



I INTERNATIONAL MOTORCYCLE ROAD SAFETY CONFERENCE



This Conference brought together professionals, technical experts, industry representatives and world-leading organizations in this area with the aim of sharing experiences, discussing policies and promoting strategic actions specifically centred

on motorcycle road safety.

On the first day, all the Conference panels focused on inclusive road safety policies from an international, continental, national and local perspective. On the second day, the remaining content was covered by addressing the other three elements of the safe system: vehicles, users and safe infrastructure.

The main conclusions make clear that on one hand improvements are required in terms of infrastructure, upgrading the vehicle fleet and motorcyclist behaviour and, on the other hand, to continue implementing innovations that interlink these three factors. To achieve this, it is important to boost public-private collaboration to implement effective policies and measures at every level.

During the Conference, several topics were discussed:

For instance, in the field of international motorcycle policy, Claire Depré (Head of Road Safety Unit, DG MOVE, European Commission) points to a concerning increase in accident figures, especially among motorcyclists. Despite a 10 % decrease in the numbers between 2012 and 2022, motorcyclist accident and fatality rates are still noteworthy. Greece and Cyprus stand out as countries in Europe with high accident rates.

For instance, in the field of international motorcycle policy, Claire Depré (Head of Road Safety Unit, DG MOVE, European Commission) points to a concerning increase in accident figures, especially among motorcyclists. Despite a 10 % decrease in the numbers between 2012 and 2022, motorcyclist accident and fatality rates are still noteworthy. Greece and Cyprus stand out as countries in Europe with high accident rates. It is also worth underscoring the importance of data precision with greater attention required to understand the actual accident rate situation.

Work is under way on guidelines to improve road safety for motorcyclists, focusing on road structure and vehicle safety. (For example, reviewing the Directive on Licences, Reviewing the CBE Directive, Directive on Road infrastructure safety management, Developing legislation on vehicle technology).

These guidelines are expected to be completed for implementation in Member States by 2026 (refers to the road safety package).

There is a close relationship between governance structures at the European and national level on this issue, facilitating better coordination.

Furthermore, according to María Seguí (Production coordinator Global Status Report 2023, WHO), the Global Status Report 2023 highlights the persistence of high traffic accident rates, especially among the active population, representing one of the main causes of death at all ages and among young people in particular.

Due to the paucity or imprecision of data in some countries, a mathematical model is used to offset this situation. Over the last decade, the number of deaths following road crashes decreased 5 % globally, albeit with significant variations between countries. Some countries have been able to reduce their fatalities significantly, most notably China and Brazil and this is particularly relevant because of large size of their population, although in other cases the figures have gone up, such as in India (2 %) and the United States (33 %). It is worth stressing the need to implement effective patterns (which are working well) to address these disparities.

There has been specific monitoring of two-wheeled vehicles due to their growing presence on the roads, up 300 % since 2010.

As regards legislation, important work remains to be done. For example, in the case of helmets, only 54 countries have comprehensive helmet use laws that meet all the criteria established by WHO. In addition, even when legislation exists, there is no appropriate oversight, which poses another major challenge.

Moreover, with regard to national motorcycle policy, Pere Navarro (Spanish Director-General for Traffic) stresses that the advantages of motorcycles are manifold (travel time, competitive price, contribution to urban mobility) and they are a growing phenomenon on our roads, making it imperative to update the good practice manual for motorcycles and take them into account in Sustainable Urban Mobility Plans.

As regards motorcycle accidents in Spain, motorcyclists represent 25 % of fatalities. The typical user involved in an accident is male, aged between 35 and 54, with a licence held for over 10 years who usually has a traffic accident on a single carriageway.

Combating these accident problems requires safe drivers, with particular attention to both pre- and post-license training. In this vein, it is worth highlighting measures such as licence point recovery courses, safe and efficient driving courses and training for motorcycle-based workers. To achieve safer drivers, it is also important to conduct campaigns on the use of equipment (recommending items such as airbags for motorcyclists) and awareness campaigns, along with special surveillance and control operations.



