

Recommendations of the recent Global Ministerial Conference on Road Safety. What do they mean for motorcyclists?

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Global fatalities during 2000–2018



Weather and natural disasters

500 000



War and conflicts

900 000

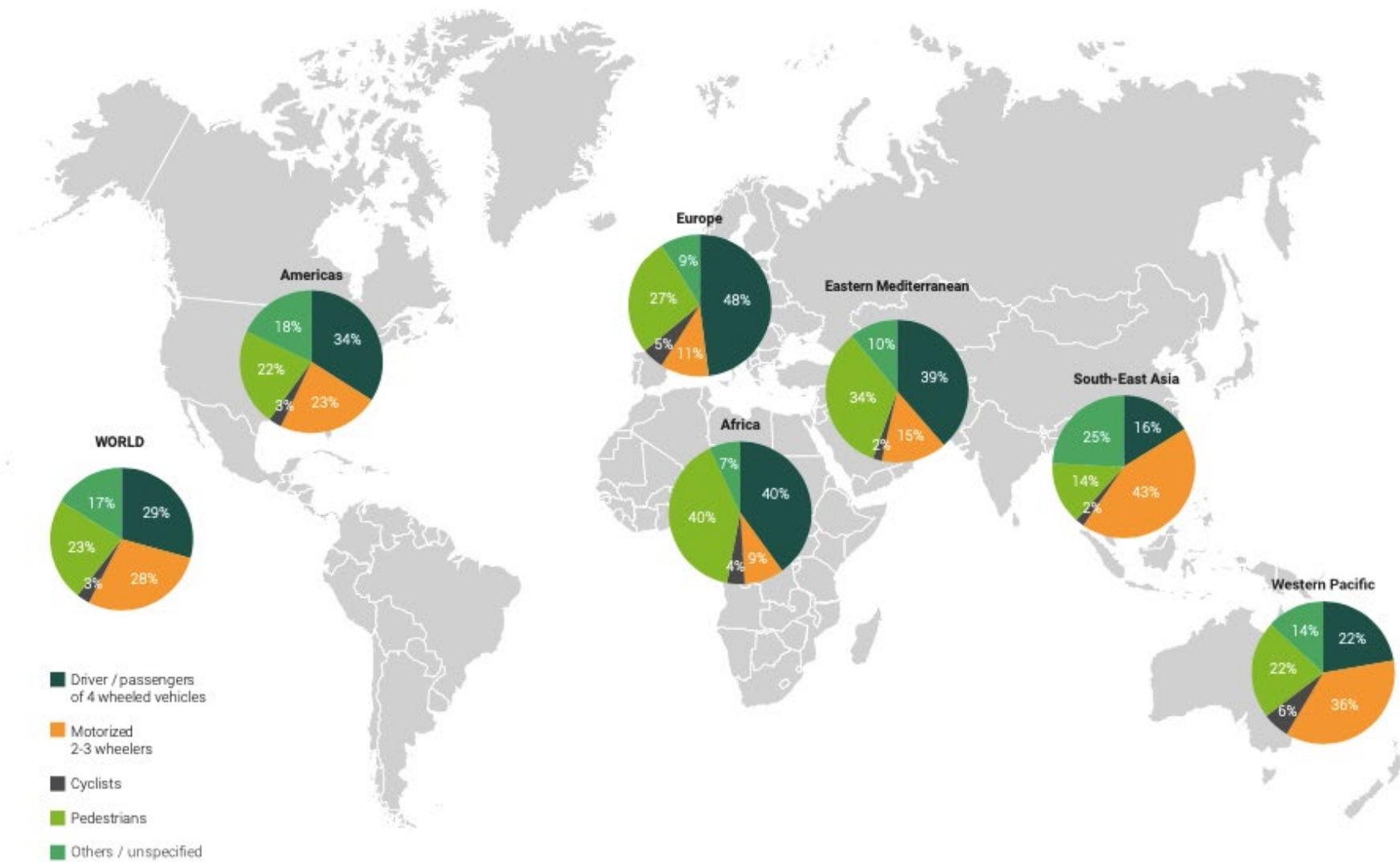


Road traffic

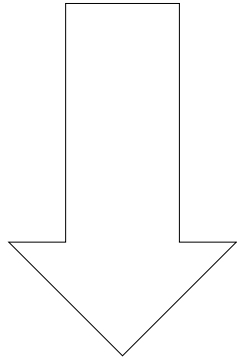
25 000 000

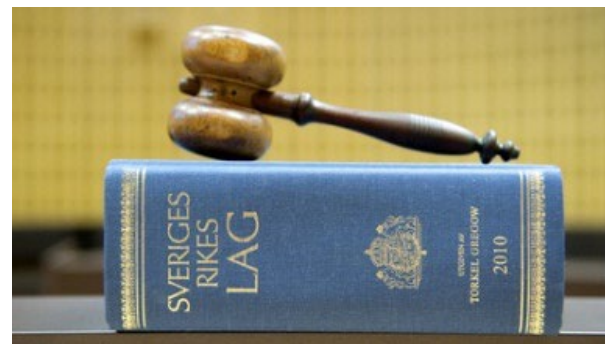
Children 0-14 year
2 million

Figure 6: Distribution of deaths by road user type by WHO Region



Going downstream

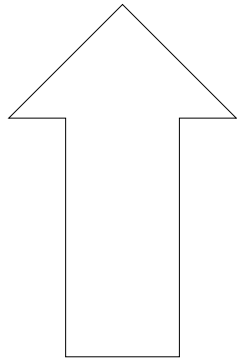




Vienna Convention Article 13

He shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be **able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction**. He shall slow down and if necessary stop whenever circumstances so require, and particularly when visibility is not good.

Going upstream



A stylized graphic of a globe, showing the continents of Africa and Europe, rendered in a dark blue color against the main blue background.

3RD **GLOBAL** MINISTERIAL CONFERENCE ON **ROAD** **SAFETY**

ACHIEVING GLOBAL GOALS | STOCKHOLM 19-20 FEB 2020

Mobility in a sustainable society





THE GLOBAL GOALS

For Sustainable Development



By 2020, halve the number of global deaths and injuries from road traffic accidents.



By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.



Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle.



Promote public procurement practices that are sustainable, in accordance with national policies and priorities.

Where can we go with our ticket?

"Health, Climate and Equity"

"The Goals in SDG are absolute and indivisible"

"Sustainability practices and reporting"



"Public procurement is 10-20 % of world GDP"

"Public and Private Organisations in Partnership"

SAVING LIVES BEYOND 2020: THE NEXT STEPS

RECOMMENDATIONS OF THE ACADEMIC EXPERT GROUP
FOR THE 3RD GLOBAL MINISTERIAL CONFERENCE **ON ROAD SAFETY**

The 9 recommendations

Sustainable Practices and Reporting: including road safety interventions across sectors as part of SDG contributions.

Procurement: utilizing the buying power of public and private organizations across their value chains.

Modal Shift: moving from personal motor vehicles toward safer and more active forms of mobility.

Child and Youth Health: encouraging active mobility by building safer roads and walkways.

Infrastructure: realizing the value of Safe System design as quickly as possible.

Safe Vehicles Across the Globe: adopting a minimum set of safety standards for motor vehicles.

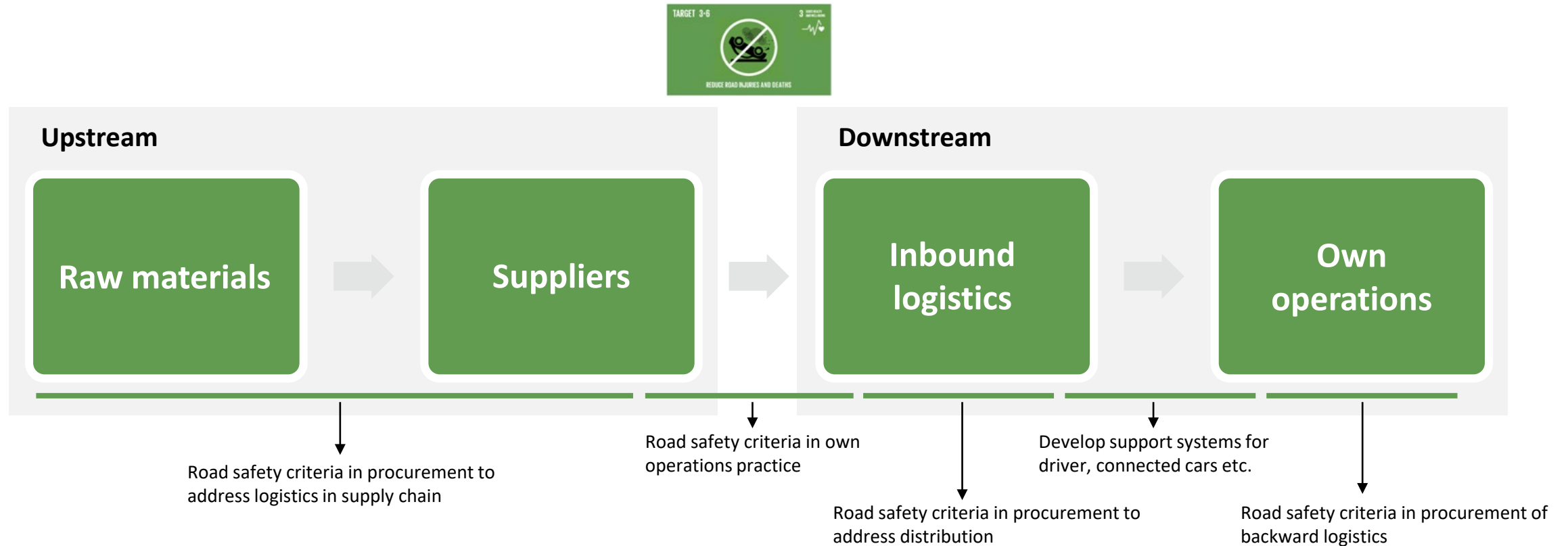
Zero Speeding: protecting road users from crash forces beyond the limits of human injury tolerance.

