



Public Policy News - Latin America edition

Comment

Readers know that every month we issue a joint FIM-UEM public policy newsletter. The focus is mainly, but not exclusively, on European issues.

The FIM is the global advocate for motorcycling. Therefore it is with pleasure that we send you this first ever FIM-ULM newsletter reporting on developments in Latin America in the field of road safety and public policy. We believe this will also be of interest to others across the worldwide FIM family which now numbers 101 national federations.

Achilles Damen, President of the Commission for Mobility, Transport, Road Safety and Public Policy, FIM

Ramon Carreira, Secretary General of the ULM and Member of the Commission for Mobility, Transport, Road Safety and Public Policy, FIM

ULM Congress sees foundation of new road safety commission

Duarte Forjaz, FIM CMT Vice-President, was a guest at the Congress held in Lima, Peru. He gave a presentation on the FIM work on road safety and public policy. The ULM has now decided to establish a Commission on Road Safety and Public Policy to address these issues.

The FIM President Vito Ippolito has joined the delegates and has emphasised the importance of this work in addition to the sporting responsibilities.



Latin America - a brief review of recent developments

ARGENTINA - CAMOD

The Initial Rider Training Programme was given to CAMOD in its Spanish version, this programme based in a written agreement with ULM will be used only by this FMN to implement an instruction and training system based in CAMOD instructors and with agreements with the National and States Government; this is being progressed at this time.

Argentina is a Federal State so according to law they have an integrated rider's licences in two steps, one national and another for the state; also the driving licences are differentiated in two types according to the engine capacity of the motorcycles.

Argentina is a country of approximately 39 millions of inhabitants and in 2008 around 700'000 new motorcycles were sold; they have some millions of PTW users

COSTA RICA - MCCR

The MCCR has been working on the following issues:

With the National authorities in the standards for the issue and importation of helmets for road use; this issue it is not regulated by law yet.

The project for the creation of a school that will give without cost the two first driving classes to all the buyers of new motorcycles.

Organization and implementation of driving classes to the National Police in general (traffic and civil police).

Organization of workshop to explain the content of the new Traffic Law that will enter in force on November 2009 and that contains new aspects like the compulsory use of fluorescent vests and the modification of the style of driving to minimize the impact of the motorcyclists. This law has been opposed by some in the motorcycling community.

It is considering making a formal request to the ULM for the use of the Initial Rider Training programme.

ECUADOR - FEM

This Federation requested and have the IRTP in the Spanish version.

The National Traffic Commission is preparing the conditions to make obligatory a rider training programme for any person who wants to apply for a type A driving licence, which is the one for motorcycles. This rider training should be given in private schools with which conversations are on going so the infrastructure they have can be used for the IRTP. There are a lot of driving schools for cars but very few for motorcycles.

Under consideration in the new Traffic Law is the inclusion of three types of driving licences for motorcycles, one for low and medium engine capacity and power, another for high engine capacity and power (the so called sport motorcycles) and another one for three wheeled motorcycles. FEM is trying to obtain the responsibility for the issue of the operating permissions for the motorcycles driving schools; this is conditioned by political aspects in the country.

GUATEMALA - FNMG

In the present year the Government approved the Governative Agreement 105-2009 (Traffic Law), in this among other things is obligatory use of fluorescent vests, the registration number of the motorcycles in the helmet is the most controversial measure, the prohibition of circulation of two persons on the same motorcycle, due to the high incidences of this means of transport in criminal

acts in general; these measures provoked a strong reaction of the motorcycle users against, especially of the riders who are less well off. An immense majority work with the motorcycle that at the same time is the only family transport. The protests caused the blocking and closing in very important roads, protests at governmental institutions and also this law was classified as a violation of the Human Rights; a demand was introduced at the corresponding Court of Justice. As a consequence, most of the local governments didn't enforce the compliance with this law, and the National Government took the decision to review this law.

A peculiar fact is that during the period of time that the law was in force there was no reduction of the criminal acts; on the contrary they increased according to official statistics.

Private enterprise has developed an initiative for the creation of a Driving School. Also utilising the facilities of a racing circuit and with the objective of evaluation of the motorcycle user and the granting of driving licences; this includes theoretical classes about safe driving and road and traffic education. This project is not working at 100% because it had been affected by the economic crisis. Coming from this same initiative Web messages called "Driving Tips" have been prepared periodically; the author considers the possibility to compile them in the book.



MEXICO - FMM

The Mexican Motorcycling Federation is promoting the initiative of safe and responsible driving courses, given by international Mexican riders-members of the Mexican Instructors School. These activities are developed in racing circuit facilities, open to persons of both sexes and any age, with sportive or tourism motorcycles. The seminars are divided in 50% theory and 50% on track, is given at low speed and it is very important for street and road driving; also includes a part for training in cases situations of emergency.

PERU - FPEM

Recently created in Peru, the Peruvian Superbike School that offers three different courses: the basic, the medium and the advanced, the basic is also open to children, and is aimed at people who wish to learn how to ride, those who wish to improve their skills, or those that simply want to ride their motorcycles in a more safe, reliable and effective way in the streets, roads and circuits. These courses include theoretical and practical classes for small groups. This allows individual tuition. Each session of each pupil is recorded on video for a later evaluation and adoption of the corresponding corrective measures. For more information: <http://escuelaperuanasbk.com/>

ULM - ULM

In the ULM Web site a CMT space was created to publish written or audiovisual materials about these matters and also published is the Lucky 13 series. For more information www.ulmulm.org

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About FIM

FIM (www.fim-live.com), the world governing body for motorcycle sport, is an independent association formed by 98 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 49 FIM World Championships its main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro and Speedway. FIM also deals with non-sporting matters such as leisure motorcycling, mobility, transport, road safety and public policy and the environment, FIM was the first International sporting Federation to enforce an Environmental Code in 1994.