

BEST PRACTICES IN THE FIELD OF MOTORCYCLIST SAFETY AND MOBILITY

Ibero-American Road Safety
Programme



With the support of:



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1. INTRODUCTION

The increase in fatalities among motorcyclists is becoming a problem throughout the region of Latin America and the Caribbean and, as such, it is on the agenda of international organisations focusing on health and road safety policies.

This is not expected to be a temporary situation and **the trend can be seen to a greater or lesser extent in all the countries in the region**, as the annual reports of the **Ibero-American Road Safety Observatory (OISEVI)** reveal. Forecasts indicate that the motorcycle population will continue to grow, especially when it comes to travel in urban and rural areas, and this trend is gaining momentum due to the health crisis that began in early 2020.

There are certain trends that have been marked by the modal shift caused by the Coronavirus health crisis, especially the modal shift in the way people travel, in the distribution of products and goods, etc. In many countries, these trends are leading to an **increase in the use of motorcycles as a means of transport** and, in turn, an increase in road accidents. **Motorcycles are used for a wide variety of purposes by very different types of users.**

The framework for addressing motorcyclist road safety is complex, as it affects many factors in the mobility system. It is therefore worth highlighting some of the **main challenges or most important and urgent issues** that should be included on the agenda:

- Data as a key element in defining the problem and checking progress.
- New scenarios for mobility and work on motorcycles.
- Infrastructure and road designs that incorporate safe mobility by motorcycle.
- Vehicles, visibility and protective equipment for motorcycle users.
- Efficient control and enforcement for compliance with regulations.
- Training for riding and handling motorcycles.
- The response to accidents involving motorcyclists.

Motorcyclist safety concerns are a challenge throughout the region. Countries that do not currently have a problem with motorcycle safety will have one in the future. In response to this major challenge, the Traffic Agencies that form part of the Ibero-American Road Safety Observatory (OISEVI) have begun this **country engagement work in order to assess the situation, identify any issues and develop recommendations tailored to the needs of the countries.**

2. OBJECTIVES

This initiative is part of the vision of shared strategies proposed in the Global Plan for the Decade of Action for Road Safety launched by the United Nations and the WHO¹:

“It is critical that governments redouble their efforts to ensure political commitment and responsibility for acting on road safety at the highest level, along with contributions from different government agencies, multisectoral partnerships, corporations and international organizations. These strategies and efforts must be transparent and public. Safety must be the core value of these efforts and be reflected in the way policies are designed and implemented, and the way the system is governed. Seeing safety as the core value of road transport ensures that safety is embedded along the entire value chain of the transport system, from the design and production of vehicles and road infrastructure to the delivery of transport services and transport policy itself.”

This project was created in line with the strategy of the United Nations and the WHO, with the aim of gathering information, in an orderly manner, and taking into consideration the different legislative, social or economic situations of Latin American countries, the position of the countries in relation to the main issues related to motorcycle safety in order to create a roadmap tailored to their respective paces.

In short, the aim is to describe the **reality in each of these countries and identify a set of measures and/or successful actions or priorities to be addressed in the short-medium term in order to tackle motorcycle accident rates.**

3. METHODOLOGY

In order to identify the challenges and measures and formulate an approach to creating a **roadmap for the next decade** in terms of motorcyclist safety, an **agile methodology** has been used. Traffic Agencies have also played a key role in the project by sharing their expertise in the management of road safety strategies for motorcycles at both municipal and state level.

It is therefore important to **highlight the experiences of cities and governments** that have dealt with the same challenge of working towards the normalisation of a new reality: **mobility by motorcycle**.

As with any work in the field of mobility, it has been designed as a **participatory project, seeking to bring the visions of the different actors closer together and get them involved in the solution** from their field of action.

The aim was to achieve a **“shared vision”** among all the actors involved in the phenomenon of motorcyclist accidents, which means that collaborative work has primarily been carried out in three areas:

- Common understanding of the issues.
- Clear definition of priorities.
- Consensus on solutions.

In order to develop this project, it was first necessary to **plan, structure and properly coordinate** all the parties involved in this work.

3.1 Phases of the project

This project involves **three phases**:

- **Phase 1: Prior immersion.** This phase focused on immersion research and preparing the analytical component that laid the groundwork for future workshops.

As a result of this phase, the following documents were obtained:

- A repository of road safety documents and/or regulations applicable to each of the countries.
 - The work schedule.
 - Material to guide and facilitate the workshops.
- **Phase 2: Partnership phase.** Workshops were held during this phase. The workshops serve as a **valuable tool** for promoting a **collaborative and cooperative work strategy** that seeks consensus.

Initially, **four (4) subregional workshops** on the issue of motorcycle safety were planned. In order to conduct the workshops, the countries were divided into:

- **Central America:** Costa Rica, Mexico, Guatemala, Panama, the Dominican Republic, Cuba, Honduras, Nicaragua, El Salvador.
- **Andean countries:** Colombia, Ecuador, Peru, Bolivia.
- **Southern Cone:** Uruguay, Argentina, Brazil, Uruguay [sic], Paraguay, Chile.
- **Iberian Peninsula:** Andorra, Spain, Portugal.

