

SYSTEMS TO IMPROVE ROAD SAFETY

&

ADVANCED TRAINING

Swedish Motorcyclist's Association

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Sweden & Vision Zero

Definition:

INJURY REDUCEMENT

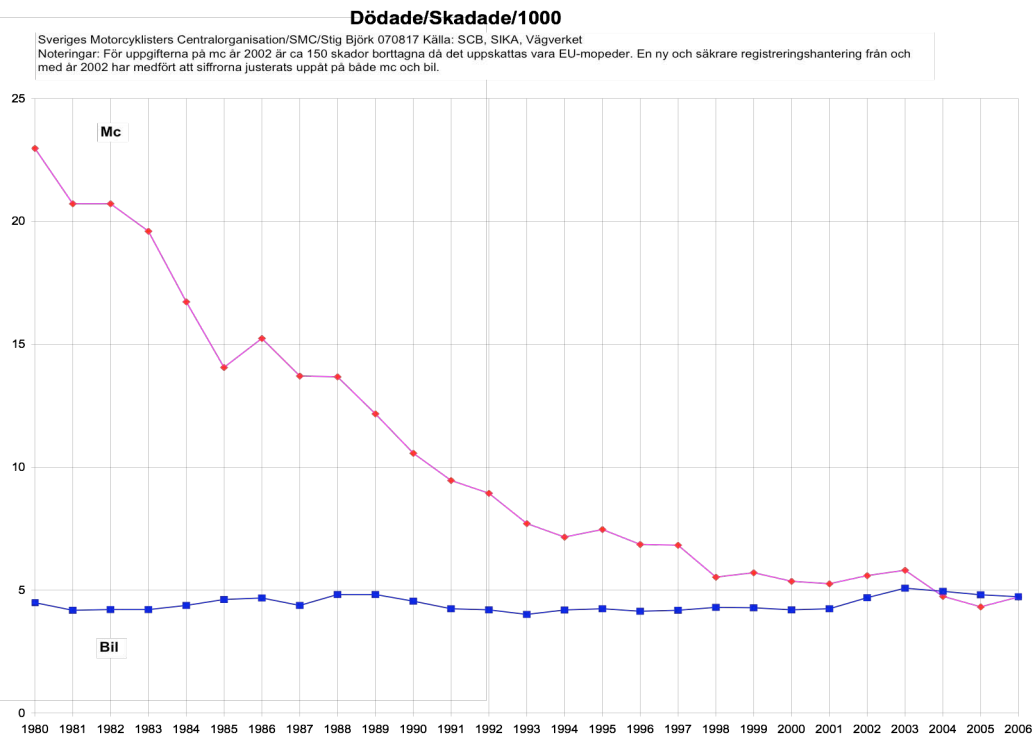
Survive crash violence without injuries in an accident at 50 km/h

MC & heavy traffic are not included in Vision Zero

Positive impact in attitude towards road safety amongst authorities and population

Challenges:

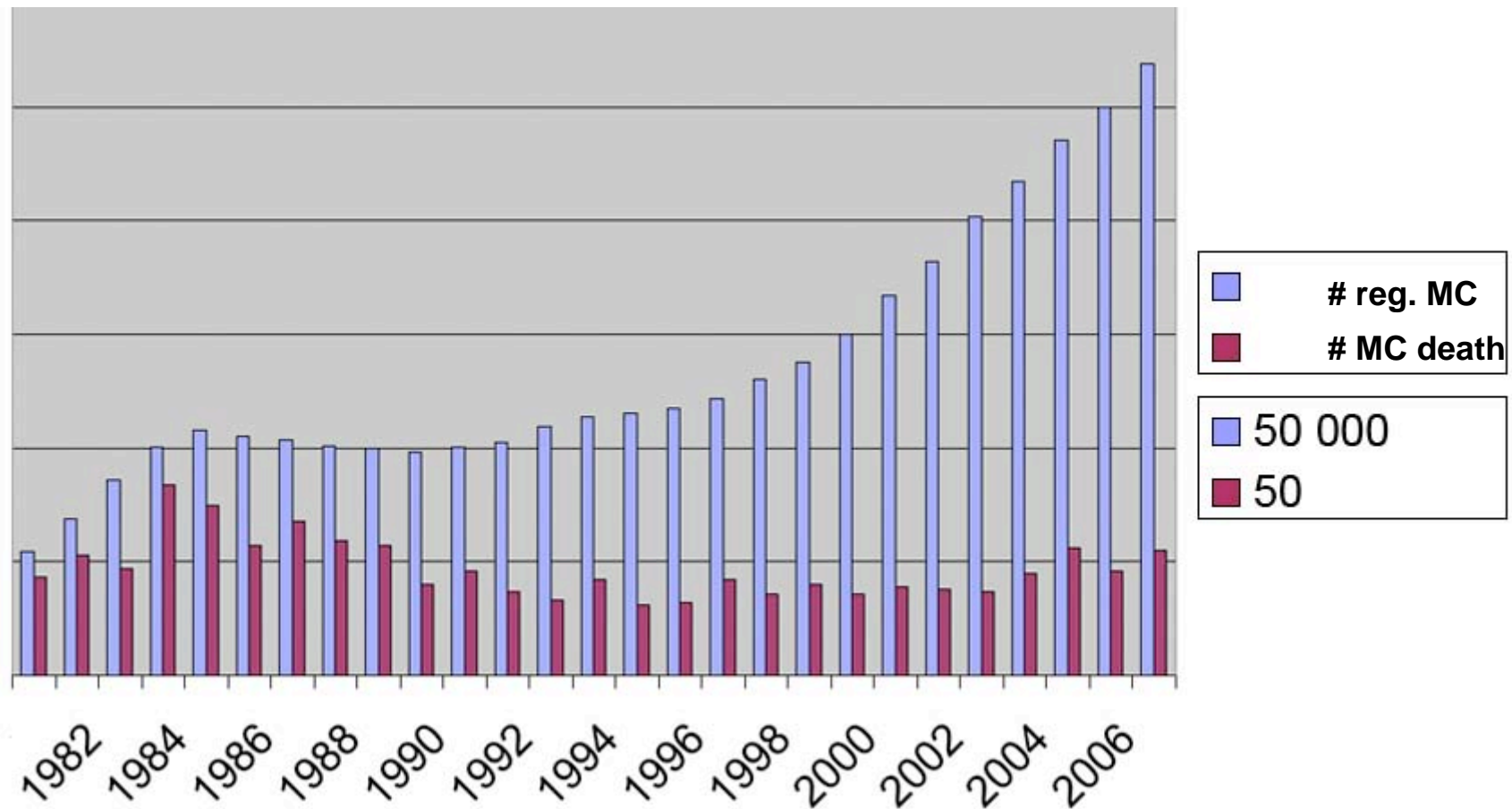
Speed, alcohol, drugs and excluded groups like motorcycles



Death & injuries per 1.000, Cars & MC



MC Death versus MC population



Systems to improve road safety for motorcyclists

Infrastructure

- **Facts;** Motorcycles have been completely overlooked in designing, planning, building, repairing and maintaining roads in Sweden
- A plan with 9 goals signed by the General Director of National Road Administration and General Secretary of SMC in the presence of the Infrastructure minister 2007

The 9-point programme

- Collection of the 10 000 kilometer most popular mc-roads in Sweden
- Motorcycles also identified and reported problems on these roads
- MC-roads + accidents 2003-2007 on common maps



The 9-point programme

- A common programme to improve the infrastructure on these roads, for example removal of gravel, signs, road work
- Include motorcycles in all guidance documents for planning, building, maintaining and repairing roads as of 2008.

Before



After



MC VISION by SMC

SMC MC-VISION / National Agenda,
tba Tylösand Conference September 2008

Ex. Contents:

- Crash avoidance instead of "The Injury Reduction" in Vision Zero
- Responsibility of the rider
- Other road users
- A motorcycle perspective in infra structure
- Advanced Riders Training



SMC School – Advanced training

+350 voluntary instructors, trained by SMC
200 occasions 2008, from three hours to four days;

Basic; for everyone or different riders like new on bikes, reborn bikers, ladies only.

