

ITF Motorcyclists Safety Workshop: Riding in a Safe System (2021)

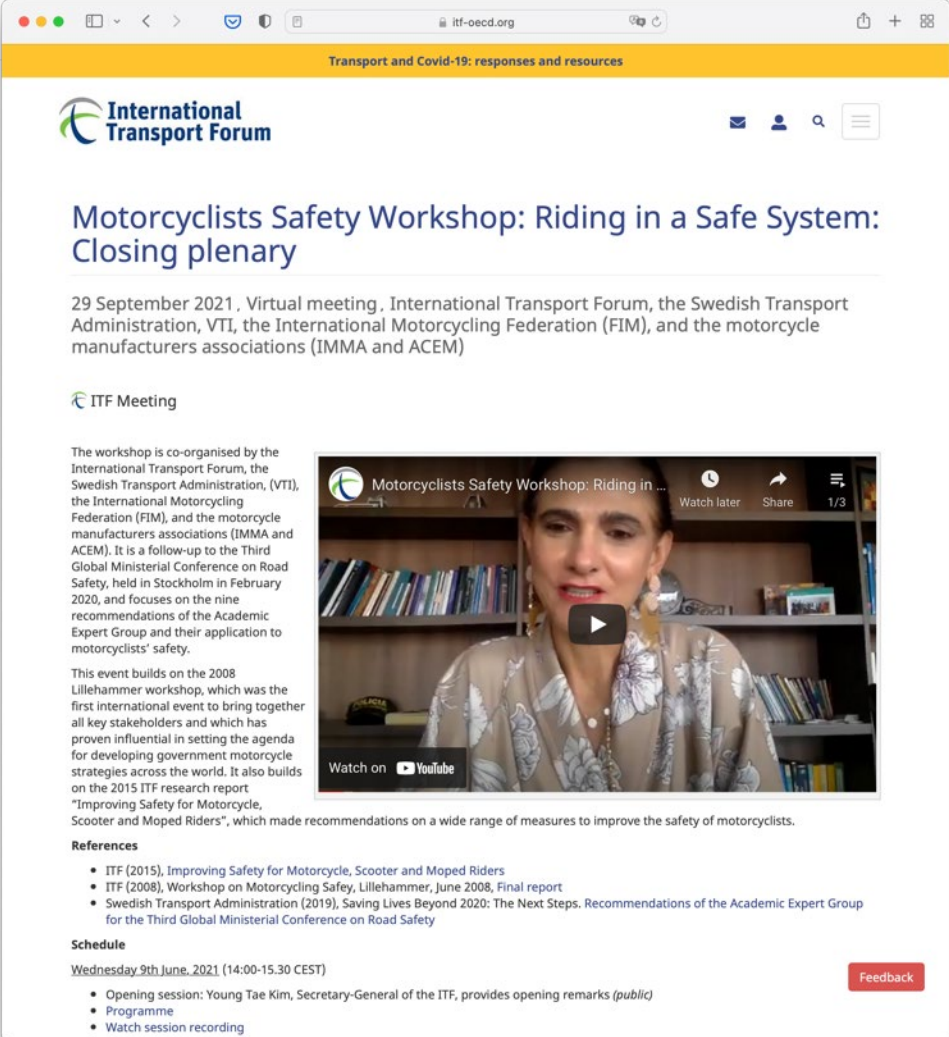
Geneva, 2022



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

About the Workshop

- Co-organized by ITF, Swedish Government, FIM, IMMA
- Attended by experts from governments, NGOs, academia and industry
- 6 days over June with a final session in September
- Results recorded by VTI

