisausbildung in England / La formation de base obligatoire</i>	
<b>CBR, SNRA and the Norwegian Public Road Administration</b>	<b>(P7)</b>
The Position of the examiner during the practical test / <i>Waar zit de examiner tijdens het praktijk examen / Wo befindet sich der Prüfer während der praktischen Fahrprüfung? / La position de l'examineur pendant l'examen pratique</i>	

The RAI Association represents the interests of enterprises in the area of mobility. From cars to bicycles and from heavy trucks to complete garage outfits and parts. Every person in The Netherlands uses one or more products of the RAI Association members on a daily basis. Which is why it is logical that the RAI has a clearly defined profile in public life as well. The best-known events by a larger audience are exhibitions like the AutoRAI (automobile exhibition), which takes place once every two years, and the annual MotoRAI (Motorcycle show), Kampeer- en CaravanRAI (Camping and Caravan exhibition) and the FietsRAI (Bicycle show). The automotive specialist exhibitions, AutovakRAI (automotive specialists exhibition) and the BedrijfsautoRAI (European Road Transport Show) are greatly appreciated in and outside of The Netherlands.

The RAI voices the needs and interests of all those on the road and is always ready to discuss the role of mobility in The Netherlands with the government and other organizations. The RAI is one of the organizations that has contributed to the government endorsed realisation that mobility is a vital element in our society and a force behind the growing welfare. The Association does not shy away from its responsibility when faced with tricky situations. The RAI takes a position on issues and offers solutions that contribute to broader interests such as accessibility and the environment. At the same time, the RAI resists the not always well considered and responsible plans and measures that are voiced by politicians and decision-makers. For more than a 100 years, the RAI has played an active role in the realization of favourable conditions for the production and sales of transportation means and parts for the 1,100 members who together, are the providers of road transportation. The RAI story began in 1893 when agreements concerning promotional activities such as expositions were made. The first lobby action: a protest against the proposed bicycle tax, dates from three years after that.

The enterprise members of the RAI, grouped according to product in seven different departments, form a unique cluster. Nowhere in the world are so many of the branches that rely on mobility united in one organization. The collective and individual interests of all these organizations do not always point in the same direction, which is why the various departments are highly autonomous in determining their policy. A policy that defines their particular interests, even if this is the opposite to that of the other Association member. The added value of the RAI lies in bridging these gaps, by emphasizing the common goal: to keep everyone moving.

### RAI motorised two-wheeled vehicles

One department of the Association is that of motorized two-wheeled vehicles. In this group, the interests of all importers and manufacturers of motorcycles and mopeds, parts, accessories and clothing are represented.

The department focuses on a broader acceptance of the motorized two-wheeled vehicle, by both the government and society as a whole.

To achieve this, various activities are organized, such as the annual MotoRAI in Amsterdam and the organization of the Nationale MotoRijDag (National motorcycle driving day) in spring. The purpose of this day is to introduce the possibilities of motorcycles as a means of transportation to and from work to as many motorcycle owners as possible. Another activity organized by the department is the ScooterOpStap campagne (the Moped on the Road campaign), a promotional campaign giving large companies the opportunity to let their employees make a test ride on a moped for transportation use to and from work or for short business oriented trips. Throughout the year there are regular discussions with the BOVAG, KNMV, and ANWB. The department also takes part in the Motorplatform, the secretariat is a member of the European umbrella organization ACEM, a discussion partner of the government's through the Overlegorgaan Verkeer en Veiligheid (discussion group Transport and Safety) and of course communicates regularly with the relevant ministries.

All of these activities are supervised by a circle of members guided by commissions which focus on topics such as the environment, safety, mobility, education and marketing.