Gocart track: Courses three hours – one day. Brake and curve course

Racetracks: Advanced Training and California Superbike School

All Schools;

- gives a premium reduction in the SMC insurance.
- are accepted by the leading insurance companies
- are for SMC members only

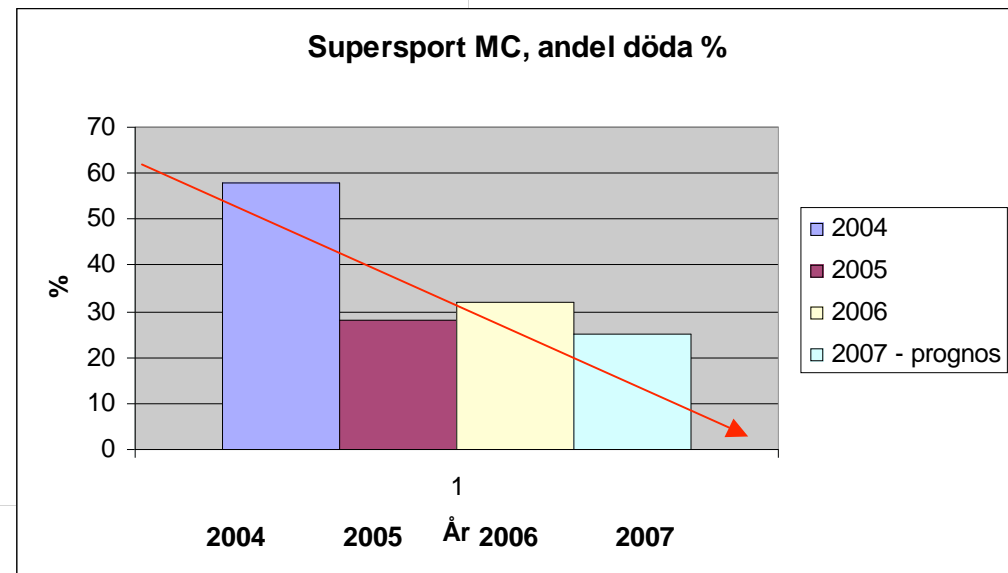


The SMC Sportbike project

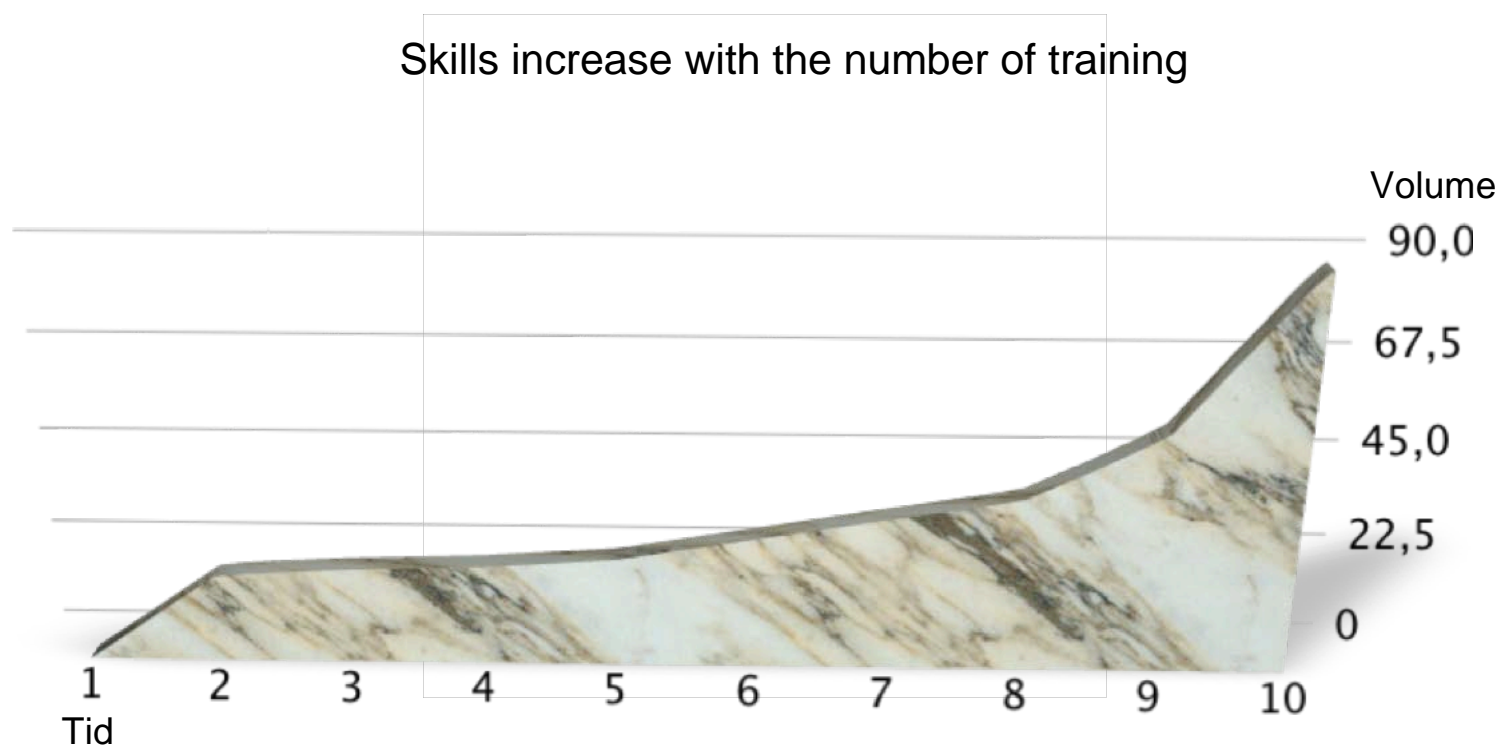
Developed by SMC, financed by the National Road Administration:

