

Statement of Participants
Global Regional Road Safety Observatory
2022 Dialogue on Powered Two-Wheeler Safety
October 2022, Manila

In view of the goal set by the United Nations General Assembly to reduce road traffic deaths and injuries by 50% by 2030 and noting the priority actions and targets set out in the Global Plan for the Decade of Action for Road Safety 2021-2030, the Global Road Safety Performance Targets and the outcomes of the 2021 ITF *Riding in a safe system – workshop on safety for powered-two-wheelers*, the participants of the 2022 Global Network of Regional Road Safety Observatories Dialogue on Powered Two-Wheeler Safety recognize the particular challenges this presents for countries in which PTWs make up a major share of traffic.

For countries in which PTWs make up a major share of traffic, far more needs to be done to improve PTW safety in order to achieve a 50% reduction in traffic deaths and injuries by 2030. This is especially challenging for low income countries with high levels of PTW¹ use. The following approaches and actions are recommended.

Principles for adoption by Governments and funding bodies at all levels:

- Elevate the priority of safe and sustainable transport modes including public transport and reflect the scale of PTW use and related trauma
- Fund PTW safety at a level reflecting the economic costs of associated trauma, including through innovative approaches such as impact investing
- Ensure that all funded interventions are rigorously evidence-based and take account of PTW safety
- Rethink the traffic system with a view to radical reorganization of infrastructure space allocation, access and design to accommodate the safe PTW travel
- Ensuring that road systems allow for safe use for all vulnerable road users, including pedestrians, cyclists and PTW users, and especially for women and children, including through managing speeds down to 30kmh where these road users are present.
- Address the gaps in knowledge and capacity preventing achievement of safe PTW travel
- Build constructive collaborations with manufacturers, business, NGOs, academia and motorcycle associations to positively influence PTW safety.

Planning agencies, road owners/operators and road safety lead agencies must enhance decision making and investment management by systematically:

- Implementing desired safety performance standards for PTWs
- Collaborating internationally to develop new (and innovative) ways to reorganize infrastructure space allocation and design to accommodate safe PTW travel, including separated PTW lanes
- Increasing the engagement of local communities in the planning, design and implementation of projects impacting PTW use and safety

¹ Powered three-wheelers are included in this mix.

- Building a greater understanding of the events and conditions leading to PTW trauma through improved crash investigation and reporting processes
- Expanding the collection, use and sharing of data (including sex and age disaggregation) relating to PTW vehicles, their use and risk exposure working through the Regional Road Safety Observatories
- Commissioning research to expand the suite of effective interventions with proven crash and injury reductions for PTW users
- Collaborating with international organizations to develop global best practice guidance on establishing functional road classifications and desired safety performance standards for PTWs; design standards for management of PTW safety in rural and urban settings; and performing road safety audits with a focus on PTWs
- Building public awareness of what works in PTW safety to encourage greater demand for safety especially in vehicle performance, speed management and safety equipment for riders.

Transport regulators must take more effective action by:

- Setting target dates for mandatory implementation of anti-lock braking (ABS) on all PTWs capable of travel speeds of 50km/h or greater
- Accelerating introduction of high quality safety standards for new and used PTWs of all sizes with a view to 100% compliance with international safety standards by 2030
- Implementing effective in-service vehicle safety regimes for PTWs
- Collaborating with vehicle registration agencies to ensure PTWs are identifiable in traffic to support compliance management
- Collaborating with driver licensing agencies to adopt secure, competency based, graduated PTW licensing regimes that prevent the use of PTWs by children and without appropriate training.
- Ensuring the wide availability of affordable and quality standard motorcycle helmets and protective clothing, while restricting the availability of unsafe helmets
- Increasing the use of quality standard helmets for all PTW users including children with a view to near 100% compliance by 2030
- Setting up helmet testing facilities to ensure that helmets meet the country's standards before they become available.
- Regulating for safe commercial PTW use through workplace laws addressing riding skills as well as management accountability, vehicle standards, user behavior and service management.
- Adopting mandatory third-party liability insurance schemes to protect those injured in a PWT crash.

Road owners and operators must address infrastructure safety by:

- Separating PTWs from heavier traffic and other vulnerable road users
- Requiring that road safety audits are performed for all designs such that they reach 3-stars or better
- Regularly undertaking safety assessments of existing roads and implement speed management, maintenance and safety upgrades so that 75% of travel occurs on roads rated 3-stars or better

- Working with development partners to implement demonstration and evaluation projects to show what works, and facilitate wider adoption of successes.

Enforcement agencies must support adherence to safe road use by:

- Managing vehicle speeds within safe thresholds for PTW collisions through effective enforcement with a view to halving the number of PTWs traveling over the posted speed limit by 2030
- Ensuring high levels of compliance with evidence-based laws relating to PTW use supported by public campaigns promoting enforcement.

Public health agencies must improve post-crash response by:

- Reducing the time interval between PTW casualty crashes and the provision of first emergency professional care
- Providing medical care in hospitals regardless of a crash victim's ability to pay
- Ensuring legal protection for first responders to PTW casualty crashes.