

SMC Survey of Motorcyclists and their views on Advanced Training



www.svmc.se

Elaine Hardy, PhD

With the collaboration of:

Jesper Christensen

Maria Nordqvist

Agneta Lindahl Nevell

Sveriges MotorCyklister, SMC

Forskargatan 3

781 70 BORLÄNGE

Phone: +46 (0)243-669 70

Website: www.svmc.se

E-mail: smc@svmc.se



SMC is a non profit organisation of Swedish non sport motorcyclists with nearly 70.000 members of the estimated 250.000 motorcycle owners. SMC works with issues on behalf of its members such as: road safety, tourism, consumer issues, information and motorcycle events. SMC is recognised as a public consultant in all questions regarding motorcycles.

ABSTRACT

During the months of December 2009 and January 2010, a survey of motorcyclists in Sweden was carried out through the internet on the following sites: www.svmc.se, www.bmwklubben.se, www.sporthoj.com. Completed responses to the survey totalled 1,733.

The purpose of the survey was to find out from motorcyclists their views about advanced motorcycle training and specifically about the advanced motorcycle training courses conducted by SMC. The survey focused on motorcycles and did not include questions about trikes or motorcycles with sidecars.

Overall, the respondents gave details of their views about protective clothing, their riding abilities and advanced training. The findings of the survey have identified that of those who answered the question, 46% had participated in an SMC advanced training course, stating their reasons for needing advanced training. 41% replied that their reason for taking an advanced training course was because they wanted to learn more, while 22% replied that they wanted to feel more secure.

Nearly half, 48% (n.824) replied that the reason they rode a motorcycle was because it is fun. The second reason given was because it gave them a sense of freedom, 29.7% (n.510). Therefore 77.7% (n.1334), or over three quarters of the respondents to this questionnaire stated that their reason for riding was because it makes them feel good.

When asked whether they were more able to overcome difficult situations as a result of taking part in an advanced training course, 72.5% answered that they had improved their ability to do so, while 89% felt that their skills had improved. 71% believed that they had more resources and tools to focus better on traffic situations from taking part in advanced training.



CONTENTS

A	Background	5
B	Aims and Objectives - Advanced Training	5
C	SMC Course Content - Advanced Courses	6
D	Survey and Methodology	7
1	Personal Details	8
	Summary	9
2	The Motorcycle	10
2.1	First Motorcycle	10
	Categories of Motorcycles	11
2.1.1	Insurance	13
2.1.2	ABS Brakes	14
2.2	Second Motorcycle	14
	Summary	15
3	Protective equipment	16
	Summary	19
4	Accidents	19
	Summary	20
5	Attitude and risk awareness	21
5.1	Risk awareness	21
5.2	Improving Techniques	23
	Summary	23
6	Advanced Training	24
6.1	Attitude to risk (after training)	27
	Summary	30
7	Conclusions	31
	Annex One: Makes of first motorcycle	34
	Annex Two: Details of second motorcycle	35



A. BACKGROUND

Training and campaigns carried out over the years, have contributed to reducing the number of motorcycle accidents on the roads. From the 1980s, SMC has pursued advanced training for motorcyclists in Sweden and road safety in SMC is based on this concept. The range and the presentation of SMC courses have developed and improved constantly in order to adapt to today's needs and demands.

In addition to the traditional training courses SMC has developed special courses for various types of riders and bikes, for example, women, new riders, and riders of sports bikes. SMC aims to expand the range of courses designed for specific risk groups, for example the sports bike rider project which began in 2002. Statistics available from the Swedish Transport Authority (SRA) indicates that riders in class 7 to 11, the so-called sports bike riders, are over represented in serious or fatal crashes and are a major risk group. The sports bike project is now implemented as a part of the SMC School advanced courses.

B. AIMS AND OBJECTIVES – ADVANCED TRAINING

The aims of the SMC motorcycle training sessions are to stimulate a process of thinking about attitudes and risk awareness (using as a point of reference, CIECA's, The EU Advanced Project), and increase the technical ability of participants to handle his/her motorcycle in different situations. The objectives of a multi-step programme are to attract participants to return to an SMC advanced training course, and to give participants a broader range of courses and sessions. It also aims to create a common profile from the sports bike project, for participants, the SRA and insurance companies.

The primary objective is to reduce the number of seriously injured and killed motorcyclists on the roads, based on SMC guidelines and the SRA Vision Zero.

The plan is to give organizers the freedom to customize the training to their specialized knowledge and practice their area of expertise; to promote the quality, creativity and development of the project.

The purpose of multi-stage training is to offer more opportunities to influence the attitude, knowledge and risk awareness of the participant and demonstrate a considered structure of education; to provide common ground in the sports bike project; to attract more participants and demonstrate a political and strategically accurate picture of secondary training for participants, the SRA and insurance companies. The reason for this is to ensure appropriate funding, assistance and support of the project in the future. One objective is to strengthen multi-lateral collaboration between the organizers and support amongst the instructors in SMC School advanced courses.

The objective is to make motorcyclists safer and reduce the number of seriously injured and fatalities among motorcyclists in Sweden. All courses are based on the Gadget Matrix. This helps the rider of the vehicle to develop understanding and skills in assessing risks, and create awareness of the choices they make themselves and the importance external factors can have. To show all



factors and possibilities riders have to take into account how the GDE-matrix was created. GDE stands for "Goals for Driver Education" and gives a schematic and understandable presentation of the many layers and levels of factors that actually affect choices made every day.

Riding a motorcycle is complex and many motorcyclists are not actually aware of how they control and steer their motorcycle. Riding a motorcycle is a combination of human-machine interaction and the environment in which the motorcycle riding is performed. In the advanced courses the focus is on the environment of the road and on race tracks, where education is predominantly located. This gives a natural division of the first three stages of education credits. In order to ensure progress we add step four - individual coaching in which we largely adapt training based on the participants' own preferences and expectations. The basic courses take place on large tarmac areas or on go kart tracks. Gravel courses are carried out in areas with an abundance of gravel roads.



C. SMC COURSE CONTENT - ADVANCED COURSES

Each step in the advanced courses is one full day. There are courses for all types of motorcycles and courses for sport bikes only.

The training steps in advanced courses are:

- 1st The Motorcycle (machine)
- 2nd Track selection (road / track)
- 3rd Man (man controlling / steering machine)
- 4th Individual coaching (personalized)

To these training stages we connect selected parts of theory such as risk awareness, self knowledge and attitudes, to get them integrated with skill training in a natural way.



Theory in the four steps

1st Insurance information and fundamental reflection on practice risk awareness, self knowledge and attitudes

2nd Interactive seminar about potential risk situations

3rd Human survival reactions

4th Interactive personalized discussions about risk awareness; self-knowledge and attitude.

The organizer is free to supplement the course with other theoretical and practical exercises in addition to the three specific exercises for each training step.

Basic course

A basic course takes around five hours and is open to all motorcycles. It takes place on large tarmac areas such as parking lots or airfields. Most of the time is spent on machine control at low speed, maneuvering and braking at low and high speed braking (maximum 90 km/h).

Basic course Knix

Some of the basic courses are held at go Kart tracks. They are open to all motorcycles. They take about four hours, usually one evening or a weekend afternoon. Apart from braking, the main focus is curve training.

Gravel course

A gravel course is a basic course that takes place on gravel roads for all kind of motorcycles. The course is usually one entire day. Focus is spent on curve training, vehicle control and braking on a loose surface



D. SURVEY AND METHODOLOGY

During the months of December 2009 and January 2010, a quantitative survey of motorcyclists in Sweden was carried out through the internet. Completed responses to the survey totalled 1,733. The purpose of the survey was to find out from motorcyclists their views about advanced motorcycle training and specifically about the advanced motorcycle training courses conducted by SMC.

The questionnaire was developed using web based survey software, designed specifically for the internet. The survey was divided into sections. The first section requested information about the rider, including age, sex, location of residence, type of licence and testing/training. The second section asked questions about the motorcycle: category, type and make of motorcycle, mileage, years riding and seasons. Further questions were asked about ABS brakes.

The third section asked the respondent whether he/she had been involved in a crash either with another vehicle or a single vehicle crash, with or without injuries. The questions on training gave a selection of potential answers divided into categories which include the respondents' views on riding techniques, attitude and advanced training.



1. PERSONAL DETAILS

Of the 1,733 respondents answering the survey, 76.6% replied that they were members of SMC; while 92.7% of those who answered were male; 7.3% female (14 did not answer that question). NB: in 2009 in Sweden, 10.7% (n.30,759) of motorcycles were owned by women (Source: Swedish Transport Administration)

In 2009, there were 302,670 motorcycles registered in Sweden (Source: Swedish Transport Administration). There were 277 626 owners of motorcycles (Source: SIKI). In 2009, there were 65,483 members of SMC, which means 23,5 % of all motorcycle owners.

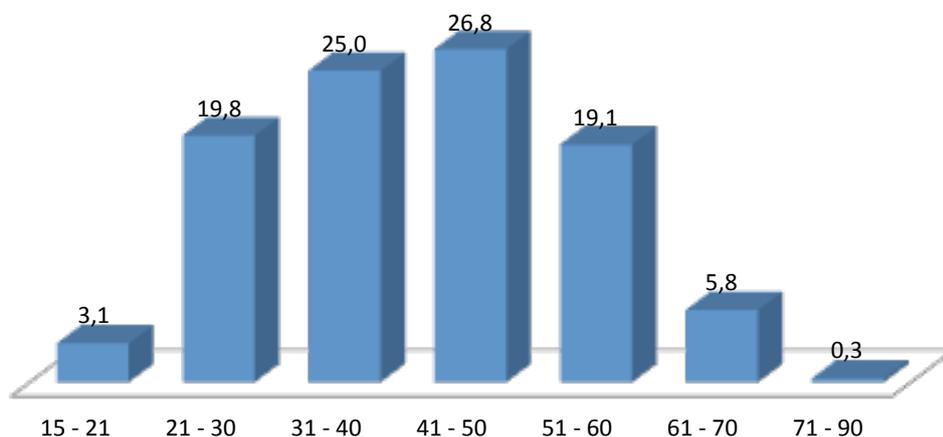
Of the 1,669 respondents answering the question regarding their age, 51.8% (n.865) were aged between 31 to 50 years; the average age of the respondents was 41 years.

The average age of SMC members (2009) was 48.7 years

The average age of Swedish motorcyclists in 2008 was 50 years. (Source: Swedish Transport Administration)

This means that the average age of the respondents were nine years younger than the average Swedish motorcyclist.

Figure One: Age of Respondents (%)



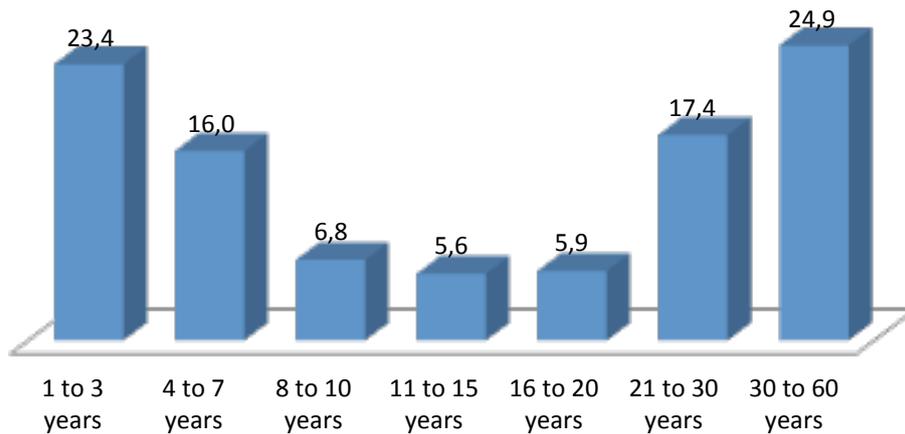
The survey was specifically aimed at Swedish riders, accordingly 98.8% (n.1697), replied that they resided in Sweden (the remaining 1.2% came from Norway, Denmark, Finland and Germany).

99% of the respondents who answered the question (1,718/1,733) had a motorcycle licence of which 97% (n.1,636) had an A licence; 2.4% (n.40) had a limited A licence and 0.7% (n.11) had an A1 125cc licence (1,687/1,733 answered this question).

The respondents were asked whether they had lessons before obtaining a licence and whether they taught themselves. Of the 1,671 who replied, 81.4% (n.1,360) had taken lessons at a training school when they obtained a licence. When asked whether they taught themselves (either as an alternative to lessons or in addition to lessons, 39.2% (n.643) replied affirmatively.

When asked how many years the respondents had held their motorcycle licence, of the 1,704 who replied, 42.3% (n.721) had held their licence for more than 20 years, while 39.4% (n.671) had held their licence between 1 and 7 years.

