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Ms Maria Nordqvist Swedish Motorcyclists Association

#	Question	Form
1	Please provide your contact details below.	- Ms Nordqvist Maria

#	Question	Text
2	Authority/Organization:	- Sveriges MotorCyklister - The Swedish Motorcyclist Association

#	Question	Text
3	Geographical scope of your organization	- Sweden

#	Question	Text
4	Telephone:	- + 46 705383938

#	Question	Email
5	Email:	- maria.nordqvist@svmc.se

#	Question	I don't know			1			2			3			4			5		
		no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.
6	<b>Question 1. Please answer the following questions by responding on a scale of 1 (very little) to 5 (very much). In case you don't have sufficient information to answer the question, please tick "I don't know".</b>	-	-	-	3	75%	-	1	25%	-	-	-	-	-	-	-	-	-	-
	In your view, what is the level of compliance of the Member States with Directive 2008/96/EC?	0	0%	-	0	0%	-	1	100%	-	0	0%	-	0	0%	-	0	0%	-
	In your view, how widely are the basic requirements of Directive 2008/96/EC implemented?	0	0%	-	1	100%	-	0	0%	-	0	0%	-	0	0%	-	0	0%	-
	In your opinion, has the Directive triggered improvements in the manner in which the EU Member States administer road infrastructure safety management?	0	0%	-	1	100%	-	0	0%	-	0	0%	-	0	0%	-	0	0%	-
	In your view, to what extent has Directive 2008/96/EC contributed to increase road safety?	0	0%	-	1	100%	-	0	0%	-	0	0%	-	0	0%	-	0	0%	-

#	Question	Text
7	<b>Question 1.1.</b> Please explain your answers to question 1.	- I will respond to this survey from a motorcycle perspective. The directive was implemented in December 2010 with all necessary laws and regulations. But, there were no persons from the beginning with right education to fulfill the intention of the directive in Sweden. There were nothing about motorcyclists as vulnerable road users in the reference list for those being educated. I complained about this and got two papers attached. The educated persons I've contacted didn't know about the part considering motorcycles and crash barriers.

#	Question	no.	no. (%)
8	<b>Question 2.</b> In your view, has the transposition of Directive 2008/96/EC encountered any problems?	1	100%
	Yes	1	100%
	No	0	0%

#	Question	Text
9	<b>Question 2.1.</b> Please elaborate on your answer to question 2.	- Trafikverket, The Swedish Transport Administration, were not aware of this. Transportstyrelsen, The Swedish Transport Agency, has not the Resources to work properly with it. The Citizens and road safety organisations in Sweden are not aware of it. I sent a letter to the Ministry of transport 27th June 2012 and asked why the Swedish Transport Administration, in charge of the TEN-T network does not take motorcyclists into account. I'm still waiting for a reply.

#	Question	Text
10	<p><b>Question 3.</b> In your opinion, what have been the main</p> <ol style="list-style-type: none"> <li>1. <b>legal</b></li> <li>2. <b>institutional</b></li> <li>3. <b>operational,</b></li> <li>4. <b>funding difficulties</b></li> </ol> <p>in effectively transposing and applying the Directive's requirements in the 28 EU Member States/your country?</p>	<p>- Institutional: this is a new field for the Swedish Transport Agency. They used to be in the same authority as the Swedish Transport Administration. They haven't got the Resources to do what they are supposed to do.</p> <p>Operational: since the Swedish Transport Administration doesn't include motorcyclists in any sense when it comes to planning infrastructure, the directive and the implemented regulation isn't working. There is no demands for safe crash barriers for motorcyclists. There are no demands on safe road sides instead of crash barriers. There are very low demands on installation distance from the road. There are no demands for improving infrastructure after accidents, not even fatal accidents. The entrepreneurs can choose any barrier they want to, which mean that we get the cheapest ones; Cable barriers. Several motorcyclists have been killed since the directive was implemented on TEN-T roads. Two because of very poor friction resulting in fatal accidents when hitting the barriers. There have been no improvements made in the road Environment after these accidents.</p>