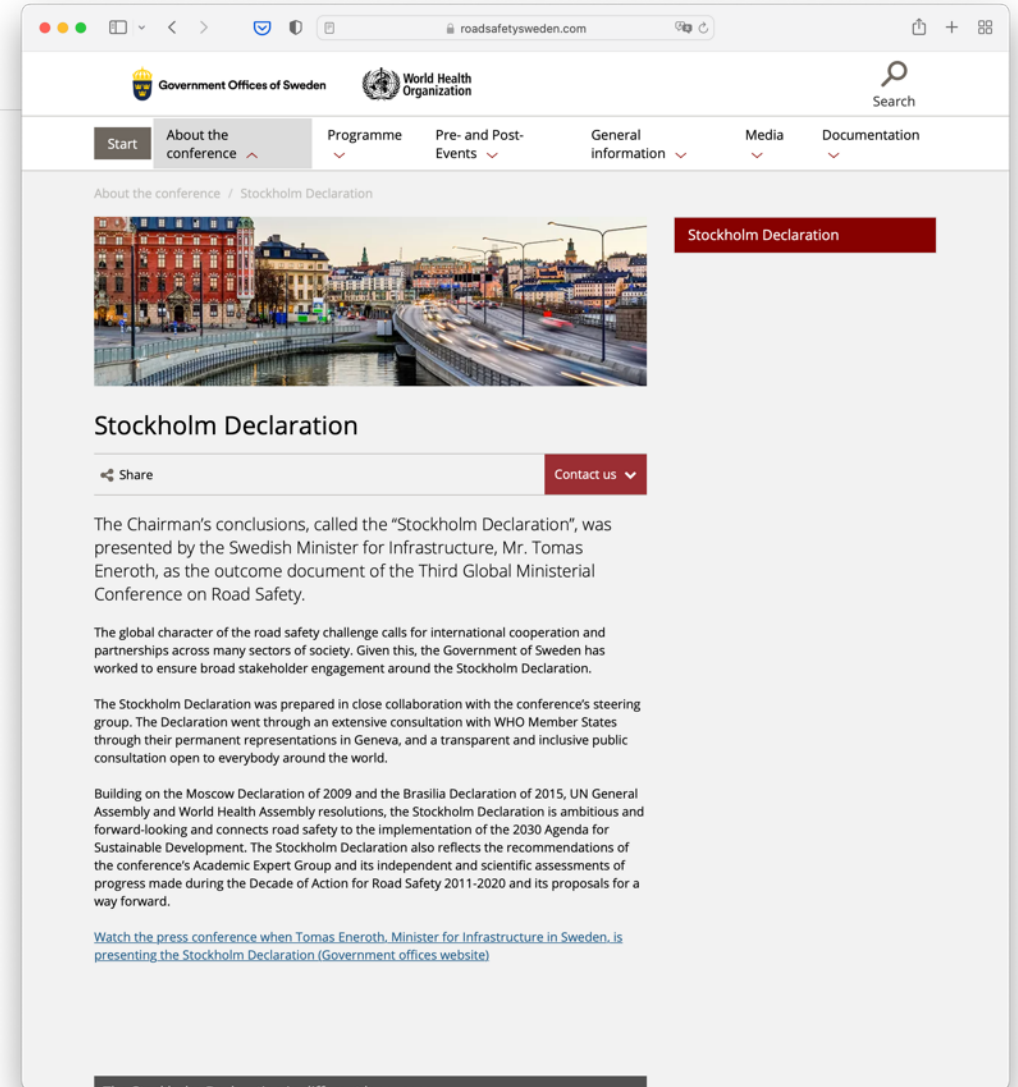


The screenshot shows a web browser window displaying the ITF website. The page title is "Transport and Covid-19: responses and resources". The main heading is "Motorcyclists Safety Workshop: Riding in a Safe System: Closing plenary". The text below the heading states: "29 September 2021. Virtual meeting. International Transport Forum, the Swedish Transport Administration, VTI, the International Motorcycling Federation (FIM), and the motorcycle manufacturers associations (IMMA and ACEM)". There is a video player embedded in the page, showing a woman speaking. Below the video player, there is a "References" section with three bullet points: "ITF (2015), Improving Safety for Motorcycle, Scooter and Moped Riders", "ITF (2008), Workshop on Motorcycling Safety, Lillehammer, June 2008, Final report", and "Swedish Transport Administration (2019), Saving Lives Beyond 2020: The Next Steps. Recommendations of the Academic Expert Group for the Third Global Ministerial Conference on Road Safety". There is also a "Schedule" section with a bullet point: "Wednesday 9th June, 2021 (14:00-15:30 CEST)". A "Feedback" button is visible in the bottom right corner of the page.



