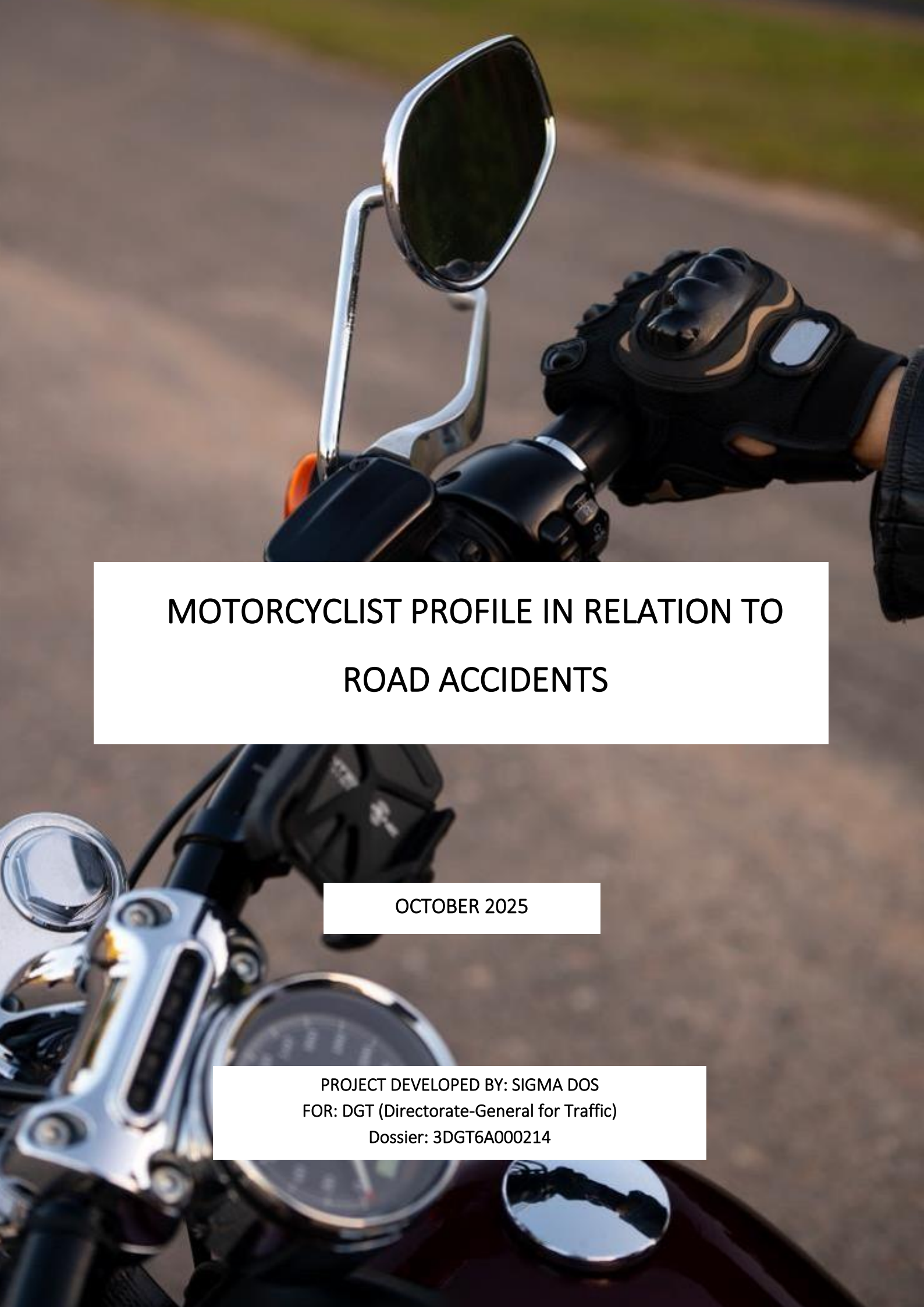

MOTORCYCLIST PROFILE IN RELATION TO ROAD ACCIDENTS

OCTOBER 2025

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1. TECHNICAL SPECIFICATIONS

Universe and target

General population residing in Spain over 18 years of age, with a category A and/or A2 driving licence, who currently drive a motorcycle with an engine size up to 250 cc on a regular basis.

Type of interview

Online interview of an online panel with a semi-structured questionnaire lasting between 10 and 15 minutes.

Sample size and error

Sample size of 507 interviewees. Quotas are established by gender, age and autonomous region.

The sampling error for a 95.5% confidence level in the case of variables with two equally distributed categories is ±4.33%.

Fieldwork

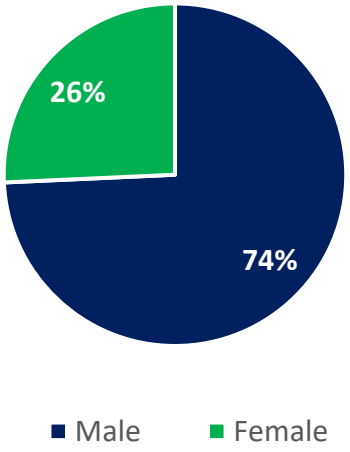
The fieldwork was carried out between 16 July and 6 August 2025.

Sociodemographic profile

The socio-demographic profile of the motorcyclists interviewed is shown by the variables gender, age group and the autonomous region where they live.

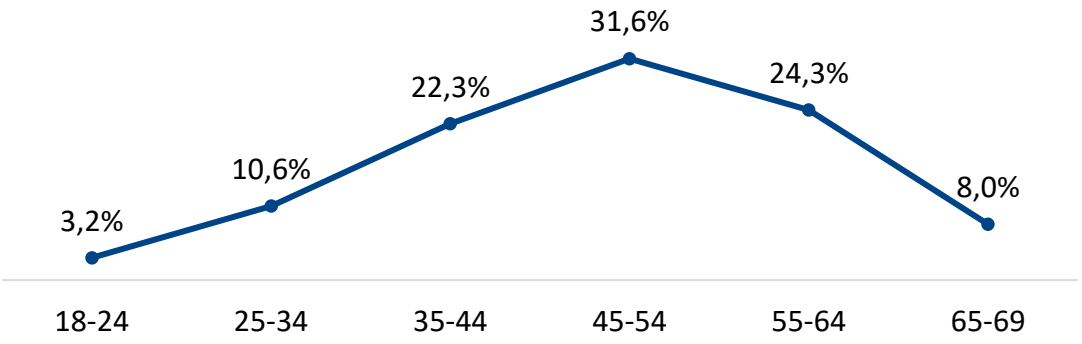
Of the 507 people interviewed, 74.3% are men (379) and 25.7% are women (131).

Graph 1. Sample distribution by gender



The age group with the highest level of representation in the sample corresponded to people aged between 45 and 54 (31.6%). In contrast, 3.2% of the people interviewed were aged between 18 and 24.

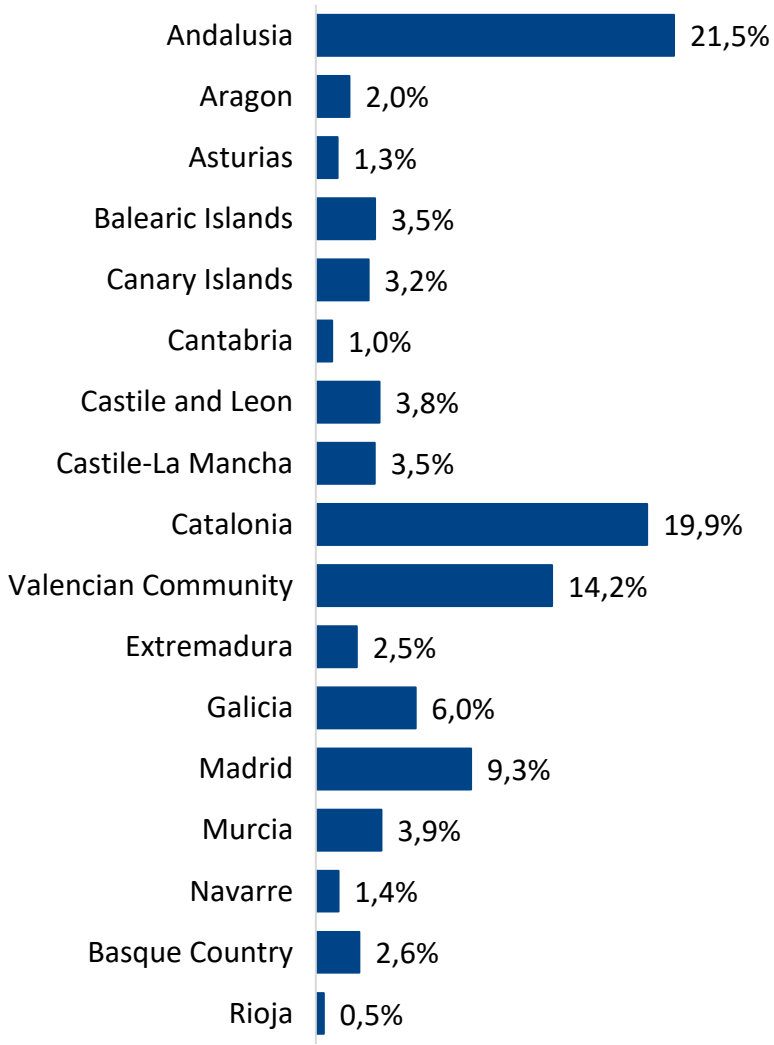
Graph 2. Sample distribution by age group



Note: EDAD_NUM. Hidden and auto-calculated variable. These variables are not asked about in the interview as they form part of our databases.

With regard to the distribution by autonomous region, Andalusia, Catalonia and Valencia account for the highest number of interviewees in the sample (21.5%, 19.9% and 14.2% respectively). In contrast, Asturias, Cantabria, Navarre and La Rioja recorded figures below 2.0%.

Graph 3. Sample distribution by autonomous region



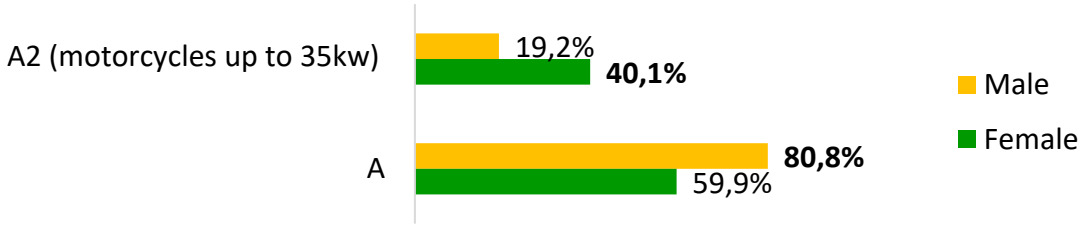
Note: AUTONO. Hidden and auto-calculated variable. These variables are not asked about in the interview as they form part of our databases.

2. MOTORCYCLIST PROFILE

If we look at the type of motorcycle licence held by the interviewees, 75.4% state that they have a category A licence and 24.6% have a category A2 licence (motorcycles up to 35 kW).

By gender, we can see that 80.8% of male motorcyclists hold a category A driving licence, compared to 59.9% of women, with statistically significant differences. In addition, female motorcyclists obtained their licences at an older age than men, with significant differences in the 18-24 and 35-44 age groups.

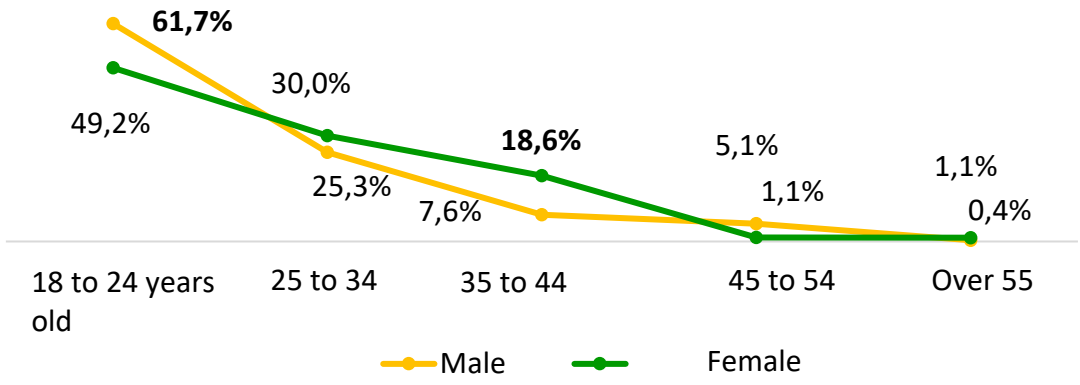
Graph 4. Type of licence according to gender (multiple choice)



Note: Q4 "Which of the following driving licences do you currently hold? Multiple choice, you can select several responses"

Most obtain a licence before they are aged 24 (58.5%), followed by those aged between 25 and 34 (26.5%).

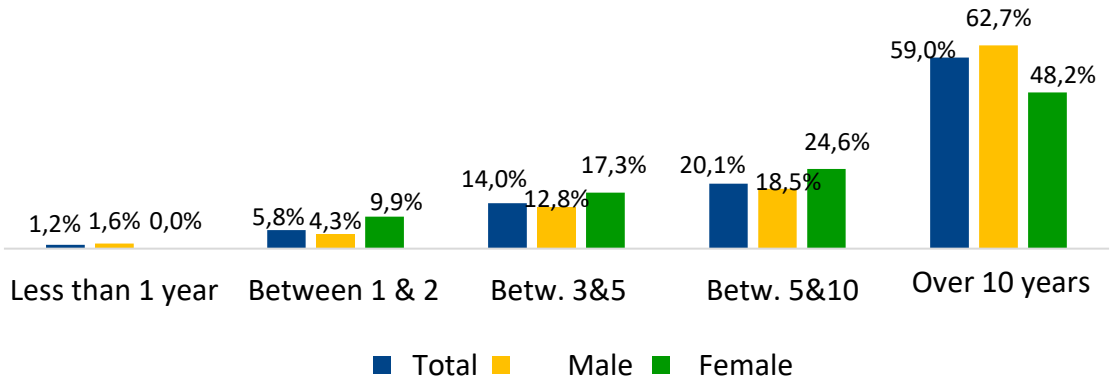
Graph 5. Age at which licence was obtained, according to gender



Note: Q4 "Which of the following driving licences do you currently hold? Multiple choice, you can select several responses"

The vast majority have regularly driven a motorcycle over 250 cc for more than 10 years.

