

Workshop on Motorcyclists Safety: ***'Riding in a Safe System'***

Session: **Motorcycling in the regions**

Moderator: Edwin Bastiaensen, IMMA

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'

Wednesday 9 June 2021	Thursday 10 June 2021	Tuesday 15 June 2021		Wednesday 16 June 2021	Thursday 17 June 2021		Wednesday 23 June 2021	Wednesday 29 Sept. 2021
2pm-3.30pm CEST	2pm-4pm CEST	2pm-5pm CEST		2pm-5pm CEST	2pm-5pm CEST		2pm-5pm CEST	2pm – 5pm CEST
Opening Session	Motorcycling in the regions	Modal Shift and urban needs	Sustainable practices, work related issues and procurement	Vehicle safety, Protective Safety and ITS	Training, education and licensing	Road infrastructure and road environment towards a safe system integrating PTW mobility	Speed management, adapting speed and behavior to different environments	Consolidation of Recommendations
Public	Public	By invitation	By invitation	By invitation	By invitation	By Invitation	By Invitation	Public
Horizontal issue : Child and Youth safety								



Scope: *Powered Two Wheelers (PTW)*



scooter, step-through/underbone, street, tricycle, classic, super-sport, touring, cruiser, custom, supermoto, dual-purpose, off-road...
... and electric

Moped (L1) & Motorcycle (L3)

- 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)

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

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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?



Questions and Answers



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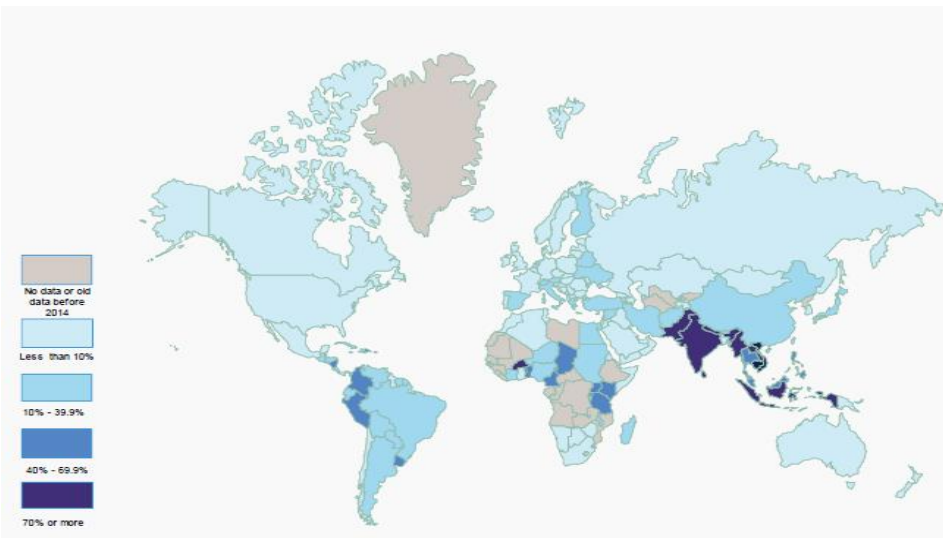
Q&A Moderation: Mr. Edwin Bastiaensen, IMMA

***What are the most important
policy measures leading to a
significant improvement of
motorcycle safety in your
region by 2030?***

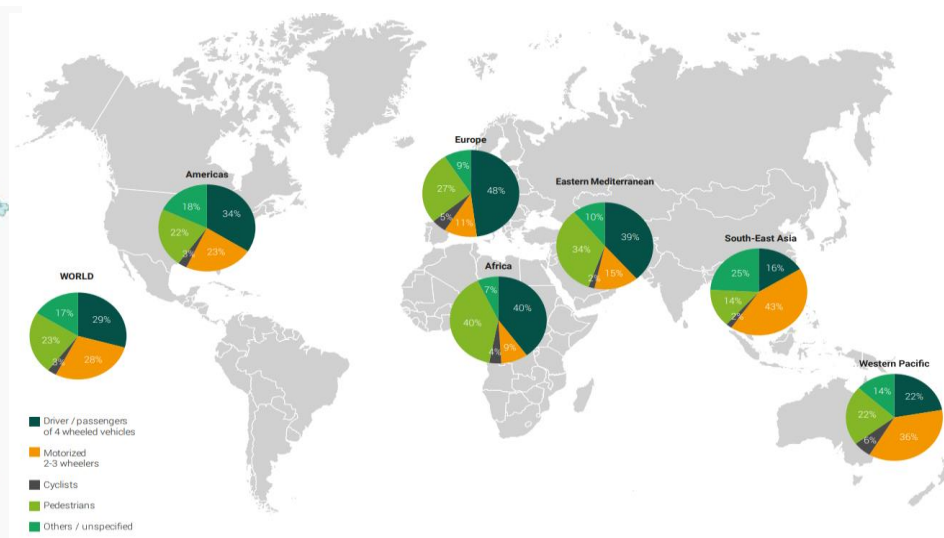


Observations

Variation in share of motorcycles in traffic (%)