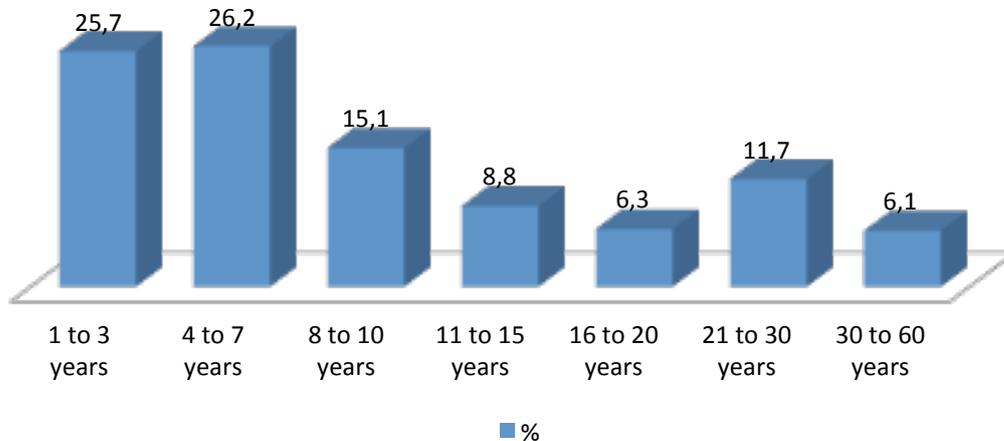
Figure Two: Years licence held (%)



However, when asked how long they had actively ridden their motorcycles without interruption, 51.9% (n.867/1,670) had ridden their motorcycles between 1 and 7 years, while 17.8% (n.298) had ridden for more than 20 years.

Overall, the average length of time for holding a motorcycle licence was 17.9 years, while the average length of time for riding without interruption was 10.8 years.

Figure Three: Years riding without interruption (%)



Summary

76.6% replied that they were members of SMC; while 92.7% of those who answered were male and the average age was 41 years. 99% of the respondents who answered the question had a motorcycle licence and 81.4% had taken lessons at a training school when they obtained a licence. 42.3% had held their licence for more than 20 years, while 39.4% had held their licence between 1 and 7 years.

When asked how long they had ridden uninterrupted, 51.9% had ridden their motorcycles between 1 and 7 years, while 17.8% had ridden for more than 20 years.

2. THE MOTORCYCLE

The respondents were asked questions regarding their motorcycles and were given the option to answer questions on their first, second or more motorcycles. The data below is an analysis of the responses for the first and second motorcycles. (NB: 113 replied that they had more than two motorcycles, 28 replied that they had more than three motorcycles and 8 replied that they had more than 4 motorcycles).

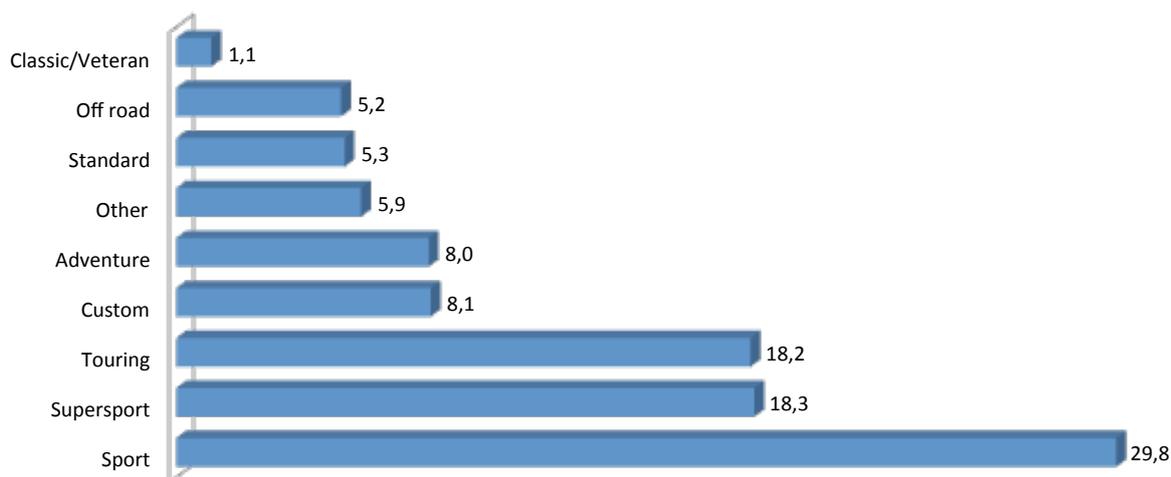
2.1 First motorcycle

Of the 1,728 that replied to the question, 99.7% (n.1,723) of the respondents replied that they owned a motorcycle; 0.06% (n.1) owned a moped and 0.23% (n.4) owned a scooter.

1,723 replied to this question and 48.2% (n.830) owned either a sport or super sport motorcycle, this was followed by 18.2% (n.314) who owned a touring motorcycle.

In Sweden, sports bikes are estimated to be around 10% of parc (NB: parc = vehicles registered and in circulation) however, according to the SMC database on motorcyclists attending their advanced training courses, sports bike riders represent 51% of attendees in the SMC courses, which is consistent with the proportion of sports bike riders who answered the questions in the survey.

Figure four: Category of motorcycle (%)



Categories of motorcycles



STANDARD



CUSTOM



TOURING



SPORT TOURING



SUPERSPORT



SCOOTER



ON/OFF ROAD



ENDURO/CROSS

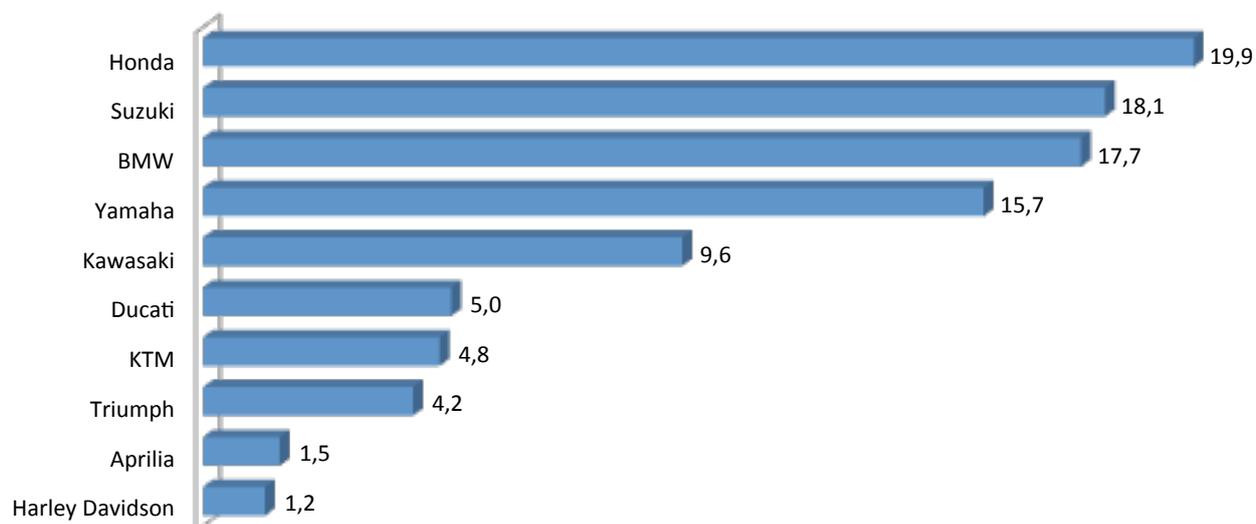


SUPERMOTARD

Source: Swedish Transport Administration: Improved safety for motorcycle and moped riders; Joint Strategy for the period 2010-2020 version 1.0

When asked about the make of their motorcycle, the 1,681 who replied indicated that the four Japanese makes: Honda, Suzuki, Yamaha and Kawasaki were the most popular, in total 63.4% (n.1066), followed by BMW with 17.7% (n.297), Ducati with 5% (n.84), KTM with 4.8% (n.80), Triumph with 4.2% (n.71), Aprilia 1.5% (n.26) and Harley Davidson with 1.2% (n.21), the remaining makes represented less than 1% each of the total (see Annex One for breakdown).

Figure five: Make of motorcycle (first) (%)



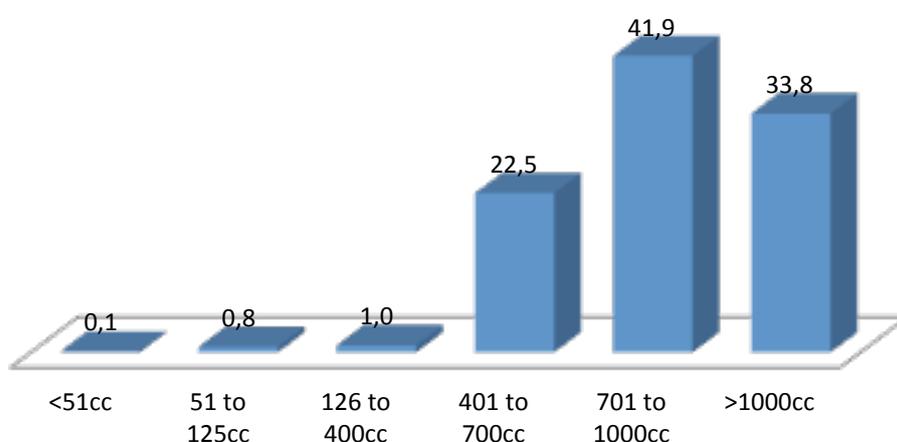
Total motorcycle parc in Sweden by make in 2009: Honda 18 %; Yamaha 18 %; Suzuki 13 %; Harley Davidson 9.7 %; Kawasaki 9.4 %; BMW 5.6%; Triumph 3%; KTM 1.6 %; Ducati 1.2 %. (Source: Swedish Transport Administration)

The respondents were asked about the engine size of their motorcycle and of the 1,712 that replied, 98.1% (n.1,680) had motorcycles with engine sizes over 400cc, of which 41.9% (n.717) had engine sizes between 701cc and 1000cc.

The engine size of the motorcycle parc in Sweden 2009 was as follows: < 125 cc 7 %; 126-400 cc 13 %; 401-600 14.5%; 601 – 750 18%; 750 – 1000 cc 17.9 %; > 1001 cc 29.5 %. (Source: Swedish Transport Administration).

This indicates that there is an over-representation of bigger engine sizes in the survey compared to the parc, especially in the 701-1000 cc group (41.9% of respondents).

Figure Six: Engine size (%)



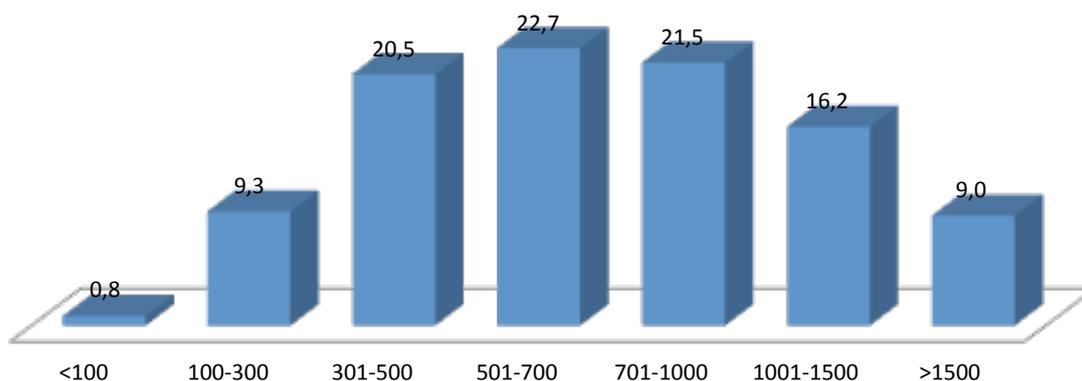
The respondents were also asked when they bought their motorcycle and 49.2% (n.828) of the 1,683 that replied, had bought them between 2008 and the beginning of 2010.

Which year did you buy your motorcycle? (1st)	Number	Percentage
2010	8	0,5
2009	484	28,8
2008	336	20,0
2007	251	14,9
2006	153	9,1
2005	99	5,9
2004	83	4,9
2003	64	3,8
2002	60	3,6
2001	56	3,3
2000	24	1,4
1999	17	1,0
1953-1998	48	2,9
Total	1 683	100

When asked how many miles they rode per year (NB one Swedish mile equals 10 kilometres). 1,694 replied to this question and the majority 64.7% (n.1,096) ride between 301 and 1,000 miles per year.

According to Forden (2009) SIKKA (Statens Institut för Kommunikations Analys), the average kilometres ridden by motorcyclists in Sweden in 2009 was 2,480 kilometres (248 miles). Therefore the results of the survey indicate that the respondents ride significantly more than the Swedish average.