#	Question	Not applicable		1		2		3		4			
		no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.	no.	no. (%)	avg.
11	<p><b>Question 4.</b> Based on your knowledge, please rank the importance of each of the following cost categories that might be involved when implementing Directive 2008/96/EC, by using a scale from 1 (highest share) to 4 (lowest share).</p> <p>Click "not applicable" if a category of costs is not involved when implementing the directive.</p>	4	100%	-	-	-	-	-	-	-	-	-	-
	Administrative costs	1	100%	-	0	0%	-	0	0%	-	0	0%	-
	Cost for performing the audits	1	100%	-	0	0%	-	0	0%	-	0	0%	-
	Cost following from the assessment	1	100%	-	0	0%	-	0	0%	-	0	0%	-
	Other costs	1	100%	-	0	0%	-	0	0%	-	0	0%	-

#	Question	Text
12	<p><b>Question 4.1.</b> If you have selected "Other costs" under <b>question 4</b>, please specify. Alternatively, please specify if you do not have enough information to make the assessment.</p>	<p>- I don't have a clue. I Think that the total neglecton of motorcyclists at all levels is the main reason along with the non-existing interest of the directive and the regulation. Median barriers is the most visible sign of the Vision Zero concept in Sweden. The cheaper barriers you choose, the more barriers you can install. The installation cost is of huge importance of course and since the decision of choice of barriers are left to entrepreneurs, there is no demand to improve safety for motorcyclists in Sweden.</p>

#	Question	no.	no. (%)
13	<b>Question 5.</b> What are the main benefits that are obtained in your Member State/EU28 using these procedures on the trans-European road network?	1	100%
	Increase in management safety of roads through a more systematic approach	1	100%
	Reduction of costs (both internal and external) for interventions aiming at increased safety conditions of the road infrastructure	0	0%
	Increased public support towards road safety	0	0%
	More efficient use of resources available	0	0%

Other (please specify): <a href="#">View</a>		1	100%
#	Question	View Other(s)	
13	<b>Question 5.</b> What are the main benefits that are obtained in your Member State/EU28 using these procedures on the trans-European road network?	- If used properly, this directive could have improved safety for motorcyclists a lot! Today it does not.	

#	Question	no.	no. (%)
14	<b>Question 6.</b> Do you have any statistics and/or evidence on the impacts either at a national level or at EU level produced by the application of the evaluation tools (Road Safety Impact Assessments, Road Safety Audits, Road Safety Inspections and Network Safety Management) foreseen in Directive 2008/96/EC?	1	100%
	Yes	0	0%
	No	1	100%

#	Question	no.	no. (%)
16	<b>Question 7.</b> Are there any additional data or research available that could help estimate the cost-effectiveness of Directive 2008/96/EC (for example in relation to the main EU road safety targets)?	1	100%
	Yes	1	100%
	No	0	0%
	I don't know	0	0%

#	Question	Text
19	<b>Question 8.</b> In your view, what are:  1. the strengths, and 2. the shortcomings of Directive 2008/96/EC itself?	- As you understand from my earlier replies, the directive is not working IRL, not even in Sweden which is ranked as a country of high level when it comes to road safety. There are several reasons. Motorcycles are not; included in transport policies, included at the different stages of planning the roads, included in relevant standards (for example EN1317). Not even when 2 motorcyclists died on TEN-T roads (in barrier accidents due to poor maintenance) and the accidents were highlighted in two programmes at Swedish TV, did the Swedish Transport Administration and the responsible entrepreneurs take any responsibility. No one takes action for improvements after accidents. The ministry does not respond on my letters. The authority responsible for revision, does not have the Resources.

#	Question	no.	no. (%)
20	<b>Question 9.</b> In your opinion, after five years since its adoption, are there any revisions you think would be beneficial to Directive 2008/96/EC?	1	100%
	Yes	1	100%
	No	0	0%

#	Question	Text
21	<b>Question 9.1.</b> What are the most critical:  1) legal, and 2) implementation issues that should be addressed in the future?	- Implementation: You should ask specifically for the implementation concerning safety for motorcyclists, not only about barriers but in total. Today there is a focus on increasing the use of cyclists, pedestrians and public transport and not using cars. Riders on PTWs are completely forgotten.