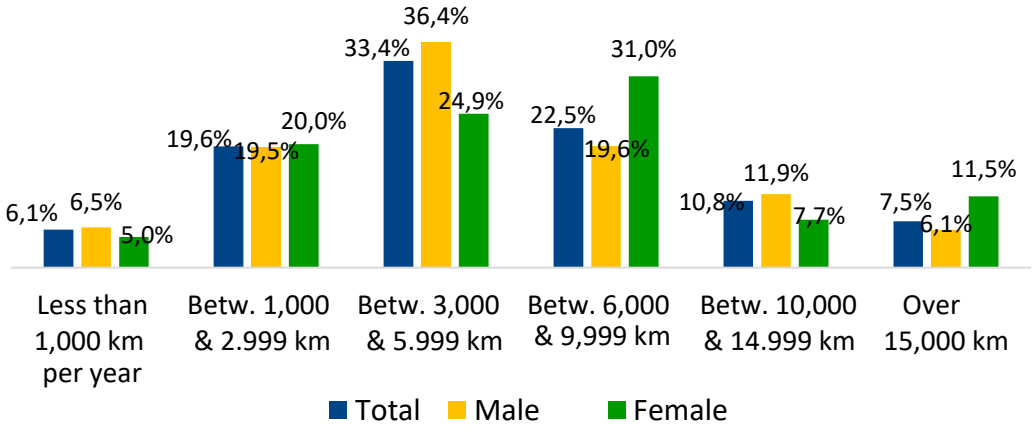
Graph 6. Years regularly driving a motorcycle, according to gender



Note: Q6. How long have you been driving a motorcycle with an engine size over 250 cc on a regular basis?

Most respondents drive between 3,000 and 5,999 kilometers per year, with male motorcyclists (36.4%) accounting for the largest share in this range, while women tend to report driving between 6,000 and 9,999 kilometers per year.

Graph 7. Number of kilometres per year with this vehicle, according to gender



Note: Q6 "And approximately how many kilometres per year do you drive this type of vehicle?"

Naked/streetfighter and scooters are the most common motorcycles. Women are significantly more likely to have a sports or sport touring motorcycle.

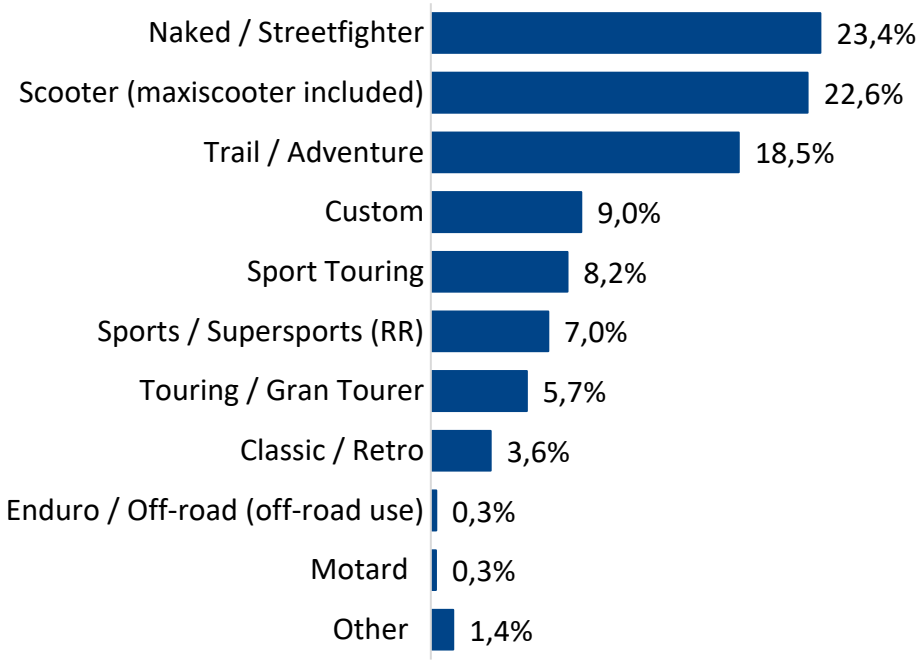
Table 1. Type of motorcycle currently riding, according to gender (multiple choice)

	Total	Male	Female
Naked/Streetfighter	25.3%	25.2%	25.7%
Scooter (including maximum scooter)	23.3%	22.2%	26.5%
Trail/Adventure	22.0%	23.5%	17.8%
Custom	10.8%	9.9%	13.1%
Sports/Supersports (RR)	10.0%	8.1%	15.8%
Sport touring	9.8%	7.5%	16.7%
Touring/Grand Tourer	7.6%	7.8%	7.2%
Classic/Retro	4.9%	5.7%	2.6%
Enduro/Off-road (for off-road use only)	2.1%	2.4%	1.1%
Motard	0.9%	0.9%	1.1%
Other	1.1%	1.0%	1.2%

Note: Q8a " What type of motorcycle over 250 cc do you currently drive?"

The types of motorcycle most frequently driven are the naked/streetfighter (23.4%) and scooters (22.6%).

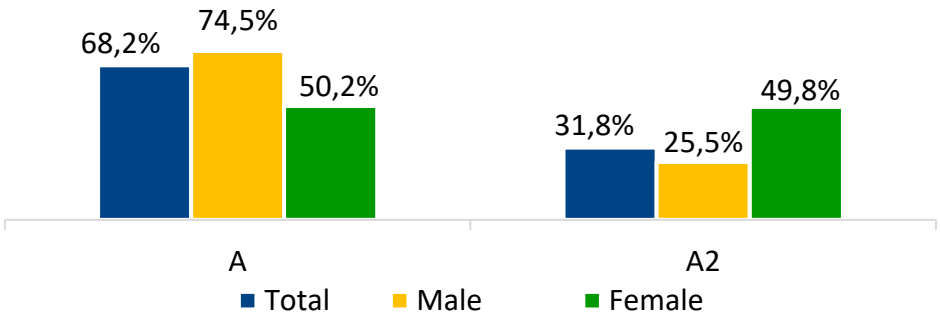
Graph 8. Type of motorcycle driven most frequently



Note: Q8b "And which do you drive most often?"

In the classification of motorcycles, we found a significant difference by gender: in the case of male motorcyclists, 75% ride a category A motorcycle and 25% a category A2 motorcycle, while in the case of women, the percentage was approximately 50% for each type.

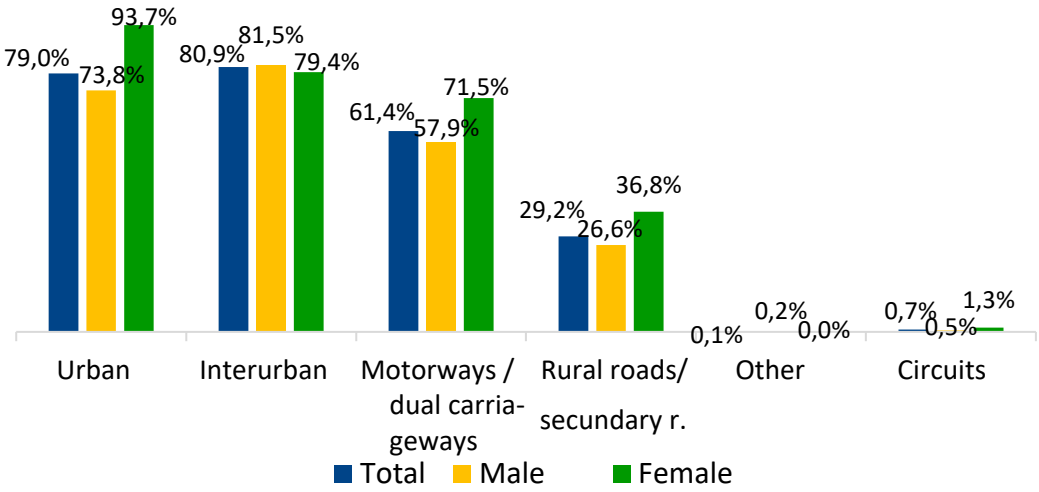
Graph 9. Type of motorcycle classification, according to gender



Note: Q8c "What type of classification is it?"

Beyond urban and interurban use, around 30% drive their motorcycle on rural roads or secondary roads, but once again we found differences according to gender. Women were more likely to report rural roads/secondary roads (36.8% among female motorcyclists vs. 26.6% among male motorcyclists).

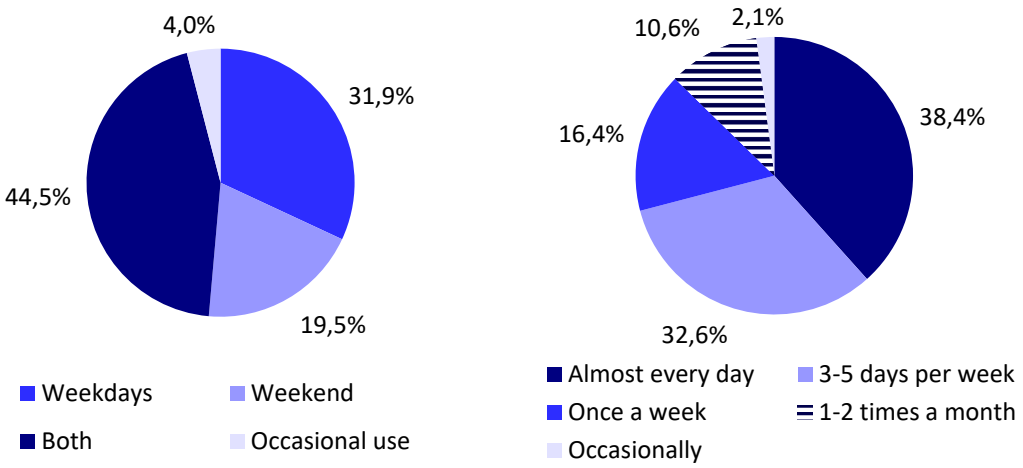
Graph 10. Environments in which users drive a motorcycle, according to gender (multiple choice)



Note: Q9 "In which of the following environments do you use your motorcycle? Multiple choice, you can select several responses"

More than 7 out of 10 drive their motorcycle every week and 44.5% do so on both weekdays and weekends.

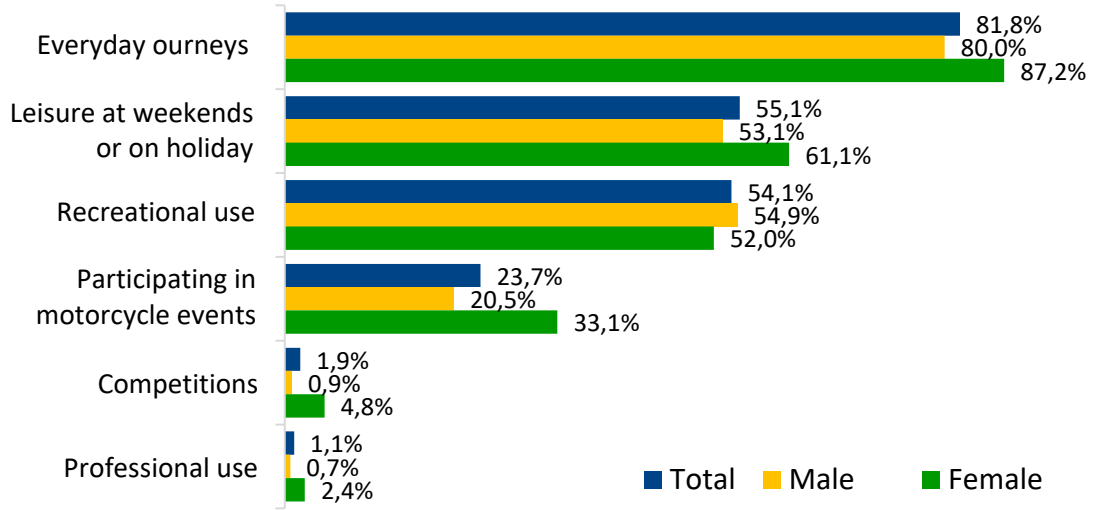
Graph 11. Motorcycle use and frequency of driving



Note: Q10a "Which of the following best describes your motorcycle use?" and p.10b "And how often do you drive your motorcycle?"

8 out of 10 use a motorcycle for their everyday journeys and half do so on trips, leisure routes, etc. Women are significantly more likely to drive them to motorcycle events **(33.1% vs. 20.5%).**

Graph 12. Activities which the motorcycle is used for (multiple choice)



Note: Q11 "Now being a little more specific, which of the following activities do you use a motorcycle for? Multiple choice, you can select several responses"

We found statistically significant differences in the relationship between the type of motorcycle used and the usage environment. It is worth highlighting the use of naked motorbikes and scooters in urban environments (naked on motorways too) and trail motorbikes in rural settings.

Table 2. Type of motorcycle currently ridden, by environment of use

	Urban	Interurban	Motorway	Rural
Naked/Streetfighter	**26.0%**	**24.4%**	21.9%	20.3%
Scooter (including maximum scooter)	**23.8%**	19.1%	16.8%	12.3%
Trail/Adventure	16.6%	19.1%	**20.7%**	**30.4%**
Custom	9.8%	9.6%	11.0%	9.1%
Sports/Supersports (RR)	7.1%	7.2%	9.7%	8.2%
Sport touring	8.0%	9.5%	8.7%	7.8%
Touring/Grand Tourer	4.6%	6.5%	6.2%	5.4%
Classic/Retro	2.7%	3.5%	4.4%	4.7%
Enduro/Off-road				1.1%
Motard	0.2%	0.4.		
Other	1.1%	0.7%	0.7%	0.7%

Note: Q8a "What type of motorcycle over 250 cc do you currently ride?"