Figure Seven: Miles ridden per year (%)



2.1.1 Insurance

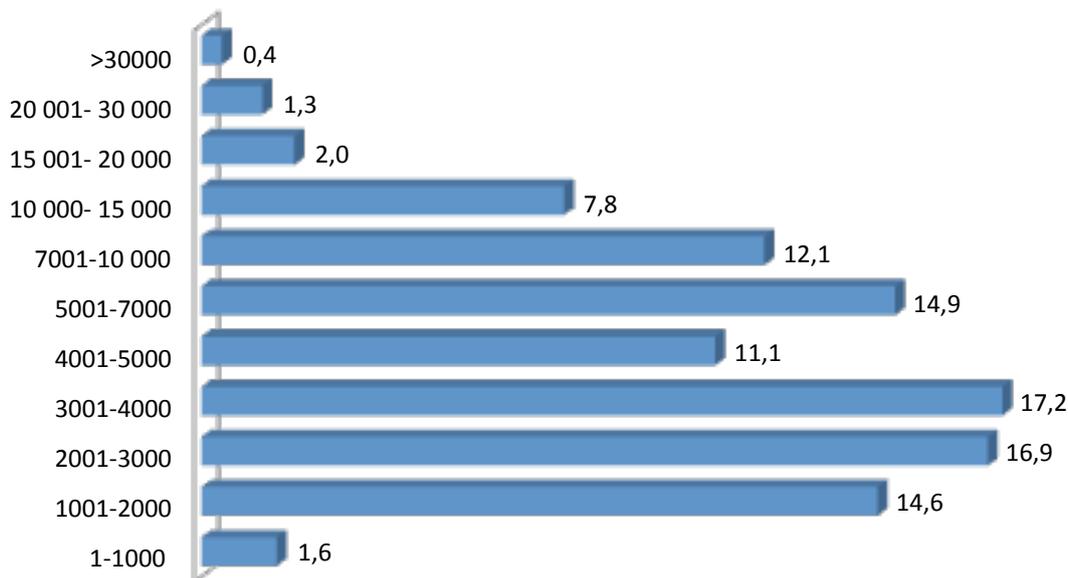
When asked about the type of insurance, 1,690 replied and 74.6% (1,260) answered that they have comprehensive (full cover) insurance, while 20.8% (351) have semi insurance, which would include cover for theft.

What type of insurance do you have? (1st)	Number	Percentage
3rd Party	45	2,7
Activated on use	34	2,0
Semi insurance	351	20,8
Comprehensiv	1 260	74,6
Total	1 690	100



The response regarding the annual cost of insurance for their motorcycles, was answered by 1,601 of the respondents and of these, 74.7% (n.1,196) paid between 1,000 and 7,000 Kronas. The average cost of motorcycle insurance is 5,635 Kronas.

Figure Eight: Annual cost of motorcycle insurance in SEK (including tax) (%)



2.1.2 ABS Brakes

The respondents were asked whether their motorcycle had ABS brakes and 25.4% (n.435/1,710) replied affirmatively.

There is a high proportion of BMW owners who answered the survey (17.7%) which may account for the high number of motorcycles with ABS brakes. According to official statistics (SCB & SRA) BMW's market share in 2008 was 5.5% of a total parc of 296,744. BMW have imported motorcycles with ABS systems for almost 10 years. According to the insurance company Folksam, only 7 % of Swedish motorcycles have ABS brakes).

The respondents were also asked whether they had ever used their ABS brakes and of the 435 that had ABS brakes, 413 (94.5%) replied that they had used them. When asked in what kind of situation they used their ABS brakes, 77% (n.318) replied that they had planned to use them (i.e. they used the brakes deliberately) and 23% (n.95) replied that they used their ABS in a panic or risk situation.

Of those respondents who attended an SMC Advanced Training Course, 45% had tested their ABS brakes compared to 22% of those who attended an Advanced Training course not organised by SMC.

However it is not clear whether riders felt that ABS activation was the proper way to brake, or whether they actually over-braked and activated the ABS and then reported afterward that they had intended to activate the ABS.

2.2 Second Motorcycle

(For a breakdown of the data on the second motorcycle, see Annex Two)

When asked details about their second motorcycle, 472 replied and of these, 94.9% (n.448) owned a motorcycle, 4.2% (n.20) owned a Scooter and 0.8% (n.4) owned a moped. However when asked about the category of motorcycle owned, 558 replied and of these 24% (n.134) replied that their motorcycle was "Off road", 15.6% (n.87) replied that their second motorcycle was a sports bike and 12.2% (n.68) replied that their second motorcycle was a classic or veteran.

Of the 562 who replied about the make of their motorcycle, 62.8% (n.353) owned a Japanese make: Yamaha 20.3% (n.114); Honda 17.6% (n.99) Suzuki 15.7% (n.88) and Kawasaki 9.3% (n.52). Of these, 61.7% (n.347) had engine sizes between 401cc and 1000cc.

The respondents were asked what year they had bought their second motorcycle and of the 550 that replied, 53.5% (n.294) stated that they had bought it between 2007 and the beginning of 2010, while 12.9% (n.71) had bought their second motorcycle before 1999.

Of 533 respondents, 73.9% (n.394) replied that they rode up to 500 Swedish miles per year: 24.2% (n.129) less than 100 miles per year; 24.5% (n.136) between 100 to 300 miles per year and 24.2% (n.129) between 301 and 500 miles per year.

The response to insurance for the second motorcycle indicated that of the 472 who replied, 61.4% (n.290) had Comprehensive while 22.5% (n.106) had semi insurance. When asked about the cost of insurance, 69.5% (n.292/420) replied that they paid up to 3000 Kronas: 17.9% (n.75) paid up to 1000 Kronas; 34.5% paid between 1,001 and 2,000 Kronas, while 17.1% (n.72) paid between 2001 and 3000 Kronas.

When asked whether their second motorcycle had ABS brakes, 36 replied affirmatively, and 39 replied that they had used their ABS brakes of which 34 had planned to use them and only 5 had used their ABS brakes in a panic or risk situation.



Summary

99.7% of the respondents replied that they owned a motorcycle while c.32% replied that they owned a second motorcycle. (NB: 113 replied that they had more than two motorcycles, 28 replied that they had more than three motorcycles and 8 replied that they had more than 4 motorcycles).

48.2% owned either a sports or supersport motorcycle, this was followed by 18.2% who owned a touring motorcycle. The four Japanese makes: Honda, Suzuki, Yamaha and Kawasaki were the most popular ridden.

98.1% had motorcycles with engine sizes over 400cc, of which 41.9% had engine sizes between 701cc and 1000cc.

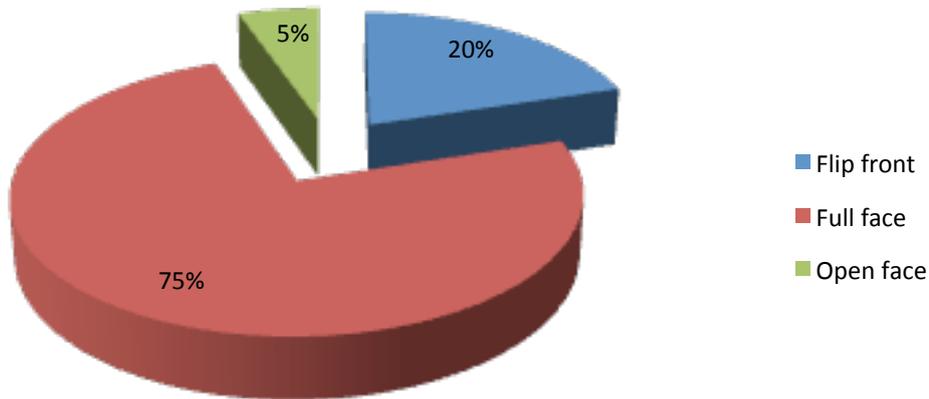
74.6% answered that they have comprehensive (full cover) insurance, while 20.8% have semi insurance, which would include cover for theft. 74.7% paid between 1,000 and 7,000 Kronas for their motorcycle insurance. The average cost of motorcycle insurance is 5,635 Kronas.

25.4% replied that their motorcycle had ABS brakes and of those that had them, 94.5% (n.413) replied that they had used them. When asked what kind of situation did they use their ABS brakes, 77% replied that they had planned to use them (i.e. they used the brakes deliberately) and 23% replied that they used their ABS in a panic or risk situation.

3. PROTECTIVE EQUIPMENT

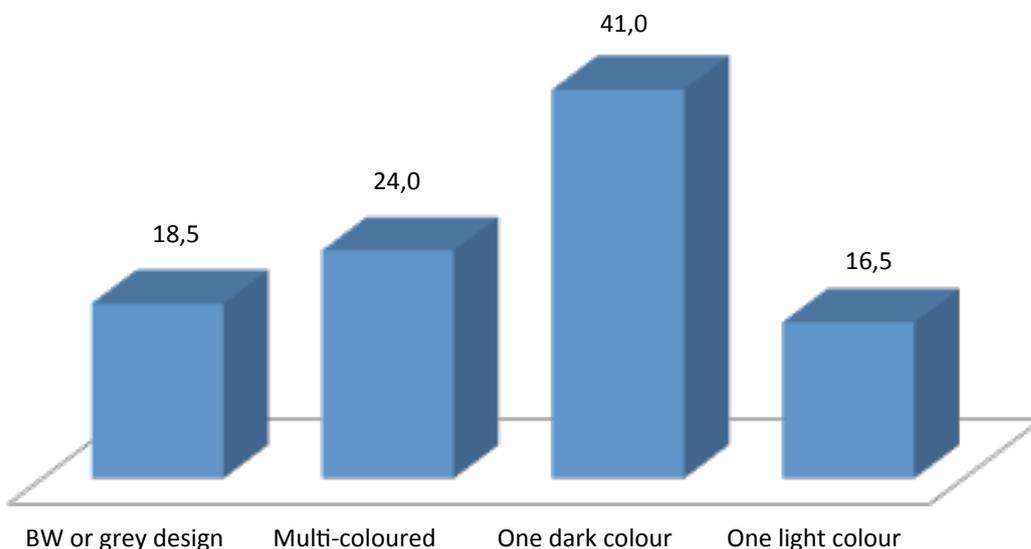
The respondents were asked what type of helmet they wore and of the 1,724 who answered the question, 74.5% (n. 1,284) replied that they wore a full face helmet, while 20.2% (n.348) wore a flip front helmet and 5.3% (n.92) wore an open face helmet.

Figure Nine: Type of helmet worn (%)



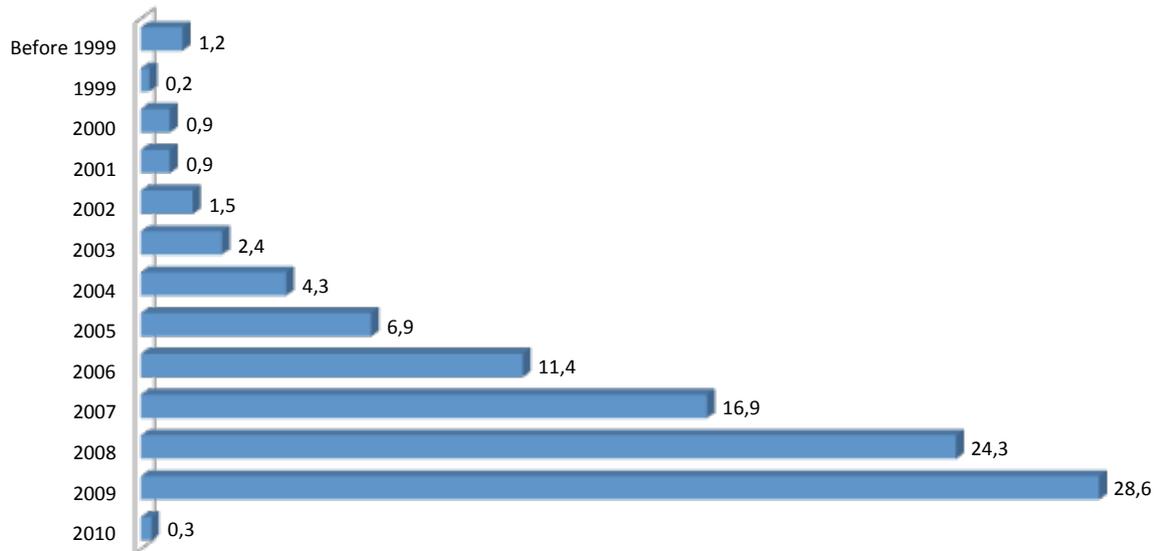
Of the 1,718 who replied to the question about the colour of the helmet, 41% (n.708) replied that they wore a dark coloured helmet, 24% (n.413) wore a multi-coloured helmet, 18.5% (n.317) wore a black and white or grey design helmet and 16.5% (n.283) wore a light coloured helmet.

Figure Ten: Colour of helmet (%)



When asked the year in which they purchased their helmet, 53.3% (n.860/1,614) replied that they had purchased it between 2008 and the beginning of 2010). The respondents were also asked when they intended to buy a new helmet and of the 1697 that replied, 59.2% (n.1,004) answered that they would buy one when needed; 27.6% (n.468) replied “soon” and 13.3% (n.225) replied that they did not know when they would buy a new one.