#	Question	no.	no. (%)	avg.
22	<b>Question 10. Many Member States have extended the scope of Directive 2008/96/EC to other roads. On a scale of 1 (not at all relevant) to 5 (very relevant), to what extent do you think the options listed below could improve road safety further?</b>	1	100%	3.38
	Applying targeted actions to protect vulnerable road users (please specify which types of actions under question 10.1).	1	100%	5
	Establishing a compulsory or voluntary certification of safety performances of certain roads.	1	100%	4
	Enhancing the level playing field for road safety professionals (for instance through the mutual recognition of the professional qualification).	1	100%	4
	Better integrating ITS systems and services in road infrastructure safety management, especially in areas like (safety related / real time) traffic information, access restrictions, Advanced Driver Assistance Systems and cooperative systems (V2X communication).	1	100%	1
	Applying the provisions of the road safety management directive to the tunnels falling under the scope of Directive 2004/54/EC.	1	100%	1
	Applying certain road safety procedures listed in Directive 2008/96/EC to motorways and expressways not in TEN-T.	1	100%	4
	Applying certain road safety procedures listed in Directive 2008/96/EC to main single carriageways roads outside urban areas not in the TEN-T.	1	100%	4
	Applying certain road safety procedures listed in Directive 2008/96/EC to main roads in urban areas.	1	100%	4

#	Question	Text
23	<b>Question 10.1</b> Please provide any additional comments you might have on the rating in <b>question 10.</b>	- Improve safety at junctions and bends, where 90 % of all fatal accidents on motorcycles occur, not only in Sweden but all over the World. Could be made in all roads - if the road owner want to, Make EN1317-8 a European Standard. Come up with a new, much simpler, standard for motorcyclists sitting on a motorcycle when hitting a barrier.

#	Question	no.	no. (%)
24	<b>Question 11. In your opinion, are there any other areas for further development/improvement of road safety?</b>	1	100%
	Yes	1	100%
	No	0	0%

#	Question	Text
25	<b>Question 11.1</b> Which ones?	- When I've talked to the Swedish Transport Administration they have stated that the directive and Swedish regulation will only be used on roads with a certain number of motorcyclists using it. Thus, they are now measuring the numbers which will take years. it would be very helpful if the Commission could explain to the Swedish Transport Administration that the directive is for all TEN-T roads. And of course to tell the Transport Agency who are in charge of the revision that they state this clear to them aswell.

#	Question	no.	no. (%)
26	<b>Question 12. In your opinion, would increasing the information communicated to citizens and road users, for example with respect to black spots and general recommendations, improve the effectiveness of road safety management?</b>	1	100%
	Yes	1	100%
	No	0	0%

#	Question	Text
27	<b>Question 12.1</b> Please elaborate on your answer to <b>question 12.</b>	- The knowledge of where motorcycle accidents occur is known but not used. Two roads in Sweden got a warning sign; "Road with many MC accidents". SMC has asked for this but not succeeded. Unfortunately, the Swedish Transport Administration and the 290 local authorities does not Believe in warning signs. It would also be very good that motorcyclists are led to use other roads during major road works. This doesn't happen which leads to unnecessary accidents. Thus, we've created an app for our members where we can warn motorcyclists about dangers. We're cooperating with the Swedish Transport Administration in order to collect data to send to them for action.

#	Question	Text
28	<b>Question 13.</b> In your opinion, which improvements can	- See all replies above. The directive and the Swedish regulation isn't working properly, from a motorcycle

	be brought to the current asset management practices?	perspective. Someone must take charge or this will end in just unnecessary inspections leading nowhere.
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#	Question	no.	no. (%)
29	<b>Question 14. Should the Directive provide more incentives for the monitoring and exchange of information between Member States?</b>	1	100%
	Yes	1	100%
	No	0	0%

#	Question	Text
30	<b>Question 14.1</b> Please elaborate on your answer to <b>question 14.</b>	- It would be very helpful for the motorcyclists, not only in Sweden but all over Europe, if the MS could Exchange information about how they have implemented the directive in order to improve motorcycle safety.

#	Question	Text
31	<b>Question 15.</b> Are there any additional comments you would wish to make?	- If you want to know more, please Contact me. I will send a couple of sheets with statistics of motorcycle accidents against crash barriers on different types of roads. You will see that a high number occur at roads with high speed - meaning the TEN-T and similar roads. Regards Maria