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SUMMARY

A Global Approach for Safer Motorcycling

Context

Increasing numbers of people in both developed and Low- and Middle-Income Countries (LMICs) are choosing to use Powered Two Wheelers (PTW).

To secure safe and sustainable use of this low-polluting and low-congesting mode of personal mobility, transport planning policies need to integrate PTW-use and recognise the benefits that PTWs make in society, business and emergency transport.

According to the Global Status Reports by the WHO, the proportion of PTW user fatalities increased from 23% to 28% of all traffic fatalities globally between 2013 and 2016. This clearly indicates that additional risk reducing interventions are urgently needed in order to contribute to meet the road safety targets in the Sustainable Development Goals from the United Nations.

Global Approach for Safer Motorcycling

Integrating PTW Safety policy requires immediate attention at all levels: international, regional, national, and local.

Goal of the Side Event was to translate the problems and ideas into actions involving the upcoming 3rd Global Ministerial Conference on Road Safety, the relevant forums, groups and stakeholders.

IMMA Secretary-General Edwin Bastiaensen introduces IMMA's recommendations towards holistic policymaking on Motorcycling Safety to Prof Wegman, IRTAD and to Mr Jesper Christensen, FIM's Public Policy Director

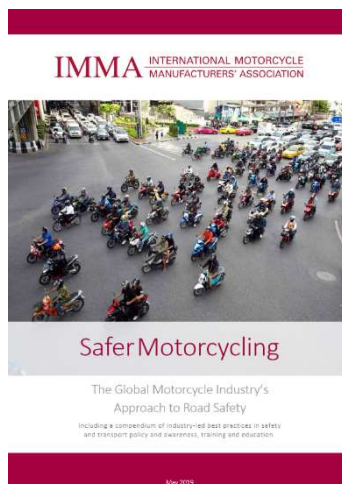


The roundtable participants

1. Minister **Angela María Orozco Gómez**, Minister of Transport, Colombia
2. Mr **Joel Valmain**, Adviser to the Interministerial Delegate for Road Safety, Government of France
3. Prof. **Anders Lie**, Special Advisor, Swedish Ministry of Infrastructure
4. Dr **Nhan Tran**, Coordinator Unintentional Injury Prevention Unit, World Health Organisation (WHO)
5. Prof. **Fred Wegman**, Professor Emeritus Traffic Safety at Delft University of Technology, Chairman of IRTAD – International Traffic Safety Data and Analysis Group
6. Mr **Ferry Smith**, Steering Committee International Road Assessment Programme (iRAP) and Chair EuroRAP
7. Mr **Andrew McKellar**, Secretary General, FIA Mobility
8. Mr **Jesper Christensen**, Director of Public Affairs, International Federation of Motorcyclists (FIM)
9. Mrs **Susanna Zammataro**, Director-General, International Road Federation (IRF)
10. Mrs **Veronique Feypell de la Beaumelle**, International Transport Forum
11. Mr **Andi Hartanto**, Secretary General of the Federation of Asian Motorcycle Industries (FAMI)
12. Mr **Hennes Fischer**, Expert, Connected Motorcycle Consortium (CMC), Yamaha Motor Corp.
13. Mr **Edwin Bastiaensen**, Secretary General, International Motorcycle Manufacturers Association (IMMA)

Quotes

- ❖ *"IMMA, is engaged to drive a meaningful global agenda towards 2030 to improve motorcycle safety. ... The industry proposes a holistic global policy agenda featuring inclusion of motorcycle safety policy in national transport plans while assuring that vehicles and their use remains affordable. ... In most countries, motorcycles are key to ensure access to jobs and services and enable economies to grow. ... Though the number of fatalities per vehicle in use is improving, significant effort and action from all stakeholders is required. ... I refer to the best practices resource available at www.immamotorcycles.org."* - **Edwin Bastiaensen**, International Motorcycle Manufacturers Association (IMMA)



- ❖ *"In Colombia, we count today 8.3 million registered motorcycles, a growth of 167% in 10 years, reaching a participation of 57% in traffic. They are particularly popular as they are flexible, affordable and economical, and provide mobility for families and access to work especially in rural areas, in the absence of public transport alternatives. ... In the urban areas we are strengthening the policy towards Public Transport to cope with the increasing flux of motorcycles but this takes time and poses many challenges. ... To address the urgent social problem of motorcycle accidents we follow the integrated approach addressing vehicle, infrastructure and users: We are strengthening law enforcement and surveillance standards, we are reviewing the driver licensing system and partner with the private sector on rider training while working at the same time raising the vehicle standards to renew the fleet. Also, we significantly invest on public transport capacity". - Minister Angela María Orozco Gómez, Minister of Transport, Colombia*