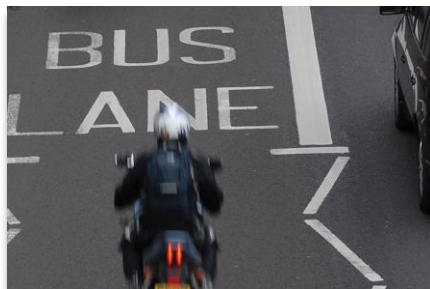
Percentage of registered PTWs per total registered motor vehicles by country



Percentage of PTW fatalities of all road traffic fatalities



Differences in road infrastructure & context



Source Miros

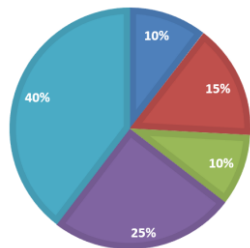


... Research
& Pilots

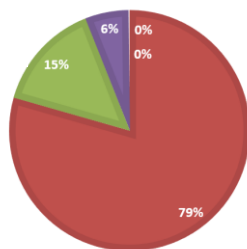
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Diverse vehicle types and styles

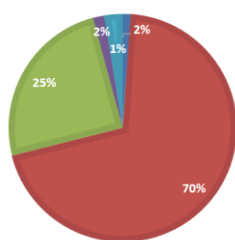
EUROPE



INDIA



SE ASIA



■ 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

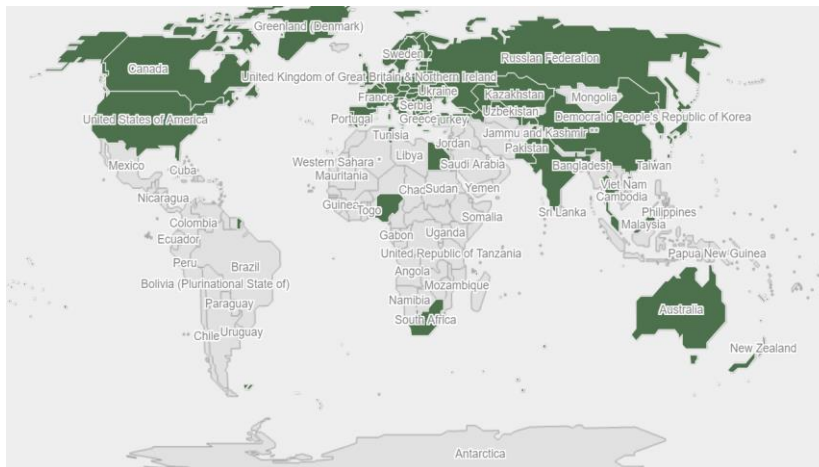
■ PTW > 501cc

PTW > 35 kW

Power/engine capacity
variation across the
regions



Vehicle requirements and global harmonisation



Harmonisation benefits:
road safety, environmental protection and trade

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

Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		R 79
Steering	R 79		R 54
Tyres	R 30/ GTR 16	R 75	R 55
Mechanical couplings			
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95		
Pedestrian safety	R 135/ GTR 14		
Child restraints	R 127/ GTR 9		
Electric PTW safety	R 44		
Cabs strength		R 136	
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48