- Change of riders attitude
- Specific schools
- New instructors
- New image
- Corp CSS
- Internet
- New training scheme 4 levels

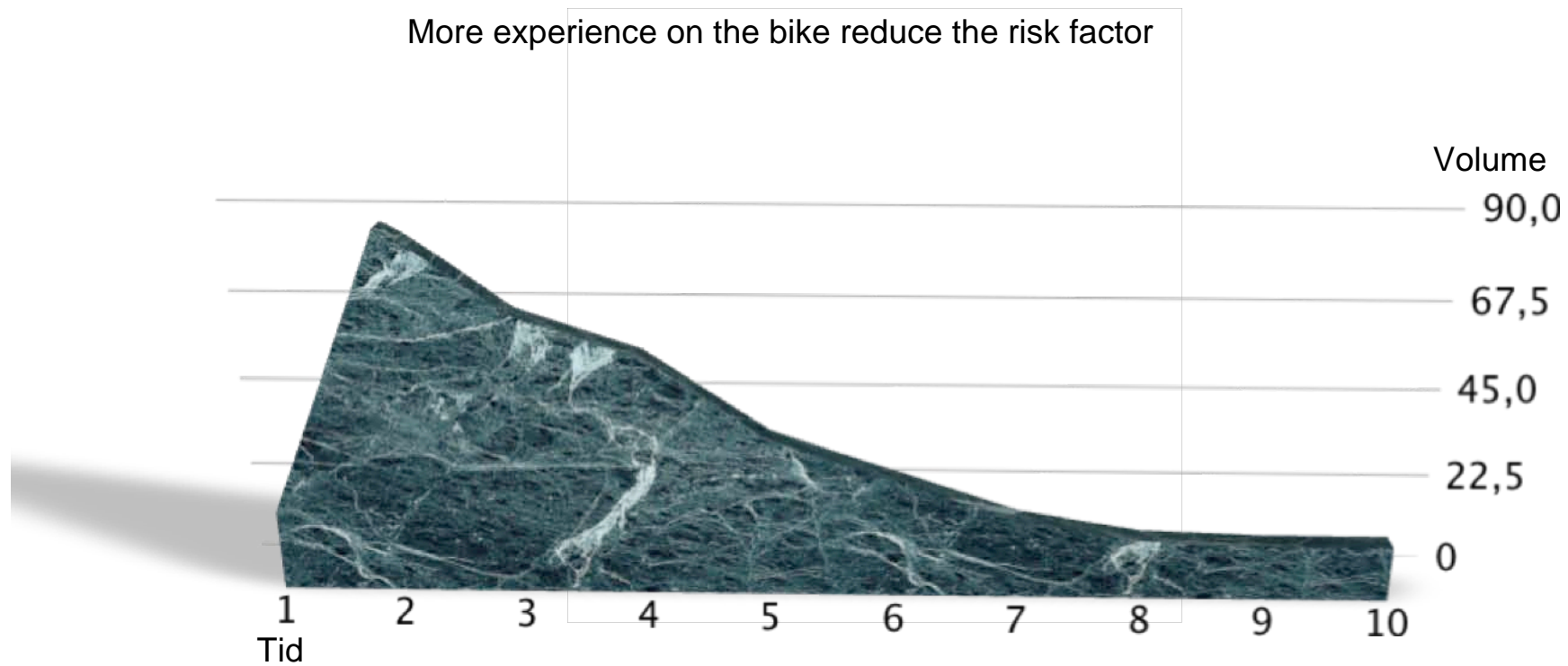
A significant reduction in sportbike fatalities



