

Fakta

Ett antal motorcyklister som dödas varje år är påverkade av alkohol eller droger. Djupstudierna visar på 20 %. Lika många äger inte hojen, saknar hjälm och visar andra felaktiga /kriminella beteenden. Siffrorna avseende alkohol-och drogpåverkan ser liknande ut i andra länder.

SMC och SMCs distrikt har egna alkoholmätare som används i samband med MC-träffar. Kunskapen om dagen-efter-effekten är hög i MC-kretsar.

Polisen har vid vissa stora MC-träffar blåskontroller på söndagar.

Om någon motorcyklist dödas eller skadas på grund av trötthet i Sverige är okänt. Enligt

www.somnainte.nu är 20 % av alla dödsolyckor trötthetsrelaterade.

Det finns en väldigt aktuell studie om trötthet och MC från UK. Ytterst få MC-olyckor beror på trötthet.

Det finns siffror från Australien som pekar på att 10 % av MC-olyckorna beror på trötthet.

Vad händer nationellt?

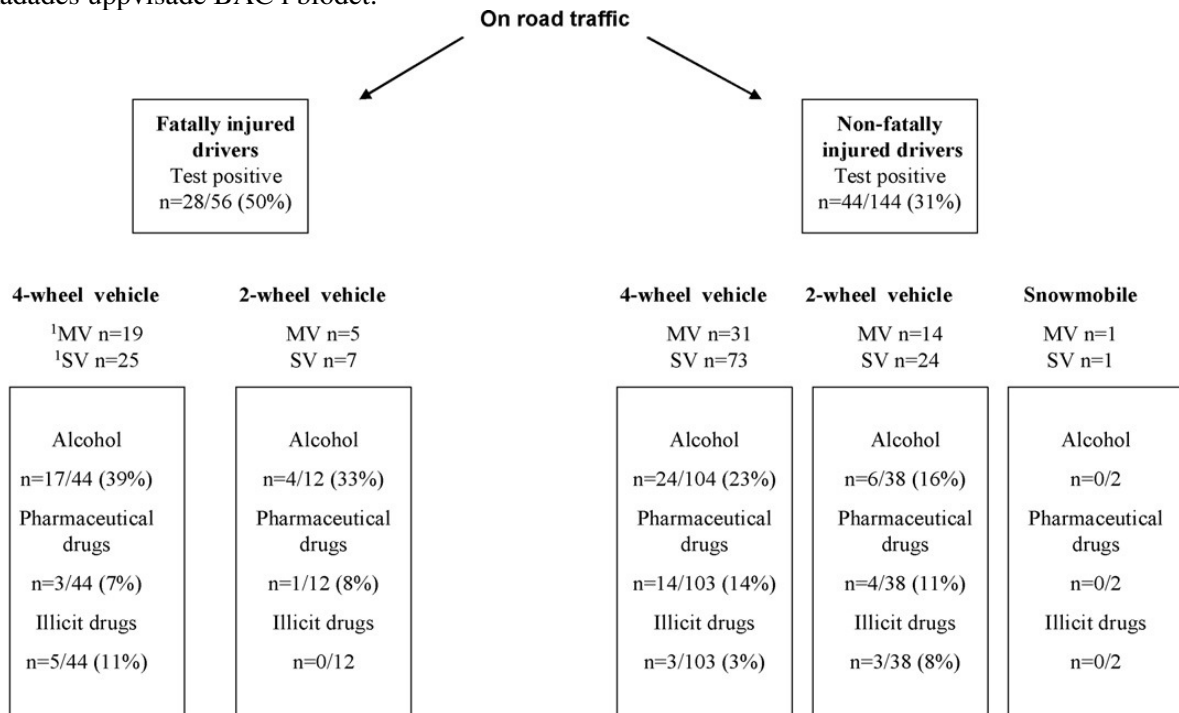
Riskutbildning som innehåller fakta om alkohol, droger och trötthet blir obligatoriskt för A-behörighet från 1 november 2009. Det finns mycket kunskap kring alkohol och droger i samband med framförande av motorcykel. Däremot saknas kunskap om trötthet/motorcykel.

Har frågat Länsförsäkringar och VTI om mc och trötthet. Svar från Anna Anund, VTI: ” Jag kör själv mc och är helt övertygad om att detta säkert kan vara ett problem. Det finns väldigt lite gjort på detta område och jag ser gärna att man lyfter frågan.Kanske kan vi tillsammans försöka oss på att åtminstone kartlägga omfattningen av körning i trött tillstånd och trötthetsrelaterade olyckor bland svenska mc förare?”