GENERAL ASSEMBLY URGES SPEEDIER ACTION TO REDUCE DEATHS, INJURIES FROM TRAFFIC ACCIDENTS WORLDWIDE, ADOPTING RESOLUTION ON IMPROVING GLOBAL ROAD SAFETY

On 24 June, the General Assembly urged accelerated action to reduce deaths and injuries from traffic accidents worldwide by implementing the Global Plan for the Decade of Action for Road Safety 2021–2030.

Acting without a vote, the 193-member organ adopted the resolution “Improving global road safety” (document A/78/L.78), by which it urged Member States and relevant actors to accelerate and scale up efforts to implement the Global Plan, making road safety a political priority and ensuring its relevance in the broader sustainable development agenda.

Also by the text, the Assembly invited Member States that have not already done so to “consider adopting comprehensive legislation on key risk factors”, including the non-use of seat belts, child restraints and helmets, and driving under the influence. It encouraged countries to establish ministerial coordination mechanisms — notably among the health, transport, education, infrastructure, interior and environment ministries — to address cross-cutting issues. The Assembly welcomed Morocco’s offer to host the fourth Global Ministerial Conference on Road Safety from 18 to 20 February 2025 in Marrakech. It also called upon Member States to strengthen the collection, reporting and use of road safety data to generate real-time feedback to inform the implementation of the Global Plan.

“As we approach the halfway point of the Decade of Action, there is still a great deal to do to accelerate action,” said the representative of Morocco as she introduced “L.78.”

She noted that every year, roughly 1.2 million people die because of a road accident. For its part, her country has launched a new strategy for 2016-2026 and created the National Agency for Road Safety in 2018 to reduce such deaths.

Noting that the upcoming 2025 conference in her country will be “the first of its kind on the African continent”, she said that special attention will be given to Africa where road accident deaths increased by 15 per cent from 2010 to 2021.

“Road safety is a development issue,” said the representative of Angola, noting that such accidents affect gross domestic product (GDP). Sustainable Development Goal (SDG) target 3.6 aims to reduce the number of global deaths and injuries from road traffic accidents. It is also essential to pay attention to the needs of those in vulnerable situations, including women, children, persons with disabilities and older persons, he stressed.

He added that his country has taken several initiatives to lower mortality rates caused by road accidents, approving a national road safety plan for 2023-2027 in line with regional, continental and international recommendations.

The representative of the Russian Federation noted the role of the first Global Ministerial Conference on Road Safety in Moscow in 2009, which brought together delegates from 150 States. He said that the Moscow Declaration adopted then led to the establishment of the first Decade of Action for Road Safety 2011-2020, expressing support for the second Decade of Action.

He said that targeted steps undertaken by the global community have generated positive results, with 10 countries — Belarus, Brunei Darussalam, Denmark, Japan, Lithuania, Norway, the Russian Federation, Trinidad and Tobago, the United Arab Emirates, and Venezuela — achieving a 50 per cent reduction between 2010 and 2021. In another 35 countries, a 30-50 per cent reduction in mortality has been achieved.

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SPANISH DELEGATION VISITS PARIS TO DISCUSS ROAD SAFETY ISSUES



On 21 and 22 May 2024, Pere Navarro Olivella, Director-General for Traffic, together with Lidón Lozano Pérez, Secretary-General of DGT, Álvaro Gómez Méndez, Director of the National Road Safety Observatory, and Yolanda del Canto Fernández, Director of the National Centre for Automatic Fine Processing, undertook a study visit to the headquarters of the French Road Safety Delegation.

The visit began with a discussion with Florence Guillaume, the interministerial delegate for road safety, on national issues and good practices between the Spanish and French authorities, particularly with regard to alcohol and drug testing and accidents involving two-wheelers.

The Spanish delegation was then received at the French National Agency for Automatic Fine Processing (ANTAI) in Rennes on 22 May for a detailed presentation of the system for processing road traffic offences established by automated control systems.

