

# 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



**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

<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 in making learner drivers aware of the importance of good protective clothing / 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 Motorradfahrer 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 / Risikoerkennung / 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>Ongevalvermijdend rijgedrag en risicoperceptie in rijopleiding / Unfallvermeidendes Fahrverhalten und Risikoerkennung 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>	