As regards the relationship between the type of motorcycle and the use made of it, statistically significant differences were found in the use of trail motorcycles on weekdays and custom on weekends, naked bikes for any day of the week and naked and scooters for sporadic use.

Table 3. Type of motorcycle currently ridden, by type of motorcycle use

	During the week	Weekends	Both	Occasional use
Naked/Streetfighter	27.2%	23.3%	**35.8%**	**31.9%**
Scooter (incl. maximum scooter)	18.4%	6.3%	4.1%	**23.1%**
Trail/Adventure	**21.6%**	20.6%	17.0%	6.5%
Custom	10.7%	**19.7%**	3.0%	
Sports/Supersports (RR)	6.6%	7.2%	9.2%	6.9%
Sport touring	5.3%	13.2%	16.3%	8.3%
Touring/Grand Tourer	4.6%	4.1%	8.6%	
Classic/Retro	3.6%	3.5%	3.3%	**23.3%**
Enduro/Off-road	0.6%		1.4%	
Motard	1.0%			
Other	0.5%	2.0%	1.2%	

Note: Q8a "What type of motorcycle over 250 cc do you currently ride?"

If we look at the relationship between the type of motorcycle and frequency of use, statistically significant differences were observed between riding almost every day (scooters), riding 3–5 days a week (naked and trail bikes), riding 1–2 times a week (naked or trail bikes), and occasional use (scooters).

Table 4. Type of motorcycle currently ridden, by frequency of use

	Almost every day	3-5 days a week	Once a week	1-2 times a month	Occasional
Naked/Streetfighter	24.4%	**25.3%**	21.4%	**27.4%**	16.2%
Scooter (including maximum scooter)	**34.9%**	4.1%	23.2%	7.5%	**38.2%**
Trail/Adventure	10.9%	**23.4%**	20.5%	**32.1%**	16.0%
Custom	6.1%	11.1%	11.1%		5.2%
Sports/Supersports (RR)	5.5%	7.0%	8.4%	3.6%	6.8%
Sport touring	6.6%	14.5%	6.6%	8.5%	6.3%
Touring/Grand Tourer	4.8%	6.2%	6.0%	7.6%	6.9%
Classic/Retro	5.4%	2.8%	1.7%	13.4%	2.6%
Enduro/Off-road (for off-road use only)		1.7%			
Motard	0.5%		0.4%		
Other	0.9%	3.9%	0.7%		1.9%

Note: Q8a “What type of motorcycle over 250 cc do you currently ride?”

With regard to the activities performed, for everyday activities, there is statistically significant differences in the use of naked motorcycles and scooters, naked motorbikes for leisure routes, as well as for recreational, event and competition use.

Table 5. Type of motorcycle currently ridden, according to the activities performed

	Everyday	Leisure routes	Recreational	Events	Competitions	Professional
Naked/Streetfighter	**23.8%**	**22.5%**	**28.3%**	**25.7%**	**26.1%**	31.8%
Scooter (including maximum scooter)	**26.6%**	9.9%	14.7%	9.4%		12.8%
Trail/Adventure	17.8%	**24.4%**	19.9%	**22.4%**		
Custom	8.9%	9.5%	9.7%	7.4%		
Sports/Supersports	6.4%	9.5%	7.7%	13.7%	7.7%	
Sport touring	6.1%	10.6%	10.2%	5.2%	**25.6%**	
Touring/Grand Tourer	5.1%	7.4%	5.6%	10.0%	16.4%	**55.5%**
Classic/Retro	3.1%	5.1%	2.2%	4.4%	14.7%	
Enduro/Off-road	0.2%	0.3%	0.3%		9.6%	
Motard	0.4%		0.3%			
Other	1.4%	0.8%	1.1%	1.7%		

Note: Q8a " What type of motorcycle with an engine size over 250 cc do you currently ride?"

Based on our experience of riding, we found that naked bikes and touring bikes are used more frequently (to a statistically significant extent) by riders with less than one year's experience; naked bikes and trail bikes by those with between one and five years' experience; naked bikes and scooters by those with between five and ten years' experience; and scooters by those with more than ten years' experience.

Table 6. Type of motorcycle currently ridden, by riding experience

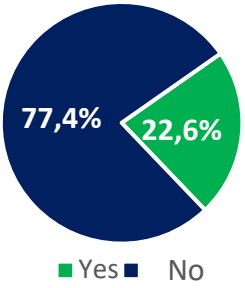
	Less than 1 year	Between 1 and 5 years	Between 5 and 10 years	Over 10
Naked/Streetfighter	**45.6%**	**34.9%**	**23.8%**	18.9%
Scooter (including maximum scooter)	14.6%	13.5%	**24.1%**	**25.3%**
Trail/Adventure	12.6%	**21.1%**	17.5%	18.0%
Custom		9.5%	7.1%	9.7%
Sports/Supersports (RR)		8.5%	8.3%	8.2%
Sport touring	11.3%	9.8%	8.0%	5.7%
Touring/Grand Tourer	**15.9%**	1.8%	4.4%	7.3%
Classic/Retro			4.8%	4.4%
Enduro/Off-road (for off-road use only)				0.6%
Motard		0.9%		0.2%
Other			1.8%	1.7%

Note: Q8a " What type of motorcycle with an engine size over 250 cc do you currently ride?"

3. DRIVING TRAINING RECEIVED

Nearly a quarter of the people interviewed have received some kind of training, besides mandatory training, in the area of motorcycling, specifically 22.6% of the 507 people.

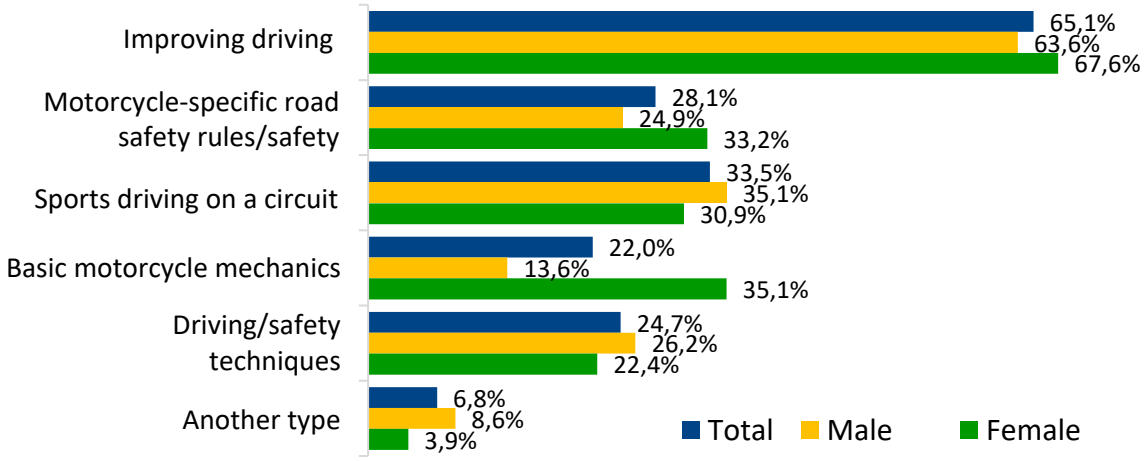
Graph 13. Driving training received



Note: Q12 "In addition to the training required to obtain a driving licence, have you received any additional training in the area of motorcycling?"

The most frequent courses were related to improving driving. Women reported significantly more basic mechanics courses (35.1% vs. 13.6%).

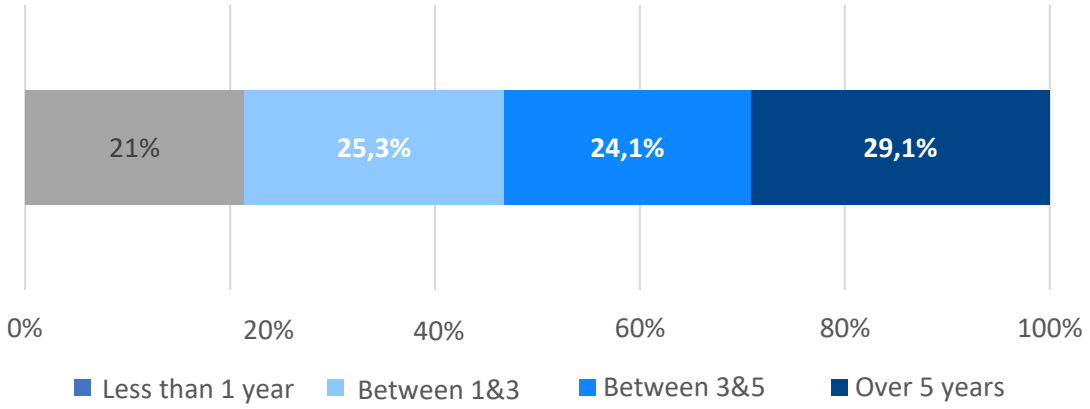
Graph 14. Type of additional training received, according to gender (multiple choice)



Note: Q13 " What type of training? Multiple choice, you can select several responses"

With regard to the last time they received additional training, for 21% this was less than one year ago, for 25.3% between 1 and 3 years ago, for 24.1% between 3 and 5 years ago and for 29.1% more than 5 years ago.

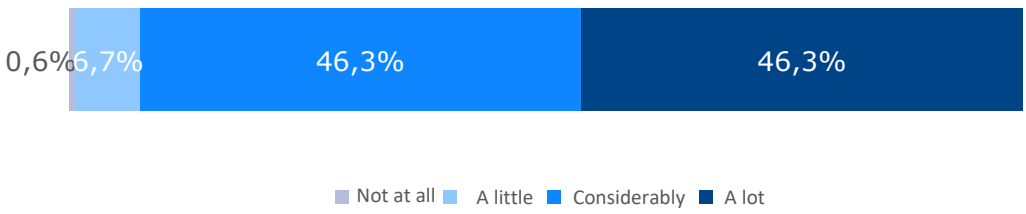
Graph 15. The last time you received any additional training



Note: Q14 "And when was the last time you received any of these types of additional training?"

Almost half of the people who received additional training (46.3%) state that it has greatly helped them to improve their driving. Another 46.3% of those who received additional training indicate that the training considerably helped them improve their driving.

Graph 16. The training helped improve their driving

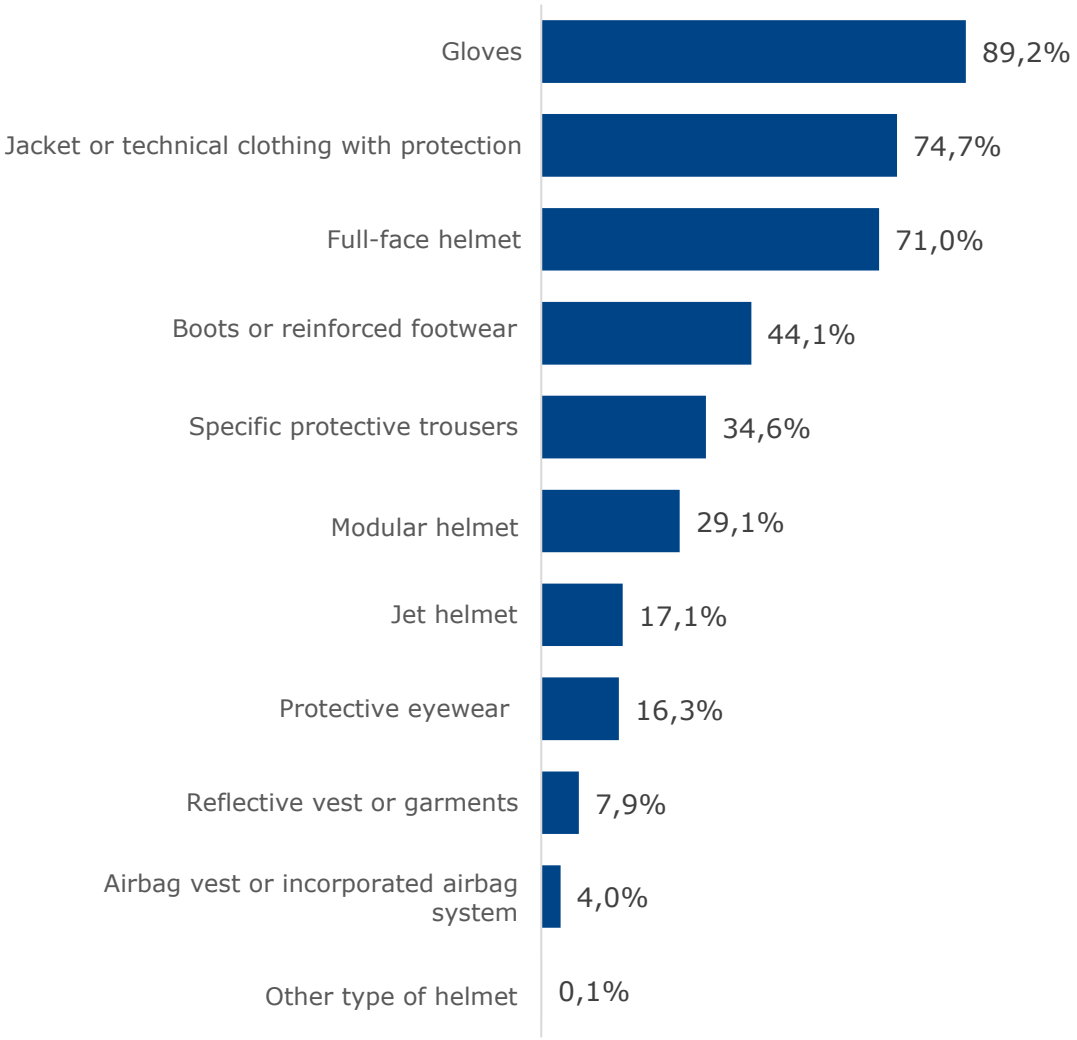


Note: Q15 "To what extent do you think this training helped you improve your driving?"

