



**Organization for Economic
Co-operation and Development
International Transport Forum
Workshop on Motorcycle
Safety**

**80 participants - 30 countries – by direct
invitation only**

Participants Included:

- Safety policy advisors, safety experts, safety researchers, motorcycle industry representatives, governmental agency representatives and motorcycle users.
- Representing riders from the United States: Kirk “Hardtail” Willard, Motorcycle Riders Foundation and Ed Moreland, AMA

- 10 other riders' rights and motorcycle user groups from around the world were also represented.
- Also present: National Highway Traffic Safety Administration; Federal Highway Administration; Insurance Institute for Highway Safety; Motorcycle Industry Council/MSF, Dynamic Research, Inc., and Harley Davidson Motor Company.

- This set the stage for meaningful involvement from the riders' rights and user groups which is not always the case in these types of international forums
- From this cooperative meeting the following top priorities regarding motorcycles was established



- 1. Training programs for motorcyclists -**
tiered approach to motorcycle training,
training.
- 2. Fundamental cooperation between
various stakeholders -** including
(powered two wheeler operators)
motorcyclists themselves, policy makers,
researchers and motorcycle manufacturers.
- 3. Transport and infrastructure policy -**
motorcycles should have a place in overall
transport policy and infrastructure
policy/management.

- 4. Research and evaluation** - counter measures need to be founded on evidence based scientific research into driver/rider behavior, and before and after evaluations should be conducted. Good quality research into motorcycle issues.
- 5. Improved training for all drivers** - to include motorcycle awareness and acceptance of motorcyclists in the general training of all drivers

- 6. Advanced braking systems** - combined brake systems and anti-lock brake systems
- 7. Get safety message to riders** and portrayal of responsible riding. Codes of practice should be developed in order to promote and market motorcycle responsibility
- 8. Integrated awareness campaigns** - regular targeted campaigns focused at motorcyclists and other roadway users.

- 9. Train road designers and highway and traffic engineers** regarding the needs of motorcyclists.
- 10. Protective equipment for riders** - where standards for protective gear exist they should be promoted, where no standards exist they should be developed
- 11. Policy dialogue** - Meetings between motorcycle stakeholders and policy makers/road authorities should be established

12. Motorcycles in ITS - Enhanced awareness of motorcycles in all ITS projects.

13. Innovation and pilot schemes - where proposed counter measures are not based on evidence based objective research, but are supported by stakeholders, policy makers should test and evaluate the proposal in a pilot scheme.

14. ITS Speed warning systems - The safe manage of vehicle speeds in the road network is improved by the use of speed warning systems, which may be on the vehicle or in the road infrastructure.

15. Global technical regulations - The minimum safety performance of motorcycles should be based on global technical regulations. World motorcycle test cycle.

16. Headlights on all at times - There needs to be research performed on this issue to make sure this actually does make motorcycles safer on the roadway.

17. Roadway improvements to make sure roadways are developed and maintained in a motorcycle friendly atmosphere

18. Individual authorities shall develop guidance plans for motorcycles relative to the needs of their jurisdiction



An Integrated Approach

- **The rider is but one element of the transportation system. To improve motorcyclist safety it is necessary to analyze all of the interactions between riders, infrastructure, road environment, the motorcycle and other roadway users**



World motorcyclists could not have asked for a better outcome from this meeting

It also set the stage for US motorcyclists to use these priorities in developing the motorcycle agenda in the upcoming 2009 TEA reauthorization legislation