Context of the Workshop

- 2008 ITF Workshop on Motorcycling Safety
- 2015 ITF motorcycle report
- Workshop structured around the 9 Academic Expert Group recommendations
- 3rd Global Ministerial Conference on Road Safety February 2020...
- Aim to include motorcycles in the "safe system" approach



Global Focus

- Workshop highlighted the differences in motorcycling between regions of the world
- Speakers from each region
 - China
 - India
 - South East Asia
 - Latin America
 - Africa
 - Europe
 - North America
- Also tried to ensure that sessions were balanced

Regional reports on motorcycling



1. China – Ms Bo Sui, Traffic Safety Research Sr. Engineer
Autoliv, China



2. India – Mr. Prashant Banerjee, Executive Director,
Society of Indian Automotive Manufacturers (SIAM)



3. SE-Asia – Mr. Johannes Loman, President,
Federation of Asian Motorcycle Manufacturers (FAMI)



4. Latin-America – Dr. Hilda Maria Gomez,
Consultant, Colombia



5. Africa – Mrs Tawia Addo-Ashong, Road Safety Lead,
World Bank SSATP



6. Europe – Mr. Antonio Perlot, Secretary General,
European Association of Motorcycle Manufacturers (ACEM)



7. North America – Dr. Jeff Michael, Research Associate,
Johns Hopkins University, USA



Q&A Moderation: Mr. Edwin Bastiaensen, IMMA



8 Priority Actions

Move to
sustainable
practice

Support modal
shift

Adopt safe
vehicles and
equipment

Educate safe
riders

Redesign
infrastructure

Ensure safe
speed

Protect
children

Increase
knowledge



Move to sustainable practice

Public and private organisations should, in the context of Shared Responsibility, apply best practice in PTW safety and report, separately for PTWs, on their organisation's safety footprint across the entire value chain, in order to improve road safety for professional users, customers, employees and other road users.



Support modal shift

Rethink, redesign, and reallocate infrastructure and urban planning. Cities and road authorities should develop new solutions that include PTW mobility in urban settings for sustainable and safe use of PTWs for efficient mobility. This includes adapting speed in urban areas, where pedestrians and cyclists interact with motorized vehicles, in accordance with the Stockholm Declaration



Adopt safe vehicles and equipment

To accelerate the adoption of PTW safety technologies such as ABS and AHO, safe vehicles and products should be promoted by regulation, procurement, and incentives by governments, fleet operators, and insurance companies respectively. Industry should also continue to drive safety performance on all markets. Scientific safety ratings programs should stimulate consumers to choose safe vehicles, helmets and other personal protective equipment (PPE).



Educate safe riders

Promote state-of-the-art rider education and licensing systems. Governments, authorities, rider associations, and industry should accelerate the availability of effective, affordable, and accessible education, training, and licensing programs in all regions, especially in low- and middle-income countries.



Redesign infrastructure

Improve infrastructure safety for PTWs. Governments and road authorities should comply to latest standards and update their road manuals and design and maintenance guidelines to include best practice and safe system principles for PTWs.



Ensure safe speed

Road authorities should set appropriate speed limits that are in line with safe system principles. All stakeholders should promote technology, infrastructure design, enforcement, procurement, information, training, and education to ensure speed compliance.



Protect children

All levels of governments should improve safety by offering suitable transportation alternatives, where possible, to carrying small children on PTWs. If child passengers are carried on a PTW the child should use appropriate safety equipment, and PTWs should have relevant child occupant protection system. Children should be protected in school zones, for example, by infrastructure measures and technology solutions.