The authorities of both countries agreed to further their work and are planning a future exchange before the end of the year.

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ROAD SAFETY PRIORITIES FOR THE EU 2024-2029

Europe's approach to tackling road safety is in trouble. The EU, and its Member States, have agreed on targets to cut road deaths by half in the decade to 2030. But, according to the current trend, deaths are set to fall by only a quarter. There were 20,400 road deaths in the EU last year – down just 1% on the previous year. While this is a 10% reduction since 2019 – the baseline for the 2030 target – the downward trend has flat-lined in several Member States and risen in others.



At European level, there is an urgent need for strong leadership and action on road safety to get things back on track. This briefing will set out ETSC's priorities ahead of the start of the new mandate. It is vital that the newly appointed decision-makers in the European Parliament and Commission hit the ground running and identify areas for action quickly.

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YOUNG PEOPLE AND SENIOR FACTS AND FIGURES REPORT

The European Commission with the active contribution of NTUA, SWOV and KfV has published at the European Road Safety Observatory, the Young People Facts and Figures Report which examines the number of fatalities among persons aged 15 to 24 years old. The absolute number of fatalities among young people aged 15-17 decreased by 39% between 2012 and 2022, while the respective number of fatalities among young people aged 18-24 decreased by 38% during the same period. Furthermore, remarkable is that the mortality rate for the age group 15-17 was the second lowest among all age groups in 2022.

As for people aged 65 years and older, seniors have the second highest mortality rate among all age groups, with an average of about 64 senior fatalities per million senior inhabitants in road traffic within the EU27. Moreover, when considering the mode of transportation, seniors experienced a considerably high number of fatalities in the most vulnerable modes. Specifically, in 2022 29% of senior fatalities were pedestrians, while 17% were cyclists.

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ROADPOL OPERATION REVEALS PERSISTENT SEATBELT VIOLATIONS ACROSS EUROPE

In its latest pan-European operation, RoadPol, a collaborative network of European road police forces, conducted a comprehensive enforcement effort focused on seat belt compliance and other safety measures. Despite concerted efforts, the findings underscored a concerning trend of persistent seatbelt violations among motorists across the continent.

Spanning a week in March, the operation saw participation from 31 European road police forces, conducting active roadside checks aimed at ensuring compliance with seatbelt regulations, child restraint usage, and helmet safety.

Results from the operation revealed that out of the 1,256,932 vehicles inspected, a staggering 94,771 violations were detected by police officers. This equated to a violation rate of 13.43%, mirroring the figures observed in a similar operation carried out by RoadPol a year earlier. Notably, this year's operation involved ten additional countries compared to the previous year. However, due to variations in how violations are recorded across countries, RoadPol only recorded the total number of violations this year.

Chief Commissioner Jana Peleskova, Head of the RoadPol Operational Working Group and a member of the Czech Police, emphasised the critical importance of seatbelt enforcement for road safety. Peleskova highlighted the dual function of seat belts in securely restraining occupants during a collision, preventing ejection from the vehicle and minimising the risk of colliding with interior components such as the steering wheel or dashboard. While acknowledging the role of airbags, Peleskova stressed that their effectiveness heavily relies on occupants being properly restrained by seat belts.

Citing research, Peleskova emphasised the life-saving potential of seatbelts, indicating a reduction of fatal injury risk by 37% to 48% depending on the occupant's position in the vehicle. Furthermore, she noted that child restraints offer even greater protection, reducing the risk of fatal injury by up to 50%.

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COUNCIL APPROVES CONCLUSIONS TO STRENGTHEN THE EU'S EFFORTS TO ACHIEVE ITS ROAD SAFETY OBJECTIVES

The Council has approved conclusions on a European Court of Auditors' (ECA) report aiming to strengthen EU's efforts to achieve its road safety objectives.