- ❖ *"Sweden will host the Third Ministerial on Road Safety in February 2020. The conference aims to address more and new policy areas and actors especially the private sector. That is why Powered Two Wheelers are very important for us.... The conference will also be human centric rather than technology oriented. ... We greatly recognise differences in local issues, possibilities and solutions, especially when considering PTWs: We need the knowledge on the different challenges from the different regions, therefore we will feature a special session on PTWs. After the Ministerial, the Swedish Transport Administration will co-host with the ITF and with the FIM another high-level meeting on PTW's safety in the second half of 2020 to discuss an action oriented agenda. - Prof. Anders Lie, Special Advisor, Swedish Ministry of Infrastructure*

- ❖ *“In 2018, fatalities reduced with 5,8% in France, just around the European average in road safety performance. With approximately 20% of fatalities, the motorcyclists benefited also but they represent only 2% in traffic. ... France took significant action with adapting the driving license test for motorcyclists by setting up a specific theory test with specific questions addressing motorcycle safety and increasing time in the practical test to assess the behaviour in real traffic addressing for example choosing safe trajectory in bends. We also focused on motorcyclists protection: Since 2016, gloves are mandatory for the driver and the passenger. We started also with the promotion of wearing of an airbag and boots which is now mandatory when taking the motorcycle license test. ... From the 1st of July 2018, the speed limit has been lowered from 90 to 80 km/h on rural roads without opposite traffic separation (by barrier). The package has led to 127 lives saved during the last 6 months of 2018. ... I consider that the idea of mentorship approaches between countries to facilitate sharing best practices between countries could be a good approach”.* - **Mr Joël Valmain, Adviser to the Interministerial Delegate for Road Safety, Government of France**



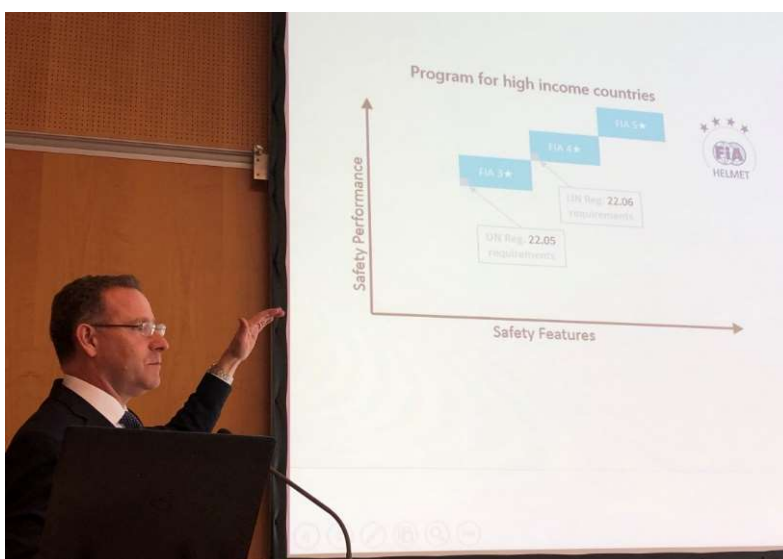
- ❖ *“FIM considers itself as the global advocate for motorcycling with roots in motorcycle sports with a network of motorcycle federations ... We try to spread safety messages to create a safety culture, leading to riders asking for safety. ... We want to implement Powered Two Wheelers in the ‘Safe System’ concept as part of the Vision Zero and hope that we are starting in a very interesting journey, saving a lot of lives.”*
– **Jesper Christensen, Public Affairs Director, FIM**

