

The top priorities identified by the Workshop

<p>1. Training programmes Countries have different training needs, based on their vehicle fleet and training resources. Motorcycle training should therefore build on existing standards, focus on risk awareness and risk avoidance, and develop an understanding of the rider/motorcycle capacities and limitations.</p>
<p>2. Transport and infrastructure policy It is a fundamental motorcycle safety requirement that, by default, PTWs should have a place in overall transport policy and infrastructure policy/management.</p>
<p>3. Research and evaluation Counter measures need to be based on scientific research into driver and rider behaviour and before-and-after evaluations should be conducted.</p>
<p>4. General driver training A component on awareness and acceptance of motorcyclists should be included in the general training for all drivers, with a particular emphasis on the need for appropriate traffic scanning strategies.</p>
<p>5. Braking systems Manufacturers should continue to introduce advanced (better) braking systems, such as combined brake system and anti-lock-brake systems.</p>
<p>6. Getting safety messages to the riders Safety messages to riders should be developed in partnership with rider groups, in order to use the effectiveness of peer advice in communicating key issues to riders on issues that will impact their communities.</p>
<p>7. Integrated awareness campaigns. There should be regular, targeted campaigns addressing both motorcyclists and other road users, where necessary supported by other action e.g. enforcement, on safety-related subjects that include, mutual respect, protective equipment, speed, alcohol and drug issues.</p>
<p>8. Guidelines for the development of road infrastructure. Each level of government should include in their infrastructure guidelines, measures for accommodating PTWs, developed with input from relevant stakeholders. The guidelines should be relevant to the needs of the jurisdiction concerned and coordinated with other jurisdictions and levels of government. An international transfer of best practices is also recommended.</p>
<p>9. Portrayal of responsible riding Codes of practice should be developed in order to promote and market motorcycling responsibly; the motorcycling press and rider organisations should also promote responsible behaviour codes.</p>
<p>10. Other Vehicle Driver awareness To develop an awareness of PTWs and mutual respect between road users, education activities and campaigns should be set up from childhood, to emphasise that "road safety means road sharing".</p>
<p>11. Training for road designers The needs of PTWs should be included in the basic training for road designers, highway and traffic engineers.</p>
<p>12. Protective equipment for riders Where standards for protective equipment exist, they should be promoted; and where they do not, they should be developed, taking into account their safety performance, rider comfort, the ergonomics of their use, costs and the climate/regions where they will be used.</p>
<p>13. 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, in order to exchange views, discuss needs and secure the necessary financing/resources for safety counter measures.</p>
<p>14. Roadway design Identification and resolution of roadway design problems (e.g. accident black spots & "corridor" analysis of a sequence in the road structure) should include input from rider organizations & relevant experts.</p>
<p>15. Motorcycles in ITS. Enhanced awareness of motorcycles should be incorporated into the development of all vehicle ITS projects.</p>
<p>16. Innovation Where proposed counter-measures are not based on objective research, but are supported by all stakeholders, policy makers should test and evaluate the proposal in a pilot scheme.</p>
<p>17. 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.</p>
<p>18. Global Technical Regulations. The minimum safety performance of PTWs should be based on Global Technical Regulations.</p>
<p>19. 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.</p>