The **Ibero-American Road Safety Programme, specifically the Ibero-American Road Safety Observatory (OISEVI)**, informed and invited all the countries to participate in this project.

At this initial stage, **22 countries were expected to participate**. However, due to scheduling issues or governmental changes, not all countries were able to accept the invitation. Nevertheless, turnout **exceeded 70%**. In light of this situation, the initial workshop plan was modified, following the proposal below:

- **Southern Cone:** Uruguay, Argentina, Brazil, Uruguay [sic], Paraguay, Chile.
- **Central America I:** Costa Rica, Mexico, Guatemala, Panama.
- **Central America II:** The Dominican Republic, Nicaragua, El Salvador and Colombia joined this subregional workshop.
- **Iberian Peninsula:** Andorra, Spain, Portugal.

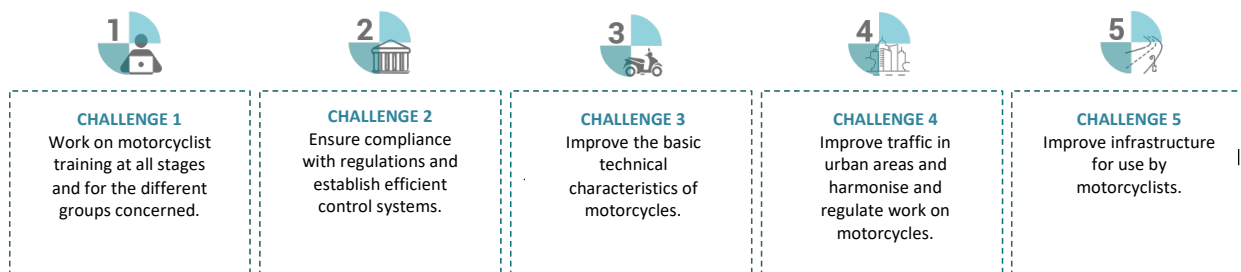
The next step was first to ask **the Traffic Agencies in each country to appoint a representative/contact person** to work with on the information needed. **Secondly, the representative for each country was asked to identify the stakeholders**, and to this end, we worked with each country on a series of documents that would make it easier to identify the information required. These documents included:

- **A questionnaire** with internal country data that has provided a snapshot of the current situation in each country in terms of road safety and mobility, with a focus on motorcyclists.
- A document **identifying the stakeholders or actors involved** in the different sectors: Road safety education/training, public or institutional (police, health or governmental/managerial level), private entities and third sector entities (associations, NGOs or trade unions), so that they could contribute their expertise on the issues and questions raised, which has allowed us to **capture the reality of all the countries involved**.

Lastly, in this methodological process and in order to hold the workshops, it was crucial to provide content to facilitate dialogue and to this end, initial thematic blocks were designed that would become the guiding thread for discussion. The initial blocks were as follows:

- Training schools and access to driving licences
- Dissemination and awareness
- Inspection and drivers
- Technical characteristics of motorcycles
- Traffic in urban areas and journeys
- Other issues of concern raised by the countries

The first workshop held (the Southern Cone Workshop) prompted us to rethink the content of the discussion initially proposed, primarily in the interest of consolidating issues. The countries focused their attention on the following **five specific challenges**:



- **Lastly, there is the consolidation phase** (the current document), which will address at least the following:
 - Approach and challenges of the motorcycle sector.
 - Main challenges identified. Monitoring of the measures identified.
 - A set of technical guidelines and recommendations for each of the challenges identified.

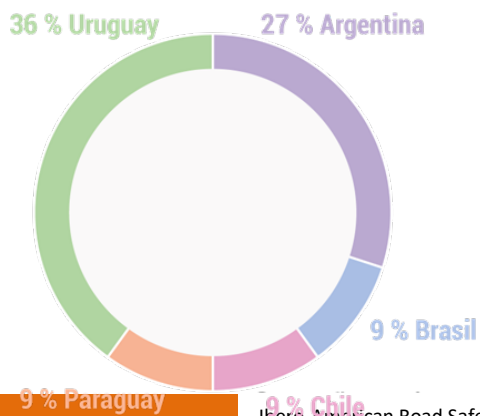
3.2 Participation data by workshop held

The **First Workshop** was held with countries located in the **SOUTHERN CONE: Argentina, Brazil, Chile, Paraguay and Uruguay.**

A total of **30 invitations** were sent out for this virtual meeting, covering the **different sectors: Road safety education/training, public or institutional (police, health or governmental/managerial level) and third sector entities (NGOs, associations).**