- ❖ *“WHO is the lead agency – in collaboration with the United Nations regional commissions- - for road safety within the UN System. One of the recently adopted Global road Safety Performance targets addresses motorcycle helmets. In 2017, the WHO issued a road safety manual for decision makers and practitioners. As there are a number of important changes about to how we think about PTWs today, it may be already time to update this document: Today, we realise that motorcycle usage is NOT a transitory mode of mobility. We are seeing a growth in high income countries, due to people returning to use PTWs such as e-bikes and scooters. There is a need to engage with all relevant actors, including industries, to create a culture of safety, particularly around the use of helmets. Manufacturers can help build a market for safety and ensure that these products meet established safety standards. Other issues requiring updating are Personal Protective Equipment, including helmets and legislation on children passengers in the Western Pacific and South East Asia. With the growth of PTW including e-bikes there is a need to reconsider the design of infrastructure so that it is appropriate and safe for the modalities of transport that are most prevalent. If nearly 90% of motorized transport in countries such as Indonesia is comprised of PTWs, why are we talking about dedicated motorcycle lanes? Infrastructure design should be adapted and responsive to the transport mix and the default choice should not always be for cars. We have to be open to change and responsive to what the realities are. PTWs are important part of the picture and we need to take into account their needs.”*

- 'Dr Nhan Tran, Coordinator Unintentional Injury Prevention Unit, World Health Organization (WHO)



- ❖ *“Motorcycle users are of high interest in our federation and they form an important part of the overall equation in terms of road safety. One area we can make a contribution as FIA is the area of helmet safety, encouraging stronger standards and performance for motorcycle helmets, thanks to our expertise in helmets for motorsport competition. We just started a project to*



encourage consumer awareness to use high quality motorcycle helmets. We are currently working closely with the industry to develop the new star-rating mechanism going up to a five-star helmet. For LMICs, we will develop a complementary rating system that takes into account affordability and the differences in the regulatory

minimum requirements. ... Lastly I highlight unique opportunities in our grants programme to collaborate with our member organisations in the regions, on motorcycle safety projects. - Mr Andrew McKellar, Secretary General, FIA Mobility



- ❖ *“Our work on PTWs started in 2008, with the first official international workshop in Lillehammer involving all stakeholders, policy makers, academics, industry, police, and users, discussing in-depth crash investigations. ITF decided subsequently to launch a research group making policy recommendations and delivering a report in 2015. ... Next year, in 2020, there will be a follow up activity in cooperation with the Government of Sweden, and FIM to bring stakeholders again around the table, to reflect on the outcome of the 2020 Ministerial conference and discuss how to develop a Safe System for Motorcycles in the 2030 agenda 2030. - Mrs Veronique Feypell de la Beaumelle, International Transport Forum*

- ❖ *"FAMI accounts for nearly 17 Million Motorcycles annually produced in Indonesia, Malaysia, Thailand, Taiwan, Japan, the Philippines, and Vietnam. ... One or more motorcycles in a household is extremely common. ... Manufacturers are adapting their motorcycle products to be complementary and value add to public transport so that commuters can benefit filling the gaps in the public transport system and provide the connection for the last miles. ... There are now a number of experiences with dedicated motorcycle lanes, but these need to be studied, considering the local differences. ... Motorcycle safety is top priority and inherent part of MC business: Vehicle technical features such as Combined Braking Systems (CBS), ABS and others are introduced step by step as prosperity is growing, while keeping vehicles affordable". - Mr Andi Hartanto, Secretary General of the Federation of Asian Motorcycle Industries (FAMI)*



- ❖ *"Today the offer of mobility services is changing so fast that it is difficult to keep pace. We are constantly asked to do more with less. The issue is how to cater the right solutions to the different needs. This means not just thinking in terms of different types of users but also finding solutions that work in different types of contexts. We know we can be creative but while creating new solutions, let's not forget about the basics: today countries hardly have any budget to ensure proper maintenance of the infrastructure. More than ever we need to bring together our resources and expertise. Our DNA as a Federation is to build, foster and facilitate partnerships and we would be delighted to work with other partners and our membership around the world to further investigate through pilot projects what the issues really are and how to address them. Beside hard infrastructure, it is equally important to work also on human capital: building knowledge and skills amongst engineers, increase level of expertise on PTW related issues in our profession – Mrs Susanna Zammataro, Director-General, International Road Federation (IRF)*



- ❖ *There is no 'silver bullet' to improve PTW's safety and a systems approach is required. As there are major differences in PTW mobility in the world there is need for tailor made approaches for each region. As a road assessment organisation, we started with motorways, and progressively expanded to rural and city roads to CycleRAP. We would be happy to offer our 20 years expertise for a PTW-infrastructure assessment project. ... We should always consider what can be done to improve the infrastructure and make it more forgiving, such as considering equipping under-run protection on roadside barriers, which can prevent severe injuries for motorcyclists. – Mr*

Ferry Smith, Steering Committee International Road Assessment Programme (iRAP) and Chair EuroRAP