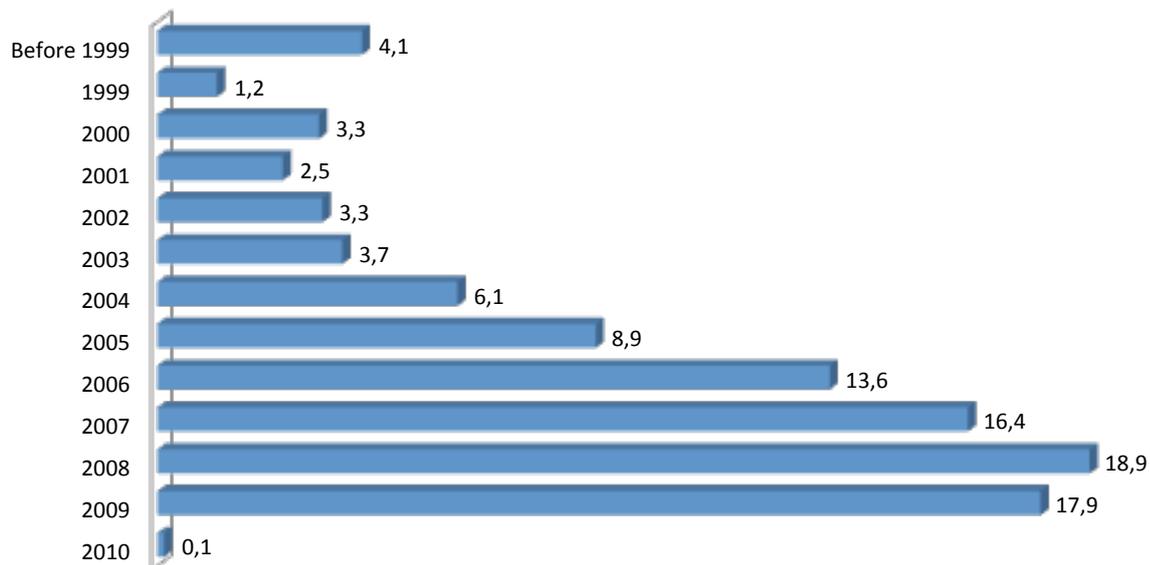
Figure Eleven: When helmet bought (%)



When asked whether they wore a back protector, 84.3% (n.1,449/1,718) replied that they always wore one, 9.5% (n.164) replied that they sometimes wore one and 6.1% (n.105) replied that they never wore a back protector. The respondents were then asked when they bought their back protector and 1,500 replied to this question. 17.9% (n.268) had bought theirs in 2009; 18.9% (n.283) in 2008 and 16.4% (n.246) in 2007.

The respondents were then asked when they intended buying a new back protector and 64.8% (n.1,067/1,646) replied that they would do so when needed, 21.1% (n.348) did not know and 14% (n.231) replied that they would buy one soon.

Figure Twelve: When Back Protector bought (%)

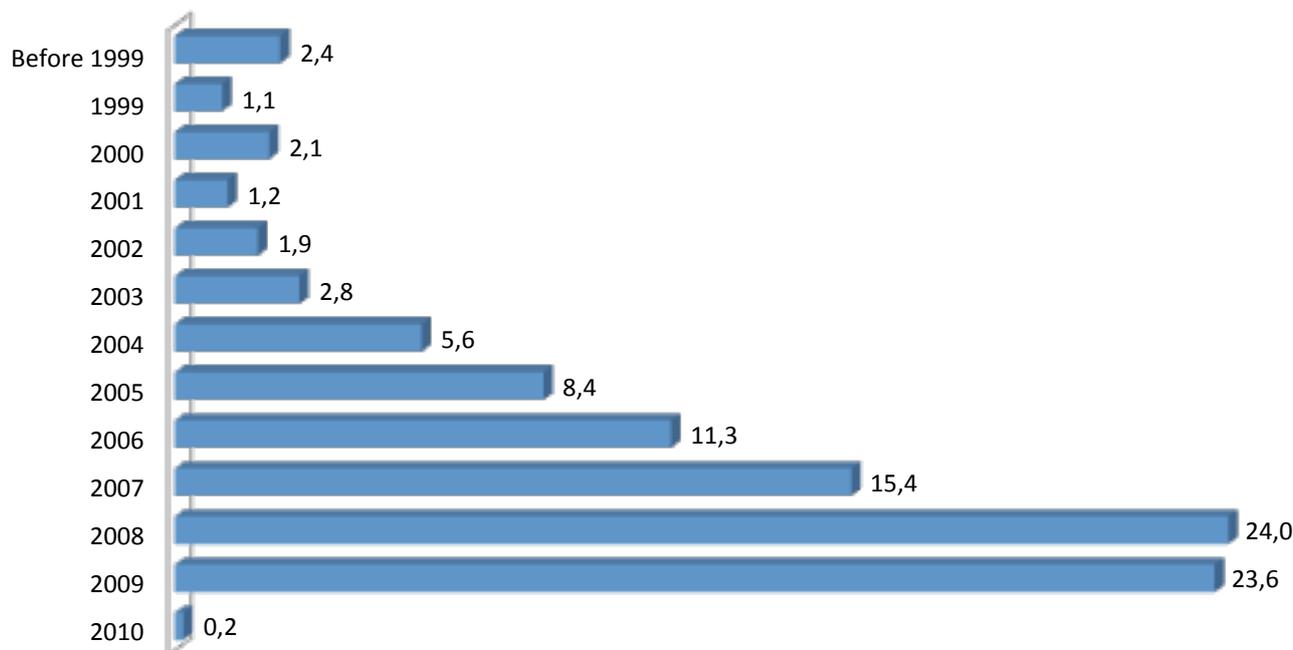


When asked whether they wore any other type of protection e.g. knee/elbow/chest protectors, 82.9% (n.1,394/1,681) replied “always”; 7.6% (n.127) replied “never” and 9.5% (n.160) replied that they sometimes wore other types of protection. The respondents were asked whether these protectors were separate or built into their clothing and 81.6% (n.1,353/1,659) replied that they were built in; 6.5% (n.108) replied that they were separate from their clothing and 11.9% (n.198) replied that they were either built in or separate.

Of the 1,705 who were asked whether they wore a neck protector, 96.8% (n.1,651) replied “never” while 1.7% (n.29) sometimes wore a neck protector and 1.5% (n.25) replied “always”. Of these, 50 identified the year when they bought their neck protector and 94% (n.47) had bought one between 2007 and the beginning of 2010.

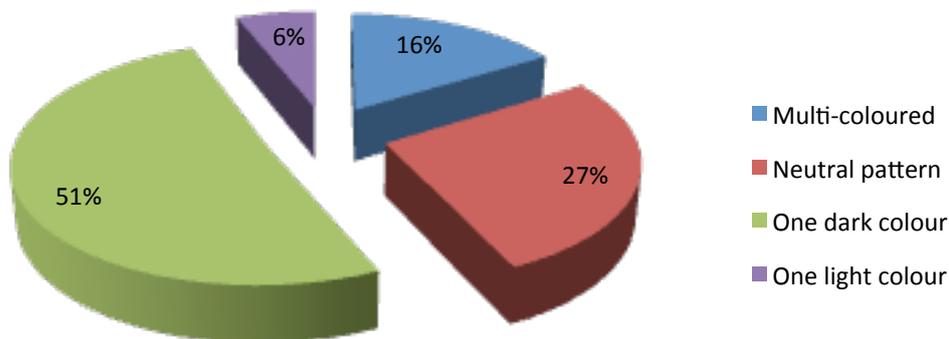
The type of clothing (jacket, trousers, outfit) was indicated as leather or fabric of which 59.5% (1,015/1,707) wore leather and 40.5% (n.692) wore fabric clothing. The respondents also replied that 47.8% (n.758/1,586) had purchased their clothing between 2008 and the beginning of 2010.

Figure Thirteen: When protective clothing bought (%)



When asked about the colour of their clothing, 50.8% (n.868/1,708) replied that they wore a dark colour and 27% (n.461) wore a neutral colour.

Figure Fourteen: Colour of protective clothing



Finally, the respondents were asked whether they wore either a High Visibility (Hi Viz) vest or reflective strips and 72.1% (n.1,232/1,708) replied “never”, while 19.6% (n.335) replied that they sometimes wore Hi Viz vests or strips and 8.3% (n.141) replied “always”. (remark: some of the respondents are MC-instructors who always use a High Visibility vest during training sessions).

Summary

74.5% replied that they wore a full face helmet, while 20.2% wore a flip front helmet and 5.3% wore an open face helmet. The majority 41% replied that they wore a dark coloured helmet. 84.3% replied that they always wore a back protector while 9.5% replied that they sometimes wore a back protector.

When asked whether they wore any other type of protection e.g. knee/elbow/chest protectors, 82.9% replied “always”; 7.6% replied “never” and 9.5% (n.160) replied that they sometimes wore other types of protection. 96.8% replied that they never wore a neck protector.

The type of clothing (jacket, trousers, outfit) was indicated as leather or fabric of which 59.5% wore leather and 40.5% wore fabric clothing. 50.8% replied that they wore dark colour clothing and 27% wore a neutral colour.

72.1% replied that they never wore High Visibility vests or reflective strips while 19.6% replied that they sometimes did and 8.3% replied “always”.



4. ACCIDENTS

In this report the term used to indicate a single vehicle crash or collision with another vehicle will be defined as an accident. When asked whether they had been involved in an accident, 1,719 replied to the question and 38.3% (n.659) replied that they had been (involved in an accident). However, when asked in which year the accident occurred, the responses indicated that these commenced in 1960 through to 2009, thus covering a 50 year period. In the event, there were 484 accidents declared over the last 20 years (between 1990 and 2009) which averaged 24 accidents per year equal to 1.3% of the respondents per annum.

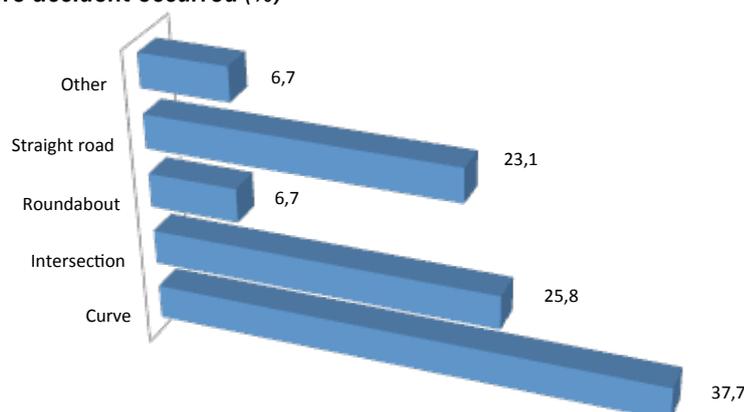
Of the 635 who replied to the question about which type of accident they were involved in, 63.9% (n.406) replied that they were involved in a single vehicle accident, while the remaining 36.1% (n.229) were involved in a collision with another vehicle.

When asked about the type of injury, 81.2% (n.324) of the 399 who replied to this question, stated that their injuries were slight and 18.8% (n.75) replied that they were serious.

The respondents were asked about the type of road where the accident occurred and 47.4% (n.308/650) replied that it occurred on a rural road while 30% (n.195) had an accident on an urban road. 2.5% (n.16) indicated that they had an accident on a highway, the remainder 20.2% (n.131) indicated “other” as the type of road.

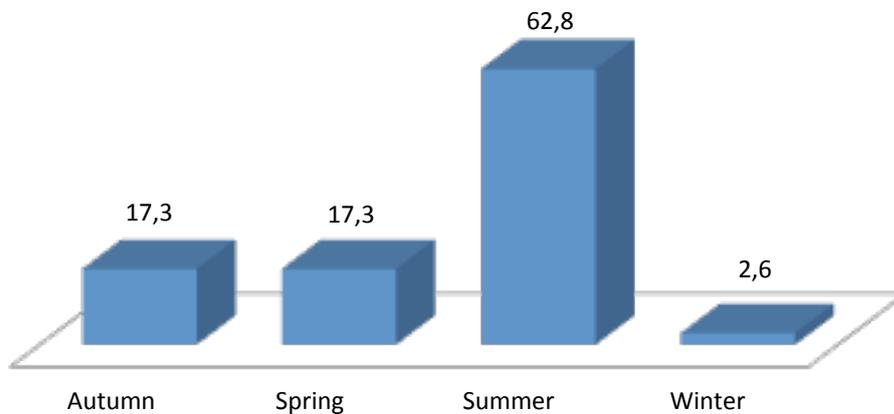
When asked about the location of the accident, 37.7% (n.243/644) replied that the accident occurred at a curve, while 25.8% (n.166) replied that it had occurred at an intersection and 23.1% (n.149) replied that it had occurred on a straight road. This compares to Swedish Government data from an in-depth study of fatal accidents during 2005-2008 . In this study, crashes occurred as follows: Roundabouts 0%; Intersections 27 %; Straight roads 28 %; at a curve 44 % and others 1 %.

Figure Fifteen: Where accident occurred (%)



Of the 643 who replied to the question, 62.8% (n.404) stated that they had their accident in summer and 17.3% (n.111) replied that the accident occurred respectively in autumn and spring.

Figure Sixteen: What season accident occurred (%)



The majority of those involved in an accident 59.5% (n.365/613) also replied that they felt responsible for the accident, while 29.5% (n.181) believed that the other driver was responsible and 10.9% (n.67) gave other reasons. Equally, 65.5% (n.408/623) felt that they could have avoided the accident if they had been more careful.

Summary

There were 484 accidents declared over the last 20 years (between 1990 and 2009) which averaged 24 accidents per year. Overall, the proportion equalled 1.3% per annum.