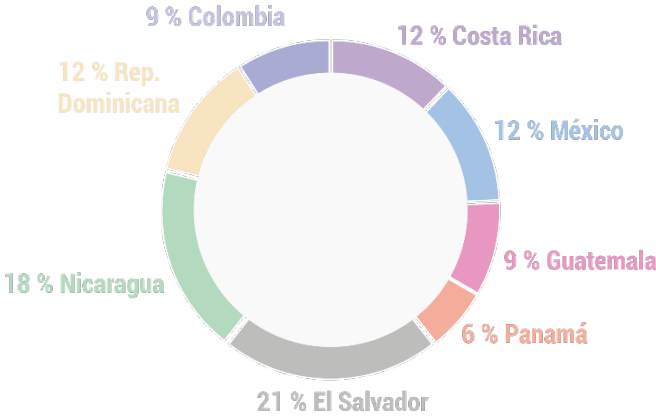
37% of those invited accepted the invitation and thus participated in the virtual workshop, with Argentina and Uruguay being the most represented countries.



The **second and third workshops** targeted countries located in **CENTRAL AMERICA**: **Costa Rica, Mexico, Guatemala, Panamá, the Dominican Republic, Nicaragua, El Salvador and Colombia**. A total of **98 invitations** were sent out for this virtual meeting, covering the **different sectors**: **Road safety education/training, public or institutional (police, health or governmental/managerial level), private entities or third sector entities (NGOs, associations or trade unions)**.

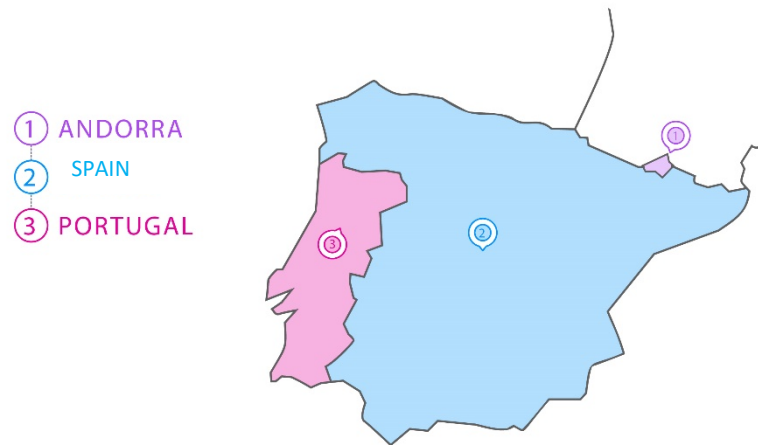


33% of those invited accepted the invitation and thus participated in the virtual workshop

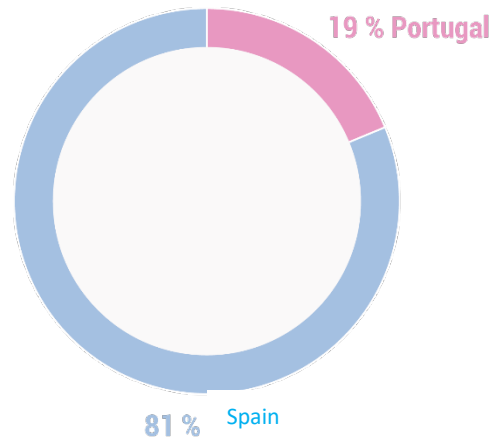


Lastly, the fourth workshop focused on countries located in the **IBERIAN PENINSULA**: **Spain, Portugal, Andorra**. A total of **31 invitations** were sent out for this virtual meeting, covering the **different sectors**:

Road safety education/training, public or institutional (police, health or governmental/managerial level) and third sector entities (NGOs, associations).



52% of those invited accepted the invitation and thus participated in the virtual workshop, with Spain being the most represented country.



3.3 Sectors represented

In order to discuss the profile of the motorcyclist, with regard to aspects such as training, taxation, safety (*both in terms of user safety equipment and the handling of motorcycles*) and mobility, we needed the different actors/sectors involved in this ecosystem to join the project. Traffic Agencies, with their first-hand knowledge of the influential sectors in their countries, have come to play a leading role in this regard and have facilitated the **creation of an interesting network of regional actors with a common goal: to ensure the safety and mobility of motorcyclists.**

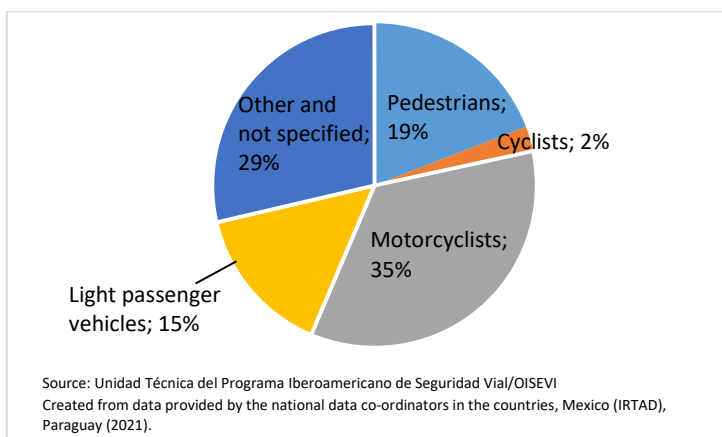
The sectors represented in the workshops were:

- **The Public Sector:** primarily includes professionals in the fields of **health** (emergency healthcare, hospitals, rehabilitation) and **traffic** (safety authorities), as well as representatives of the Administration (National; Regional; Local Councils; industry, infrastructure and transport departments).
- **The Private Sector:** this includes various areas of expertise, such as:
 - Road safety education/training organisations (driving schools, specialised schools, education centres)
 - Motorcycle manufacturers
 - Motorcycle retailers
 - Importers
 - Manufacturers of safety equipment
 - Fleet management companies
 - Insurance Companies
 - Business entities
- **The Third Sector:** includes motorcyclist associations, victims' associations and NGOs linked to the sector. Social partners (trade unions) are included in this group.

4. ACCIDENT DATA

In 2022, the total number of fatalities in the 15 countries reporting to the OISEVI was 44,884, of which 15,449 were motorcyclists, accounting for 35% of all fatalities². This is the highest percentage when compared to all other modes of transport.

Graph 1. Percentage distribution of fatalities according to mode of transport. 2022.



In 2022, 9 countries had a percentage of motorcyclist fatalities in relation to all fatalities higher than that for the countries as a whole (35%) and 4 countries recorded percentages over 50% (Colombia, Paraguay, the Dominican Republic and Nicaragua). The country with the lowest percentage was Chile (13%), followed by Mexico (15%) and Spain (25%).

Looking at the numbers in absolute terms, Portugal was the country with the lowest number of fatalities on motorcycles (175), followed by Uruguay (206) and Chile (283). The countries with the highest numbers of motorcyclist fatalities were Colombia (4,807), Mexico (2,460) and the Dominican Republic (1,670).

² The percentages have been calculated in relation to the total number of fatalities for which the mode of transport is known.

Table 1. Motorcyclist fatalities and their percentage out of the total number of fatalities. 2022.

2022	Motorcyclist fatalities	% of motorcyclist fatalities in relation to
CHL	283	13%
MEX	2,460	15%
ESP	437	25%
PRT	175	28%
HND	621	34%
CRI	322	40%
ARG	1,531	40%
SLV ⁽³⁾	439	41%
GTM ⁽¹⁾	1,190	45%
URY	206	48%
NIC	499	51%
DOM	1,670	57%
PRY ⁽²⁾	809	58%
COL	4,807	60%
AND		n.d.
All countries	15,449	35%

⁽¹⁾ GTM: motorcyclists who died within 24 hours, ⁽²⁾ PRY: 2021, ⁽³⁾ SLV: fatalities where mode of transport is known

The comparison of the percentage of motorcyclist fatalities between 2010 and 2022 shows significant increases in almost all the countries (more than 5 percentage points), with increases of more than 20 percentage points in Guatemala, El Salvador and Nicaragua and between 10 and 20 points in Colombia, Argentina, Mexico and Costa Rica.

Compared to 2019, the percentage of motorcyclist fatalities rose by more than 5 percentage points in Guatemala and Uruguay and more than 3 percentage points in Colombia, Portugal and Nicaragua.

Table 2. Motorcyclist fatalities. Percentage out of the total number of fatalities in 2010, 2019 and 2022.

	% of motorcyclist fatalities in relation to the total			Motorcyclist fatalities 2022	Percentage points 2022-2010	Percentage points 2022-2019
	2010	2019	2022			
AND						
ARG	23%	40%	40%	1531	17	0
CHL	5%	13%	13%	283	8	1
COL	40%	55%	60%	4807	19	5
CRI	30%	44%	40%	322	10	-5
ESP	20%	27%	25%	437	5	-2
GTM	13%	33%	42%	1190	29	9
PAN						
PRY ⁽¹⁾	45%	55%	58%	809	13	3
DOM		54%	57%	1670		3
URY		41%	48%	206		6
HND		33%	34%	621		1
MEX	4%	13%	15%	2460	11	2
NIC	26%	47%	51%	499	25	4
PRT	20%	24%	28%	175	9	5
SLV	6%	32%	32%	439	27	1
All countries		32%	35%	15,449		3