4. SAFETY GEAR AND TECHNOLOGIES

The graph below shows the percentage who regularly use each of the most commonly used safety gear (jet type, modular, full-face). Gloves and technical jacket/garment are, along with a helmet, the most common protective equipment.

Graph 17. Standard safety elements

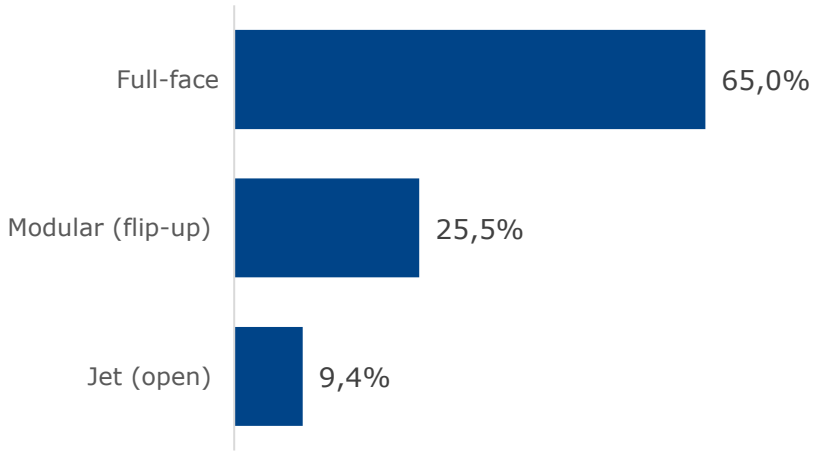


Note: Q16 “Which of the following safety gear do you use regularly?”

A full-face helmet is the most commonly used. Women were significantly more likely to use a full-face helmet (78.8% vs. 60.3%).

The youngest drivers indicate that the helmet they use most frequently is a full-face helmet (92.2% in the 25-34 age group; 84.3% in the 35-44 age group; 56.4% in the 45-54 age group; 46.2% 55-64 years old and 52.5% those over 65).

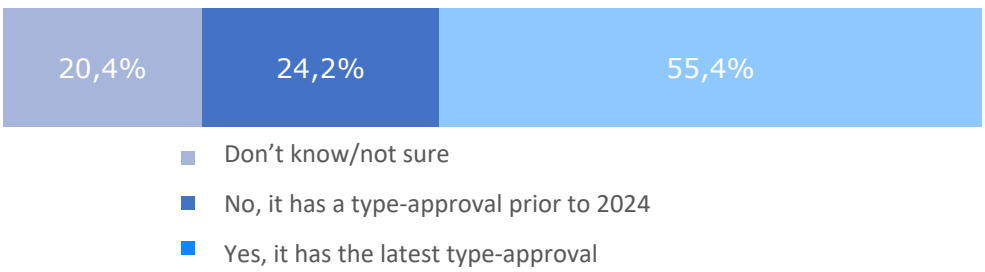
Graph 18. Helmet normally used



Note: Q17 "And which helmet do you use most often?"

A large majority (55.4%) state that their helmet is type-approved according to the European EC 22-06 standard. 1 in 5 do not know or are not sure whether they are using an approved helmet.

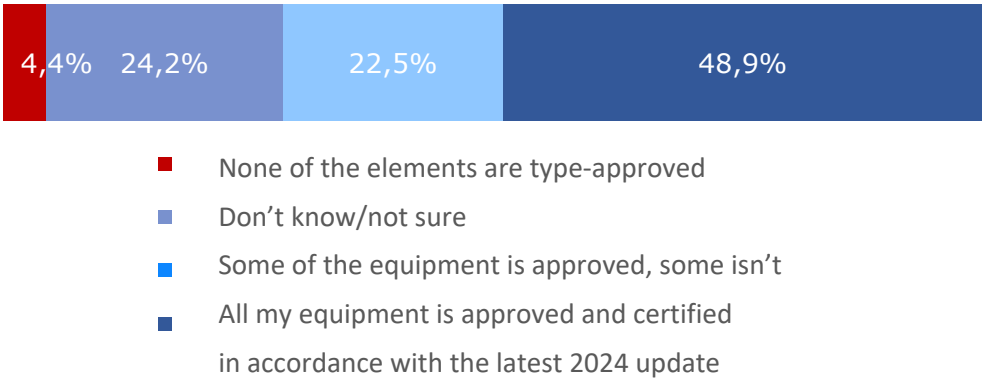
Graph 19. Helmet approved according to European regulations



Note: Q18 "And as regards this helmet (the one you use the most), do you know whether it is approved according to EUROPEAN EC 22-06 standards?"

48.9% used equipment approved and certified in accordance with the latest regulations. Graph showing the percentage using approved equipment according to the latest regulations.

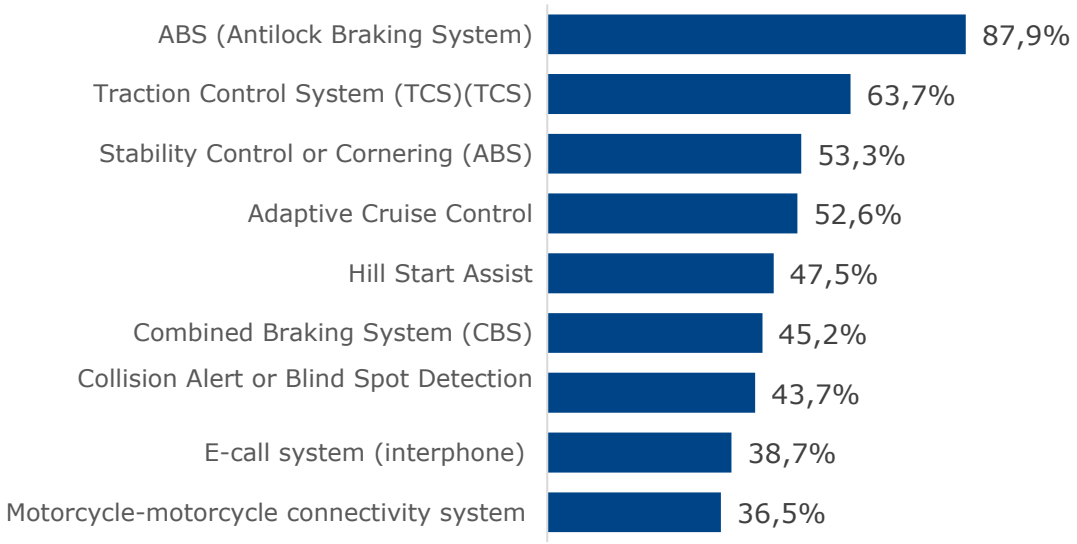
Graph 20. Equipment approval



Note: Q19 "And as regards other equipment (clothes, gloves, boots, etc.), which of the following statements best describes your situation?"

Regarding knowledge of each of the ARAS systems, ABS and TCS are the ARAS elements most familiar to motorcyclists.

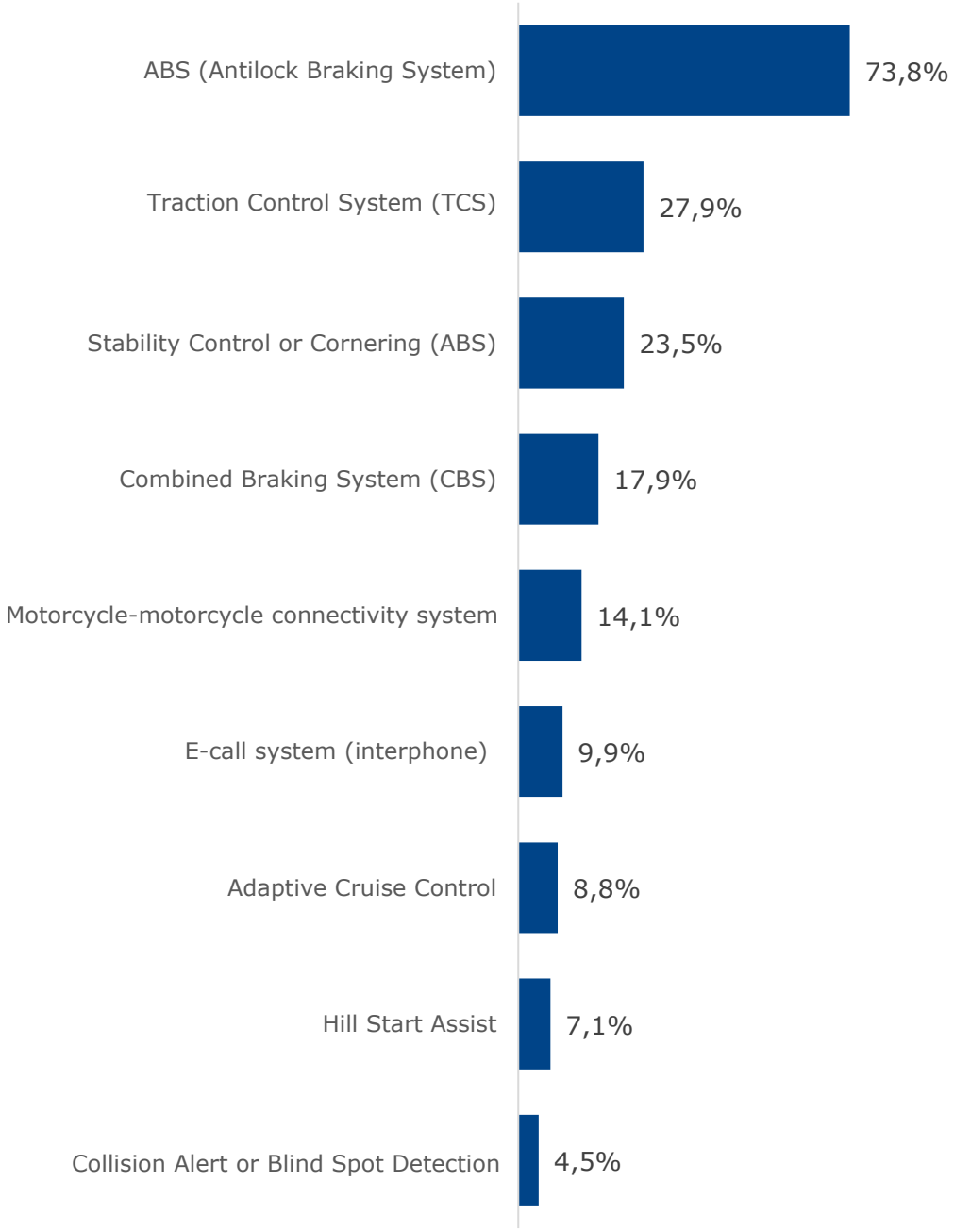
Graph 21. Known ARAS



Note: Q20 "Which of the following ARAS (Advanced Driver Assistance Systems) do you know about?"

Three out of four have a motorcycle fitted with ABS, while a much lower percentage (27.9%) have Traction Control (TCS).

Graph 22. Type of ARAS system for the most frequently used motorcycle



Note: Q20b "And what type of ARAS is fitted on the motorcycle you currently ride/the one you use most frequently?"

If we look at the relationship between the type of motorcycle and the protective gear worn, the statistics show that open-face helmets are most commonly worn by scooter riders, modular helmets by scooter and trail bike riders, full-face helmets by naked bike riders, gloves by both naked bike and scooter riders, and jackets or technical garments by naked bike riders.

Table 7a. Relationship between motorcycle type and equipment

	Jet helmet	Modular helmet	Full-face helmet	Other type of helmet	Gloves	Jacket or technical clothing with protection
Naked/Streetfighter	19.7	16.2	**27.3**	0.0	**24.5**	**24.5**
Scooter	**28.2**	**25.4**	18.6	100.0	**20.9**	17.6
Trail/Adventure	11.7	**25.5**	16.6	0.0	19.0	**20.5**
Custom	15.5	7.0	8.3	0.0	9.7	9.8
Sport touring	7.5	4.5	9.7	0.0	7.2	7.6
Sports/Supersports (RR)	1.8	2.8	9.1	0.0	6.9	7.9
Touring/Grand Tourer	6.9	11.5	5.2	0.0	5.7	6.7
Classic/Retro	4.3	5.0	3.9	0.0	4.0	3.6
Enduro/Off-road	0.0	0.6	0.2	0.0	0.4	0.2
Motard	0.0	0.6	0.2	0.0	0.4	0.4
Other	4.4	0.9	0.9	0.0	1.3	1.2

Note: Relationship between motorcycle type (Q8a) and equipment (Q16)

Specific trousers are most commonly worn among naked and trail riders, along with reinforced boots or footwear, and vests or reflectors among naked and scooter bikers. The airbag vest is most common among sport touring and touring riders, and protective goggles among scooter and trail bikers.