63.9% replied that they were involved in a single vehicle accident, while the remaining 36.1% were involved in a collision with another vehicle. 81.2% (n.324 of the 399 who replied to this question), stated that their injuries were slight and 18.8% replied that they were serious.

47.4% stated that the accident occurred on a rural road while 30% had an accident on an urban road. 2.5% indicated that they had an accident on a highway.

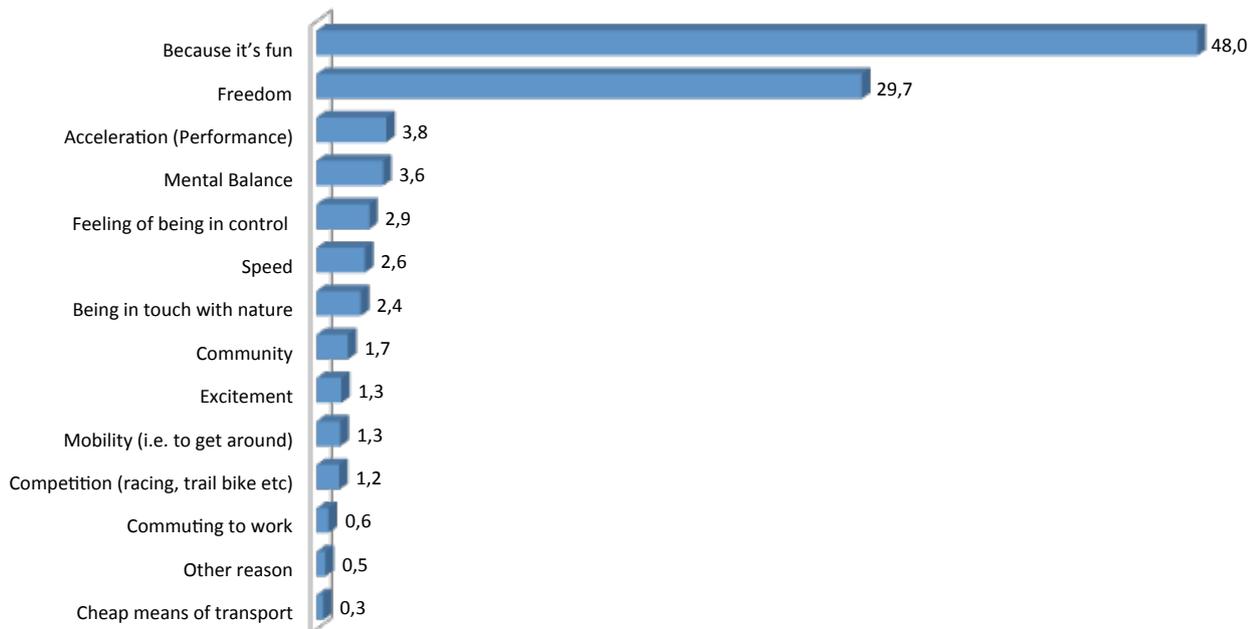
37.7% replied that the accident occurred at a curve, while 25.8% replied that it had occurred at an intersection and 23.1% replied that it had occurred on a straight road. 59.5% also replied that they felt responsible for the accident, while 29.5% believed that the other driver was responsible. 65.5% felt that they could have avoided the accident if they had been more careful.



5. ATTITUDE AND RISK AWARENESS

The respondents were asked to rank their reason for riding a motorcycle. Only one person did not reply to this question. Nearly half, 48% (n.824) replied that the reason they rode a motorcycle was because it is fun. The second reason given was because it gave them a sense of freedom, 29.7% (n.510). Therefore 77.7% (n. 1,334) of the respondents to this questionnaire stated that their reason for riding was because it makes them feel good.

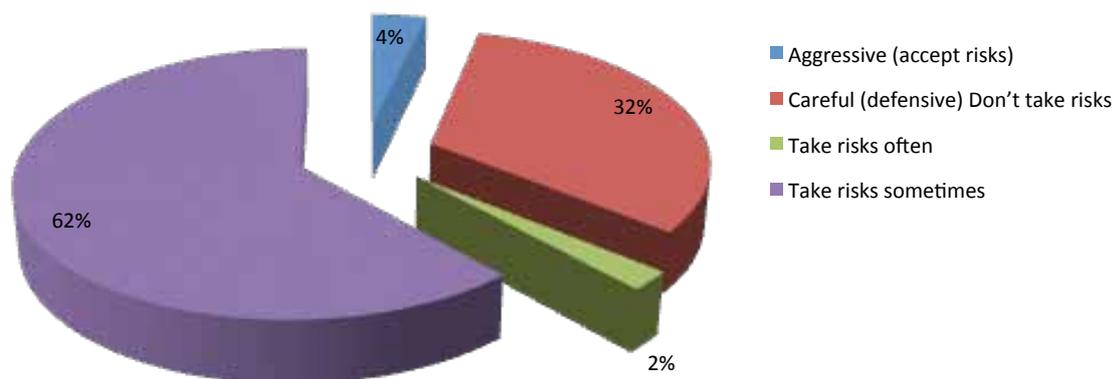
Figure Seventeen: Why ride a motorcycle (%)



5.1 Risk awareness

The respondents were asked to describe their riding behaviour related to risk awareness. Of the 1,703 that replied to this question, 61.7% (n.1,051) replied that they sometimes take risks, 32.4% (n.551) replied that they rode carefully and did not take risks, while 2.3% (n.39) replied that they frequently took risks and 3.6% (n.62) replied that they were aggressive riders who accepted risks

Figure Eighteen: Risk awareness (%)



When asked whether they thought that the sign-posted speed on the roads they ride were relevant, 60.3% (N.834/1,383) felt that the speed was too low while 38.7% (n.535) felt that the speed signs were relevant to those roads. (NB: The respondents did not state that they intended to ride illegally - i.e. over the speed limit, they simply gave their opinion about the speed limits).

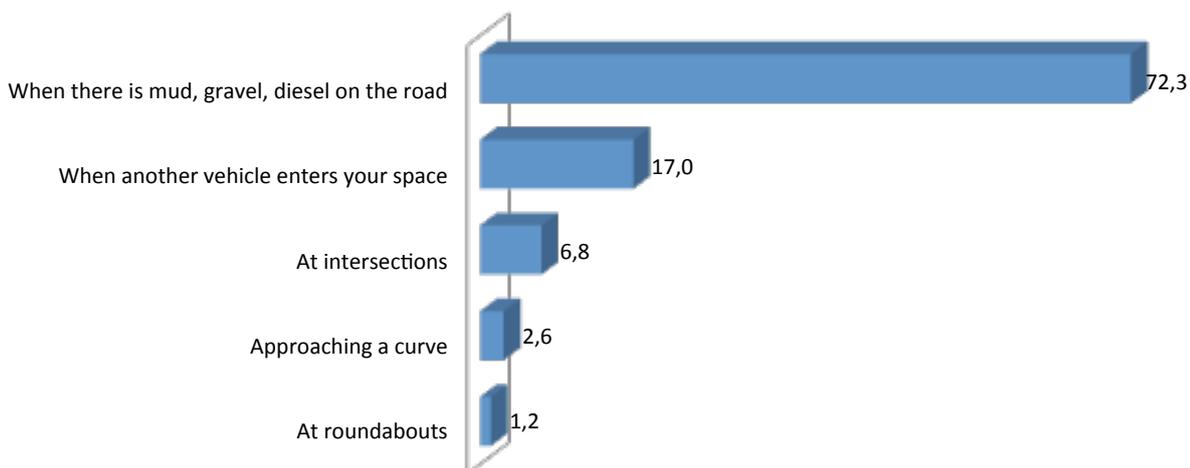
Do you believe that the sign-posted speed on the roads that you ride, are relevant?	Number	Percentage
No, too high	14	1,0
No, too low	834	60,3
Yes	535	38,7
Total	1 383	100

When asked whether they were ever afraid of crashing, 54.7% (n.931/1,702) replied that they were afraid sometimes, while 43.9% (n.747) replied that they were never afraid of crashing and 1.4% (n.24) replied that they were frequently afraid of crashing.

When asked if they thought fear (being afraid) sometimes was part of being a motorcyclist, 62.2% (n.1,017/1,634) replied no while 37.8% (n.617) thought that it was.

The respondents then asked when they were afraid of riding, 1,526 replied to this question and the majority, 72.3% (n.1,104) replied that they were afraid when there was mud, gravel and/or diesel on the road. The second reason given was when another vehicle entered their space.

Figure Nineteen: When afraid of riding (%)



When asked whether they rode in a group, 69.6% (n.1,190) of the 1,710 that replied, stated that they did – sometimes. Only 10,8 % replied that they never ride in a group.

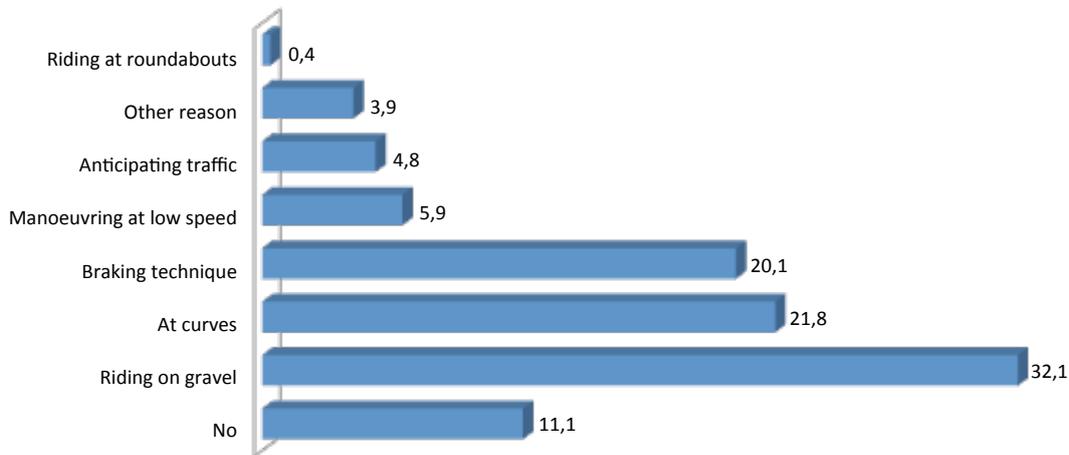
Do you ride in a group?	Number	Percentage
Always	18	1,2
Frequently	318	18,6
Never	184	10,8
Sometimes	1 190	69,6
Total	1 710	100

The respondents were then asked whether they thought that their fellow riders took unnecessary risks when riding and 72% (n.1,110/1,542) replied “sometimes”, while 20.9% (n.323) replied “never”; 6.4% (n.98) thought that their fellow riders frequently took risks and only 0.7% (n.11) thought that their fellow riders always took risks.

5.2 Improving Techniques

The respondents were asked in areas where their riding techniques could be improved. Riding on gravel was considered to be the most important technique that needed improving and of the 1,681 who replied to this question, 32.1% (n.539) was the first most important and riding at curves, 21.8% (n.366) was indicated as the second most important with braking techniques third (20.1%; n.338).

Figure Twenty: Techniques that need improving (%)



When asked whether they had experienced critical situations when riding, 83.7% (n.1,420/1,697) replied that they sometimes had, while 11.6% (n.197) stated that they had never experienced a critical situation; 4.4% (n.75) replied that they frequently had and 0.3% replied that they always experienced critical situations.

Summary

When asked why they rode, 48% replied because it is fun. The second reason given was because it gave them a sense of freedom, 29.7%.

61.7% replied that they sometimes take risks while riding, 32.4% replied that they rode carefully and did not take risks, while 2.3% replied that they frequently took risks and 3.6% replied that they were aggressive riders who accepted risks.

When asked whether they thought that the sign-posted speed on the roads they ride were relevant, 60.3% felt that the speed was too low while 38.7% felt that the speed signs were relevant to those roads.

54.7% replied that they were afraid of crashing sometimes, while 43.9% replied that they were never afraid of crashing and 1.4% replied that they were frequently afraid of crashing.

When asked if they thought fear (being afraid) sometimes was part of being a motorcyclist, 62.2% replied no while 37.8% thought that it was. 72.3% replied that the reason they were afraid of crashing was when there was mud, gravel and/or diesel on the road. The second reason given was when another vehicle entered their space.

When riding in a group, 72% replied that their fellow riders sometimes took unnecessary risks, while 20.9% (n.323) replied that their fellow riders never took risks. 6.4% thought that their fellow riders frequently took risks and only 0.7% thought that their fellow riders always took risks.

32.1% felt that riding on gravel was considered to be the most important technique that needed improving and riding at curves, 21.8% was indicated as the second most important with braking



techniques third (20.1%).

However this was dependent on the number of years that the respondent had ridden without interruption. Of those who had only ridden uninterrupted between 1 to 3 years, 13% replied that they needed to improve riding at curves and this decreased to 2% for those who had ridden uninterrupted for more than 30 years.

Overall, those that had ridden uninterrupted for less time, replied that they were more fearful in general: 30.3% of those who had ridden uninterrupted between 1 to 3 years; 27.3%, 4 to 7 years; 13.3%, 8 to 10 years; 8.3%, 11 to 15 years, 5.9%; 16 to 20 years, 9.2% 21 to 30 years; 3.9%, 31 to 60 years.

