

# Conclusions of the Motorcycling Safety Workshop

Lillehammer, Norway  
10-11 June 2008

Arve Kirkevold, Norwegian Public Road Administration  
Chairman of the Organizing Committee

*High Level Seminar on Road Safety - Paris, 25-26 September 2008*

- Objectives: identify the real
  - problems of motorcyclist safety,
  - discuss practical solutions to these problems,
  - and propose a set of measures to improve safety.
- Around 100 expert participants from 21 countries, representing the main stakeholders,
  - users,
  - industry,
  - research
  - policy makers.



## Opened by Minister of Transport Mrs Liv Signe Navarsete

- Motorcycles have a natural place in the transport system.
- The vulnerability of motorcyclists requires a range of policy responses:
  - increased training,
  - awareness,
  - responsible behaviour, all user.





# The top priority measures identified by the Workshop's participants

## A. GENERAL PRINCIPLES

### 1. Co-operation between the various stakeholders

- continuing dialogue and co-operation between stakeholders

### 2. Transport and infrastructure policy

- Include motorcycles in transport policy and infrastructure policy/management

### 3. Research and evaluation

- Counter measures based upon evidence-based scientific research into driver and rider behaviour, and before-and-after evaluations should be conducted.

# The top priority measures identified by the Workshop's participants

## B. PRACTICAL MEASURES

### 1. Training programmes for motorcyclists

- Different countries different training needs.
- Build training on existing standards,
  - focus on risk awareness and avoidance,
  - develop an understanding of the rider/motorcycle capacities and limitations.

### 2. Improved training for general drivers

- Include a component on awareness and acceptance of motorcyclists in training for all drivers.



### **3. Braking systems**

Industry to continue to introduce advanced braking systems, such as:

- combined brake systems and
- anti-lock-brake systems.

### **4. Getting safety messages to the riders and portrayal of responsible riding**

- Develop safety messages with rider groups
  - Ensuring peer advice
- Develop codes of practice
  - Promote and market motorcyclist responsibilities
  - Including motorcycle press and organisations



## 5. Integrated awareness campaigns.

- Regular, targeted, campaigns addressing both motorcyclists and other road users, supported by other actions, *e.g.* enforcement.
- Education activities and campaigns should be set up from childhood, to emphasise that “road safety means road sharing”.



## 6. Guidelines for the development of road infrastructure and training for road designers.

- Include measures for accommodating motorcycles in guideline development.
- The needs of motorcycles should be included in basic training for road designers, and highway and traffic engineers.



## 7. Protective equipment for riders

- Promote existing safety equipment
- Develop new equipment
- Taking into account
  - safety performance,
  - rider comfort,
  - the ergonomics of their use,
  - costs and
  - the climate/regions where they will be used.

## 8. Policy dialogue

- To enable communication and build mutual confidence, meetings between motorcycle stakeholders and policy makers/road authorities (e.g. forums, councils,) should be established.



## 9. Motorcycles in ITS.

Enhanced awareness of motorcycles should be incorporated into the development of all vehicle ITS projects.

## 10. Innovation and pilot schemes

Where proposed counter-measures are not based on evidence-based objective research, but are supported by stakeholders, policy makers should test and evaluate the proposal in a pilot scheme.

### **11. Speed warning systems**

The safe management of vehicle speeds in the road network is improved by the use of speed warning systems, which may be on the vehicle or part of the road infrastructure. Such systems should be encouraged as the technology is developed.

### **12. Global Technical Regulations.**

The minimum safety performance of motorcycles should be based on Global Technical Regulations.

### **13. Headlamps in daytime**

To improve rider/motorcycle conspicuity; for new motorcycles, headlamps should come on automatically when the engine is started; for other motorcycles, riders should switch on their headlamps before they start their journey.



**Thank you for your attention.**