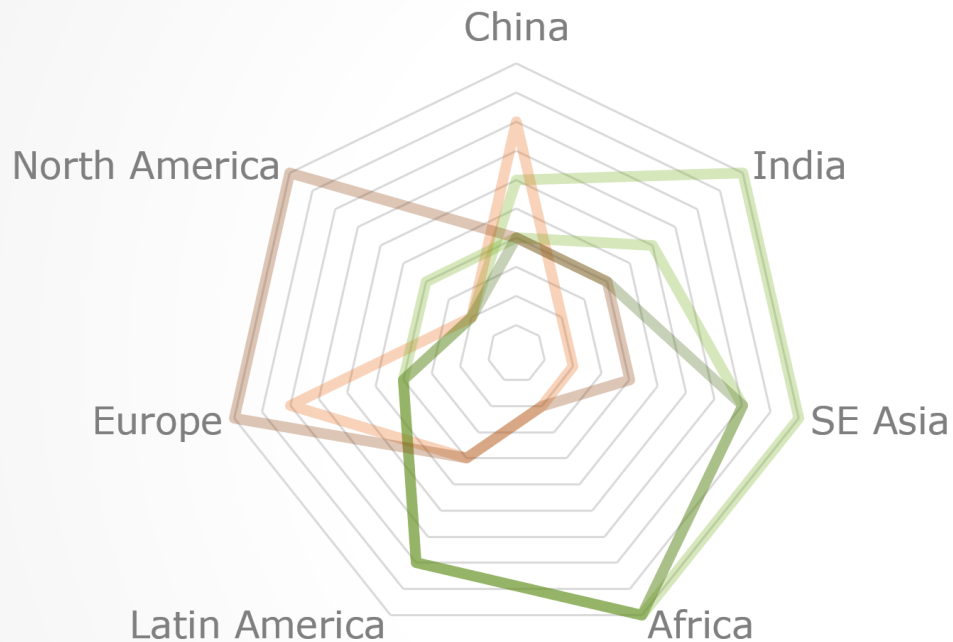
Diverse motivations to use motorcycles



enabling business and public service
accessibility to jobs, health, education and leisure

- **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



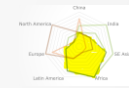
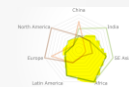
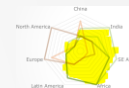
Primary Mobility