(1) 2021

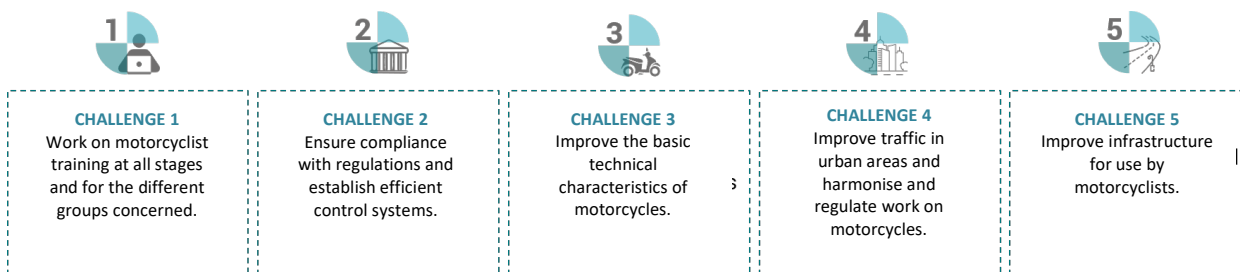
With regard to data on the proportion of motorcycles in relation to the total vehicle population, data is available up to 2018 and it can be seen that between 2010 and 2018, there were increases of more than 5 percentage points in almost all the countries, except for Andorra, Chile, Paraguay and Uruguay. Honduras and Nicaragua recorded growth of more than 20 percentage points, while Argentina and Guatemala saw growth of more than 10 percentage points.

Table 3. Motorcycle population. Percentage out of the total vehicle population in 2010, 2017 and 2018.

	% of motorcycles in relation to the total vehicle population			Motorcycle population in 2018 (in thousands)	Percentage points 2022-2010
	2010	2017	2018		
AND	17%	18%	18%	16	1
ARG	20%	33%	34%	8,265	14
CHL	3%	4%	4%	190	1
COL	50%	58%	58%	8,291	8
CRI	20%	27%	28%	664	8
ESP	15%	15%	15%	5,393	0
GTM	28%	39%	39%	1,359	11
PAN				0	0
PRY	34%	35%	36%	801	2
DOM	49%	55%	55%	2,399	6
URY	54%	53%	52%	1,291	-2
HND	21%	39%	41%	753	20
MEX	4%	8%	9%	4,084	5
NIC	27%	52%	51%	485	24
PRT	8%	8%	8%	543	0

5. CHALLENGES AND MEASURES

As described in the methodology section, **the countries focused their attention on the following five specific challenges:**



In the discussions and virtual meetings held, the countries defined what they consider to be a challenge, and defined and identified the measures that should serve as their roadmap in either the short or long term. In conclusion, they have produced a **reference document for the OISEVI Technical Committee, which will serve as a guide for a future Action Plan.**

However, major differences have been identified with regard to the starting level and capabilities to set up projects in the participating countries, and these differences need to be conveyed to the technical committee. These differences were apparent both when defining the problem and when formulating recommendations for action. One of the Technical Committee's objectives should be to work together to minimise these differences between the countries.

At this point, it is necessary to stress the importance of "data". Although data exist, they are not consolidated and there are certain weaknesses in this respect. All the subregions are aware of this weakness and the need to improve the data. In this regard, during the workshops, the situation of the countries in relation to the unavailability of data that would allow them to create a roadmap tailored to their weaknesses became particularly "problematic", leading to sometimes unrealistic diagnoses.

Listed below are the measures identified by challenge and an analysis of the impact of these measures by subregion, providing a snapshot of the priorities by region and allowing us to reflect on the situation in the regions.



CHALLENGE 1: **Work on motorcyclist training at all stages and for the different groups concerned.**

In order to encourage dialogue and the exchange of views among stakeholders and to see how each of the regions is dealing with this challenge, a number of questions were raised:

- Are there training schools?
- Does training involve theory and/or practice?
- Requirements for obtaining a licence?
- Are there motorcycle safety campaigns?
- Are they linked to control actions or operations?

Listed below are the **measures identified (M)** in this block by region and their priority.

- M.1. Introduce road safety subjects in schools.
- M.2. Develop voluntary, motorcyclist-focused training strategies to complete their training.
- M.3 Require instructors to undergo specific training.
- M.4. Run specialisation courses for teachers.
- M.5. Introduce training courses for last-mile delivery drivers.
- M.6. Incorporate motorcycle training into occupational risk management plans.
- M.7. Incorporate new technologies into practical training.
- M.8 Design agile processes for obtaining licences.
- M.9. Align the theoretical and practical aspects of the training model.
- M.10. Regulate and implement a rigorous practical examination system.
- M.11. Regulate a professional road training and education system.
- M.12. Inspect driving schools.
- M.13 Launch specific campaigns to raise awareness of the importance of training motorcyclists and the coexistence of different forms of mobility.

This set of measures does not have the same impact in all the countries. It is important to note at this point that **each country has its own pace and this is reflected in the challenges they face**.

The following table (*Table 1: Subregional priorities in relation to challenge 1*) shows how each of the subregions is dealing with this challenge and their priorities and weaknesses with regard to training schools, access to and regulation of driving licences and training, and school inspections.



