Workshop on Motorcyclists Safety: ‘Riding in a Safe System’

Session: Motorcycling in the regions

Moderator: Edwin Bastiaensen, IMMA

10 June 2021
14h-16h CEST
Goal of the ITF Workshop ‘Riding in a Safe System’

- Powered two wheelers are 28% of global traffic fatalities
- Decade of Action 2021-2030 aims to reduce by 50%
- ITF Workshop will propose safety policy directions

- **Today’s session: ‘Motorcycling in the regions’**
  - Updates on motorcycle safety through 7 presentations from the regions
  - To understand regional specifics and priorities
# ITF workshop ‘Riding in a safe system’

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<td><strong>Public</strong>&lt;br&gt;<strong>Horizontal issue : Child and Youth safety</strong></td>
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**Consolidation of Recommendations**<br>**By Invitation**

**Closing plenary**<br>**Public**
Scope: **Powered Two Wheelers (PTW)**

- Affordable, fuel-economic mode of personal transport
- Small footprint, reducing traffic congestion, small parking, quick door-to-door journeys
- Different rider and passenger position compared to cars
- Limited bodywork and space for luggage and protection
- Two-wheeled vehicles lean in curves
- Specific training and license for access
- Use of certified helmets/personal protective equipment (PPE)

scooter, step-through/underbone, street, tricycle, classic, super-sport, touring, cruiser, custom, supermoto, dual-purpose, off-road... and electric
Welcome to ‘Motorcycling in the regions’ - session

- Welcome
- Presentations from the regions 7 x 10’ each
- Q&A 15’
- Observations / closing 10’
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
Questions and Answers
What do you think are the one or two most efficient solutions for reducing # motorcycle fatalities and injuries in your region towards 2030,
or, in other words,

What are the most important policy measures or aspects leading to a significant improvement of motorcycle safety in your region?
What are the most important policy measures leading to a significant improvement of motorcycle safety in your region by 2030?
Observations
Variation in share of motorcycles in traffic (%)
Differences in road infrastructure & context

... Research & Pilots...
Diverse vehicle types and styles

- **EUROPE**
  - 40%
  - 15%
  - 10%
  - 5%

- **INDIA**
  - 79%
  - 15%
  - 6%
  - 0%

- **SE ASIA**
  - 70%
  - 25%
  - 2%
  - 1%

**Power/engine capacity variation across the regions**

- **PTW ≤ 50cc**
  - PTW ≤ 4 kW

- **51 < PTW ≤ 125cc**
  - 4 kW < PTW ≤ 11 kW

- **126 < PTW ≤ 250cc**
  - 11 kW < PTW ≤ 25 kW

- **251 < PTW ≤ 500cc**
  - 25 kW < PTW ≤ 35 kW

- **PTW > 501cc**
  - PTW > 35 kW
Vehicle requirements and global harmonisation

World Forum WP.29 in Geneva
- **1958 Agreement** - Harmonized Technical United Nations Regulations and mutual recognition of vehicle type approval
- **1998 Agreement** - Global technical regulations

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<th>PTWs</th>
<th>Commercial vehicles</th>
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<td>R.17, R.25 GTR 7</td>
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<td>Dashes and cushions</td>
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Harmonisation benefits: road safety, environmental protection and trade
Diverse motivations to use motorcycles

- **Primary Mobility**
  - Affordable, accessibility
  - Efficient, economical

- **Alternative (urban) mobility**
  - Avoid congestion
  - e-Mopeds
  - MAAS

- **First responder service**

- **Business**
  - Delivery
  - taxi

- **Leisure**
Motivations to use motorcycles
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- Primary Mobility
- Alternative (urban) mobility
- First responder service
- Business
- Leisure
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- Primary Mobility
- Alternative (urban) mobility
- First responder service
- Business
- Leisure
Conclusion

- Geographical differences accentuate the context in regions
- Varying and growing share of PTWs on the roads
  - Mobility and accessibility function is key in most regions
  - Diversity of vehicle styles, types and use
  - Recent increase in use of PTW for commercial purposes
- Some common areas of attention reported by regions
  - Need for inclusion of PTW safety & mobility in policy
  - Importance of rider training
  - Safe System approach in infrastructure
  - Harmonisation of minimum vehicle requirements
  - Importance of accident data and investigations
  - ...
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Many thanks to our keynote speakers and...

see you next week.
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### Horizontal issue: Child and Youth safety