83.7% replied that they had sometimes experienced a critical while 11.6% stated that they had never experienced a critical situation; 4.4% frequently and 0.3% replied that they always experienced critical situations.

11,6 % uppgav att de aldrig hade upplevt en kritisk situation, 4,4 % svarade att de ofta gjorde det och 0,3 % svarade att de alltid upplever kritiska situationer.

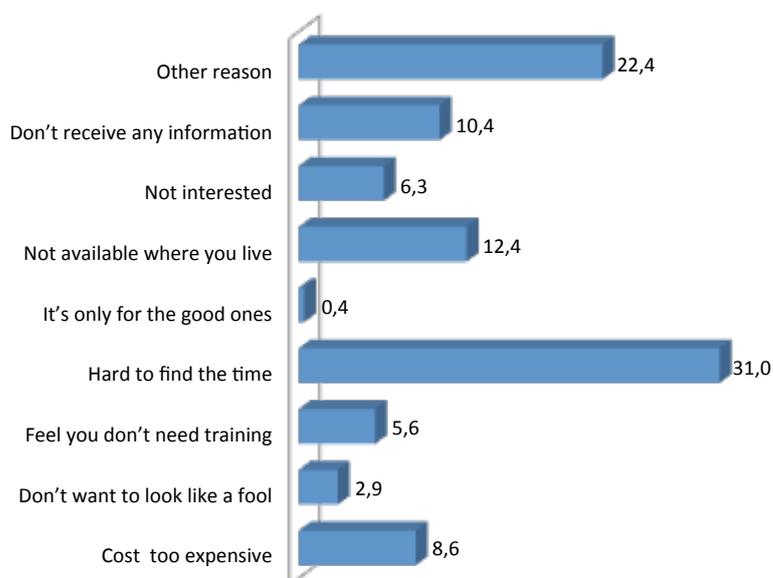
6. ADVANCED TRAINING

The respondents were asked whether they had participated in an advanced training course after they had passed their motorcycle licence test. Two questions were asked, the first whether the respondents had participated in an advanced course which was not organised by SMC and of the 1,674 that replied to that question, 22.8% (n.382) replied that they had. When asked whether they had participated in an advanced training course organised by SMC, of 1,699 that answered that question, 46.4% (n.789) replied that they had.

In this section the responses relating to advanced training include answers from both those respondents that participated in SMC or other organised courses.

Of the 799 that replied to this question (reason for not doing advanced training), 31% (n.248) stated that lack of time was the reason for not doing an advanced training course, the second reason given (12.4% n.99) was that the courses were not available in the area where the respondent lived. The third reason was that the respondent did not receive any information (10.4% n.83).

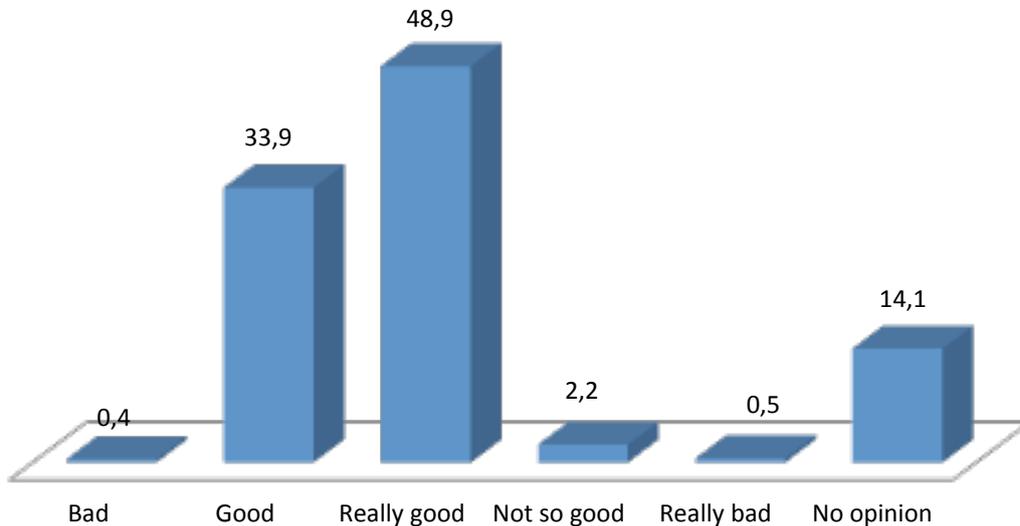
Figure Twenty one: Reason for not doing advanced training (%)



Of those that had taken part in advanced training, 49.6% (n.242/488) replied that the course they did was advanced go kart secondary training; 22.1% (n.108) had done advanced secondary training; 18% (n.88) had done a basic secondary course while 10.2% (n.50) had taken part in a gravel course.

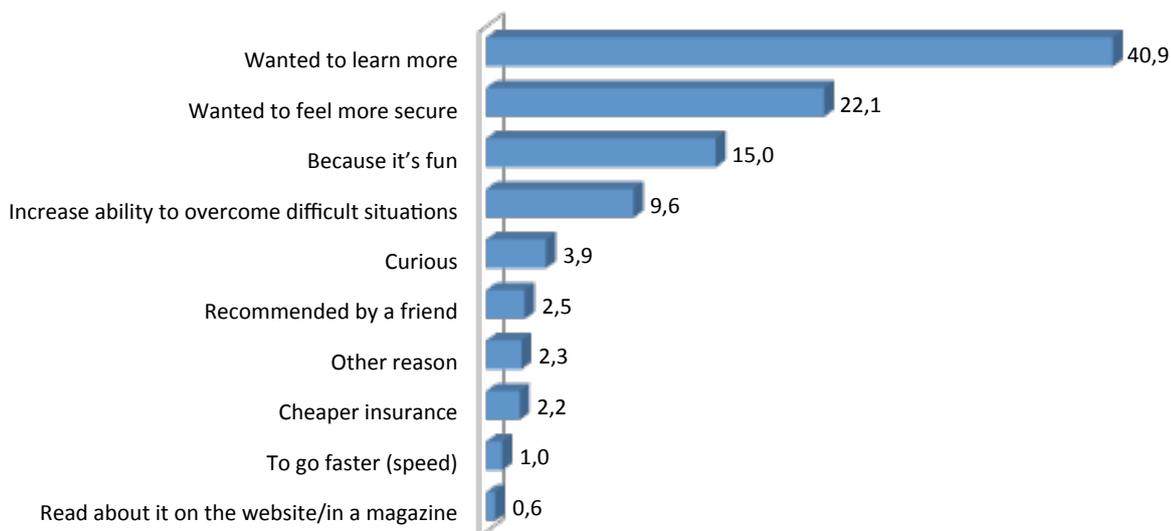
The replies to this question came from 1,046 respondents, however as highlighted above, only 789 indicated that they had taken part in an SMC course, therefore the response to this question is skewed and it does not reflect just the views of the 789 who took part in an SMC course but also the views of those that had participated in advanced training courses organised by others. However as an indication, 82.9% (n.867) replied that they thought the SMC course was either good or very good.

Figure Twenty two: Impressions of SMC advanced training course



When asked about the reason for taking an advanced course, 875 that answered the question, 358 (40.9%) replied that they wanted to learn more (about riding skills) while 193 (22.1%) replied that they took the course because they wanted to feel more secure and 131 (15%) replied that they thought it was fun, while 84 (9.6%) replied that they wanted to increase their ability to overcome difficult situations. Overall, the majority (72.6%) took part in advanced training to improve their riding skills and knowledge.

Figure Twenty three: Reason for taking advanced training course (%)

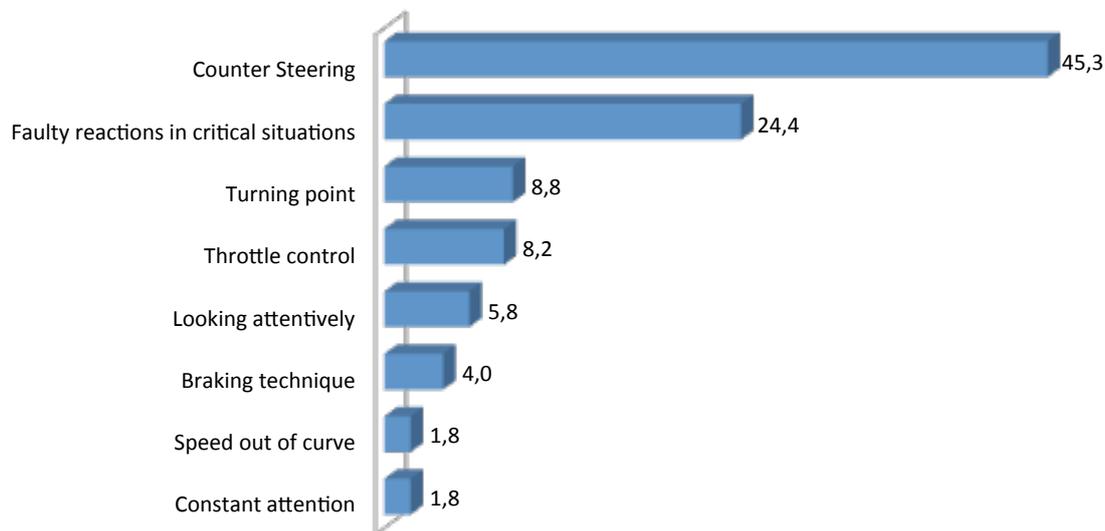


The respondents were asked whether had read about riding techniques and 70% (n.1,120/1,601) replied that they had read about them in books, while 24.2% replied that they had done so on the internet. When asked whether they had read the SMC publication "Full Control" regarding motorcycle riding techniques and the specifics of motorcycles, 59.5% (n.955/1605) replied that they had.

When asked their overall impression of “Full Control”, 90.1% (n.842/935) replied that they thought it was good and 0.4% (n.4) thought it was bad.

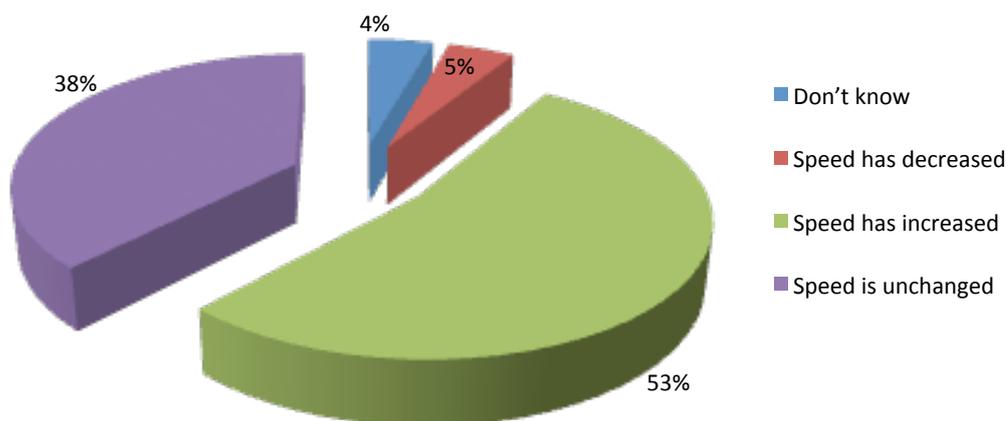
Figure 24 below shows what kind of knowledge that has been gained from “Full Control”. As indicated in figure 24 below, 45.3% (n.305/673) replied that they had gained new knowledge about counter steering, while 24.4% had gained new knowledge about faulty reactions in critical situations.

Figure Twenty four: New Knowledge gained from Full Control (%)



When asked whether their choice of speed had changed after completing the course, 63.1% (n.602/954) replied that it had and when asked how their speed had changed, 53.2% (n.463/870) replied that it had increased, while 37.9% (n.330) replied that there had been no change. However, the response to this question (see figure 25 below) is ambiguous as it may indicate that the riders thought that their speed on tracks increased or that they were able to progress better on the road. In table five the majority of the respondents indicated that on certain parts of the road their speed remained unchanged or had decreased..

Figure Twenty Five: Change in speed (%)



The indications from the following answer indicate that - on the road - their speed either remained the same or decreased.

When asked whether their choice of speed had changed on straight roads, intersections and roundabouts, in each case, the majority indicated that their speed had not changed, while 35.2% (n.296/840) replied that it had decreased at intersections.