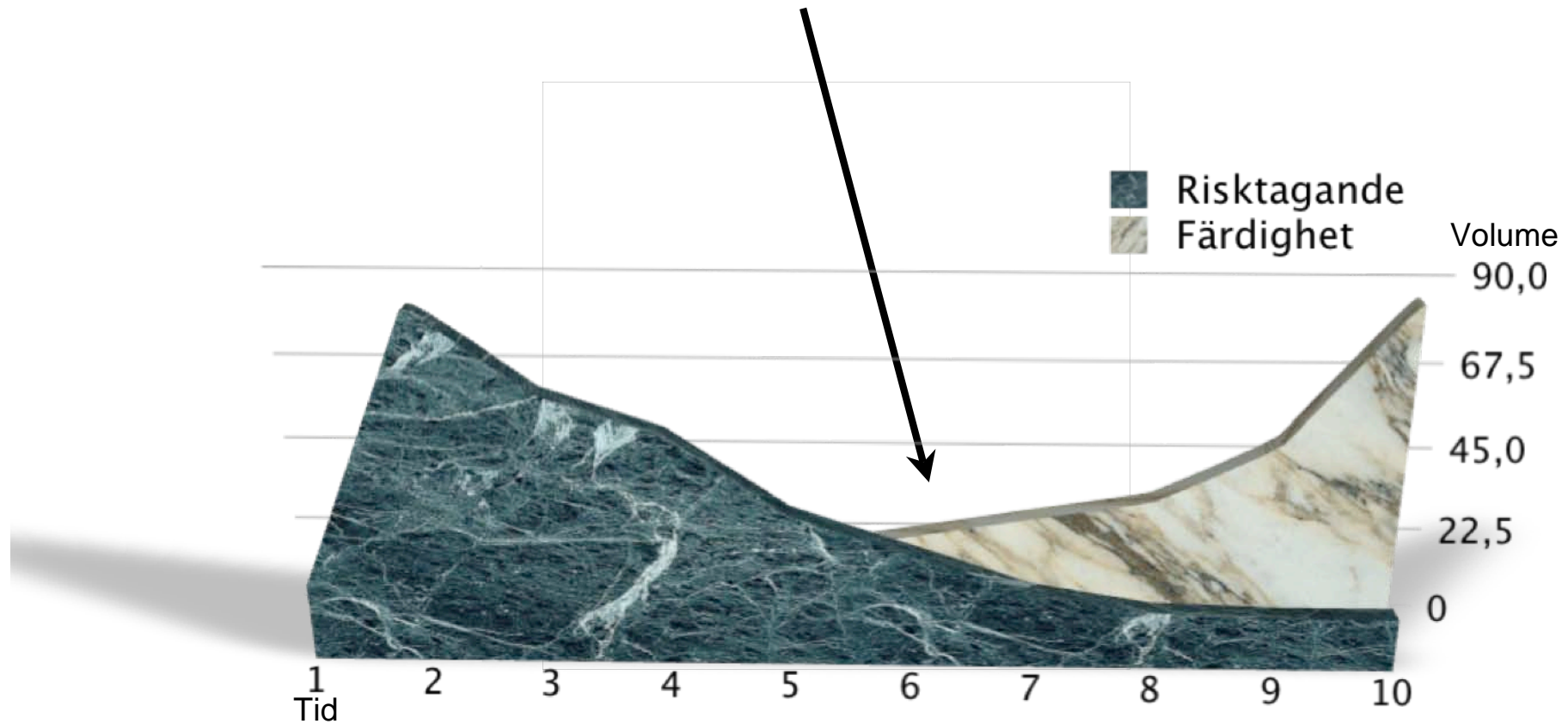
Skills



Adaption of risk