30 km/h: mandating a 30 km/h speed limit in urban areas to prevent serious injuries and deaths to vulnerable road users when human errors occur.

Technology: bringing the benefits of safer vehicles and infrastructure to low- and middle-income countries.



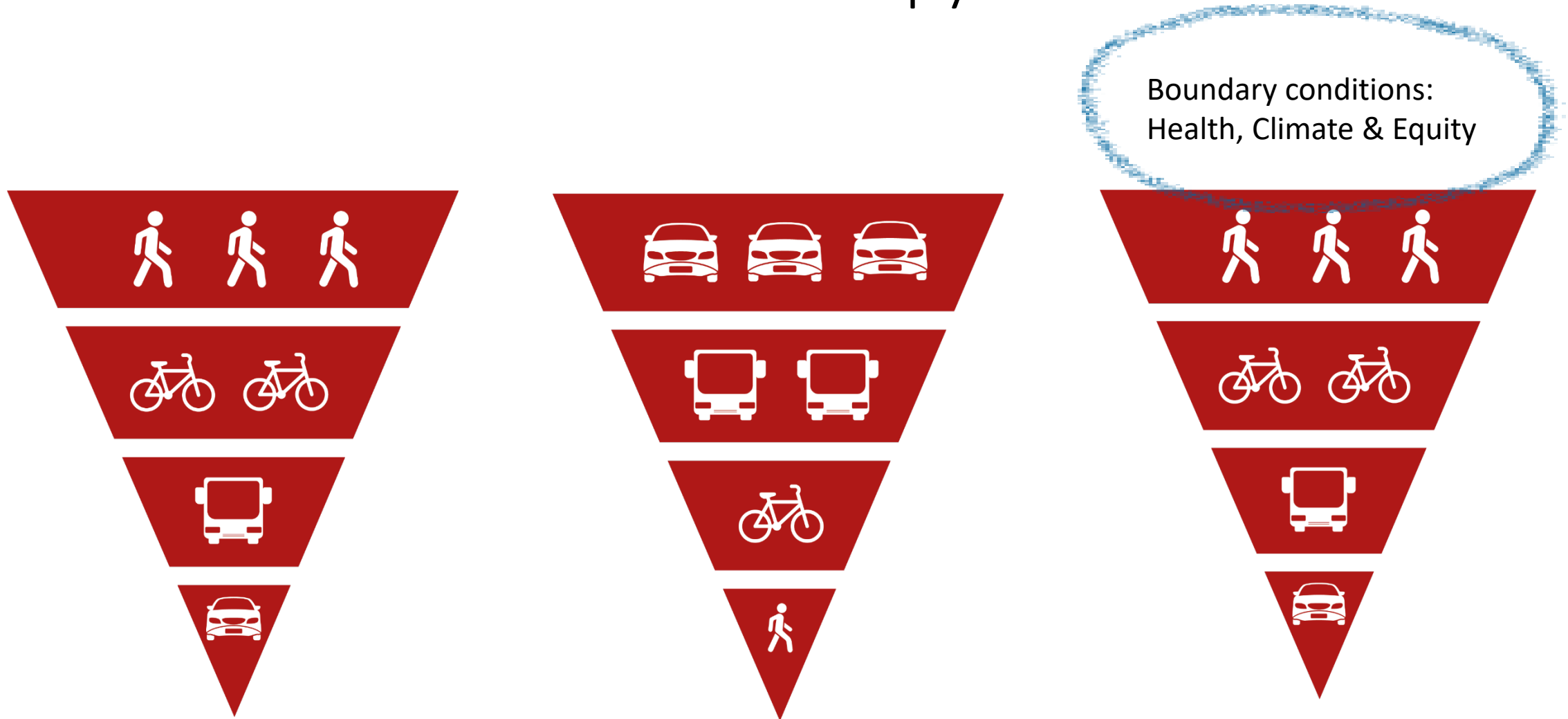
Road safety applied on value chain



Value Chain



Modal shift - The traffic pyramid in cities



Zero Speeding

In order to achieve widespread benefits to safety, health, equity, climate and quality of life, we recommend that **businesses, governments and other fleet owners practice a zero-tolerance approach to speeding** and that they collaborate with supporters of a range of Sustainable Development Goals on policies and practices to reduce speeds to levels that are consistent with Safe System principles using the full range of vehicle, infrastructure, and enforcement interventions



Evolution of the global road safety work



Aim of the workshop

- Clarify how the Recommendations as defined in context of the 3rd Global Conference on Road Safety apply for safer motorcycling, while considering regional specificities to motorcycling
- To develop priority actions to significantly improve PTW safety for the decade 2021-2030.