Do you believe your choice of speed has changed?	On straight roads		At intersections		At roundabouts	
	Number	%	Number	%	Number	%
Don't know	30	3,5	53	6,3	44	5,3
Speed has decreased	115	13,5	296	35,2	124	14,9
Speed has increased	76	8,9	16	1,9	106	12,7
Speed is unchanged	629	74,0	475	56,5	560	67,1
Total	850	100	840	100	834	100

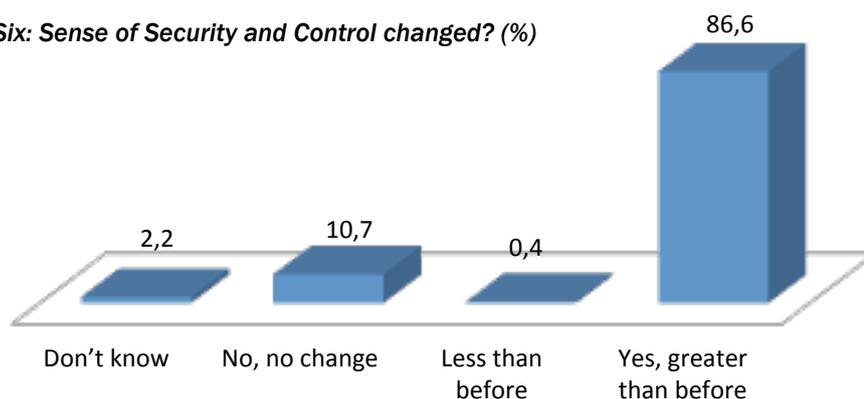
6.1 Attitude to risk (after training)

When asked about their attitude to risk after completing advanced training, 47.7% (n.424/888) replied that they took fewer risks in city (urban) traffic, while 43.8% (n.397/907) replied that they took fewer risks in rural traffic. 47% (n.417) replied that they had not changed their views on risk in city traffic while 51.4% (n.466) had not changed their attitude about rural traffic. Overall, the effect of advanced training was that nearly half took fewer risks in general while the other half did not change their attitude to risk.

What has happened to your attitude to risk	City traffic		Rural traffic	
	Number	%	Antal	%
Don't know	45	5,1	34	3,7
No change	417	47,0	466	51,4
Take less risks	424	47,7	397	43,8
Take more risks	2	0,2	10	1,1
Total	888	100	907	100

As highlighted in figure twenty six, the respondents (86.6% n.782/903) overwhelmingly believed that their sense of security and control of their motorcycle had changed after advanced training and 66.1% (n.594/898) believed that they had less chance of being involved in an accident compared to before they took the advance training course, while 23.1% (n.207) felt that there was no change (i.e. doing an advanced training course did not make any difference).

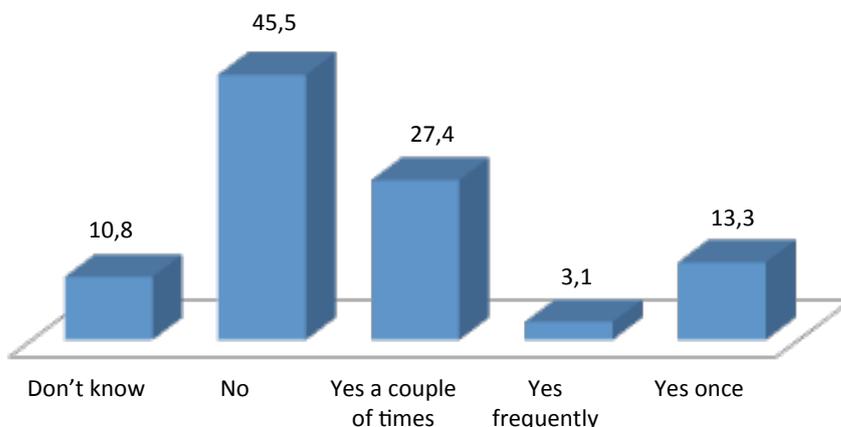
Figure Twenty Six: Sense of Security and Control changed? (%)



The respondents were asked whether they had a better ability to overcome difficult situations as a result of doing an advanced training course and 72.5% (n.663/914) felt that they had improved, while 21.3% (n.195) felt that there was no change. However, when asked whether their riding skills had been affected, 88.9% (n.821/924) replied that their skills had improved, while 8.3% (n.77) replied that their skills had not changed. The majority (70.6% n.633/897) also replied that as a result of advanced training, they had more resources and tools to focus better in traffic, while 16.9% (n.152) replied that they didn't know if it had made any difference.

When asked whether they had experienced a critical situation where their advanced training had helped them to avoid an accident or collision 45.5% (n.400/880) replied that they had not, while 27.4% (n.241) replied that it had made a difference a couple of times and 13.3% (n.117) replied that it had made a difference once.

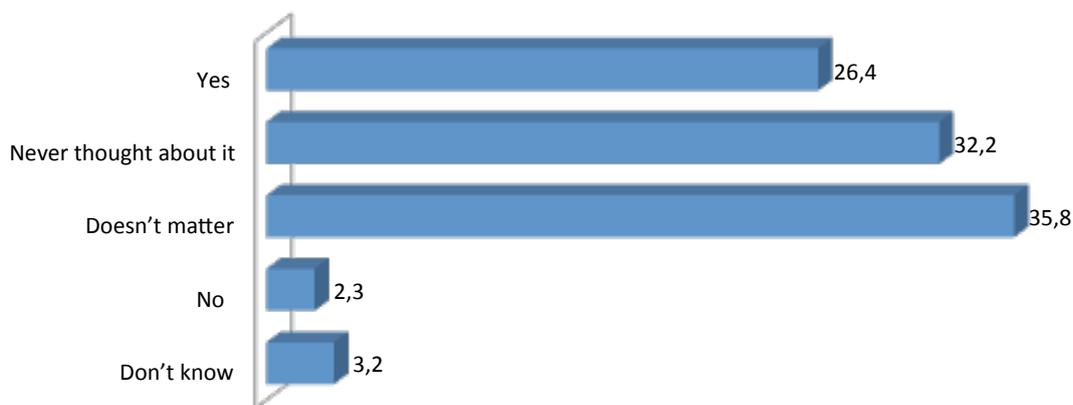
Figure Twenty Seven: Avoiding a critical situation due to advanced training (%)



Conversely, when asked whether they had experienced a critical situation where their advanced training had not helped them to avoid an accident or collision, 93% (n.827/889) replied no (that they had not experienced a critical situation) and 5.1% (n.45) replied that they did not know. (0.9% n.8 replied that their advanced training had not helped in a couple of occasions and 0.9% (n.8) replied that their advanced training had not helped in one occasion.

When asked whether the respondents preferred riding with friends that had participated in advanced training, of the 1086 who replied to this question, 68% (n.739) replied that they either never thought about it or that it did not matter, while 26.4% (n.287) preferred riding with friend that had taken part in advanced training courses.

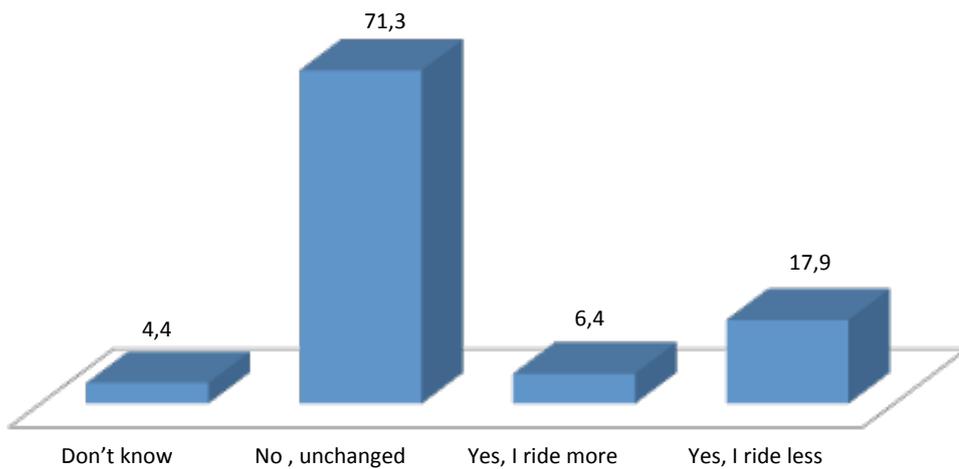
Figure Twenty Eight: Riding with friends that have taken part in advanced training (%)



According to the respondents 69.4% (n.627/904) felt that as a result of the training course, they had more fun, while 24.6% (n.222) did not feel that the courses made any difference to how they felt about riding. 4.5% (n.41) did not know and 1.5% (n.14) replied that they had less fun.

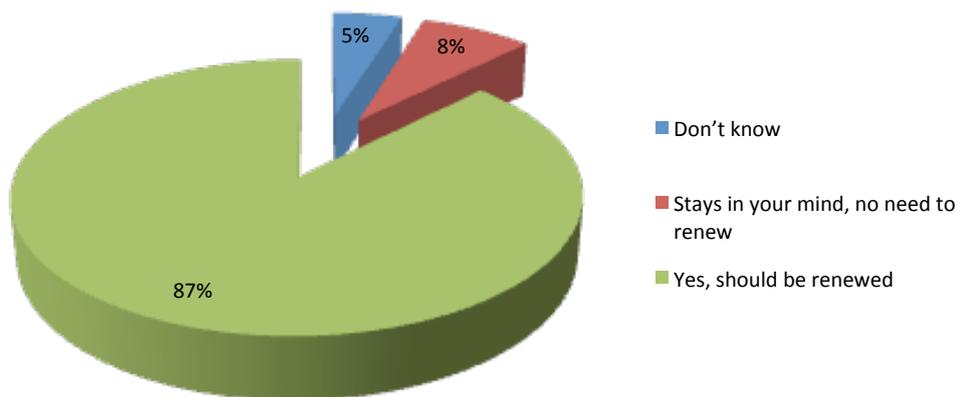
The respondents were asked to comment on whether training had affected the amount of time spent riding, 71.3% (n.645/905) replied that there was no change while 17.9% (n.162) replied that they ride less and 6.4% (n.58) replied that they ride more.

Figure Twenty Nine: Time spent riding as a result of advanced training (%)



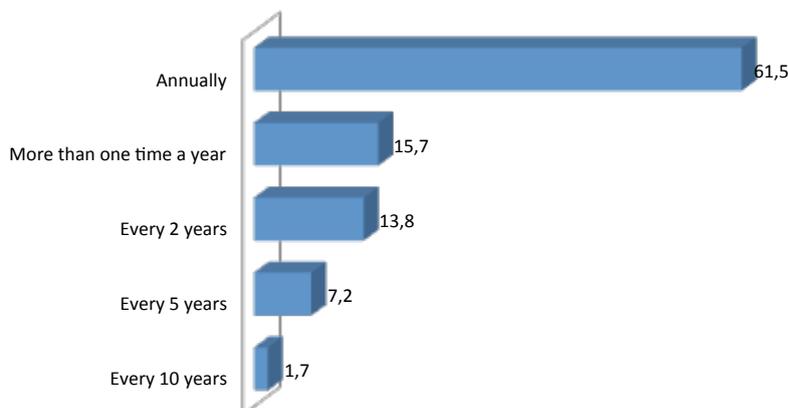
The respondents were asked if training should be repeated. As the figure below indicates 87% (n.899/1,027) feel that they should repeat or refresh their training, while 8% (n.79) did not think that it was needed.

Figure Thirty: Should training be repeated (%)



Those who felt that training should be refreshed or repeated, where then asked how often they should repeat/renew training and 61.5% (n.605/983) replied that they would like training to be repeated annually, while 15.7% (n.154) believed that they should repeat (or refresh) training more than once a year.

Figure Thirty One: How often should training be repeated (%)



Summary

22.8% of the respondents had participated in an advanced course which was not organised by SMC, while 46.4% had participated in an advanced training course organised by SMC.

Of those who had not taken part in an advanced training course, 31% gave their reason as lack of time, 12.4% replied that the second reason was that the courses were not available in the area where the respondent lived. For 10.4% the third reason was that they not receive any information.

Of those that had taken part in advanced training, 49.6% (n.242/488) replied that the course they did was advanced go kart secondary training; 22.1% had done advanced secondary training; 18% had done a basic secondary course while 10.2% had taken part in a gravel course.

82.9% replied that they thought the SMC course was either good or very good. When asked whether they had read about riding techniques, 70% replied that they had read about them in books, while 24.2% replied that they had done so on the internet. When asked whether they had read the SMC publication "Full Control" 59.5% replied that they had.

The respondents were asked what they had learnt from the booklet "Full Control" and 45.3% replied that they had gained new knowledge about counter steering, while 24.4% had gained new knowledge about faulty reactions in critical situations.

When asked whether their choice of speed had changed after completing the course, 53.2% replied that their speed had increased, while 37.9% replied that there had been no change. However, 47.7% replied that they took fewer risks in city (urban) traffic, while 43.8% replied that they took fewer risks in rural traffic. Overall, the effect of advanced training was that nearly half took fewer risks in general while the other half did not change their attitude to risk.

86.6% believed that their sense of security and control of their motorcycle had changed after advanced training and 66.1% believed that they had less chance of being involved in an accident compared to before they took the advance training course, while 23.1% felt that there was no change.

72.5% felt that they had a better ability to overcome difficult situations as a result of advanced training, while 21.3% felt that they there was no change. However, when asked whether their riding skills had been affected, 88.9% (n.821/924) replied that their skills had improved, while 8.3% (n.77) replied that their skills had not changed. Although 70.6% replied that as a result of advanced training, they had more resources and tools to focus better in traffic.

When asked if they preferred riding with friend that had taken part in advanced training courses 68% replied that they either never thought about it or that it did not matter, while 26.4% replied that they did.

