8th INTERNATIONAL MOTORCYCLE CONFERENCE
SAFETY · ENVIRONMENT · FUTURE

October 4 - 5, 2010
Cologne - Germany

Program
The 8th International Motorcycle Conference will take place under the headline ‘Safety - Environment - Future’, covering all aspects related to motorized two wheelers. This gathering of scientists, researchers and practitioners offers the opportunity to present the latest research and technical findings.

The ifz-Conference will take place prior to the 7th International Motorcycle and Scooter exhibition INTERMOT Köln 2010 and will as usual be organized in cooperation with the Motorcycle Safety Foundation (MSF) from the USA.

With contributions from specialists from all over the world regarding the situation of motorized two wheelers - from the development departments of the manufacturers to road traffic users - the status of current safety research and the comparison of legal conditions will be internationally considered.

Cooperation partners of the conference are the German Motorcycle Industry Association (IVM e.V.) and Koelnmesse.

Conference Location
Congress-Centrum Koelnmesse
Congress-Centrum North, 2nd floor Rheinsaal
Deutz-Müllheimer-Straße 111
D-50679 Köln
www.koelnkongress.de
Steering Committee

- Reiner Brendicke, German Motorcycle Industry Association (IVM), Essen, Germany (Chairman)
- Dipl.-Ing. Christoph Albus, Federal Ministry of Transport, Building and Urban Development (BMVBS), Bonn, Germany
- Prof. Dr.-Ing. Bert Breuer, Darmstadt University of Technology, Germany
- Tim Buche, Motorcycle Safety Foundation (MSF), Irvine, USA
- Prof. Dr. Werner Hagstotz, University of Pforzheim, Germany
- Christian Kellner, German Road Safety Council (DVR), Bonn, Germany
- Dr.-Ing. Achim Kuschefski, Institute for Motorcycle Safety (ifz), Essen, Germany
- Prof. Dipl.-Ing. Dietmar Otte, Hannover Medical School, Germany
- Prof. Andre Seeck, Federal Highway Research Institute (BASt), Bergisch Gladbach, Germany
- Dipl.-Ing. Karsten Wunram, RWTH Aachen University, Germany
Conference Language

Simultaneous translation (English/German, German/English) will be provided during the conference.

Social Program

At the end of the first conference day we invite you to a joint dinner at the brewhouse “Früh am Dom” for a further exchange of experience with colleagues from around the world.

Visit of the INTERMOT Cologne 2010

On the second day after the conference the ifz invites all lecturers and participants to visit the motorcycle exhibition INTERMOT Cologne before it starts officially.
Conference Registration

You have the opportunity to register for participation at the conference in different ways. Please tell us your name, your institution/organization/company as well as your further contact dates:

**online:**
www.ifz.de/e-events-conferences-intmotorcycle.htm

**via Fax:**
+49 (0)201-83 53 999

**via e-mail:**
info@ifz.de

**via Mail:**
Institut für Zweiradsicherheit e.V. (ifz)
Gladbecker Str. 425
D - 45329 Essen
Germany

Please let us know if you want to participate at the dinner at the evening of the first conference day.

**Registration Fee**

Participant: € 420,-
Students:** € 250,-

**Payment (after receipt of the invoice)**

Transfer to our bank account at the Commerzbank Bochum,
BCN 430 800 83, Acc No. 783 285 000

IBAN: DE 69 4308 0083 0783 2850 00
(Bank Identifier Code)

SWIFT-BIC: DRES DE FF 430
(Bank Identifier Code)

* Includes the participation at both conference days, lunch, refreshment breaks, evening program on the first conference day, official conference papers and information leaflets. After your registration you will receive an invoice as a confirmation.

** Please valid your status as a university student.
Hotel Reservation

(The ifz has special arrangements with the hotel „Ibis Messe“. Special offers are only valid up to September 2nd, 2010)

The ifz kindly asks you to arrange for your hotel accommodation by yourself. For the reservation of hotel rooms the ifz provides a limited number of hotel rooms you can book online via Koelnmesse. The access to this online booking site is possible for conference participants only. (You can choose the two-star-hotel „Ibis Messe“). The Hotel is located close to the fairgrounds. Single as well as double rooms can be arranged for the period of the conference provided you arrange for your reservation up to September 2nd, 2010.

Please find out more and make your reservation here

www.ifz.de/e-events-conferences-8intmotorcycle.htm

Please click „Hotel Reservation“ and subsequently „Hotel-Reservation-Koelnmesse (ifz-Ibis)“. Choose „Fair“ from the alphabetical list and select „8th Intern. Motorcycle Conference“. Next choose the number of overnight stays required (this is possible for the time between Sunday, October 3rd, and Tuesday, October 5th, so only for one or two overnight stays) and click finally on „check availability“ (no further specifications will be required). Now you will receive information on „Ibis Messe“.

