

## Hastighet

### Fakta

Djupstudierna visar att 4 av 10 dödade motorcyklister körde mycket över skyltad hastighet. Det är en grupp motorcyklister som sticker ut i all statistik: unga förare av supersporthojar. Samma grupp har inte bara den högsta dödligheten, de har också de högsta försäkringspremierna. Det finns ingen grupp SMC satsat mer på än förare av supersporthojar: information, kurser, forum, instruktörer, tid och pengar.

SMC-försäkringen är en produkt som ger reduktion på försäkringspremien efter godkänd fortbildning. Utvärdering saknas.

Motorcyklisterna är en heterogen grupp, det finns även förare som aldrig kör över tillåten hastighet. Hastigheten har betydelse för hur man klarar en oförutsedd händelse, kurva eller undanmanöver. Oavsett hastighet visar djupstudierna att 70 % av dödsolyckor sker i ytterkurvor. Det visar en potential i bättre broms- och kurvteknik.

Vägverkets hastighetsmätningar visar att 67 % av motorcyklisterna körde för fort på 24 mätplatser, 50 och 70 km/h. Resultatet likvärdigt med förra året, däremot hade gränsen för den under 90-percentilen sjunkit mer för MC-förare jämfört med bilister.

Det som föreslagits som dellösning i Sverige är registreringsskylt fram på motorcyklar. SMC har föreslagit fler poliser istället.

Inga hastighetsmätningar är planerade 2009.

### Vad pågår nationellt?

SMC har skickat ut MC-Visionen till alla medlemmar med MC-Folket.

MC-Folket har haft ett antal artiklar om hastighetens betydelse.

Pressmeddelande finns klart för utskick i år om hastighetsmätningarna 2008, väntar OK från VV.

SMC skickar ut Full Kontroll till alla medlemmar i slutet av april med MC-Folket.

Fler artiklar är planerade i MC-F.

SMC har ansökt om medel till en faktabank om MC-säkerhet.

### Vad händer i Europa?

**UK government strategy:** On speed, generally motorcyclists' propensity to speed is not so very different to car drivers. But a proportion of motorcyclists speed more excessively than car drivers and this is particularly noticeable on single carriageway roads with a 60mph speed limit. Furthermore, speeding as a behaviour by motorcyclists leads to far more accidents involving their death than it does when car drivers have accidents speeding.

Yngre förare, 20-30 år, är överrepresenterade i statistiken liksom motorcyklar över 500 cc.

**UK: Devon:** kurser istället för böter i samband med trafikförseelse: [http://www.local-transport-projects.co.uk/files/BP3%20003%20Rider%20Risk%20Reduction%20\(v1\).pdf](http://www.local-transport-projects.co.uk/files/BP3%20003%20Rider%20Risk%20Reduction%20(v1).pdf)

**Weekender campaign:** Northumbria police: Gult kort – tips på ökad säkerhet. Rött kort – gå en kurs för att bli en säkrare förare. Delas ut under helger för förseelser av en polis på en preppad HD. Inga dödsolyckor efter detta och 17 % färre MC-olyckor. [http://www.local-transport-projects.co.uk/files/BP3%20007%20Weekender%20Scheme%20\(v1\).pdf](http://www.local-transport-projects.co.uk/files/BP3%20007%20Weekender%20Scheme%20(v1).pdf)

**Operation Achilles, Humberside Police:** [http://www.local-transport-projects.co.uk/files/BP3%20002%20Achilles%20\(v1\).pdf](http://www.local-transport-projects.co.uk/files/BP3%20002%20Achilles%20(v1).pdf), 38 % reduktion av olyckstalen!!!

“Operation Achilles 2008 is a campaign which seeks to reduce the number of collisions and motorcycle casualties particularly those that result in death and serious injury. Achilles uses a four pronged strategy to tackle the problem.

- It uses a strong and consistent media message - that law abiding motorcyclists who have consideration for other road users and the communities they pass through will not be inconvenience by the police.
- Offenders are targeted by covert and high visibility police enforcement (using marked police vehicles, unmarked cars and motorbikes and speed camera vans).

- "Shinysideup" posters are used along the main motorcycling routes throughout the region. These large, high visibility posters are aimed at both drivers and bikers. Drivers are reminded to "Think Bike!" as they emerge from junctions onto motorcycling routes. Other messages to bikers include "Bends Dead Ahead" and "To Die For?"
- For non offending volunteers the Bikesafe workshops provide classroom based education and assessed rides with IAM members, police motorcyclists and ambulance paramedics. Clients pay approximately €40 for a full day's input of theory and practice with a view to changing attitudes and behaviour. The scheme is heavily subsidised by Humberside Police and the Roadaware Partnership from surplus from Speed Awareness courses. Incentives are given to those taking part encouraging them to go onto advanced rider training."