Det finns en svensk studie om alkohol/drogpåverkan i samband med körning av olika fordon;

Alcohol and drugs in fatally and non-fatally injured motor vehicle drivers in northern Sweden:

Kristin Ahlma*, Ulf Björnstig b, Mats Öström: visar att 4 av 12 (33%) testade döda MC-förare var påverkade av alkohol, däremot ingen av dem som skadades. Samma förhållande för bil var 16 (40 %) av 40. Av de skadade var 22 av 97 alkoholpåverkade, vilket motsvarar 23%. Inga kvinnor som skadades uppvisade BAC i blodet.



¹ MV (multi-vehicle), SV (single-vehicle)

I Europa:

Färre motorcyklister kör påverkade av alkohol och droger i UK jämfört med bilister enligt RoSPA:

http://www.rosipa.com/roadsafety/advice/motorcycling/info/motorcycling_safety_policy_paper_2006.pdf

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Deras policy säger följande: In a questionnaire survey of experienced riders, a quarter said that they never rode when tired, and less than 8% said that they regularly rode their motorcycle when they were tired. However, fatigue was involved in only 4 of 1,790 motorcycle accidents analysed.

UK: Department for Transport har 2008 utrett trötthet/motorcykel, ett led i strategin:

<http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme2/riderfatigue.pdf>

The main findings from the literature review are as follows:

- There is very little direct research evidence or information concerning motorcycle rider fatigue and, therefore, it is difficult to draw firm conclusions on the incidence of rider fatigue.
- Some of the causes and effects of rider fatigue are shared with those of driver fatigue and fatigue in general. These include lack of prior sleep or time of day of riding. However, there are strong reasons to focus specifically on motorcycle rider research, mainly because the motorcycle riding task makes different demands of people from the car driving task, and riders are exposed to a far more hostile environment than drivers. These differences may have important consequences for the way fatigue develops and affects drivers and riders.
- Three main studies investigating rider fatigue have been identified. A pilot study conducted in Australia examined the effects of a recreational day ride on reported fatigue and performance. A much older UK study examined riders' reaction times after riding a test route before and after a night's rest. Finally, in a brief qualitative internet study of riders, a questionnaire was sent to American motorcyclists. The questions in this questionnaire all related directly to motorcycle fatigue and ranged from riders' concepts of fatigue to preparation prior to rides, detection of fatigue and countermeasures to fatigue.
- In the questionnaire study, riders commonly reported insufficient breaks, long riding hours and monotonous roads as possible causes of rider fatigue. Elsewhere in the literature, heat stress, stress from cold, noise or vibration, posture/discomfort stress and night-time riding were identified as causes of rider fatigue.
- Few countermeasures or campaign strategies with a firm scientific basis have been developed specifically to help riders avoid riding when fatigued, or to combat the effects of fatigue on riders. However, remedial measures to combat fatigue in drivers have been extensively discussed in the literature. The most common are: formal fatigue management programmes; taking regular breaks; ingesting caffeine; setting realistic targets for the journey; and taking 'power naps'.
- Measures suggested specifically for minimising rider fatigue focus on reducing the physical and mental demands of the (riding) task and include: having a windshield on the motorbike; correct configuration of the motorcycle; and using hearing protection. However, hard evidence of their effectiveness is lacking. The investigation of the incidence of rider fatigue in UK accidents was carried out by identifying fatigue-related motorcycle accidents in four accident databases ('On the Spot', STATS19, 'Fatals' and 'Motorcycle Accident In Depth Study'). The main findings were:
 - fatigue was identified as a factor in only a relatively small proportion of the motorcycle accidents in the databases;
 - the small number of fatigue-related motorcycle accidents for study meant that it was not possible to draw conclusions about any associations with other factors (time of day, etc.); and
 - it is likely that the small number of fatigue-related motorcycle accidents identified is due, at least in part, to the practical difficulty of gathering information about the fatigue state of accident-involved motorcyclists, either at the scene or retrospectively.

Taken as a whole, the available literature and accident data provide very little scientific information specifically on the subject of rider fatigue. The knowledge gaps found are introduced at the end of this report, and it is recommended that the first step should be to establish much more clearly the importance of motorcyclist fatigue as a road safety problem – for example, by more precisely quantifying the level of involvement of fatigue in motorcycle accidents (including through the use of

rider self-report survey data). This should provide a firmer basis for justifying research expenditure on the other aspects of motorcyclist fatigue.

Uk Government strategy: Inte ett ord om alkohol, droger och trötthet.

Spanska strategin: nämner inget om alkohol, droger och trötthet.

ETSC: Vulnerable riders: Inte ett ord om alkohol, droger och trötthet.

MAIDS: I den största europeiska studien av MC- och mopedolyckor var bara 4 % påverkade av alkohol och/eller droger.

Vad händer globalt?

OECD: Inte någon punkt handlar om alkohol, droger och trötthet.