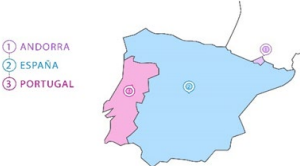
KEY TOPICS	Training schools Access to and regulation of driving licences Inspection Awareness
<p>SOUTHERN CONE</p>  <p>① ARGENTINA ② BRASIL ③ CHILE ④ PARAGUAY ⑤ URUGUAY</p>	<ul style="list-style-type: none"> • Regulate a professional road training and education system. • Regulate and implement a rigorous practical examination system. • Launch campaigns to disseminate information about and raise awareness of the risks to motorcyclists and the coexistence of different forms of mobility. • Introduce road safety subjects in schools.
<p>CENTRAL AMERICA</p>  <p>① COSTA RICA ② MEXICO ③ GUATEMALA ④ PANAMA ⑤ REPUBLICA DOMINICANA ⑥ NICARAGUA ⑦ EL SALVADOR ⑧ COLOMBIA</p>	<ul style="list-style-type: none"> • Develop voluntary, motorcyclist-focused training strategies to complete their training or encourage them to retrain. • Regulate a road training and education system for professional motorcycle riding. • Specific instructor training. • Design agile processes for obtaining licences. • Specific and regional campaigns to raise awareness of the importance of training motorcyclists.
<p>IBERIAN PENINSULA</p>  <p>① ANDORRA ② ESPAÑA ③ PORTUGAL</p>	<ul style="list-style-type: none"> • Inspection of driving schools. • Specialisation courses for teachers. • In relation to training to obtain a licence: align the theoretical and practical aspects of the training model at the regional level. • Incorporate new technologies into practical training, such as the use of virtual reality. • Introduce training courses for last-mile delivery drivers. • Incorporate motorcycle training into occupational risk management plans.

Table 1. Subregional priorities in relation to challenge 1.

Conclusion and reflections on challenge 1:

There are several issues of concern to reflect on in this block which cannot go unaddressed:

- The actors who participated were the spokespeople for their countries and pointed out the weaknesses they were aware of in their sector. It is important to reflect on issues that, although only briefly discussed in the dialogue, are at the core of road safety and mobility. Issues such as the importance of **managing driving licence tests with an appropriate balance of practical and theoretical aspects**, which address issues such as skill, experience and regulations, and focus on responsibility and respect for life and strict regulations. These are issues which need to be included in future action plans.
- This block was addressed in all the workshops held as part of this project, and this is reflected in the extensive list of recommendations identified. It is worth suggesting which measures should be at the top of the list, and these are:
 - Conduct theory and practical tests for obtaining a licence.
 - Inspect driving schools.
 - Offer voluntary courses for motorcyclists and professional groups.



CHALLENGE 2: Ensure compliance with the regulations and establish efficient control systems.

To encourage dialogue, workshop leaders raised the following questions:

- Is there a control programme?
- Is failure to wear a helmet penalised throughout the country?
- Are more than two people riding? Children?
- What are the most common fines for motorcyclists?
- Are the fines paid?

Listed below are the **measures identified (M)** in this block by region and their priority.

- M.1. Implement control actions (surveillance and control campaigns and an efficient penalty system).
- M.2 Implement coherent systems of rules and regulations.
- M.3. Establish and regulate the use of “certified” protective equipment (helmets, gloves, etc.).
- M.4. Have unified motorcycle registers and unified driver registers.

As indicated above, the measures do not have the same impact in all the countries. It is important to note at this point that each country has its own pace and this is reflected in the challenges they face.

The following table (*Table 2: Subregional priorities in relation to challenge 2*) shows how each of the subregions is dealing with this challenge and what needs and weaknesses have been identified with regard to surveillance, control, regulations, registers and awareness.

Conclusion and reflections on challenge 2:

There are several issues of concern to reflect on in this block which cannot go unaddressed:

- **Major challenge: protection systems.** Practically all the countries acknowledge that helmets are only worn in large cities where there are certain levels of control. Another important issue that has only been touched upon is the quality of helmets. It is essential to have properly approved protective equipment that complies with all protection and quality standard measures.
- It was found that the **system for enforcing regulations**, which is the basis for road safety, is not properly prioritised.
- It is important for countries to realise that enforcement needs to be accompanied by information and raising awareness of why regulations must be complied with.




KEY TOPICS	Surveillance and control Regulations Registers Awareness
<p>SOUTHERN CONE</p>  <p>① ARGENTINA ② BRASIL ③ CHILE ④ PARAGUAY ⑤ URUGUAY</p>	<ul style="list-style-type: none"> • Enforcement of helmet use throughout the country. • Efficient penalty management system.
<p>CENTRAL AMERICA</p>  <p>① COSTA RICA ② MEXICO ③ GUATEMALA ④ PANAMA ⑤ REPUBLICA DOMINICANA ⑥ NICARAGUA ⑦ EL SALVADOR ⑧ COLOMBIA</p>	<ul style="list-style-type: none"> • Implement a strict system for enforcing regulations: surveillance and control campaigns and an efficient penalty system. • Implement coherent systems of rules and regulations from national to local level. • Unified motorcycle register and unified driver register. • Establish and regulate the use of “certified” protective equipment (helmets, gloves, etc.).
<p>IBERIAN PENINSULA</p>  <p>① ANDORRA ② ESPAÑA ③ PORTUGAL</p>	<ul style="list-style-type: none"> • Launch control and enforcement campaigns.