Please do not forget to agree to the general terms and conditions during the reservation procedure.
If you intend to stay longer than these two days, or may wish an other hotel, please contact Koelnmesse directly. You are of course free to choose any other hotel in Cologne. For doing so, please click „Hotel-Reservation Koelnmesse (general)“. From the alphabetical list choose again „Fair“ and select „8. Intern. Motorcycle Conference“, the hotel mentioned above (Ibis) will not appear in this category. If you have any questions please do not hesitate to contact Ms Wegner of Koelnmesse.

Koelnmesse Service GmbH
Astrid Wegner
Hotel-Services
phone +49 (0)221 - 821 2479
fax +49 (0)221 - 821 3739
a.wegner@koelnmesse.de
www.koelnmesse.de
8. Internationale
Motorradkonferenz 2010

1st Conference Day / 1. Konferenztag

10.00– 10.15 Opening and Welcome / Eröffnung und Begrüßung
- Dr.-Ing. Achim Kuschefski (ifz)
- Reiner Brendicke (IVM)
- Tim Buche (MSF)

I / Session 1 (Trends & Development)
Session Chairman: Christian Kellner,
German Road Safety Council (DVR)
Deutscher Verkehrssicherheitsrat (DVR)

10.15– 10.35 Safety concept for powered two-wheelers
Sicherheitskonzept zum Schutz von Motorradfahrern
Martin Unger
Technische Universität Berlin, Germany

10.35– 10.55 MoLife – Development of a Communication-Based Driver Assistance System for Motorcycles
MoLife – Entwicklung eines kommunikationsbasierten Fahrerassistenzsystems für Motorräder
Benedikt Lattke
Technische Universität Darmstadt, Germany

10.55– 11.15 Design of a thorax protector, from the rider’s needs to the protective solution
Entwurf eines Thorax-Protektors, von den Bedürfnissen des Fahrers bis zur schützenden Lösung
David Manzardo
Dainese S.p.A., Italy

11.15– 11.35 HMI concept for advanced rider assistance systems for powered two-wheelers
Konzept einer MMS für fortschrittliche Fahrerassistenzsysteme von motorisierten Zweirädern
Melanie Ganzhorn
Fraunhofer IAO, Germany

11.35– 11.50 Discussion / Diskussion

11.50– 12.10 Coffee Break / Kaffeepause
<table>
<thead>
<tr>
<th>Time</th>
<th>Session Content</th>
<th>Presenter</th>
<th>Institution</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.10</td>
<td>US Single Motorcycle Crashes:</td>
<td>Randa Radwan Samaha</td>
<td>National Crash Analysis Center, USA</td>
</tr>
<tr>
<td></td>
<td>An investigation of Roadway and Roadside Hazards</td>
<td></td>
<td>Med. Hochschule Hannover (MHH)</td>
</tr>
<tr>
<td>12.30</td>
<td>Interaction between road infrastructure parameter and motorcycle crashes in Germany – results from the EU</td>
<td>Andreas Hegewald</td>
<td>Bundesanstalt für Straßenwesen (BASt), Germany</td>
</tr>
<tr>
<td></td>
<td>project 2BESAFE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.50</td>
<td>Motorcycle Dynamics and Roadway Irregularities</td>
<td>Stein Husher</td>
<td>Keva Engineering, USA</td>
</tr>
<tr>
<td>13.10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.20</td>
<td>Discussion / Diskussion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.20</td>
<td>Lunch Break / Mittagspause</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.20</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**I / Session 3 (Safety & Technology)**

**Session Chairman: Prof. Dr. Werner Hagstotz, Pforzheim University**

<table>
<thead>
<tr>
<th>Time</th>
<th>Session Content</th>
<th>Presenter</th>
<th>Institution</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.20</td>
<td>Advanced Rider Assistance Systems for Powered Two Wheelers</td>
<td>Matthias Haasper</td>
<td>Institut für Zweiradsicherheit (ifz), Germany</td>
</tr>
<tr>
<td>14.40</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
14.40– Safety In Motion (SIM). Integrated approach for motorcycle safety
  Safety In Motion (SIM). Integrierter Ansatz für Motorradsicherheit
  Marco Pieve
  Piaggio & C. SpA, Italy

15.00– PISa – Powered two-wheeler Integrated Safety. Development, implementation and testing of PTW integrated safety systems
  PISa – Entwicklung, Realisierung und Erprobung integrierter Sicherheitssysteme an motorisierten Zweirädern
  Giovanni Savino
  University of Firenze, Italy

15.20– Electrorheological Dampers as a Basis for semi-active Motorcycle Suspensions
  Elektrorheologische Verstelldämpfer als Grundlage für semiaktive Motorradfahrwerke
  Dr.-Ing. Joachim Funke
  Fludicon GmbH, Germany

15.40– Discussion / Diskussion

15.55– Coffee Break / Kaffeepause

I / Session 4  (Accident)
Session Chairman: Dr. Ray Ochs
Motorcycle Safety Foundation (MSF)