- ❖ *In motorcycle safety, the highest priority is to avoid a motorcycle crash happening as vehicles lack passive safety features and riders can benefit only from Personal Protective Equipment, (PPE). In this context the European industry introduced in partnership with stakeholders the Rider Training Quality Label to improve rider skills. The industry has also introduced active safety features such as ABS and other technologies to assist riders in critical situations. Going forward, though among others the Connected Motorcycle Consortium, the manufacturing industry is developing on-vehicle advanced technologies and systems which will warn riders and drivers*



for critical situations. These technologies, currently in research stage, aim to reduce and avoid a number of typical crash scenarios where motorcycles are not seen or seen too late by other vehicle drivers by means of communication between motorcycles and other vehicles,

predominantly cars. – **Mr Hennes Fischer, Expert, Connected Motorcycle Consortium (CMC), Yamaha Motor Corp.**

Wrap up by Professor Wegman:

- ❖ *I observed converging messages on the use and benefits of PTWs but also a common concern*



with the safety of their users requiring our attention and action. Experiences from High Income Countries cannot just be transposed into low- and medium-income countries and tailor-made solutions are needed. A package of actions is needed involving all stakeholders including user organisations and

manufacturing industry and I think that also more research is needed. Some of the points I heard today worth repeating here are:

- *The safety challenges with the growth of e-bikes*
- *PTWs require dedicated and forgiving infrastructure planning especially in areas with high numbers and high risks and research is needed to study effective infrastructure options to improve safety of PTWs, addressing local differences.*
- *In-depth bilateral development co-operation or mentorship between countries to review and upgrade national PTW safety policy as suggested by the delegate from France;*
- *The importance of helmets wearing, and adequate helmet standard promotion as highlighted by WHO, FIA*
- *Consider the 'soft infrastructure', education of road infrastructure engineers as suggested by IRF and co consider existing programs such as the FIA Grants programme;*

But how can we move from discussion to concrete actions? In the first place, it is key that road safety is considered as core attention point in infrastructure investment programs by development banks. We can expect dedicated sessions on PTWs during the Ministerial Conference by the Government of Sweden and a follow up high-level workshop co-organised with the International Transport Forum and FIM. The periodic round tables and road safety seminars as organised by the Road Safety Forum WP.1 and by the manufacturing industry in the regions can evaluate progress and ignite action. ... Let me thank especially IMMA and FIM for organising and hosting this event, while I ask them to continue to join their forces and ensure this discussion is brought a step further, bringing PTWs into the 'Safe System'.

**"Prof. Fred Wegman. Professor Emeritus Traffic Safety at Delft University of Technology,
Chairman of IRTAD – International Traffic Safety Data and Analysis Group**



From left to right: Mr Joël Valmain, Mr Jesper Christensen, Mr Hennes Fischer, Minister Angela María Orozco Gómez, Mr Andi Hartanto, Prof. Anders Lie, Mrs Veronique Feypell de la Beaumelle, Mr Ferry Smith, Dr Nhan Tran, Mr Benaceur Boulaajoul, Mrs Susanna Zammataro, Prof. Fred Wegman, Mr Edwin Bastiaensen.

About the Leipzig Summit of the International Transport Forum

The Annual Summit of the International Transport Forum is the premier global transport policy event with over 1000 participants from more than 70 countries. Since 2008, the Summit brings together ministers from around the world to share policy perspectives with CEOs, heads of international organisations, thought leaders from civil society and academia, and media.

<https://2019.itf-oecd.org/event>

About the 3rd Global Ministerial Conference on Road Safety

Organized by the Government of Sweden, the 3rd Global Ministerial Conference on Road Safety will take place on 19–20 February 2020 in Stockholm and is co-sponsored by the World Health Organization (WHO). Minister-led delegations from more than 80 countries are expected to

attend. Representatives from the world of industry and research, international institutions and other global organizations will also participate. The conference marks the end of the UN Decade of Action for Road Safety 2011–2020 and the starting point for continued collaboration on road safety. The aim is to reach global consensus on guidelines for continued international collaboration on road safety up to 2030. <https://www.roadsafetysweden.com/>

About IMMA

IMMA is *the* Voice of motorcycle manufacturers in global forums and represents the combined skills and interests of the powered two- and three-wheelers manufacturing industry at the global level. IMMA member countries and regions include Australia, Brazil, Canada, Europe, India, Japan, South-East Asia and the United States. www.immamotorcycles.org