Table 2. Subregional priorities in relation to challenge 2.



CHALLENGE 3: Improve the basic technical characteristics of motorcycles.

To encourage dialogue, workshop leaders raised the following questions:

- Is ABS regulated?
- Are automatic lights mandatory?
- Technical characteristics?
- WP.29 harmonisation of vehicle regulations and standards?

Listed below are the **measures identified (M)** in this block by region and their priority.

- M.1. Require the implementation of automatic ignition systems.
- M.2. Require the implementation and regulation of ABS.
- M.3. Require roadworthiness tests (ITV) for all motorcycles.
- M.4. Implement control measures to ensure that the technical characteristics of motorcycles are not tampered with.
- M.5. Have a support system for renewing the vehicle population.

This list of measures does not have the same intensity or impact in all the countries. It is important to note at this point that each country has its own pace and this is reflected in the challenges they face.

The following table (*Table 3: Subregional priorities in relation to challenge 3*) shows how each of the subregions is dealing with this challenge and what needs and weaknesses have been identified with regard to motorcycle lighting and safety systems, roadworthiness tests for motorcycles and renewal of the vehicle population.



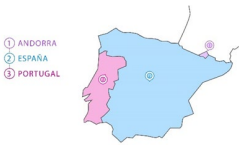
KEY TOPICS	Lighting and safety systems Vehicle inspections Renewal of the vehicle population and support
<p>SOUTHERN CONE</p> 	<ul style="list-style-type: none"> • Require the implementation of automatic ignition systems. • Require the implementation and regulation of ABS. • Compliance with the minimum safety features of a motorcycle.
<p>CENTRAL AMERICA</p> 	<ul style="list-style-type: none"> • Require the implementation of automatic ignition systems. • Require the implementation and regulation of ABS. • Compliance with the minimum safety features of a motorcycle.
<p>IBERIAN PENINSULA</p> 	<ul style="list-style-type: none"> • Implement control measures to ensure that the technical characteristics of motorcycles are not tampered with. • Have a support system for renewing the vehicle population. • Require roadworthiness tests (ITV) for all motorcycles.

Table 3. Subregional priorities in relation to challenge 3.

Conclusion and reflections on challenge 3:

There are several challenges of interest to include in this block. Firstly, the **visibility of motorcycles** is a priority objective. Motorcycles must be visible at all times of day, but this is particularly necessary when visibility is poor (at night or in different weather conditions such as rain or fog).

Secondly, all the countries must take up the **challenge posed by the WP29 “Harmonisation of Vehicle Regulations”**. This is a major challenge for everyone, which would mean having motorcycles on the market that meet the minimum characteristics set out in the United Nations international standards.



CHALLENGE 4: **Improve traffic in urban areas and harmonise and regulate work on motorcycles.**

To encourage dialogue, workshop leaders raised the following questions:

- Measures?
- 30 roads?
- What jobs or professions use motorcycles in the work environment?
- Are there any regulations?

Listed below are the **measures identified (M)** in this block by region and their priority.

- M.1 Consider motorcycle users when designing and implementing traffic calming measures in cities (for example, 30 zones).
- M.2. Implement specific road designs for motorcycle safety (for example, motorcycle lanes, protective barriers, etc.).
- M.3. Establish occupational road safety strategies.
- M.4. Regulate work on motorcycles.

This list of measures does not have the same intensity or impact in all the countries. It is important to note at this point that each country has its own pace and this is reflected in the challenges they face.

The following table (*Table 4: Subregional priorities in relation to challenge 4*) shows how each of the subregions is dealing with this challenge and what needs and weaknesses have been identified with regard to regulating work on motorcycles, the inclusion of motorcycles on occupational risk prevention plans in companies and 30 roads.




KEY TOPICS	30 roads Regulation of work on motorcycles Inclusion of motorcycles on occupational risk prevention plans in companies
<p>SOUTHERN CONE</p>  <p>① ARGENTINA ② BRASIL ③ CHILE ④ PARAGUAY ⑤ URUGUAY</p>	<ul style="list-style-type: none"> • No priorities are identified with regard to this challenge.
<p>CENTRAL AMERICA</p>  <p>① COSTA RICA ② MEXICO ③ GUATEMALA ④ PANAMA ⑤ REPUBLICA DOMINICANA ⑥ NICARAGUA ⑦ EL SALVADOR ⑧ COLOMBIA</p>	<ul style="list-style-type: none"> • Regulate work on motorcycles. • Implement specific road designs for motorcycle safety (for example, motorcycle lanes, protective barriers, etc.). • Establish occupational road safety strategies.
<p>IBERIAN PENINSULA</p>  <p>① ANDORRA ② ESPAÑA ③ PORTUGAL</p>	<ul style="list-style-type: none"> • Regulate work on motorcycles. • Consider motorcycle users when designing and implementing traffic calming measures in cities (e.g. 30 roads).