On 12 March 2024, ECA published its special report titled 'Reaching EU road safety objectives – Time to move up a gear', which provides an in-depth examination of the current state of play and trends in road safety in the EU. ECA underlines that the time is right for a policy evaluation to enable the continuous improvement of road safety and reach the ambitious targets of halving road fatalities and serious injuries by 2030 (compared to 2019) and getting as close as possible to zero road victims by 2050 via 'Vision Zero' or similar efficient strategies.

"We all agree that overall progress towards meeting our road safety objectives is insufficient so far. We should therefore take immediate action on multiple fronts with a focus on active and more vulnerable road users, as well as involving public authorities at all levels, all road users, industry, and civil society actors to achieve better results. I am extremely happy that the text of Council conclusions we adopted today provides clear directions in this regard." (Georges Gilkinet, Belgian deputy prime minister and minister of mobility).

The Council conclusions largely coincide with the ECA's observations. However, as regards the aspect of harmonising the formulation and monitoring of key performance indicators for road safety, they underline the differences in methods, practices and national characteristics between member states which naturally limit these initiatives. The Council sees this variation as a valuable source for mutual learning and exchange of best practices, and considers that initiatives, including at European level, do not depend on a prior full harmonisation of methods. The text also refers to commitments to ensure the safe coexistence of different means of transport, as expressed in the recently signed interinstitutional European declaration on cycling, or in the Stockholm Declaration on road safety, considering the growing importance of active modes of transport using micro-mobility devices, which create additional road safety challenges. It also reflects on ongoing projects (Trendline, Care, Road Safety Monitoring Tool) and legislative initiatives at European level (road safety package, vehicle regulation).

The text highlights the importance of investing on high-quality, resilient, and sustainable road infrastructure, and the related road safety planning obligations, as well as of interconnectivity and interoperability of data related to traffic to improve road safety management. Finally, the conclusions acknowledge the potential for road safety of innovative technologies, putting them into perspective regarding driver knowledge and behaviour and with regard to the co-existence with vulnerable road users and with users of human-controlled vehicles.

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700,000 DEATHS AND SERIOUS INJURIES SAVED

Using the International Road Assessment Programme (iRAP) methodology, road safety infrastructure changes and safer speeds have prevented almost 700,000 deaths and serious injuries in 74 countries since 2016, according to a new paper with Johns Hopkins University published in the respected journal PLOS One.

The paper ‘Statistical estimation of fatal and serious injuries saved by iRAP protocols in 74 countries’ estimates the likely impact of road improvements in 1,039 infrastructure projects where the iRAP methodology and tools have been used.

Key findings of the report, with modelling year-by-year, show the application of the iRAP model will have prevented a cumulative and estimated 699,768 deaths and serious injuries between January 2016 and the end of 2024. Further, the paper projects that by 2044, the existing road treatments will prevent almost 3.2 million fatalities and serious injuries, given the average effective lifespan of 20 years.

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LITHUANIA SETS OUT 44 MEASURES TO REDUCE ROAD DEATHS IN NATIONAL PLAN



11 Lithuanian institutions have signed an agreement on the implementation of a national “Vision Zero” road safety programme, which commits to significantly reducing the number of deaths on Lithuanian roads by 2030.

Four government ministries and seven national institutions, including the police, the transport safety administration and the association of municipalities, have joined the programme, which will be coordinated by the Ministry of Transport.

“From 2020 until 2023 the number of deaths in Lithuania decreased by almost 11 per cent, but unfortunately, there are still too many deaths on our roads. That’s why we gathered for joint work and renewed our commitment to implement comprehensive measures to improve traffic safety, create safer roads, implement advanced traffic management measures and promote awareness on the road and a safer driving culture”, commented the Minister of Transport Marius Skuodis.

The representatives of the institutions that signed the memorandum undertook to halve the number of deaths on the country’s roads by 2030 compared to 2020.