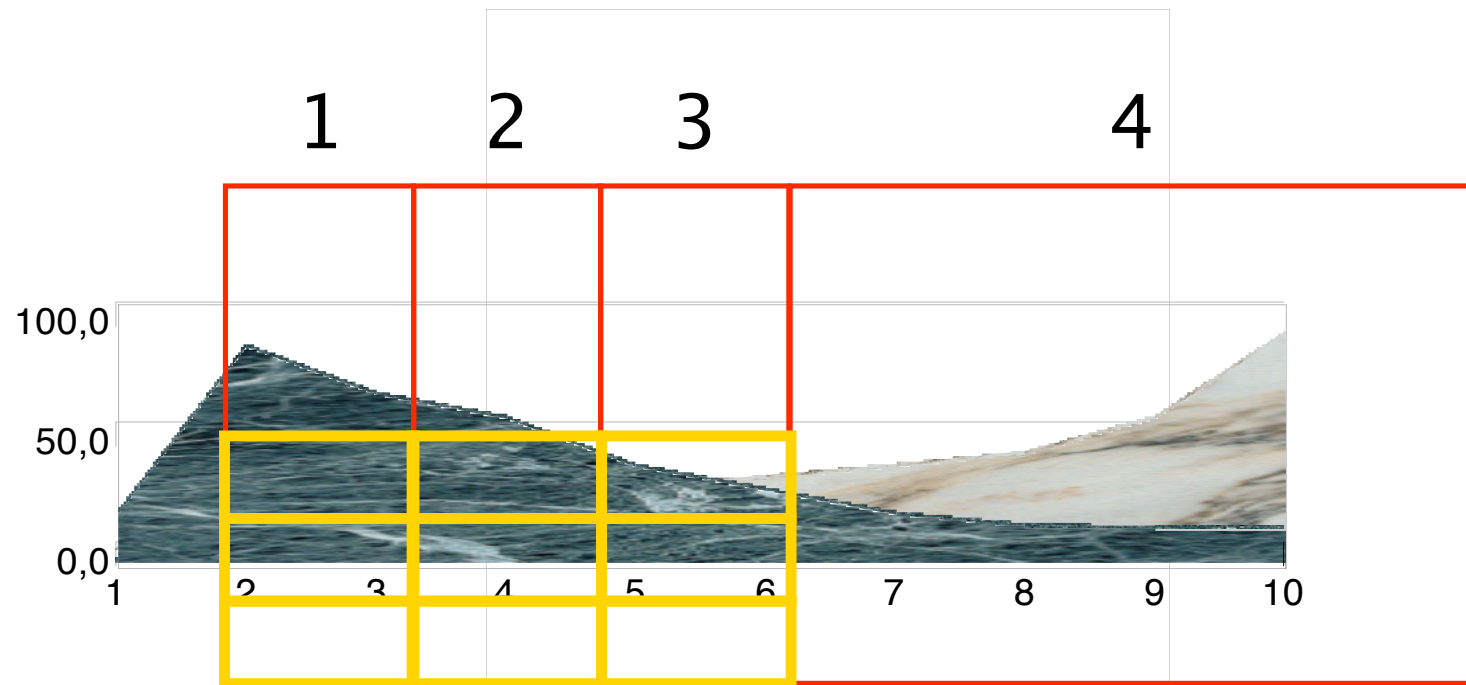
“Black belt”



Please remind...