Table 7b. Relationship between motorcycle type and equipment

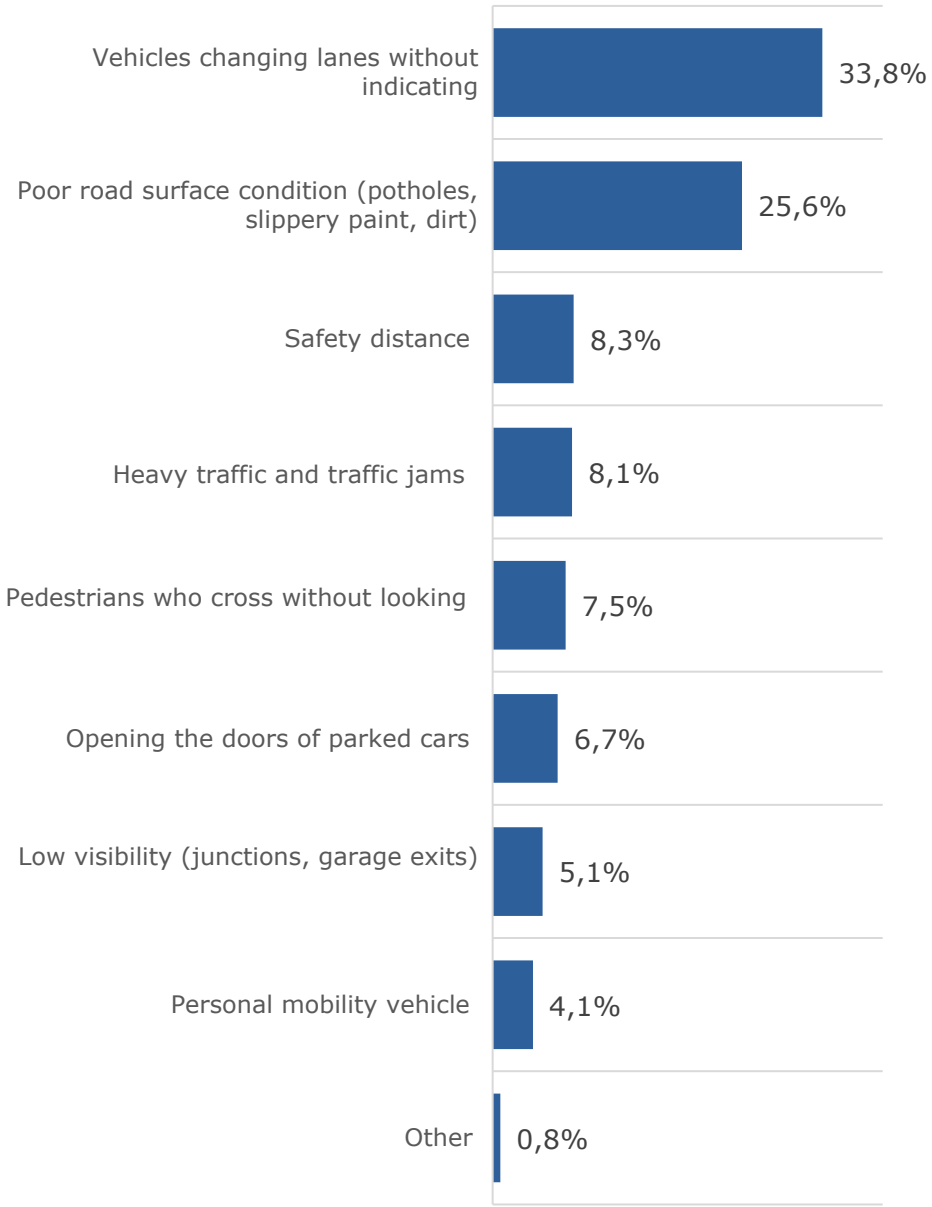
	Specific protective trousers	Boots or reinforced footwear	Reflective vest or clothing	Airbag vest or incorporated airbag system	Protective eyewear
Naked/Streetfighter	**26.9**	**26.5**	**23.0**	7.6	11.1
Scooter	8.8	7.5	**19.5**	8.8	**24.3**
Trail/Adventure	**24.6**	**24.7**	10.4	11.6	**19.0**
Custom	8.1	6.6	4.5	0.0	11.8
Sport touring	8.3	11.3	10.3	**24.0**	4.8
Sports/Supersports (RR)	8.0	8.9	7.4	16.1	5.0
Touring/Grand Tourer	9.7	7.3	19.6	**31.9**	9.9
Classic/Retro	2.4	4.1	3.5	0.0	10.2
Enduro/Off-road	0.5	0.7	0.0	0.0	0.9
Motard	0.0	0.0	0.0	0.0	0.0
Other	2.6	2.4	1.7	0.0	2.9

Note: Relationship between motorcycle type (Q8a) and equipment (Q16)

5. DRIVING PRACTICES AND RISKS

Vehicles changing lanes without indicating were identified as the main risk when driving in urban areas by 33.8%, ahead of other risks such as poor road surface condition and safety distance.

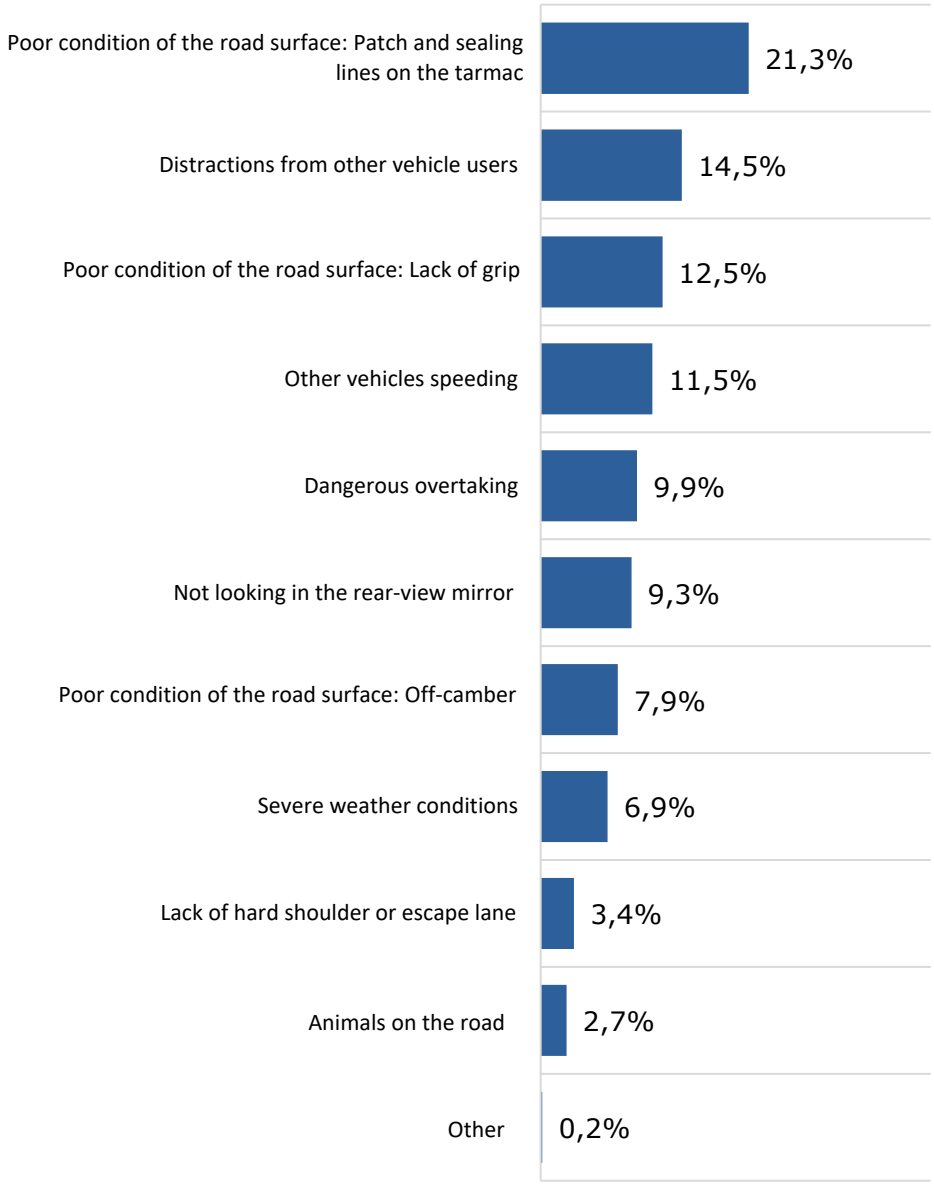
Graph 23. Most significant risks when driving a motorcycle in urban areas



Note: Q21 "Thinking about traffic in urban areas, which risks do you consider to be the most important when riding a motorcycle? Put the 3 most important in order"

When riding on interurban roads, the poor condition of the tarmac due to patch and sealing lines in the tarmac was the main risk for 21.3% of motorcyclists, followed by distractions from other drivers.

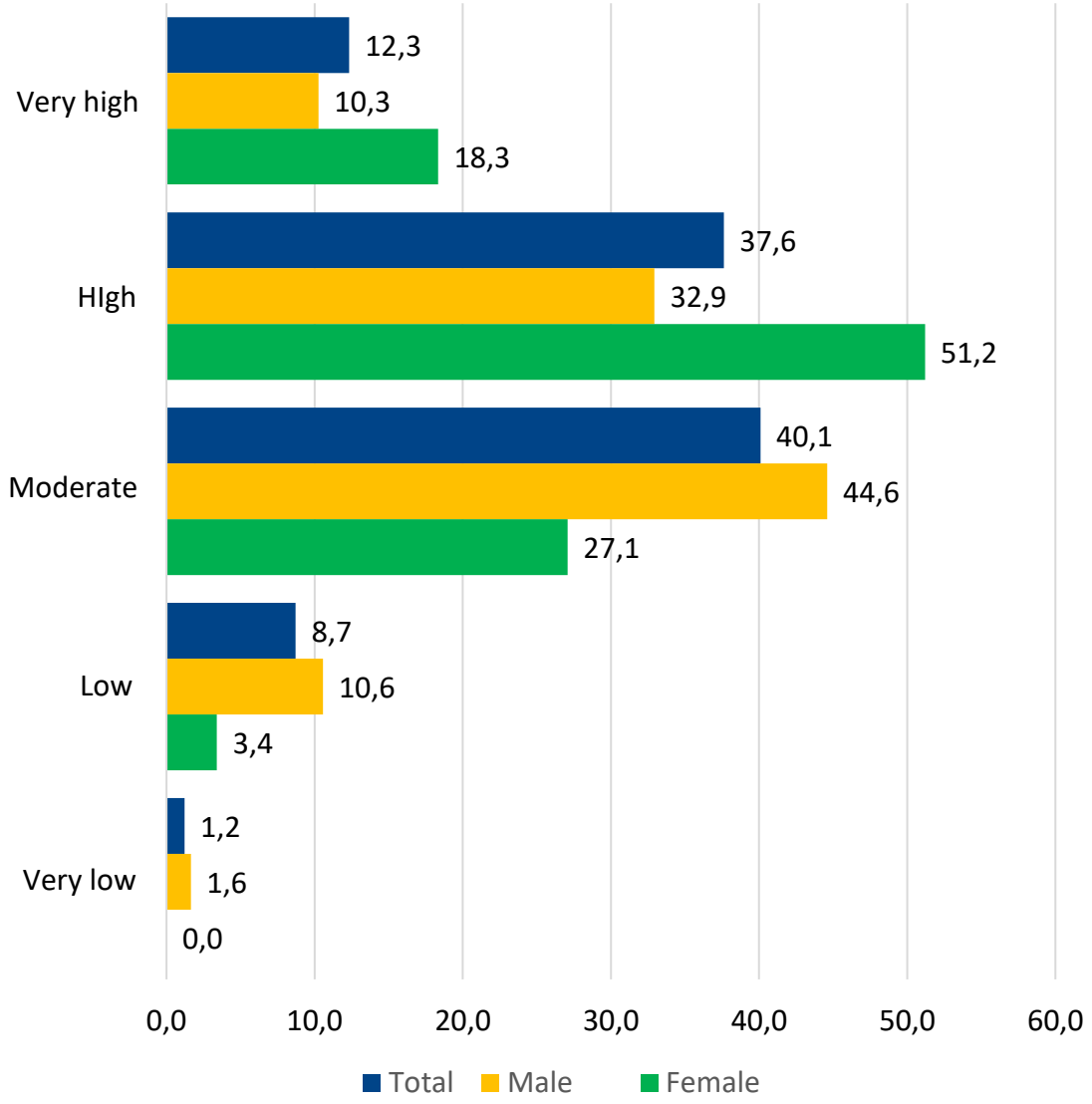
Graph 24. Most significant risks when riding a motorcycle in interurban areas



Note: Q22 "And on interurban roads (single and dual carriageways), which risks do you consider to be the most significant? Put the 3 most important in order"

Almost half the motorcyclists feel that they are exposed to a high/very high risk when riding their motorcycle: 12.3% perceive the risk to be very high, 37.6% as high, 40.1% as moderate, 8.7% as low and 1.2% as very low. Women believe this to be the case significantly more than men.

Graph 25. Perception of risk when motorcycling

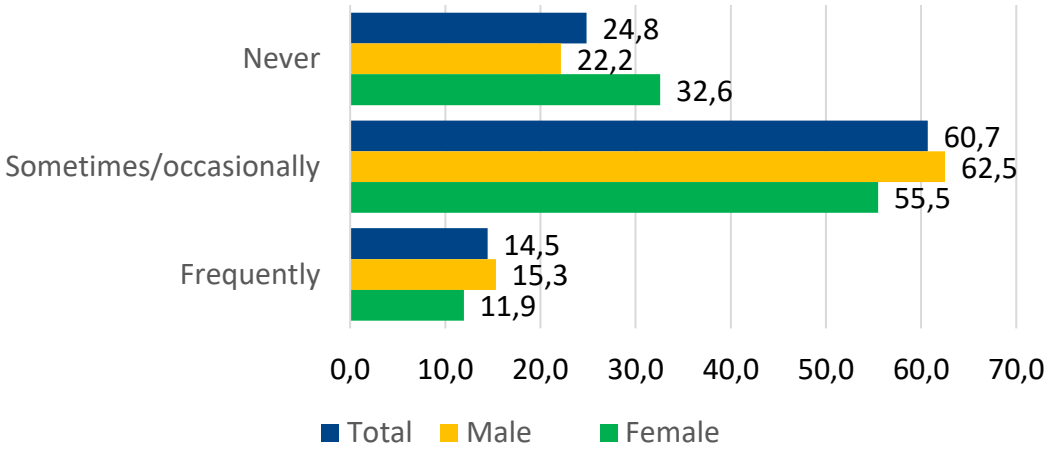


Note: Q23 "In general and in your case, how would you classify the risk you think you are exposed to when riding your motorcycle?"

Riding above the speed limit, weaving between vehicles and using the hard shoulder to overtake are behaviours that more than half of the motorcyclists engage in, although most do so only occasionally.

With regard to riding above the speed limit, 24.8% never exceed the limit, 60.7% exceed the limit sometimes or occasionally, and 14.5% frequently exceed the limit.