The plan provides for 44 measures distributed depending on the competence of each institution. Among them is the improvement of road infrastructure by fixing high-risk sites, installing and expanding various traffic safety measures, improving information technologies and expanding the network of pedestrian and bicycle paths. Many of the issues to be addressed have been covered as part of Lithuania’s participation in the EU-funded Road Safety Exchange project over the last five years.

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ROAD COLLISIONS MASSIVELY REDUCED SINCE SPEED LIMIT CHANGE

New road collision data published in early June shows that road casualties in Wales have reduced since the introduction of the new 20mph speed limits in September last year.

The data, which provides the total number of casualties in police recorded collisions, shows that in the last quarter of 2023 (October – December) road casualties on 20mph and 30mph roads reduced by 218, from 681 in 2022 to 463 in 2023. The total number of casualties on 20mph and 30mph roads in Q4 was the lowest quarterly figure on record outside the Covid pandemic period. Overall, in 2023 police in Wales reported a total of 3,262 road collisions, a decrease of 1.6% compared to 2022 and 24.7% lower than in 2019 (prior to the covid pandemic).

Cabinet secretary for North Wales and transport, Ken Skates, said: “The data published clearly shows that casualties on 20mph and 30mph roads have reduced since the introduction of 20mph – the lowest on record outside the Covid pandemic period. We’ve still got a way to go, and we expect numbers to fluctuate over the next few years as drivers adjust to the new speed, but it’s encouraging to see that things are moving in the right direction. Every casualty reduced makes a real difference”.

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BAFFLING AND COLOURFUL WAY DRIVERS STOPPED FROM FALLING ASLEEP AT THE WHEEL



2 kilometres into the distance.

Road safety authorities in China appear to have devised a novel solution to the problem of drivers falling asleep at the wheel - but not everyone is reassured. Far-reaching flashing light displays called "high speed anti-fatigue laser lights" have been installed on highways in a bid to keep night-time drivers alert while on the road. The lights appear to project around

The Shandong Highway Traffic Police Division has reportedly assured local media that the light displays were only installed following multiple field surveys and intensive testing and do not hinder safe driving.

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LAUNCH OF A GREEN CARD THAT ALLOWS TUNISIAN VEHICLES TO BE USED IN EUROPEAN COUNTRIES

The Tunisian Automobile Bureau has just launched the new platform for the electronic issuance of green cards "Micard" (Motor International Card), which allows Tunisian vehicles to be used in all European countries. Ahmed Hadrouk, director-general of the Tunisian Automobile Bureau, has stated that this electronic platform will allow Tunisian insurance companies to issue this document to their clients through this system, offering the possibility for border control units to check the validity of the data it contains, by accessing the Tunisian Automobile Bureau database through reading a QR code.

Five Tunisian insurance companies began to effectively use these electronic green cards in May 2024 during an initial trial period, noted Ahmed Hadrouk, and it was indicated that, starting in June 2024, the electronic issuance process will be extended to the fifteen car insurance companies. Likewise, he explained that the main objective of the implementation of this platform is to reduce the number of frauds related to international insurance certificates, as well as to facilitate the subscription processes, which will allow export companies and citizens to drive their vehicles outside Tunisia in the most agile and appropriate way possible.

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GRANVILLE ISLAND CROSSWALK USERS URGED TO PICK UP A BRICK



A crosswalk at the entrance to Granville Island in Vancouver has a new feature to help pedestrians cross safely—and it's not what you'd expect. On either side of the crosswalk, pedestrians are invited to take a red foam brick that they can wave while crossing, to grab the attention of drivers.

"It's meant to be a joke, but it has a serious message underneath," says Mihai Cirstea, a volunteer with Vision Zero Vancouver, a non-profit organization that aims to reduce traffic deaths and injuries in the region.

"It's super effective once [drivers] see you're holding a brick—like, oh yeah, I better stop and let this person go. So it gives the power back, kind of, to the pedestrian." Cirstea and Granville Island residents say more work needs to be done to improve pedestrian safety in the busy area— especially on Anderson Street, the main road into the island— including raised crosswalks and proper signage.



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