- Accidents are a result of mistakes in combination with risks
- All training must include risk awareness, otherwise the result can be the opposite
- Education in risk awareness can give results.
- Risk awareness should be a part of all training

Levels in the Education



Educational Levels & Content

Level 1

The Motorcycle

- Throttle controll
- Counter steering
- Braking
- Insurance information
- Risk awareness

Level 2

The Road

- Vision
- Turnpoint
- Body position
- Risk in traffic & accident statistics

Level 3

The Rider

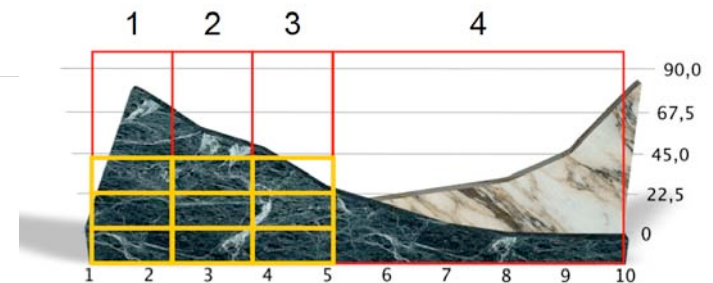
- Self control
- Advanced vision
- Survival reactions
- Why we do stupid things!

Level 4

Individual

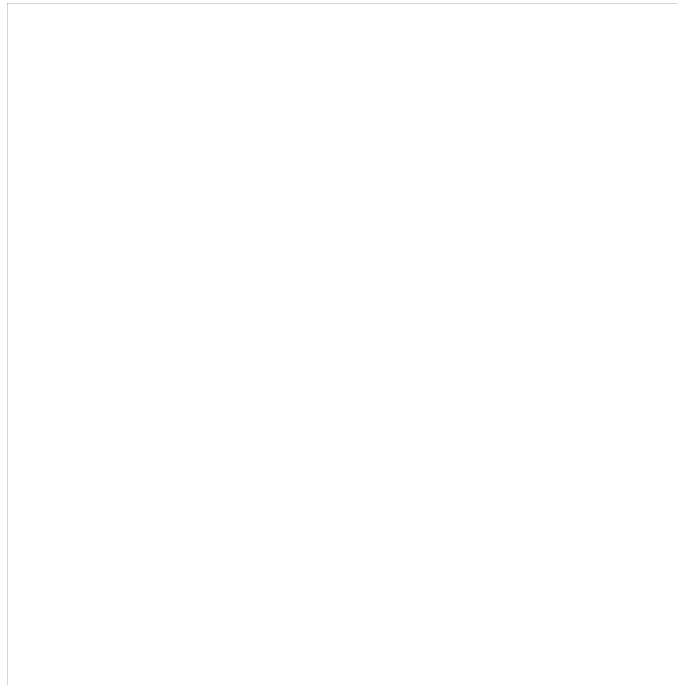
- Summary of 1,2,3
- Personal training
- Reflections on behaviour

Levels in the Education



Thank you

- Questions



SVEMO - Sport

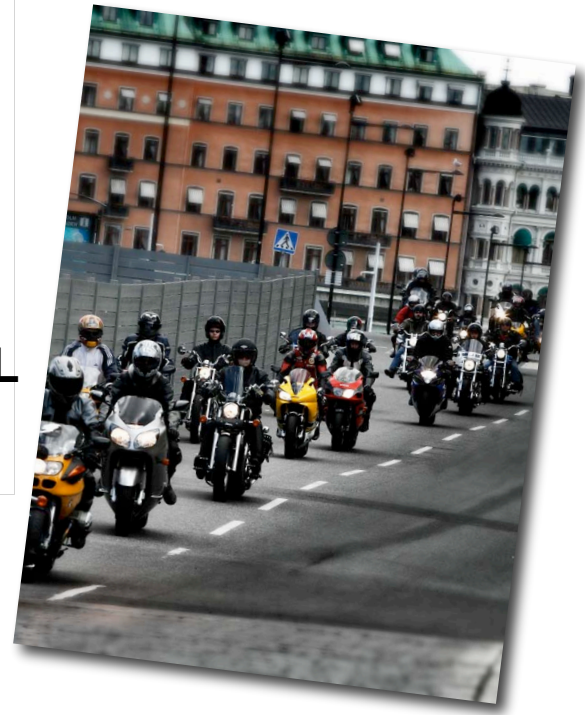
SMC - Road riders

Swedish Motorcyclist Associaton

Road safety, national advisor and international political issues, tourism, travel agency, consumer issues, information, education and training, research, publishing, etc..