Har hittat väldigt lite om MC och trötthet. Då det gäller alkohol och droger har jag kollat på USA och Oz.

USA: NHTSA 2003: 36 % av dödsfallen bland MC hade en alkoholmängd motsvarande 0,10 g/100 ml eller mer.

Cochrane collaboration: RCTs of probation and rehabilitation to reduce alcohol consumption and injury-related sequelae showed improvements in motor vehicle crash risks (RR 0.76–0.90) and injuries (RR 0.47 and 0.58) but probation and rehabilitation together may increase risk of injury (RR 1.06 NS). 339 Programmes to treat drink drivers show non-alcohol related crashes were worse as a result of the intervention (mean 11% increase) but a small decrease in alcohol related crashes occurred (mean 7% reduction). More severe licence sanctions reduced crash rates by 1–7% but lighter sanctions increased crash rates by 7%.

Australien, Positioned for Safety, Alcohol: MC-förare med något över 0,0 löper fem gånger större risk att krascha än en med o.o. BAC över 0,5 = 40 gånger större risk. Större risk att förlora kontrollen, särskilt på kvällar och nätter. 19 % hade en olaglig BAC (över 0,5 promille?) jämfört med 12 % för bil. Tar man med alla olyckor är statistiken för MC inte bättre; 5 % av MC hade olaglig nivå, 2 % av samtliga fordon. Vanligare att yngre förare är påverkade.

Australien, Positioned for Safety, trötthet: Australien beror 10 % av alla MC-olyckor i NSW på trötthet, för samtliga dödsolyckor i NSW är motsvarande siffra 18 %. Följande skrivs: Fatigue Driver fatigue is recognised as a major contributor to the NSW road toll, but the role of fatigue in motorcycle crashes has not been established. Ten per cent (10%) of motorcycle fatalities (n=31) were thought to be associated with fatigue, in comparison to 18% of all vehicle fatalities (n=412). Crash statistics indicate that a relatively higher proportion of motorcycle crashes occur on weekends than on weekdays. Over one-third (34%) of all motorcycle crashes in NSW occurred on a weekend, while the remaining 66% were spread over the five weekdays. Fifteen per cent (15%) of all fatal crashes occur on either Saturday or Sunday afternoon or early evening, which is when many riders are returning from day trips.

There are some grounds for concern that as a result, the numbers of crashes involving rider fatigue are underestimated and riders are not sufficiently warned of the risks they take. The criteria for fatigue that are used by police and the RTA tend to describe fatigue as it affects drivers rather than motorcycle riders—see 'Criteria for determining fatigue'.

Riding a motorcycle is far more physically and mentally demanding than driving a car. Rider fatigue is more likely to be a response to physical and mental exhaustion than to monotony. Fatigue may also be increased by exposure to the weather (heat, cold, wind noise, buffeting, etc.) and dehydration. It is worth considering whether some of the single-vehicle motorcycle crashes that are currently attributed to excessive speed may in fact be the result of poor judgment and loss of attention due to fatigue. There is a need to research the causes and symptoms of motorcyclist fatigue and develop new criteria to be applied by police when reporting motorcycle crashes. This may clarify the relevance of fatigue as a factor in crashes and encourage the development of appropriate rider fatigue countermeasures.

Criteria for determining fatigue: A motor vehicle controller is assessed as having been fatigued if the conditions described under (c) or (d) are satisfied together or separately. (c) The vehicle's controller

was described by police as being asleep, drowsy or fatigued. (d) The vehicle performed a manoeuvre which suggested loss of concentration of the controller due to fatigue, that is: the vehicle travelled onto the incorrect side of a straight road and was involved in a head-on collision (and was not overtaking another vehicle and no other relevant factor was identified); or the vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre. (RTA, 2005b)

Vad är viktigt ur ett MC-perspektiv?

Att ingen kör motorcykel påverkad av alkohol och/eller droger. Detta är accepterat bland de flesta svenska knuttarna. Problemet är dagen-efter och utlåning och/eller stölder av hojar.

Att motorcyklister uppmärksammas på trötthetsproblematiken och tar paus vid tecken man känner igen.

Att de specifika problemen kring trötthet för motorcyklister lyfts in på ett smart sätt i den nya riskutbildningen.

Att alkohol kan erbjudas MC-ägare.

Vad saknas?

MC-perspektivet då det gäller trötthet och trafiksäkerhet.

Mer information om lån och stöld av MC i kombination med alkohol/Droger i relation till antalet dödsolyckor.

Är alkohol, droger och trötthet ett svenskt /australiskt fenomen eftersom det inte diskuteras i andra strategier?

Behandling av alkoholberoende ger resultat. Alkohol i kombination med riktad behandling/kurser har bra effekt enligt Cochrane-studien.