Alternative (urban)
mobility

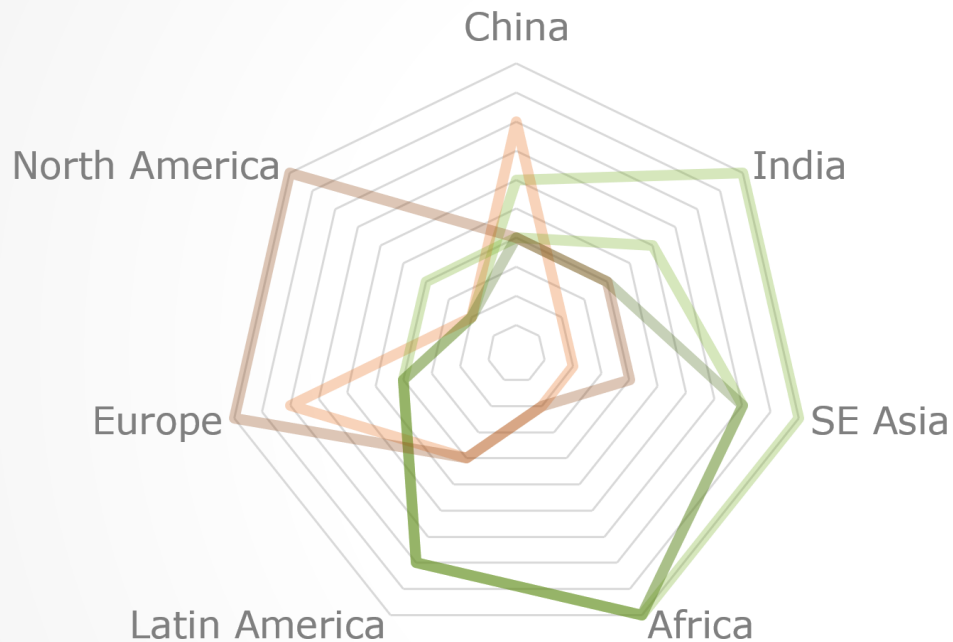
First responder
service

Business

Leisure



Motivations to use motorcycles



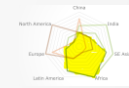
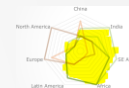
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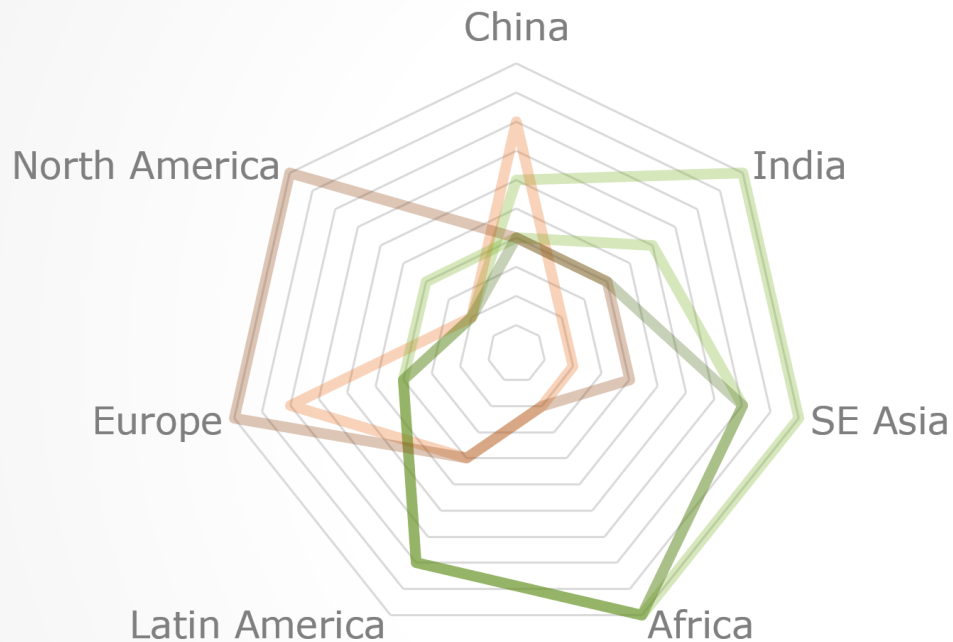
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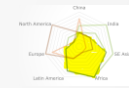
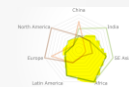
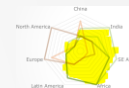
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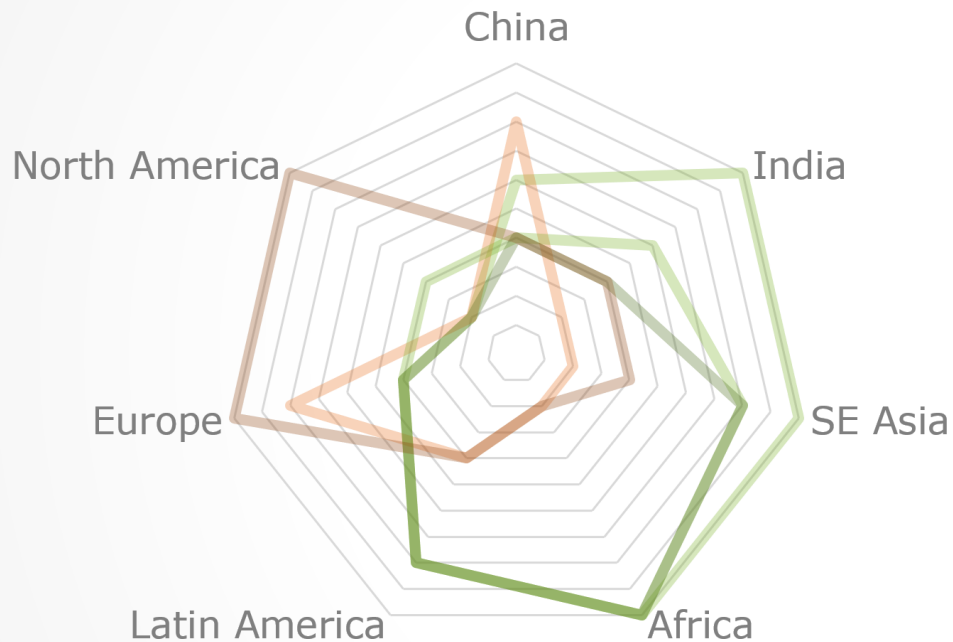
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Motivations to use motorcycles