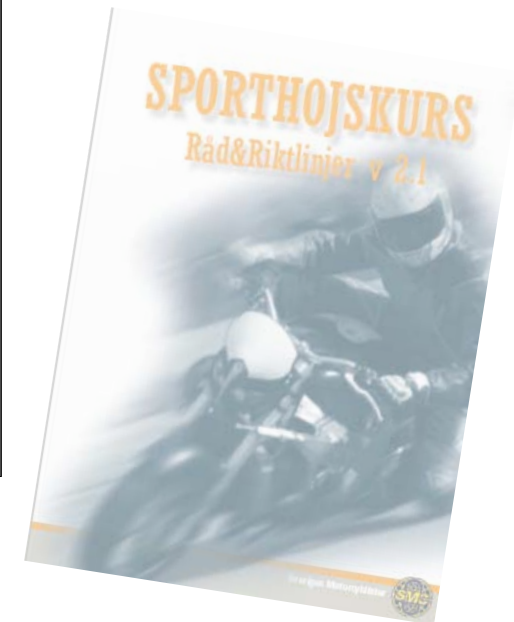
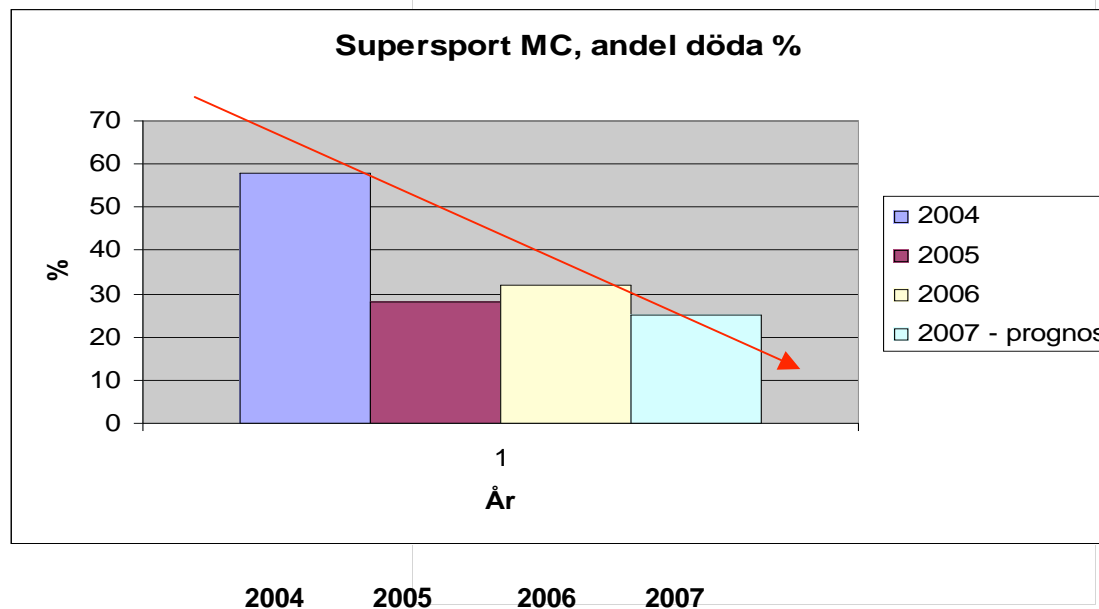
65 000 members, 21 regions/boards, 350 clubs, 16 full time employes

- ☐ FIM/UEM associated via SVEMO, CMT & CML
- ☐ FEMA member
- ☐ Associated member of AIT/FIA
- ☐ Nordic partner California Superbike School



SMCs Sportbike project

Has lead to a significant reduction in sportbike fatalities



The 9-point programme

- MC friendly crash barrier for black spots and certain bends
- Usage of a more mc-friendly pole for crash barriers – development!



Damages from the snow plough after the first winter



SMC campaigns over the years

- Compulsory helmet law
- Separate A-license for motorcycles
- Improved education for A-license
- Don't drink and drive
- Lock your bike
- The use of protection gear
- National laws for modification, rebuilding and building bikes
- Voluntary advanced training since 1973



Systems to improve road safety

The base for our work is:

National and international network in the motorcycle community and good contacts at all levels in Sweden:

- Vägverket, the National Road Administration
- VTI – a national test house
- The Ministry of transport
- The Swedish Parliament and the European Parliament

The road worthiness testing authorities; Bilprovningen

The Swedish Police

The producers, the dealers, traffic schools,

Other organisations and many, many more