16.15– Injury Situation and Causation Parameter for Motorized Two-Wheelers in Traffic Accidents documented in GIDAS (German-In-Depth-Accident-Study)
  Verletzungssituation und Unfallursachen-Parameter von motorisierten Zweirädern bei Verkehrsunfällen in GIDAS (German-In-Depth-Accident-Study)
  Prof. Dipl.-Ing. Dietmar Otte
  Medizinische Hochschule Hannover (MHH), Germany

16.35– Linking Active and Passive Safety of Motorcycles
  „Verlinkung“ von aktiver und passiver Sicherheit von Motorrädern
  Dr.-Ing. Steffen Peldschus
  Institut für Rechtsmedizin Ludwig-Maximilians-Universität, Germany
2nd Conference Day / 2. Konferenztag

09.00– Opening Words / Einleitende Worte
09.05  Dr.-Ing. Achim Kuschefski (ifz)

II / Session 1 (Rider)
Session Chairman: Tim Buche
Motorcycle Safety Foundation (MSF)

09.05– The European Safer Urban Motorcycling (eSUM) Project
09.25  Das „European Urban Motorcycling (eSUM) Projekt“

Tom Duckham
Transport for London, UK

09.25– Naturalistic Driving & Riding - What can be expected from
09.45  a new research methodology
Erfassung des alltäglichen Fahrverhaltens – Was kann von
dieser neuen Forschungsmethode erwartet werden

Martin Winkelbauer
Kuratorium für Verkehrssicherheit (KfV), Austria

09.45– Developing a methodology for the assessment of riders’
10.05  acceptance of advanced rider assistance systems (ARAS)
Entwicklung einer Methode für die Akzeptanzbewertung
von Fahrerassistenzsystemen für motorisierte Zweiräder
(ARAS)

Dr. Christhard Gelau
Bundesanstalt für Straßenwesen (BAST), Germany

10.05– Discussion / Diskussion
10.15

10.15– Coffee Break / Kaffeepause
II / Session 2 (Rider)  
Session Chairman: Prof. Andre Seeck  
Federal Highway Research Institute (BASt)  
Bundesanstalt für Straßenwesen (BASt)

10.35 – Giving Motorcyclists The best in training: Designing Principle-Based, Safety-Oriented Education And Training Programs  

Motorradfahrern das beste Training ermöglichen: Das Erstellen strukturierter und sicherheitsorientierer Weiterbildungs- und Trainingsprogramme  

Tim Buche  
Motorcycle Safety Foundation (MSF), USA

10.55 – Examining the effect of student background on test performance in a novice riding course  

Untersuchung des Einflusses persönlicher Merkmale auf Testergebnisse in einem Fahranfängerkurs  

Frank Kevins  
Ottawa Safety Council, Canada

11.15 – An on-road comparison of riding skills between returning, novice and experienced motorcycle riders  

Vergleich der Fahrfertigkeiten von Wiedereinsteigern, Anfängern und erfahrenen Motorradfahrern im Straßenverkehr  

Christine Mulvihill  
Monash University Accident Research Centre, Australia

11.35 – Discussion / Diskussion

11.45 – Coffee Break / Kaffeepause

II / Session 3 (Safety & Technology)  
Session Chairman: Dr.-Ing. Achim Kuschefski  
Institute for Motorcycle Safety (Ifz)  
Institut für Zweiradsicherheit (Ifz)

12.00 – Enhanced rider assistance via connection of the Engine- and Suspension Control Systems of the BMW S 1000 RR  

Erweiterte Fahrerassistenz durch die Verknüpfung der Motor- und Fahrwerksregelsysteme der BMW S 1000 RR  

Dr. Christian Landerl  
BMW Motorrad, Germany

12.20 – Research on Brake-by-Wire System for Super-Bike Race  

Forschungsergebnisse von elektronisch geregelten Bremsystemen an Super-Bike Rennmotorräder

Kazuhiko Tani  
Honda R&D Co., Ltd. Motorcycle R&D Center, Japan
Brake Steer Torque Optimized Corner Braking of Motorcycles

Kai Schröter
Technische Universität Darmstadt, Germany

Evaluation of the safety benefits of electronic brake-control systems in single-track vehicles

Dr. Georg Roll
Continental Teves AG & Co. oHG, Germany

Discussion / Diskussion

Lunch Break / Mittagspause

II / Session 4   (Environment)
Session Chairman: Dipl.-Ing. Christoph Albus
Federal Ministry of Transport, Building and Urban Development (BMVBS)
Bundesministerium für Verkehr, Bau und Stadtentwicklung (BMVBS)

New legal framework for type approval of L-category vehicles (2- and 3-wheel vehicles and quadricycles)

Guido Gielen
Enterprise and Industry Directorate General, Unit Automotive Industry/F1, European Commission Belgium

Powered two wheelers – achieving environmental improvement for all

John Chatterton-Ross
Fédération Internationale de Motocyclisme (FIM) Switzerland

Discussion / Diskussion

Closing Comments ifz / Abschließende Worte ifz

ab
Trade Fair Visit / Messerundgang