

Are you endorsing the draft statement from GRRSO Dialogue on PTW Safety	I have the following comments on the draft statement	
Yes, I endorse	Excellent document!	Noted
Yes, I endorse	Transport regulators must take more effective action by: Exploring pricing options for standard helmets that reduce the cost differences between standard and non standard helmets: this may include subsidy programmes that incentivize the manufacture of standard helmets or methods to reduce the costs associated with the manufacture, import and retail of standard helmets.	Already have 'Ensuring the wide availability of affordable and quality standard motorcycle helmets ...' so no change
No, I don't endorse	QUESTION FOR the speakers - Is it safe and practical for motorcycles with 200cc and below to travel long distance on expressway or highway? (Shahrim Tamrin, Freelance Journalist - Malaysia)	This depends somewhat on the operating speed of the highway. Where there is a large difference in operating speeds this can cause unsafe situations. However, provided the motorcycle is safe to operate at highway speed, then the key safety risk will be fatigue of the rider. This can be managed through regular rests and sleep as needed.
Yes, I endorse	None	Noted
Yes, I endorse	A very good draft	Noted
Yes, I endorse	Re planning agencies - collection and expansion and everything re data should be done in a SYSTEMATIC MANNER.	systemically' added to statement
Yes, I endorse	Consider low incoming islands/countries for adjustments and upgrading of approaches to safer PTW. these include the cost of bicycles with ABS, data availability or lessons learned esp for islands which motorcycles are gradually increasing.	Each statement is directed towards an agency so those within low income countries would be expected to consider their country's circumstances. Added 'This is especially challenging for low income countries with high levels of PTW use' to para 2.

Yes, I endorse	Mostly all major issues has been addressed within the draft statement. Thank you	Noted
Yes, I endorse	<p>This events took more advantages on my Homeland country no matter the the small number of motorcycle in Samoa. However is the good way to learn and experience the broad knowledge in road safety aspects to applying in Samoa. For this when we get back home, this will a source and valuable workshop for providing us more than we learned from here. Hope to have another round of this workshop somewhere close to next year to have an update from the planning that the world bank plan it.</p> <p>Nice to join in this good opportunity. Kind regards,</p> <p>Etiseli Fauatea Participant from Samoa country.</p>	Noted
Yes, I endorse	Na	Noted
Yes, I endorse	Could acknowledgement be noted that PTW also covers 3 wheelers? Also, for the bullet point on safe commercial use, it is recommended to add fatigue management. Thank you.	Footnote added
Yes, I endorse	I would like to see the following additional statement “Encourage funding agencies to include covenants to rehire considering PTW Safety all all their loan and grant assistance on road and related facilities and services” if possible	Amendment madee to include 'funding bodies' and the need for all investments to 'take account of PTW safety'
Yes, I endorse	None	
Yes, I endorse	It's a comprehensive statement that captures appropriate roles of various stakeholders	Noted

Yes, I endorse	The statement is inclusive and is supportive of the youth agenda, especially on the use of minors in PTW, age disaggregation, and similar themes.	Noted
Yes, I endorse	It is very difficult to maintain a safe road in limited space. We cannot expand to cater increasing two wheelers. In such case need to promote mass transportation or shifting the business/institutional activities.	Noted and included already
Yes, I endorse	My opinion is that in the case of the draft statement, its speed should be reduced by two wheeler in order to prevent their writings, especially in Afghanistan, where traffic and road safety have not been given more attention. Ensuring that road systems allow for safe use for all vulnerable road users,	Speed is included in several of the statements including 'Regularly undertaking safety assessments of existing roads and implement speed management ...'
Yes, I endorse	Access controlled street from footpath to road should also be promoted.	Access added to relevant statement: '... radical reorganization of infrastructure space allocation, access and design ...'
Yes, I endorse	In rural areas roads specially constructed from local bodies and non engineered roads due to less financial resources. Need to apply Design standards and road safety tools during construction and during maintaining.	Statement already includes multiple referencing to safe PTW design
Yes, I endorse	We should also think about promoting or obstructing the import/produce two wheelers or not.	This action should be an option following country consideration of the following action: 'Elevate the priority of safe and sustainable transport modes including public transport and reflect the scale of PTW use and related trauma'
Yes, I endorse	I also support ensuring wide availability and quality standards for motorcycle protective clothing, and increasing the use of appropriate protective clothing for serious injury reduction	Added as 'Ensuring the wide availability of affordable and quality standard motorcycle helmets and protective clothing'

Yes, I endorse	Funding is required for improved research through crash investigations and reporting. Governments need to facilitate this through public funding and encouraging private participation in research.	Already included
Yes, I endorse	Of course safety shall be on top priority, if you see from the eye of decision maker they will prioritize the areas to be focused. While doing so, sometimes some it may not be possible to implement the agreed actions. Considering the golden hour after accident the “Samatarian Law” as adopted by Provincial Government of Rajasthan India is recommended to refer. This law protects and assure appreciation the person who inform the concerned authority about the accident and tries to let the victim to the hospital as soon as possible.	Added as 'Ensuring legal protection for first responders to PTW casualty crashes'
	Thanks for sharing. Only two observations. Inclusion of non-motorised transport alongside pedestrians & two wheelers and emphasis on golden hour paradigm propagated by the W.H.O. within which if accident victim receives medical care, it improves survival chances by as much as 50%.	Both issues already covered by the statement