

PUBLIC CONSULTATION ON AN EU STRATEGY TO REDUCE INJURIES RESULTING FROM ROAD TRAFFIC ACCIDENTS

Information about participants

First Name -open reply-(optional)	Maria
Family Name -open reply-(optional)	Nordqvist
Organisation -open reply-(optional)	Riksorganisationen Sveriges MotorCyklister, SMC In English: The Swedish Motorcyclists Association
Email address -open reply-(optional)	maria.nordqvist@svmc.se
Organisation type -single choice reply-(optional)	Road users or victims association
Geographical representation -single choice reply-(optional)	Member States (country list added)

Road safety: a global and an European social emergency

Terrorism -single choice reply-(optional)	2
Unemployment -single choice reply-(optional)	7
Transport accidents -single choice reply-(optional)	8
Organised crime -single choice reply-(optional)	4
Pandemic diseases -single choice reply-(optional)	1
Demographic changes -single choice reply-(optional)	5
Corruption -single choice reply-(optional)	9
Nuclear risks -single choice reply-(optional)	3
Natural disasters -single choice reply-(optional)	6
Comments -open reply-(optional)	

Q2 - Should road safety in your opinion be a top priority at all political levels (EU, national, local authorities)? -single choice reply-(optional)	Yes
Comments -open reply-(optional)	
But if you put road safety together with pandemics, terrorism etcetera, you must fight the emergencies first. Anders Brevik killed more people in Norway in one day than the number of killed motorcyclists in Norway for several years. More Swedish people were killed in the tsunami in Thailand in one day than in a whole year in Sweden. You can't compare these with each other.	
Q3 - Do you see EU added value in setting up a strategy to reduce injuries from road accidents? -single choice reply-(optional)	Yes
Comments -open reply-(optional)	
But there are differences between the European countries, the culture in the countries. EU can set up a strategy but must leave it to the MS to work in this field.	
Q4 - How do you rank the following in terms of appropriateness of action at EU level?	
Target-setting -single choice reply-(optional)	2
Benchmarking -single choice reply-(optional)	5
Best practices exchange -single choice reply-(optional)	4
Research / project funding -single choice reply-(optional)	3
Legislation -single choice reply-(optional)	7
Analysis of data -single choice reply-(optional)	1
Providing for peer review -single choice reply-(optional)	6
Other, please specify -open reply-(optional)	Legislation in issues where the MS fail to take action, for example MC-friendly crash barriers that kills 10 % of the European motorcyclists every year. More involvement from European organisations like FEMA and national like SMC in issues concerning motorcyclists. Fow example MC-licenses.
Q5 - With a view to reducing the number of injuries resulting from road traffic accidents, what is the most effective option? -single choice reply-(optional)	General target
Q6 - If a target is needed, at which level, in your opinion, is it most suitable to set it? -single choice reply-(optional)	National
Q7 - Do you think the social cost of injuries should be internalised as much as possible, notably by increasing significantly the insurance premium after an accident, to make road users aware of the consequences of their behaviour? -single choice reply-(optional)	No

Reason -open reply-(optional)

This is a fact already. I think the social cost should be included in the big picture. For example when you choose a crash barrier in Sweden, The Swedish Transport Administration choose the cheapest possible. This causes 1: high maintenance costs. 2. More severe injuries for motorcyclists. 3. More sick leave and higher cost for society. 4. Higher insurance costs for all motorcyclists. 5. loss of tax money. 6. Less money to spend on other roads that must be repaired.

Towards a strategy to reduce injuries resulting from road traffic accidents: statistical definition

Q8 - Nowadays in several Member States accident data are collected by the police or other enforcement bodies in on-site intervention. However, this can lead to misreporting (a serious injury cannot always be correctly detected) and underreporting (police do not record all accidents). In your opinion who would be the competent authority to collect the data?

-single choice reply-(optional)

Other

Please specify -open reply-(optional)

Both the police and the hospital like we do in Sweden.

Q9 - A common definition of 'serious/slight injury' does not exist at European level. Therefore, current statistics do not reflect uniformly the situation, because the aggregated data are not collected on a homogeneous way. In your opinion, is there a need for a common EU statistic definition? -single choice reply-(optional)

Yes

Please give reasons -open reply-(optional)

Should give a totally different view on MC accidents and other accidents.

Time-related criteria – Health: days in hospital

-single choice reply-(optional)

3

Time-related criteria: interruption of normal activities (working / school days etc.)

-single choice reply-(optional)

4

Degree of permanent reduction of ability

-single choice reply-(optional)

1

Medical score on the severity of an injury (Maximum Abbreviated Injury Scale or other medical score)

-single choice reply-(optional)

2

Comments -open reply-(optional)

Q11 - In the case of time-related criteria, in your opinion, which is the best time span to define a 'serious injury'? -single choice reply-(optional)

More than 7 days

<p>Q12 - An accurate and reliable analysis of serious injuries caused by road traffic accidents could be ensured by linking police and hospital data files, which requires a different administrative effort. What do you think is the most appropriate? -single choice reply-(optional)</p>	<p>Complete link following each individual accident</p>
<p>Q13 - Do you agree that information on injuries and trauma caused by accidents should be used by a number of stakeholders (such as insurers, vehicle manufacturers, etc.) to lower the consequences of a road accident? -single choice reply-(optional)</p>	<p>Yes</p>
<p>Please give reasons -open reply-(optional)</p>	
<p>I am able to study this in Sweden through STRADA. I've been trained and can use the information in our road safety work for Swedish motorcyclists. It is very helpful!</p>	
<p>Q14 - Which of the following stakeholders could benefit the most from use of the aggregate data files on frequent trauma caused by road traffic injuries?</p>	
<p>Vehicle manufacturer -single choice reply-(optional)</p>	<p>2</p>
<p>Infrastructure manager -single choice reply-(optional)</p>	<p>1</p>
<p>Automotive industry -single choice reply-(optional)</p>	<p>4</p>
<p>Health and rehabilitation industry -single choice reply-(optional)</p>	<p>3</p>
<p>Other, please indicate -open reply-(optional)</p>	<p>All organisations that deals with road safety.</p>
<h2 style="text-align: center;">Other questions</h2>	
<p>Q15 - Please list references to any studies or documents of relevance to this consultation on injuries resulting from road accidents, with links for online download where possible. -open reply-(optional)</p>	
<p>The maps on our website is a result of a mutual work between SMC and the Swedish Transport Administration. The maps shows the most popular roads along with all MC accidents reported by the police. They are to big to attach! http://www.svmc.se/smc/SMCs-arbete--fragor/Infrastruktur/Bakgrundshistoria/</p>	
<p>Q16 - If there is any additional issue you wish to raise in this context, please provide us with a general case assessment -open reply-(optional)</p>	
<p>Q17 - Received contributions, together with the identity of the contributor, will be published on the Internet, unless the contributor objects to publication of personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in anonymous form. Do you consent to the publication of your response by the European Commission?</p>	<p>Yes</p>

-single choice reply-(optional)