Increase knowledge

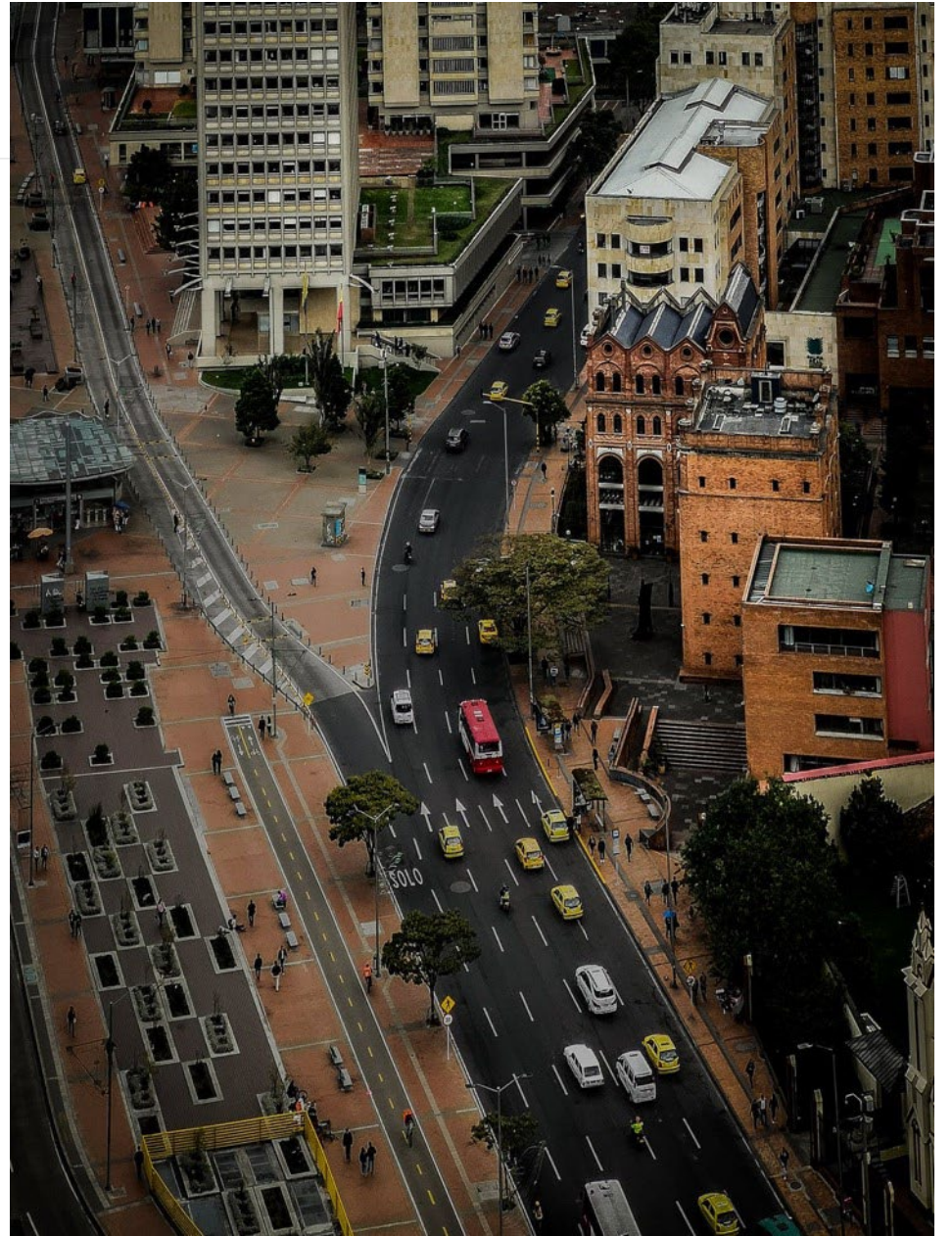
Governments, industry, and the research community shall fill the gaps in knowledge and develop innovative solutions for the safety of PTW users. Substantial funding is to be quickly devoted to in-depth, epidemiological, and biomechanical research into the mechanisms of PTW crashes and their consequences, as well as the measures to remedy them.



Next steps

Series of regional conferences

- Start in Latin America (Colombia?)
- South East Asia
- Africa





THANK YOU