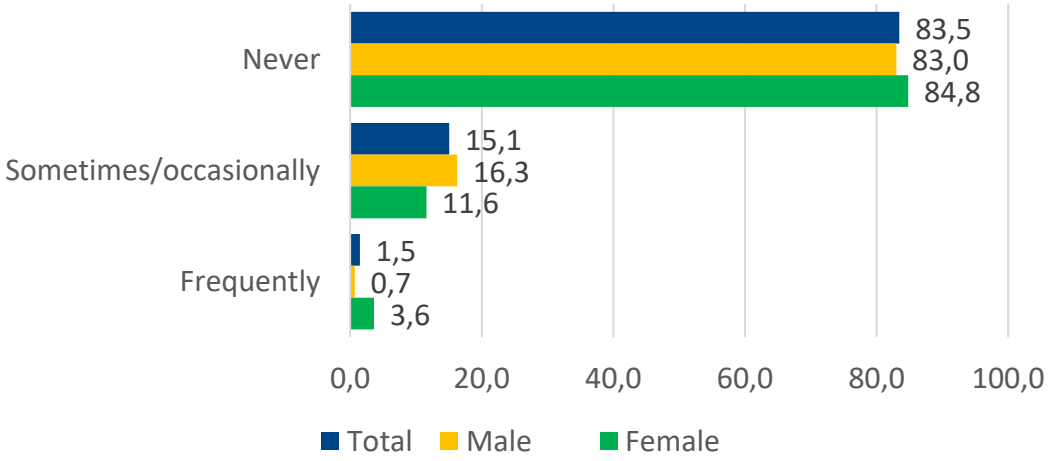
Graph 26. Driving faster than the speed limit



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

As for driving after consuming alcohol, 83.5% never do this, 17.1% do so sometimes or occasionally, and 1.5% frequently.

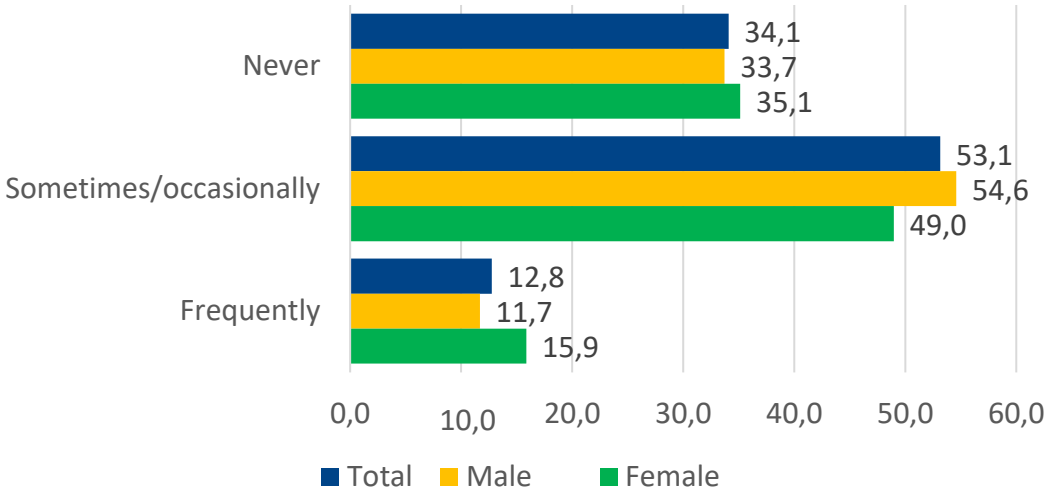
Graph 27. Driving after having drunk alcohol



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

With regard to driving between vehicles, 34.1% never do so, 53.1% do this sometimes or occasionally, and 12.8% do so frequently.

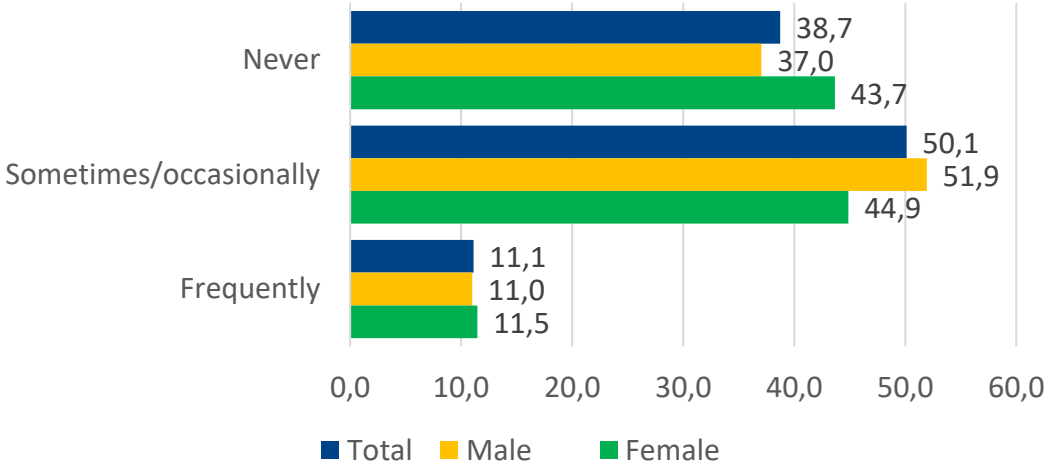
Graph 28. Driving between vehicles (zig-zagging)



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

On another note, 38.7% never use the hard shoulder to overtake, 50.1% use it sometimes or occasionally, and 11.1% use it frequently.

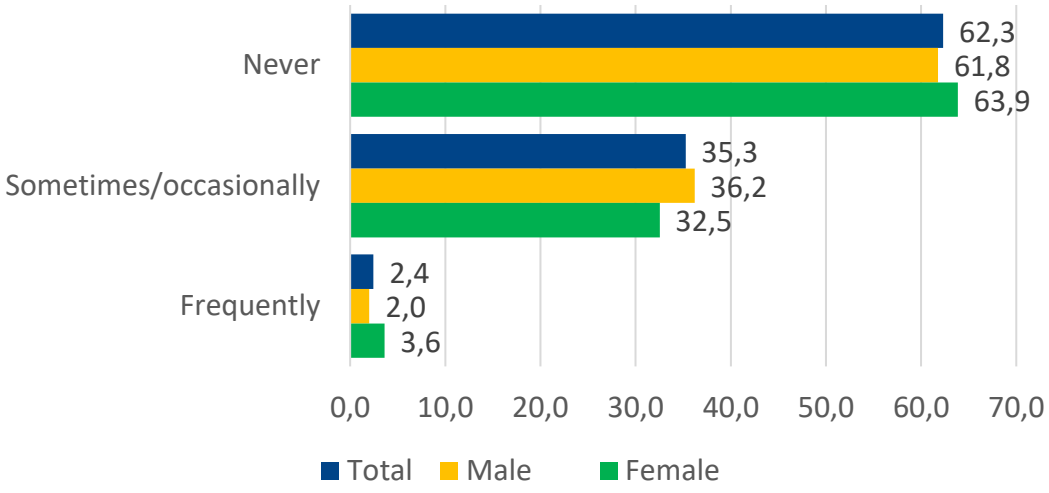
Graph 29. Using the hard shoulder to overtake



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

Furthermore, 62.3% never ride when very tired, 35.3% do so sometimes or occasionally, and 2.4% frequently.

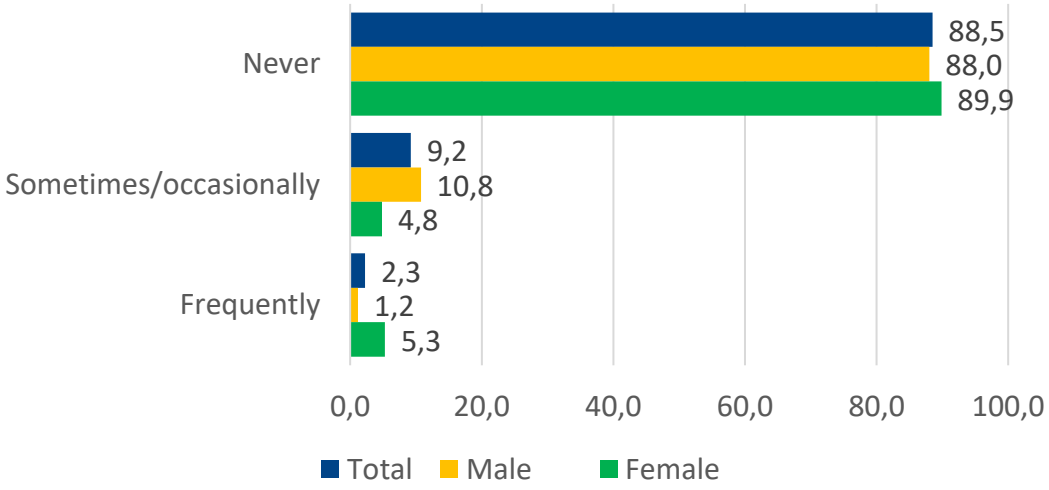
Graph 30. Driving when very tired



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

With regard to using a mobile phone while driving, 88.5% never use it, 9.2% use it sometimes or occasionally, and 2.3% use it frequently.

Graph 31. Using a mobile phone/device while driving



Note: Q24 "How often do you do the following? You are reminded that the survey is anonymous and the data will only be used for statistical purposes, so we ask you to be honest."

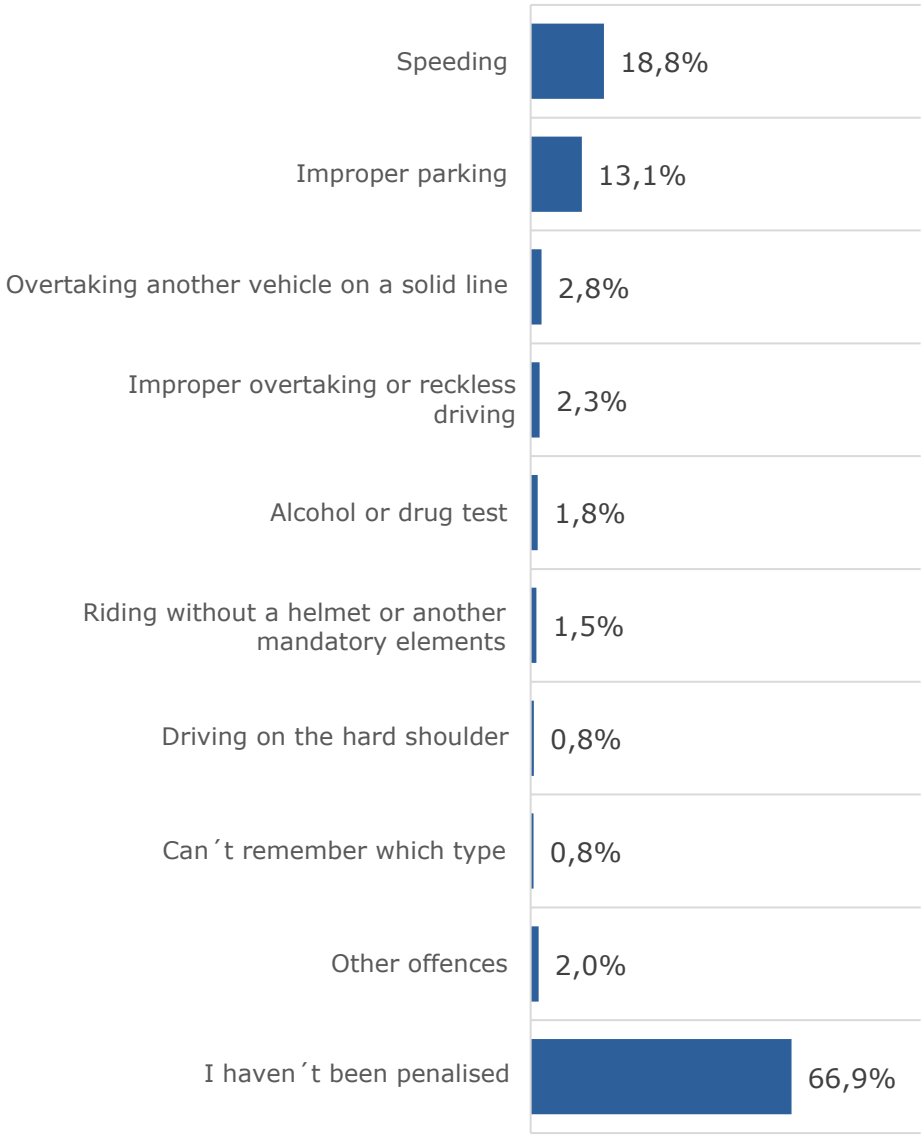
There were hardly any differences according to gender, but the main one is that women were significantly more likely to have never driven faster than the speed limit. Meanwhile, no differences were found by age.

With no clear pattern, those who feel that they are exposed to a high, very high or moderate risk state that they never weave between vehicles and never drive on the hard shoulder.

6. TRAFFIC OFFENCES AND ACCIDENTS

As regards offences, 33% have been penalised in the last 10 years, with speeding being the most common reason. 67% have not been penalised.

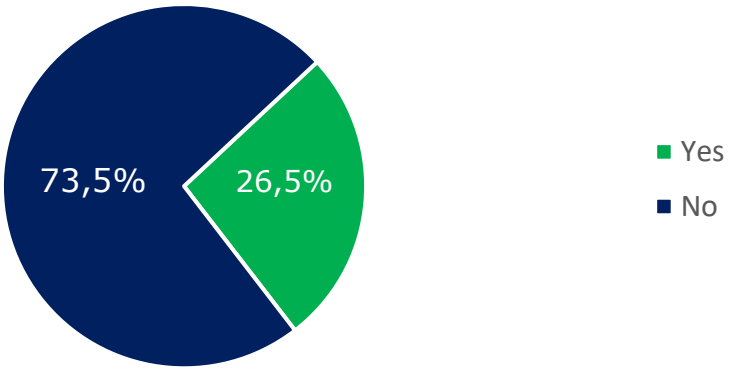
Graph 32. Sanctions in the last 10 years



Note: Q26 "In the last 10 years, have you been sanctioned for any of the following infringements related to motorcycling?"