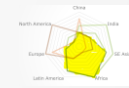
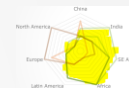
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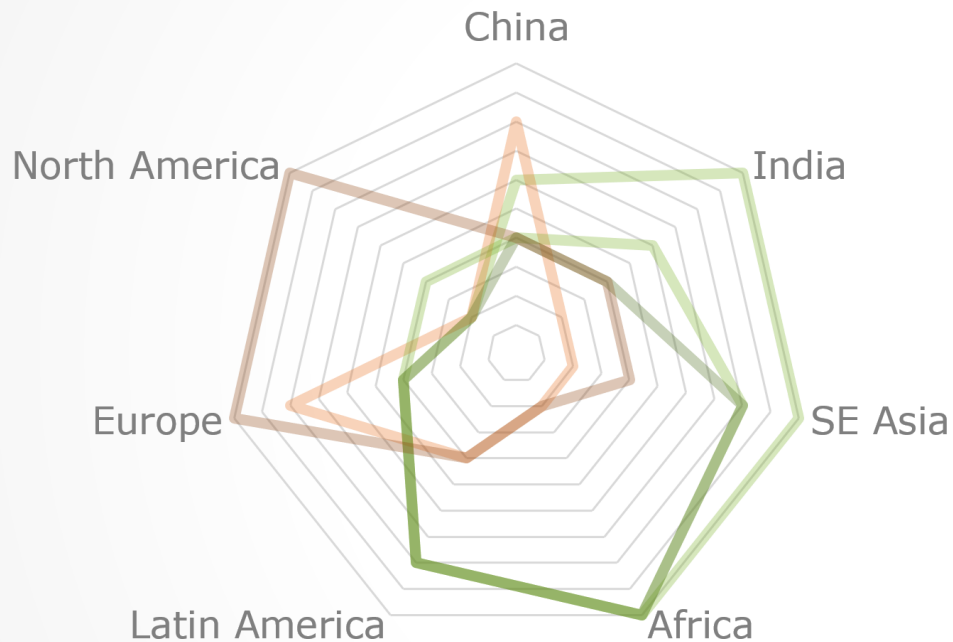
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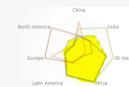
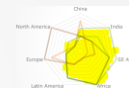
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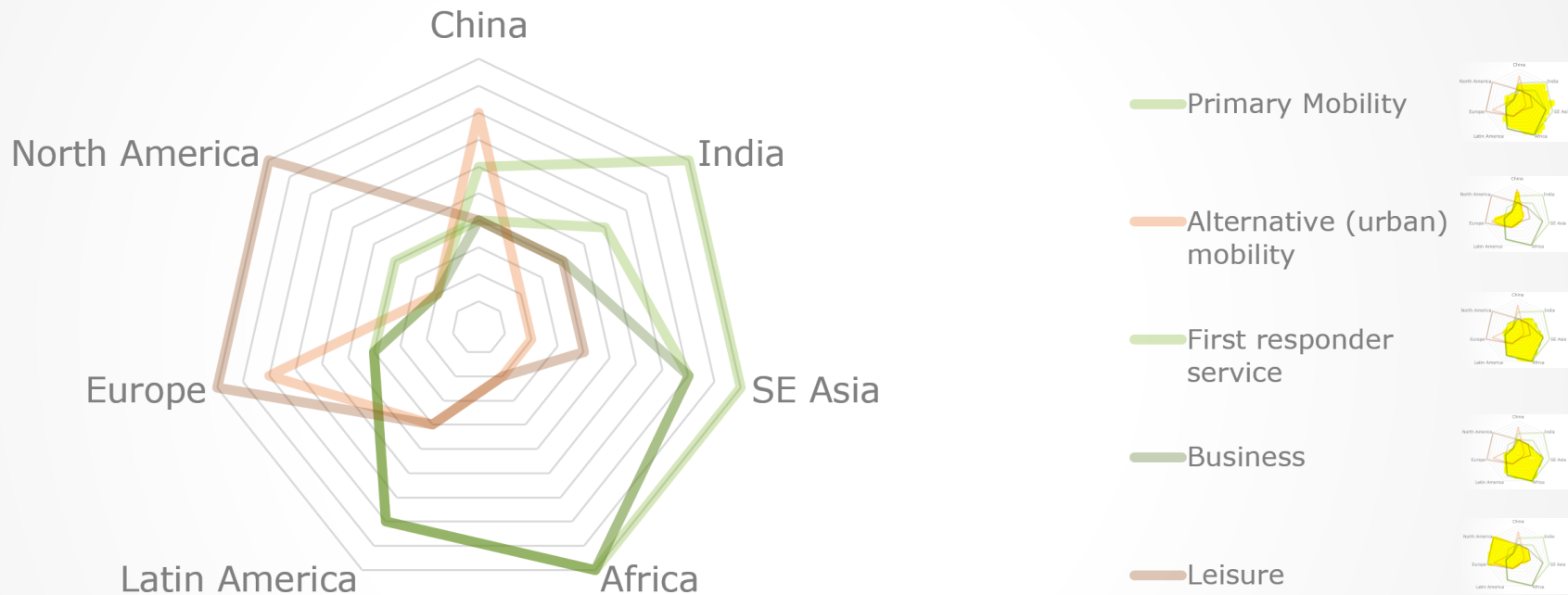
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Motivations to use motorcycles



Conclusion



*Safe, sustainable motorcycling
requires policy support*

- 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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Q&A, Moderation: Mr. Edwin Bastiaensen, IMMA

Many thanks to our
keynote speakers
and...

see you next week.

Next steps

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		Horizontal issue : Child and Youth safety							