Frankrike: Weekender i Paris en vecka 2008: [http://www.local-transport-projects.co.uk/files/BP3%20008%20Yellow%20Card%20\(v1\).pdf](http://www.local-transport-projects.co.uk/files/BP3%20008%20Yellow%20Card%20(v1).pdf)  
[http://www.sciencedirect.com/science?\\_ob=ArticleURL&\\_udi=B6V6F-3VWPY68-6&\\_user=10&\\_rdoc=1&\\_fmt=&\\_orig=search&\\_sort=d&\\_view=c&\\_acct=C000050221&\\_version=1&\\_urlVersion=0&\\_userid=10&md5=4540352c5ce85329755aef5cbcd49487](http://www.sciencedirect.com/science?_ob=ArticleURL&_udi=B6V6F-3VWPY68-6&_user=10&_rdoc=1&_fmt=&_orig=search&_sort=d&_view=c&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=4540352c5ce85329755aef5cbcd49487)

## Spanien

Driver dependent factors and the risk of causing a collision for two wheeled motor vehicles  
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Objective: To assess the effect of driver dependent factors on the risk of causing a collision for two wheeled motor vehicles (TWMVs). Design: Case control study. Setting: Spain, from 1993 to 2002. Subjects: All drivers of TWMVs involved in the 181 551 collisions between two vehicles recorded in the Spanish registry which did not involve pedestrians, and in which at least one of the vehicles was a TWMV and only one driver had committed a driving infraction.

**Results:** Inappropriate speed was the variable with the greatest influence on the risk of causing a collision, followed by excessive speed and driving under the influence of alcohol. Younger and older drivers, foreign drivers, and driving without a valid license were also associated with a higher risk of causing a collision. In contrast, helmet use, female sex, and longer time in possession of a driving license were associated with a lower risk.

**Conclusions:** Although the main driver dependent factors related to the risk of causing a collision for a TWMV were similar to those documented for four wheeled vehicles, several differences in the pattern of associations support the need to study moped and motorcycle crashes separately from crashes involving other types of vehicles.

**Ur executive summary, åtgärder för att öka säkerheten ur denna aspekt:**

**Measure 5. Road safety education**

**Measure 6. Incentives for participating in courses and obtaining certificates**

**Measure 21. Campaigns specifically addressing risk driving**

**Measure 23. Agreements against risk driving with the media**

**Measure 24: Strengthening the distinction between the use of a motor bike as a mobility means versus sportive use there of**

**Measure 25. Special measures against recidivist drivers**

**Measure 26. Fostering companies to carry out follow-ups on risk driving and road safety courses by their employees**

**Measure 28. Modifying the sanctioning scheme for risk driving**

**Measure 29. Increasing monitoring risk driving**

**Vad pågår globalt?**

**OECD: 6. Getting safety messages to the riders**

Safety messages to riders should be developed in partnership with rider groups, in order to use the effectiveness of peer advice in communicating key issues to riders on issues that will impact their communities.

**Australien Positioned for Safety:** Twenty-four per cent (24%) of riders were considered to have been travelling at excessive speed, or at a speed that was excessive for the conditions, when they crashed. Most motorcycle crashes on curves do not involve another vehicle but even when they do, the key vehicle is just as likely to be the motorcycle (53%). Only 16% of all motorcycle crashes on curves were due to the actions of another vehicle, compared to 46% of crashes on a straight road. The majority (71%) of fatal single-vehicle motorcycle crashes were on curves. Riders aged under 26 years in single-vehicle crashes on curves were more likely to have exceeded the posted speed limit (41%) compared to riders aged 40 or over (15%)

1.1 There is a need to address the behaviour of those motorcyclists who ride without consideration for their own safety or that of other road users.

1.1.1 MCC to promote concepts of mastery of riding.

1.1.2 MCC to promote motorcyclists' awareness and understanding of their share of responsibility for crashes or for avoiding them.

1.1.3 MCC to work with motoring writers to promote discussion within the whole road-user community, and build an understanding of what is meant by 'road conditions' in reference to 'appropriate riding/driving' or 'speed'.

1.1.4 MCC to research and promote motorcyclists' awareness of the incidence and long-term outcomes of injuries.

1.1.6 MCC to continue to work with behavioural experts to develop effective safety messages and strategies for motorcyclists.

Det finns bara ett land i världen där nummerskyld fram har diskuterats av vad SMC fått fram. Det är i Australien. Det verkar som om förslaget kommer av samma orsak som i Sverige (registrering i ATK) med motivering att rädda liv. MCC har exakt samma ståndpunkt som SMC:

<http://www.mccofnsw.org.au/a/33.html>

### **Vad är viktigt ur ett MC-perspektiv?**

Att inte alla motorcyklister behandlas generellt som kriminella fortkörare.

Att motorcyklisterna inser hastighetens betydelse för hur man hanterar en paniksituation.

Fakta och specifik information om hastighet/var olyckor sker (kurvor och korsningar).

Hastighetens betydelse i kombination med risk/misstag.

Att det inte blir registreringsskyld fram på motorcyklar.

Rimliga försäkringspremier, oavsett motorcykel.

### **Vad saknas?**

Utvärdering av SMCs sporthojskurser och övrig fortbildning.

Kunskaper i grundutbildning om de största riskerna och utbildning av detta.

Diskussioner om hastighet i kombination med risker/misstag.

Poliser på de vägar där många MC-olyckor sker.

Mer försäkringsincitament ?

Kampanjer riktade mot motorcyklister.

Statistik från försäkringsbolag skulle kunna ge mer information om olycksförlopp på fler än dödsolyckor.