As regards accidents, 26.4% have had an accident while motorcycling. There are no differences by sex or age.

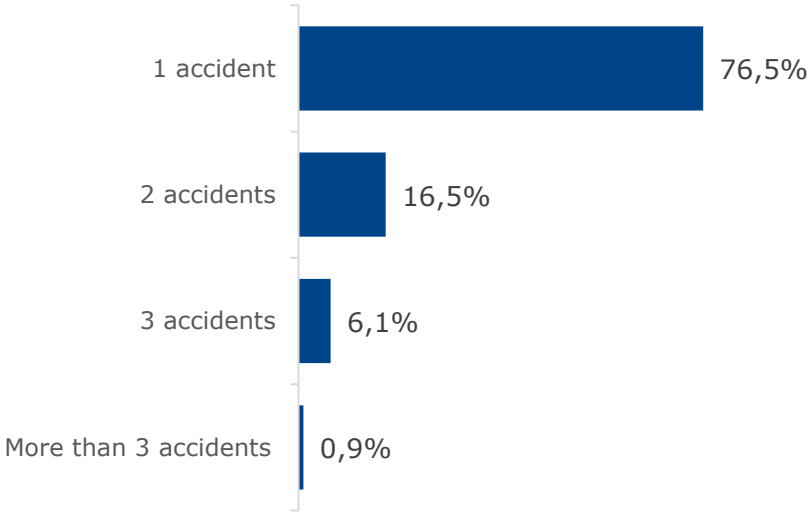
Graph 33. Accidents in the last 10 years



Note: Q27 "And in the last 10 years, have you had an accident while motorcycling?"

Among those who have had an accident, more than 4 out of 5 have only had one in the last 10 years.

Graph 34. Number of accidents in the last 10 years



Note: Q28 "How many accidents have you had in the last 10 years?"

In total, 73.5% have NOT had any accidents, 20.2% have had a single accident, and 6.2% more than one accident (4.4% have had two).

Motorcyclists who have had a single accident

Those who have had an accident do not differ by sex, age, years holding a licence or type of motorcycle. However, we found that they use their motorcycle more: 49%|34.5% use their motorcycles every/almost every day and 88.2%|79.6% use them for everyday journeys (work, studies, errands, etc.).

Logically, those who have had an accident rate the risk to which they believe they are exposed by driving their motorcycle as *very high* (21.5%|9.0%). They are more aware of the risk in urban environments due to low visibility at junctions, garage exits, etc. (24.7%|15.2%) and they are significantly more aware of vehicles changing lanes as the main risk (40.8%|31.3%).
In addition, they declare that they have been penalised more frequently: 28.6% |15.3% have been penalised for speeding; 3.8%|1.1% for alcohol or drug use and 3.2%|0.8% for riding without a helmet. There are also differences with regard to risky driving behaviour, and those who have not had an accident are significantly more likely to engage in such behaviours:

- **74.4%|86.7%** never ride **after drinking alcohol** and **22.4%|12.4%** do so sometimes
- **25.0%|37.3%** never **weave between vehicles.**
- **82.6%|90.6%** never use **a mobile phone or other device while driving** and **5.4% |1.1%** do so frequently.

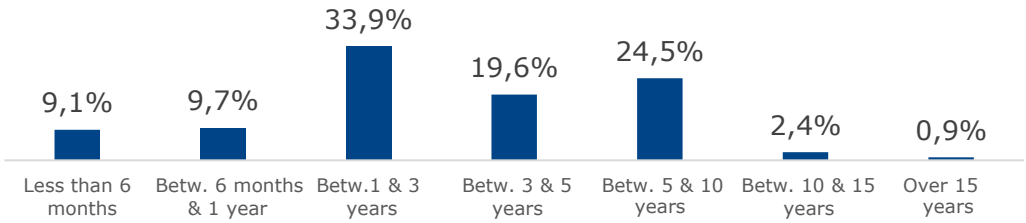
Only 7.4% of people who have had an accident received any kind of training on motorcycle riding after having had an accident.

Graph 35. Received training after the accident

Note: Q31 "Did you receive any kind of motorcycle riding training after the accident(s)?"

Below we show the characteristics of the accident for those who have had only one accident (20.2%).

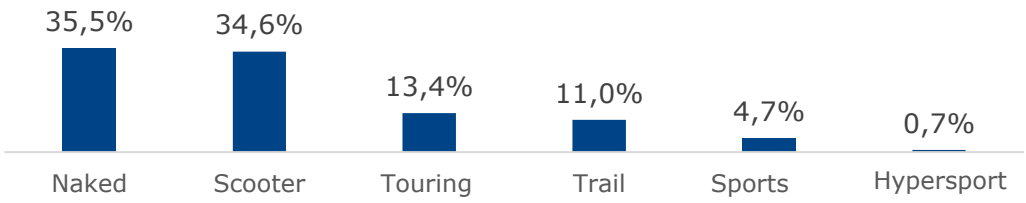
Graph 36. Time since it happened



Note: Q29a "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

Most had a naked motorcycle (35.5%) or a scooter (34.6%).

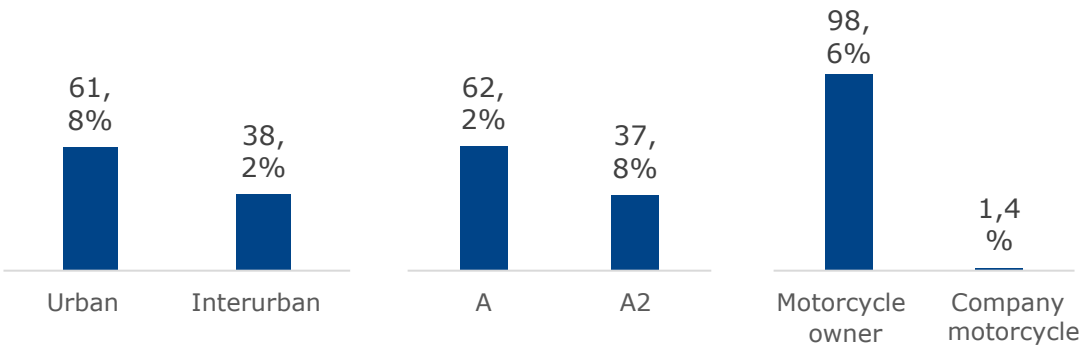
Graph 37. Motorcycle type



Note: Q29c "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

In terms of setting, it is worth highlighting urban licences, with category A licences, and motorcycle owners.

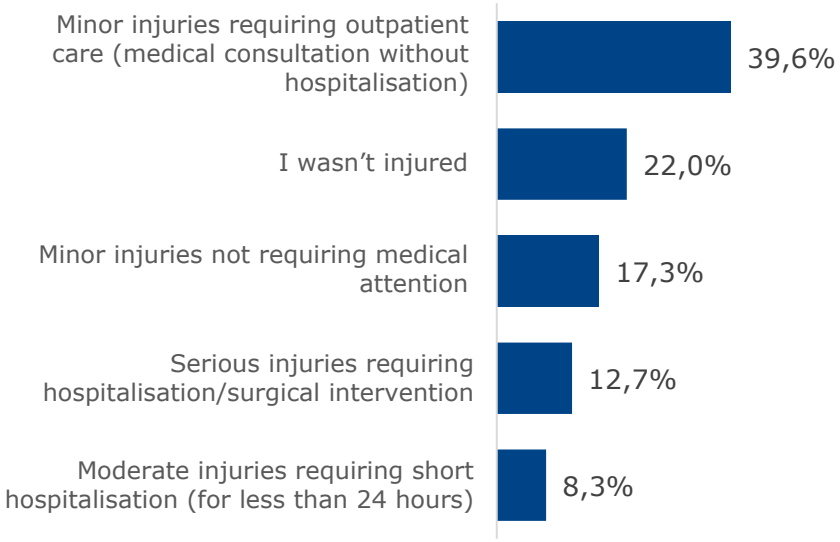
Graph 38. Driving environment, Motorcycle classification and Motorcycle ownership



Note: Q29b, d and e "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)".

The most frequent injuries caused were minor injuries requiring outpatient care (39.6%), followed by those resulting in no injuries (22%).

Graph 39. Injuries caused

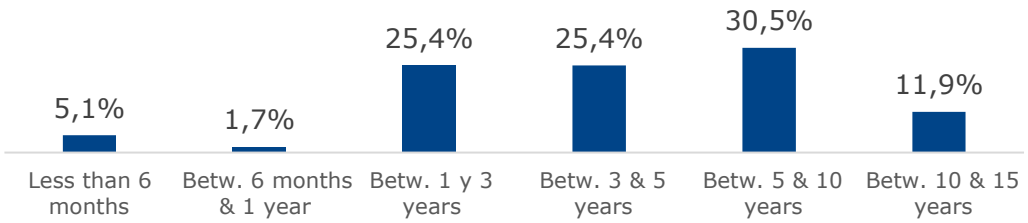


Note: Q29f "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

Motorcyclists who have had more than one accident

With regard to those who have had more than two accidents (6.2%), we find that the great majority had them between 3 and 10 years ago.

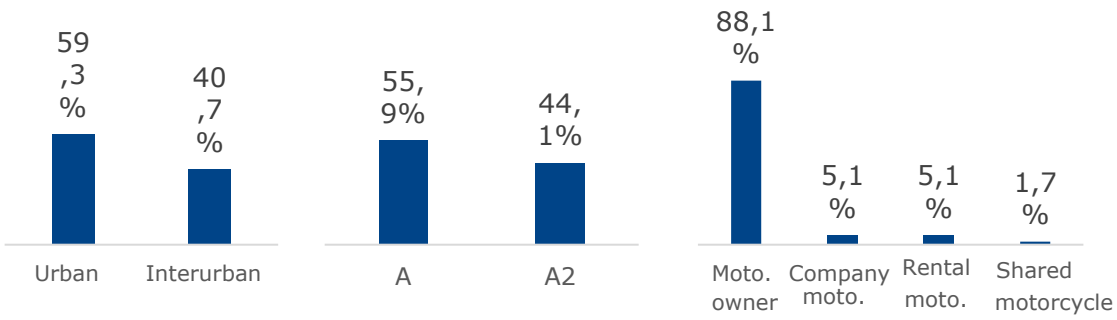
Graph 40. Time since it happened



Note: Q29a "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

In terms of the driving environment, it is worth highlighting the urban environment; with regard to the classification of the motorcycle, type A is the most common; and in terms of ownership, the motorcycle owner is the most significant.

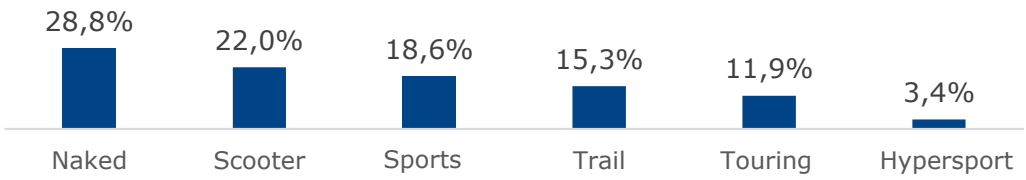
Graph 41. Driving environment, Motorcycle classification and Motorcycle ownership



Note: Q29b, d and e "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

With regard to the type of motorcycle, it was observed that the most common category of motorcycle involved in the accidents was the naked motorcycle, followed by scooters.

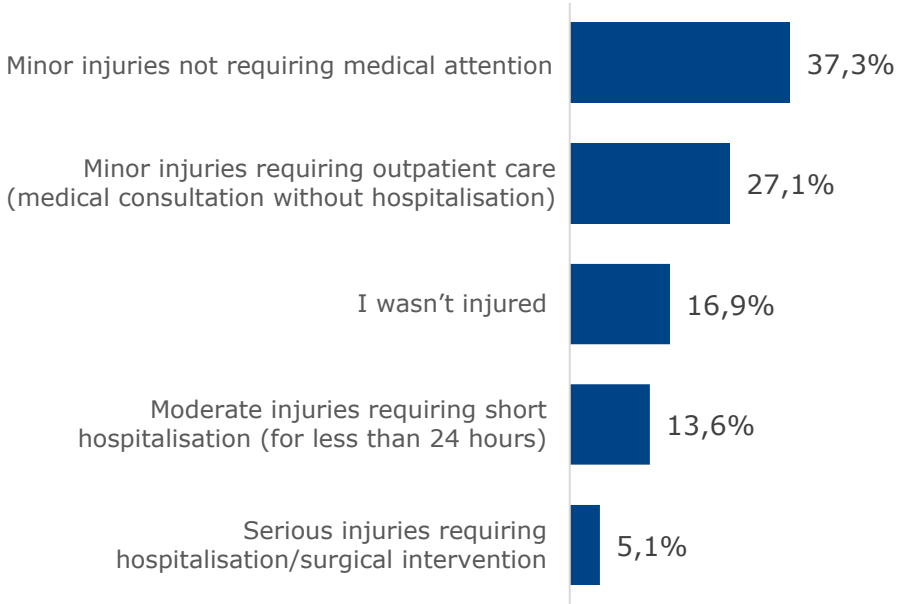
Graph 42. Motorcycle type



Note: Q29c "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

Lastly, most of the interviewees responded that the injuries caused were minor and did not require medical attention.