Table 4. Subregional priorities in relation to challenge 4.

Conclusion and reflections on challenge 4:

- In some subregions' strategies, implementing measures such as 30 roads or occupational road safety strategies has been pushed further down the list of priorities, below other **priority needs such as the use of approved protective equipment**. However, measures such as 30 roads are **the most effective measures** for motorbike safety in cities, **and should therefore be placed high on the list of priorities**.
- Furthermore, the **regulation of work on motorcycles** is now a reality that needs to be addressed and must be on all the countries' agendas.



CHALLENGE 5: Improve infrastructure for use by motorcyclists.

Listed below are the **measures identified (M)** in this block by region and their priority.

- M.1. Conduct road safety audits of infrastructure that integrate the motorcyclist’s perspective.
- M.2. Identify motorcycle accident black spots.
- M.3. Take follow-up action in relation to the condition of the road surface.

The following table (*Table 5: Subregional priorities in relation to challenge 5*) shows how each of the subregions is dealing with this challenge and what needs and weaknesses have been identified with regard to infrastructure.




KEY TOPICS	Audits Follow-up
<p>SOUTHERN CONE</p> 	<ul style="list-style-type: none"> • No priorities are identified with regard to this challenge.
<p>CENTRAL AMERICA</p> 	<ul style="list-style-type: none"> • Implement specific road designs for motorcycle safety (for example, motorcycle lanes, protective barriers, etc.).
<p>IBERIAN PENINSULA</p> 	<ul style="list-style-type: none"> • Conduct road safety audits of infrastructure that include the motorcyclist’s perspective. • Identification of motorcycle accident black spots. • Follow-up action in relation to the condition of the road surface.

Table 5. Subregional priorities in relation to challenge 5.

Conclusion and reflections on challenge 5:

This challenge was not addressed in the first meetings and arose from the needs expressed by some of the actors in the discussions. This thematic block is not a trivial issue, but, as with other blocks, the subregions prioritise their weaknesses and this is reflected in the profiles of the workshop participants. Among the profiles participating in the meetings, technical profiles and profiles with expertise in infrastructure had no significant presence.

Infrastructure is the Achilles' heel of practically all cities, and measures that contribute to road safety, and therefore to the safety of motorcyclists, are addressed in all technical forums (non-slip pavements, protective barriers, the identification or location of points of danger, maintenance and repair of holes in the roads). In short, urban road safety must be part of the road map for all countries.

6. COMMITMENTS. NEXT STEPS.

The Ibero-American Road Safety Programme, led by the Ibero-American Road Safety Observatory (OISEVI), must focus its next steps on creating an **Action Plan, with a 10-year time frame**, which seeks homogeneity, where actions are aligned in a **priority plan** that begins with basic challenges.

Lack of road safety is a public health and development problem. It not only causes material and resource losses, but also loss of life and permanent injuries, and given this premise, all the countries must establish a common strategy, which has begun with this input and a network of influential actors in this ecosystem with a common focus of “road safety and new mobility models for motorcyclists”.

In this baseline scenario, there are two observations that should be at the root of creating a coherent and mature Action Plan that lays the foundation for a future roadmap. The first of these observations is the **weakness of the data. Data needs to be consolidated in order to empirically determine the countries' needs on a solid basis.** The second of these observations is the unanimous agreement of all the countries on the need to adopt measures for road safety and the mobility of motorcyclists, always on the basis that **each of these countries has its own timescales** and hence their needs may be different, although they all agree that measures should be adopted to ensure the safety of this vulnerable group.

With this project, we have formulated an initial set of measures that require monitoring before they can be implemented.

In this regard, it is necessary to encourage some commitments to provide the “**Technical Committee**” with the strength and resources to foster the gradual and basic adoption of the measures described. As a result of this work, set out below is a list of ten future commitments that will consolidate and form the starting point.

Ten commitments:

1. Establish a **TIME FRAME** and the countries' commitment to holding **ANNUAL** meetings.
2. Prioritise data collection. It is **ESSENTIAL** that all the countries prioritise **DATA** collection and monitoring.
3. **DEVELOP AN ACTION PLAN** with objectives and monitor the activity of the various actors in road safety.
4. Develop safe **APPROACHES** and **PATHWAYS** taking into account the pace and timescales of the countries.
5. Include **INDICATORS** for implementing measures.
6. Establish **CHANNELS** and **TOOLS** for sharing expertise, content or recommendations.
7. Establish **PUBLIC AND PRIVATE, NATIONAL AND MUNICIPAL AND SUBREGIONAL NETWORKS AND ALLIANCES.**

8. Incorporate **TECHNICAL PROFILES** in this working group (infrastructure, inspectors) to complement the network of actors.
9. Provide **GENERAL COORDINATION** for these activities.
10. Be an **IMPORTANT SOURCE OF INFORMATION** on road safety for motorcyclists.