69.4% felt that as a result of the training course, they had more fun, while 24.6% (n.222) did not feel that the courses made any difference to how they felt about riding. 4.5% (n.41) did not know and 1.5% (n.14) replied that they had less fun.

87% felt that they should repeat or refresh their advanced training, while 8% did not think that it was needed.



7. CONCLUSIONS

The objectives of the survey were to provide a profile of the riders who are members of SMC and also their views on risk and training.

This survey indicates that the majority who answered were Swedish male riders aged between 30 to 50 years with an A licence and had been riding for an average of 18 years.

- » 76.6% replied that they were members of SMC; while 92.7% of those who answered were male and the average age was 41 years.
- » 99% of the respondents who answered the question had a motorcycle licence and 81.4% had taken lessons at a training school when they obtained a licence. 42.3% had held their licence for more than 20 years, while 39.4% had held their licence between 1 and 7 years.
- » When asked how long they had ridden uninterrupted, 51.9% had ridden their motorcycles between 1 and 7 years, while only 17.8% had ridden for more than 20 years.

99.7% of the respondents replied that they owned a motorcycle while c.32% replied that they owned a second motorcycle. (NB: 113 replied that they had more than two motorcycles, 28 replied that they had more than three motorcycles and 8 replied that they had more than 4 motorcycles).

- » 48.2% owned either a sport or super sport motorcycle, this was followed by 18.2% who owned a touring motorcycle. The four Japanese makes: Honda, Suzuki, Yamaha and Kawasaki were the most popular ridden.
- » 98.1% had motorcycles with engine sizes over 400cc, of which 41.9% had engine sizes between 701cc and 1000cc.
- » 74.6% answered that they have comprehensive (full cover) insurance, while 20.8% have semi insurance, which would include cover for theft. 74.7% paid between 1,000 and 7,000 Kronas for their motorcycle insurance. The average cost of motorcycle insurance is 5,635 Kronas.
- » • 25.4% replied that their motorcycle had ABS brakes and of those that had them, 94.5% (n.413) replied that they had used them. When asked what kind of situation did they use their ABS brakes, 77% replied that they had planned to use them (i.e. they used the brakes deliberately and 23% replied that they used their ABS in a panic or risk situation.

Questions were asked about the type of protective clothing they wore such as helmets and impact protectors. These responses indicate that overall, riders are aware of their vulnerability and take action to protect themselves.

- » 74.5% replied that they wore a full face helmet, while 20.2% wore a flip front helmet and 5.3% wore an open face helmet. The majority 41% replied that they wore a dark coloured helmet. 84.3% replied that they always wore a back protector while 9.5% replied that they sometimes wore a back protector.
- » When asked whether they wore any other type of protection e.g. knee/elbow/chest protectors, 82.9% replied “always”; 7.6% replied “never” and 9.5% (n.160) replied that they sometimes wore other types of protection. 96.8% replied that they never wore a neck protector.
- » The type of clothing (jacket, trousers, outfit) was indicated as leather or fabric of which 59.5% wore leather and 40.5% wore fabric clothing. 50.8% replied that they wore dark colour clothing and 27% wore a neutral colour.
- » 72.1% replied that they never wore High Visibility vests or reflective strips while 19.6% replied that they sometimes did and 8.3% replied “always”, which may be due to the fact that there is no evidence available to demonstrate that High Visibility vests or reflective strips have any effect on accidents.



When asked if they had been involved in an accident 659 replied that they had (been involved in an accident) over a period of 50 years. The data indicated that on average, 24 respondents had been involved in an accident over the last 20 years.

- » 63.9% replied that they were involved in a single vehicle accident, while the remaining 36.1% were involved in a collision with another vehicle. 81.2% (n.324 of the 399 who replied to this question), stated that their injuries were slight and 18.8% replied that they were serious.
- » 47.4% stated that the accident occurred on a rural road while 30% had an accident on an urban road. 2.5% indicated that they had an accident on a highway.
- » 37.7% replied that the accident occurred at a curve, while 25.8% replied that it had occurred at an intersection and 23.1% replied that it had occurred on a straight road. 59.5% also replied that they felt responsible for the accident, while 29.5% believed that the other driver was responsible. 65.5% felt that they could have avoided the accident if they had been more careful.



One of the most significant findings from the survey was that nearly half, (48%) replied that the reason they rode a motorcycle was because it is fun. The second reason given was because it gave them a sense of freedom, (29.7%). Therefore 77.7%, or over three quarters of the respondents to this questionnaire stated that their reason for riding was because it makes them feel good.

- » 61.7% replied that they sometimes take risks while riding, 32.4% replied that they rode carefully and did not take risks, while 2.3% replied that they frequently took risks and 3.6% replied that they were aggressive riders who accepted risks.
- » When asked whether they thought that the sign-posted speed on the roads they ride were relevant, 60.3% felt that the speed was too low while 38.7% felt that the speed signs were relevant to those roads.
- » 54.7% replied that they were afraid of crashing sometimes, while 43.9% replied that they were never afraid of crashing and 1.4% replied that they were frequently afraid of crashing.
- » When asked if they thought fear (being afraid) sometimes was part of being a motorcyclist, 62.2% replied no while 37.8% thought that it was. 72.3% replied that the reason they were afraid of crashing was when there was mud, gravel and/or diesel on the road. The second reason given was when another vehicle entered their space.

- » When riding in a group, 72% replied that their fellow riders sometimes took unnecessary risks, while 20.9% (n.323) replied that their fellow riders never took risks. 6.4% thought that their fellow riders frequently took risks and only 0.7% thought that their fellow riders always took risks.
- » 32.1% felt that riding on gravel was considered to be the most important technique that needed improving and riding at curves, 21.8% was indicated as the second most important with braking techniques third (20.1%).
- » 83.7% replied that they had sometimes experienced a critical while 11.6% stated that they had never experienced a critical situation; 4.4% frequently and 0.3% replied that they always experienced critical situations.

22.2% of the respondents had participated in an advanced training course not organised by SMC while 46.4% had taken part in an SMC advanced training course.



- » Of those who had not taken part in an advanced training course, 31% gave their reason as lack of time, 12.4% replied that the second reason was that the courses were not available in the area where the respondent lived. For 10.4% the third reason was that they not receive any information.
- » Of those that had taken part in advanced training, 49.6% (n.242/488) replied that the course they did was advanced go kart secondary training; 22.1% had done advanced secondary training; 18% had done a basic secondary course while 10.2% had taken part in a gravel course.
- » 82.9% replied that they thought the SMC course was either good or very good. When asked whether they had read about riding techniques, 70% replied that they had read about them in books, while 24.2% replied that they had done so on the internet. When asked whether they had read the SMC publication "Full Control" 59.5% replied that they had.
- » The respondents were asked what they had learnt from "Full Control" and 45.3% replied that they had gained new knowledge about counter steering, while 24.4% had gained new knowledge about faulty reactions in critical situations.
- » When asked whether their choice of speed had changed after completing the course, 53.2% replied that their speed had increased, while 37.9% replied that there had been no change, which may indicate that they are able to progress i.e. go faster (not speed illegally). However, 47.7% replied that they took fewer risks in city (urban) traffic, while 43.8% replied that they took fewer risks in rural traffic. Overall, the effect of advanced training was that nearly half took fewer risks in general while the other half had not changed their attitude to risk.
- » 86.6% believed that their sense of security and control of their motorcycle had changed after advanced training and 66.1% believed that they had less chance of being involved in an accident compared to before they took the advance training course, while 23.1% felt that there was no change.
- » 72.5% felt that they had a better ability to overcome difficult situations as a result of advanced training, while 21.3% felt that they there was no change. However, when asked whether their riding skills had been affected, 88.9% (n.821/924) replied that their skills had improved, while 8.3% (n.77) replied that their skills had not changed. Although 70.6% replied that as a result of advanced training, they had more resources and tools to focus better in traffic.
- » When asked if they preferred riding with friend that had taken part in advanced training courses 68% replied that they either never thought about it or that it did not matter, while 26.4% replied that they did.
- » 69.4% felt that as a result of the training course, they had more fun, while 24.6% (n.222) did not feel that the courses made any difference to how they felt about riding. 4.5% (n.41) did not know and 1.5% (n.14) replied that they had less fun.

Discussion

87% felt that they should repeat or refresh their advanced training, while 8% did not think that it was needed. This indicated that the overwhelming majority of those who took part in advanced training have concluded that the benefits of repeating courses and therefore the recommendation is that advanced training needs to be supported by road safety authorities as a positive means of reducing motorcycle casualties

The overall results of the survey indicate that the riders who answered the questions are experienced and have a healthy sense of their own mortality due to the fact that they use protective clothing and are aware of critical situations as well as recognising their own strengths and weaknesses. This also is highlighted by the fact that the majority of those responding to the survey have participated in advanced training and have taken these courses seriously.



ANNEX ONE – FIRST MOTORCYCLE

Make of motorcycle	Number	Percentage
Honda	335	19,9
Suzuki	305	18,1
BMW	297	17,7
Yamaha	264	15,7
Kawasaki	162	9,6
Ducati	84	5,0
KTM	80	4,8
Triumph	71	4,2
Aprilia	26	1,5
Harley Davidson	21	1,2
Husaberg	7	0,4
Moto Guzzi	5	0,3
Buell	3	0,2
Highland	3	0,2
Bimota	2	0,1
Cagiva	2	0,1
MV Augusta	2	0,1
CCM	1	0,1
Custom	1	0,1
Derbi	1	0,1
Harris	1	0,1
Hyosung	1	0,1
Kymco	1	0,1
Lifan	1	0,1
Minarelli	1	0,1
Moto Martin	1	0,1
Norton	1	0,1
Polaris	1	0,1
Takegawa	1	0,1
Total	1 681	100

ANNEX TWO: DETAILS ABOUT SECOND MOTORCYCLE

Type of motorcycle	Number	Percentage
Moped (50cc)	4	0,8
Motorcycle	448	94,9
Scooter	20	4,2
Total	472	100

Category of motorcycle	Number	Percentage
Offroad	134	24,0
Sport	87	15,6
Classic/veteran	68	12,2
Other	56	10,2
Touring	56	10,0
Standard	49	8,8
Supersport	47	8,4
Custom	32	5,7
Adventure	28	5,0
Total	558	100



Make of motorcycle	Number	Percentage
Yamaha	114	20,3
Honda	99	17,6
Suzuki	88	15,7
Kawasaki	52	9,3
BMW	51	9,1
KTM	45	8,0
Ducati	14	2,5
Aprilia	11	2,0
Harley Davidson	11	2,0
Triumph	10	1,8
Gas gas	8	1,4
Husqvarna	7	1,2
Boatian	5	0,9
Moto Guzzi	5	0,9
Norton	5	0,9
Husaberg	4	0,7
Kymco	4	0,7
Hva	2	0,4
Hyosung	2	0,4
Monark	2	0,4
Nymans	2	0,4
Piaggio	2	0,4
BSA	1	0,2
Cagiva	1	0,2
Can-am	1	0,2
Cross	1	0,2
Custom	1	0,2
DKW	1	0,2
Dnepr	1	0,2
Hembygge	1	0,2
Linhai	1	0,2
Motovelos minsk	1	0,2
Olika	1	0,2
Quingqi	1	0,2
Rickman	1	0,2
Royal Enfield	1	0,2
Sym	1	0,2
TWN	1	0,2
Takegawa	1	0,2
Vespa	1	0,2
Yeswa	1	0,2
Total	562	100

Engine Size (2nd)	Number	Percentage
< 51 cc	3	0,5
51 - 125 cc	34	6,0
126 - 400 cc	99	17,6
401 - 700 cc	199	35,4
701 - 1 000 cc	148	26,3
> 1 000 cc	79	14,1
Total	562	100

Which year did you buy your motorcycle?	Number	Percentage
2010	3	0,5
2009	128	23,3
2008	84	15,3
2007	79	14,4
2006	47	8,5
2005	40	7,3
2004	30	5,5
2003	22	4,0
2002	13	2,4
2001	18	3,3
2000	11	2,0
1999	4	0,7
1966-1998	71	12,9
Total	550	100



How many Miles (Swedish*) do you ride per year?	Number	Percentage
< 100	129	24,2
100 - 300	136	25,5
301 - 500	129	24,2
501 - 700	54	6,6
701 - 1 000	35	6,6
1 001 - 1 500	24	4,5
> 1 500	26	4,9
Total	533	100

What type of insurance do you have? (2nd)	Number	Percentage
3rd Party	42	8,9
Activated on use	34	7,2
Semi insurance	106	22,5
Comprehensive	290	61,4
Total	472	100

How much Insurance do you pay incl. Tax (Kronas) (2nd)	Number	Percentage
1 - 1 000	75	17,9
1 001 - 2 000	145	34,5
2 001 - 3 000	72	17,1
3 001 - 4 000	38	9,0
4 001 - 5 000	40	9,5
5 001 - 7 000	27	6,4
7 001 - 10 000	13	3,1
10 001 - 15 000	10	2,4
Total	420	100

In what kind of situation used ABS Brakes (2nd)	Number
Panic or risk	5
Planned	34
Total	39

* One Swedish mile = 10 kilometers