Graph 43. Injuries caused



Note: Q29f "We're going to ask you for some information about these accidents (if there were more than 3, we will only ask about the last 3)"

Summary of motorcyclists involved in accidents

Accident setting

- 14.4% have had accidents in urban settings only
- 9.1% have had accidents in interurban settings only
- 2.7% had accidents in both settings

Category of motorcycle involved

- 15.9% have only had accidents involving category A motorcycles
- 9.5% have only had accidents involving category A2 motorcycles
- 1.1% had accidents involving both categories of motorcycles

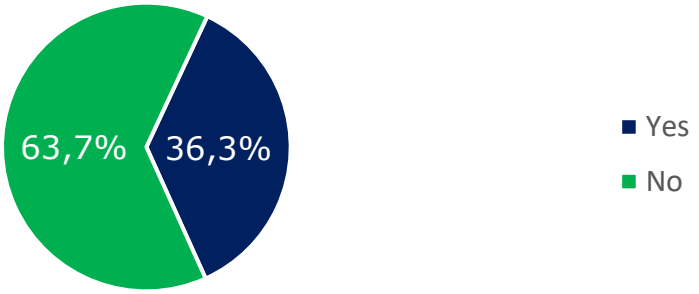
Type of injury

- 10.4% did not have any injuries/only had minor injuries that did not require medical attention
- 3.3% had serious injuries (or death of people involved) in one of the accidents
- 12.8% had only moderate or minor injuries requiring medical attention

7. THE REBORN MOTORCYCLIST

36.3% of motorcyclists have stopped driving for an extended period.

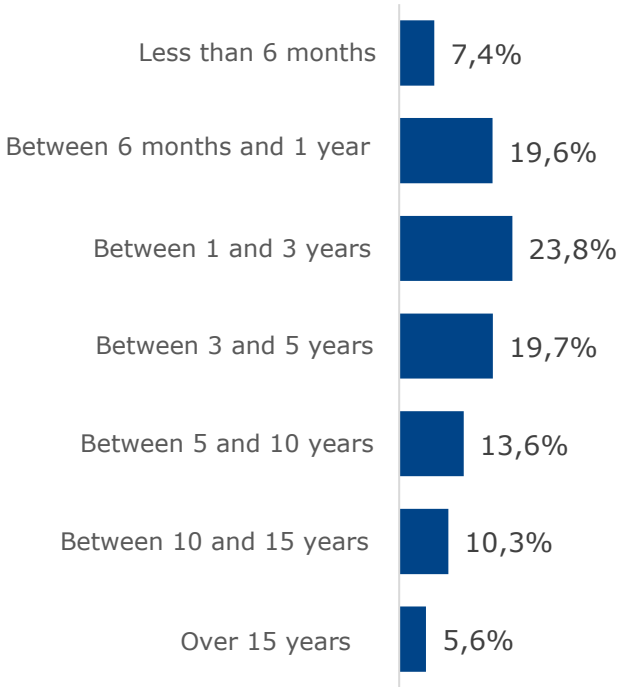
Graph 43. Has stopped motorcycling for a period



Note: Q33 "And since you started motorcycling, have you had any extended periods when you stopped riding them?"

Half of the drivers did not ride a motorcycle for more than 3 years (15.9% stopped for more than 10 years).

Graph 44. How long did you not ride motorcycles for?



Note: Q34 "Approximately how long did you not ride motorcycles for?"

In general terms, the reborn motorcyclist is a driver profile who uses a motorcycle less frequently, and does so for pleasure and leisure:

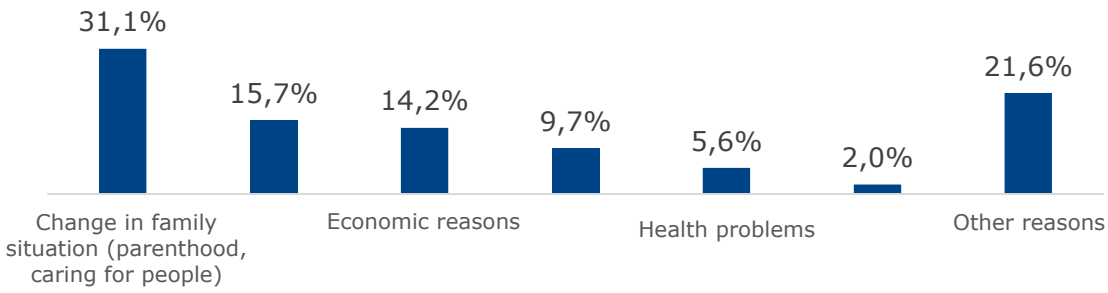
- 13.3% |7.9% have a sport touring motorcycle and 14.8% |8.4% a custom one.
- 85.9% |78.1% ride in interurban settings.
- 24.5% |16.6% ride their motorcycles mainly at weekends.
- 22.8% |12.8% used the motorcycle once a week and 16.1% |7.5% used it once or twice a month.

Although there are no significant differences in the accident rate, the participants believe to a greater extent that riding a motorcycle poses a risk (44.7% |33.6% think they are exposed to a high risk when riding a motorcycle), and nonetheless do certain risky behaviours more frequently:

- 17.7% |9.9% frequently weave between vehicles.
- 3.6% |0.2% frequently drive after drinking alcohol.
- 5.2% |0.5% frequently use a mobile phone while driving.

A change in family situation is the main reason for stopping motorcycling for a while.

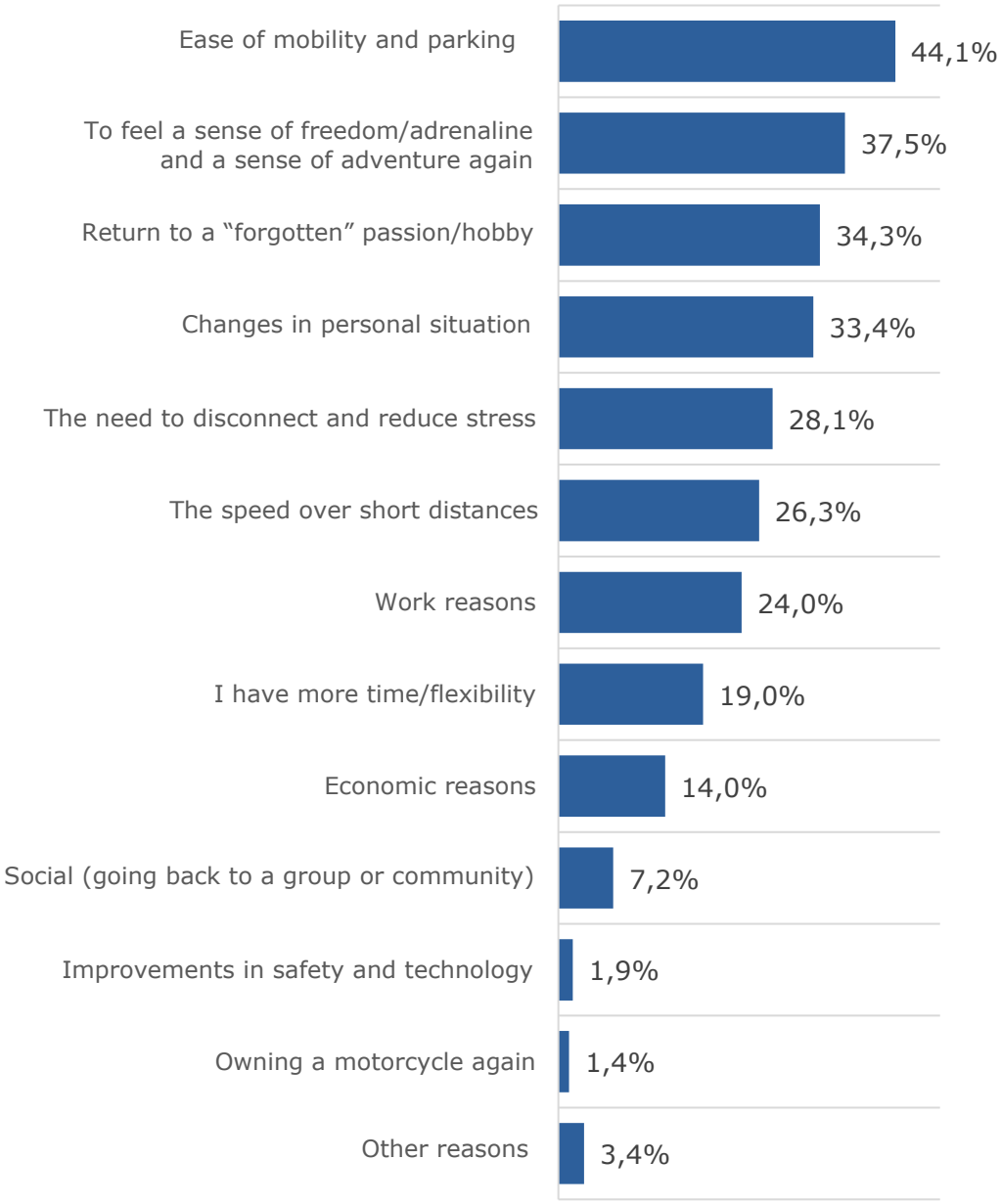
Graph 45. Reason for stopping driving



Note: Q35 "What was the main reason you stopped riding during this period?"

Ease of mobility and/or parking is the main reason for riding their motorcycle again, followed by changes in personal situation.

Graph 43. Reason for starting riding again (multiple choice)



Note: Q36 "What made you go back to riding a motorcycle? Multiple choice, you can select several responses"

Relationship of the "reborn" profile with the type of motorcycle, use in the environment and frequency and time of use

Table 9. The REBORN profile: type of motorcycle by type, frequency and time of use

	TRAVELLING		FREQUENCY	TIME
	Interurban	Rural roads or secondary roads	Recreational use + journeys or leisure routes	Weekend + occasional
Naked/Streetfighter	**22.1**	19.4	**24.2**	**29.5**
Scooter	**18.2**	13.8	11.5	1.5
Trail/Adventure	17.5	**23.0**	**18.8**	**22.1**
Custom	13.7	12.4	13.7	7.7
Sport touring	11.6	10.0	11.8	11.5
Sports/Supersports (RR)	5.5	4.2	5.5	4.5
Touring/Grand Tourer	6.2	8.0	7.3	11.2
Classic/Retro	4.3	8.0	5.5	6.6
Enduro/Off-road		1.2	0.5	1.4
Motard			0.0	
Other	0.9		1.1	4.0

Note: Reborn motorcyclists based on Q8a, Q9, Q11 and Q10a

8. CONCLUSIONS

Gender differences

Although motorcycling (A/A2) is something primarily done by men, the data indicate some significant gender differences.

- Women start motorcycling later.
- The percentage of women riding a category A motorcycle is the same as that riding an A2 motorcycle (50% in both cases), while in the case of men, 75% ride a type A motorcycle.
- Female motorcyclists ride more kilometres, have a greater preference for sport or sport touring bikes (15.8% vs. 8.1% and 16.7% vs. 7.5% respectively), report significantly more driving on rural roads/secondary roads (36.8% vs. 26.6%), participating in motorcycle events (33.1% vs. 20.5%) and having received basic mechanics courses (35.1% vs. 13.6%).
- Female motorcyclists are significantly more aware that they are exposed to a high/very high risk while motorcycling (69.5% vs 43.2%). Perhaps for this reason, they are significantly more likely to wear a full-face helmet (78.8% vs. 60.3%).
- Except for the fact that women are significantly more likely to state that they never drive above the speed limit (32.6% vs. 22.2%), there are no gender differences in other risky behaviours (alcohol use, weaving, driving on the hard shoulder or using a mobile phone).
- Female motorcyclists have different use patterns than men.

Training

More than 1 in 5, 22.6% of motorcyclists, have received some type of additional training related to motorcycling, with the most frequent courses connected with improving driving.

46.3% of those who received training feel that it was very helpful in improving their driving. However, only 7.4% of people who had an accident received any type of driving training following the accident.

There is a clear opportunity to promote voluntary or incentivised training programs by the DGT with the aim of reducing accidents.

Safety gear and ARAS

- 55.4% used a helmet approved according to EUROPEAN EC 22-06 standards, but 24.2% wore one with a previous approval, and 20.4% did not know whether it was approved or not.
- There is room for improvement in the use of other protective gear: 89.2% used gloves; 74.7% jacket or technical garments with protection, and 44.1% boots or reinforced footwear; other elements are used by a lower percentage of motorcyclists.
- As for ARAS systems, 73.8% ride a motorbike fitted with ABS, but only 27.9% ride one fitted with Traction Control (TCS) and 23.5% ride one fitted with Stability Control or Cornering ABS.
- There is room for improvement in both motorcyclist equipment and the ARAS present across the motorcycle fleet. To achieve this goal, it would be useful to design campaigns highlighting the importance of this in order to prevent accidents and/or reduce injuries.

Driving practices and risks

High perceived risk, but unsafe practices are present. Half of the motorcyclists perceive that they are exposed to a high or very high risk while riding their motorcycle (only 9.9% perceive a low or very low risk). However, more than half of motorcyclists engage in risky behaviours such as speeding, weaving between vehicles or riding on the hard shoulder.

Accident rates

One in four (26.4%) motorcyclists have had an accident in the last 10 years (20.2% have had a single accident, and 6.2% have had more than one accident).

- There are no significant differences by gender, age or years holding a driving licence.
- Motorcyclists involved in accidents use their motorcycle more (49% vs. 34.5% of people who have not had any accidents use their motorcycle every/almost every day).
- They also rate the risk to which they think they are exposed by driving their motorcycle as very high (21.5% vs. 9.0% of people who have not had any accidents), but this seems to be more of a consequence than a cause.
- Significant differences were also found in the types of unsafe practices they engage in. People who have not had an accident are more likely to never drive after drinking alcohol (86.7% vs. 74.4%), never weave (37.3% vs. 25%) or use a mobile phone while driving (90.6% vs. 82.6%).
- In addition, those who have had an accident have also been more frequently penalised for speeding, drinking alcohol or drug use, or riding without a helmet.
- The accident rate is linked to risky driving behaviour.

Reborn motorcyclist

36.3% of motorcyclists stopped riding for an extended period and started using motorcycles at a later date. This group exhibits specific characteristics: they ride less frequently, tend to use their motorbikes for leisure purposes, there is a higher prevalence of sport touring and custom motorbikes, and, although they perceive riding to be more dangerous, they are more likely to engage in certain risky behaviours.