

## Risk och Attityd Fakta

Ett stort antal MC-olyckor beror på risktagande i kombination med misstag. Unga förare är överrepresenterade. Statistiken ser likadan ut i alla länder jag sett på forskning, statistik och sammanfattningar. Sverige är inget undantag. Detta är ett attitydproblem.

Förmodligen är förhållandet detsamma för mopedförare.

En motorcyklist som tar för stora risker löper en större risk att dödas/skadas i trafiken jämfört med andra trafikanter.

Gemensamt för samtliga länder är deras förslag till vad man kan göra för att komma åt problemet: ökad riskmedvetenhet, bättre utbildning, information, kampanjer, ökad användning av skyddsutrustning i kombination med ökad efterlevnad.

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## Vad pågår i resten av världen?

Det finns mängder av forskning på området i hela världen. Department of Transport har gjort mycket:

UK: 17 A comparative approach to differential accident liability: Motorcyclists versus car drivers, M. S. Horswill and S. Helman, Department of Psychology, University of Reading, Reading RG6 6AL <http://www.dft.gov.uk/pgr/roadsafety/research/behavioural/archive/behaviouralresearchinroadsaf4682?page=17>,

Different types of road users are at different risk of having a road accident. The aim of the present research is to explore the causal mechanisms behind the accident liability of a high-risk type of road user and a lower-risk type of road user.. What are the possible reasons behind why motorcyclists are more at risk than car drivers? There are arguably three key factors: the behaviour of motorcyclists differs from car drivers, the behaviour of other road users towards motorcycles differs from their behaviour towards cars, and the physical vulnerability of motorcycles differs from cars, both in terms of becoming involved in a crash in the first place and in the likelihood of injury given a crash. These are all likely to be important factors, but their relative impact on the overall difference in accident liability between car drivers and motorcyclists is unknown.

Slutsats saknas tyvärr i rapporten.

Department of Transport UK har, utifrån statistik i landet, genomfört ett antal utredningar. En heter Motorcyclist's behaviour and accidents. Verkar vara en sammanfattning av problem och förslag till åtgärder:

<http://www.dft.gov.uk/pgr/roadsafety/research/behavioural/thirteenthseminar/motorcyclistsbehaviourandacc4696>

The implication of these findings is that the most effective way to reduce motorcyclists' accident-involvement may be to reduce the number of behaviour errors being made. This may be achieved by changing rider style to one that is more careful and safe, and by improving control skills by way of skills training. Campaigns to make riders aware of the potential risks in motorcycling and, in particular, to emphasise the importance of errors can only be beneficial and may encourage riders to adopt safer riding styles and undertake further training. Although the analyses presented here showed that errors were the main behavioural predictors of accident involvement, any interventions targeting the performance of stunts, the use of protective equipment and, particularly, speed violations can only be desirable from a road safety point of view.

**A behavioral comparison between motorcyclists and a matched group of non-motorcycling car drivers: factors influencing accident risk Mark S. Horswill, Shaun Helman, UK:** Motorcyklister är inte annorlunda än bilförare. MC-förare tar inte mer risker. MC-förare är bättrare på att upptäcka risker. (har köpt artikeln från Science direct som finns i denna mapp)

Motorcyclists and a matched group of non-motorcycling car drivers were assessed on behavioral measures known to relate to accident involvement. Using a range of laboratory measures, we found that motorcyclists chose faster speeds than the car drivers, overtook more, and pulled into smaller gaps in traffic, though they did not travel any closer to the vehicle in front. The speed and following

distance findings were replicated by two further studies involving unobtrusive roadside observation. We suggest that the increased risk-taking behavior of motorcyclists was only likely to account for a small proportion of the difference in accident risk between motorcyclists and car drivers. A second group of motorcyclists was asked to complete the simulator tests as if driving a car. They did not differ from the non-motorcycling car drivers on the risk-taking measures but were better at hazard perception. There were also no differences for sensation seeking, mild social deviance, and attitudes to riding/driving, indicating that the risk-taking tendencies of motorcyclists did not transfer beyond motorcycling, while their hazard perception skill did.

**Det pågår forskning i ämnet, Mental workload and behaviour analysis, Granada Spanien 2008:** (finns i mappen). From these preliminary results, it is possible to conclude that participants with a risk behaviour attitude experience more MW due to lack of conscious awareness and lack of specific scene cues. Also in this particular virtual context, and according to Boer (2005), riding behaviour is linked to the degree in which the rider feels situational awareness and control in on road environment, which can be quantified with behavioural and psychophysiological techniques.

Based on these promising results, nowadays we are studying the **brain electrical activity index** to include it in our multidimensional methodology in order to build a robust behavioural model that could be used to discriminate between risky and non-risky behaviours.

At the moment we are working on a different line of investigation, because, even if our participants were selected in relation to the absence of skill-riding, it is possible that riders exhibiting more risky behaviour are also the most novice riders so a future step will be the validation of these preliminary results using expert riders vs no-expert riders. Another critical point of our study was related to virtual simulation: in experimental scenario not all risk situations were similar (in relation to the performance data) and so the next step is to isolate the different eight risk behaviour scenes to analyze and find a more clear and strong relation between our variables.

**Sverige:** Utredningen närmast ovan bekräftar VTIs ”Medvetna felhandlingar i trafiken”. Den säger exakt samma sak om bilförare.

VTIs rapport från 2006 (Björketun) konstaterar bl a: rapporten konstateras bland annat att:

- Antalet motorcyklar har efter år 2000 framför allt ökat i försäkringsklass F 7 (motorcyklar med mycket hög motoreffekt i förhållande till vikt)
- Motorcykelförare yngre än 25 år står för de relativt höga skaderiskerna i de lägsta försäkringsklasserna
- Motorcykelförare yngre än 30 år står för de relativt höga skaderiskerna i de högre försäkringsklasserna (mycket effektstarka mc).
- Antalet dödade motorcyklister i förhållande till skadade motorcyklister respektive svårt skadade motorcyklister är väsentligt högre för gruppen motorcyklar i försäkringsklass F8 (övre segmentet av F7) jämfört med övriga försäkringsklasser.

### **Förslag på åtgärder i andra länder**

Samtliga strategier som finns, liksom OECD, diskuterar åtgärder för att komma åt problematiken, se ”Hastighet”.

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

Kunskap och erfarenhet.

Att generaliseringar undviks.

### **Vad saknas?**

Forskning finns även om alla forskare säger att frågan ska analyseras vidare.

Grundutbildning i frågan.

Hur kommer riskutbildningen att se ut?

Ingår uppmärksamhet mot MC-moped i grund- och riskutbildning för övriga behörigheter?

Tydligare koppling i fortbildning mellan risk-misstag-attityd.

Kampanjer i frågan.

Saklig information riktad till motorcyklister i frågan.

