The provision, where possible, of road safety related minimum universal traffic information free of charge to users under the ITS Directive 2010/40/EU

I. Information about the participant

Please provide your Family name.

-open reply-(optional)

Nordqvist

Please provide your first name.

-open reply-(optional)

Maria

Please provide your email address.

A notification of receipt will be sent to this address. If the email address is not valid, the contribution will not be taken into account.

-open reply-(optional)

maria.nordqvist@svmc.se

In what capacity are you completing this questionnaire? -single choice reply-(optional)	As a professional association

II. Current situation about safety related traffic information

Please explain

-open reply-(optional)

Depends on who is repairing a road and what they see as a problem. 10 % of all MC accidents in Sweden are caused by loss of friction, main problem is gravel. When roads are repaired, the entrepreneur fails to put up warning signs. This is a problem which causes accidents and also injuries.

3. Is this safety related traffic information reliable? -single choice reply-(optional)	Yes
4. Is this safety related traffic information easy to understand? -single choice reply-(optional)	Yes
5. Is this safety related traffic information useful? -single choice reply-(optional)	Yes

III. Scope and Impact of the provision, where possible, of road safety related minimum universal traffic information free of charge to users

8. It is important to provide, where possible, road safety related minimum **universal** traffic information **free of charge** to **users across Europe** -single choice reply-(optional)	Agree
harmonise the content of safety messages -single choice reply-(optional)	Agree
harmonise their means of dissemination	Agree

-single choice reply-(optional)	
define a uniform presentation (e.g. pictures, universal language…) -single choice reply-(optional)	Agree
define a minimum level of reliability -single choice reply-(optional)	Agree
define an homogenous geographical coverage -single choice reply-(optional)	Agree
define an organisational framework -single choice reply-(optional)	Agree
10. What safety related messages should be provided to users in priority? *Multiple responses possible* -multiple choices reply-(optional)	Dangerous road surface - Danger due to reduced visibility - Animal / people / debris on the road way - Blockage of road / tunnel - Unprotected accident area - Temporary roadwork - Adverse weather conditions (e.g. snow storm, flooding, strong wind…) - Other(s) – please specify

Please specify 'Other(s)' -open reply-(optional)	
Next gas station. If there are rules especially for motorcyclists and moped riders. For example the speed limit for motorcycle with trailer in the whole of Europe - this is not mentioned when you come to Germany for example. We get a lot of questions about the specific regulation in different EU countries for our members who want to travel around. Road tolls - and if moped and motorcycle riders are excluded.	

11. What would be the most appropriate channels of communication to provide safety related traffic information to users? *Multiple responses possible* -multiple choices reply-(optional)	Variable Message Signs along the road - Mobile phone communication - Smartphone applications - Other(s) – please specify

Please specify 'Other(s)' -open reply-(optional)	
We're about to launch a mobile app for motorcyclists in Sweden. Could also be used outside our country in the rest of Europe. Mobile apps, owned by organisations like SMC, could be used aswell.	

12. Where would the provision of safety related traffic information to users be the most valuable? *Multiple responses possible* -multiple choices reply-(optional)	Along motorways across Europe - Along main roads and urban penetration axes across Europe - Along typical rural roads across Europe
13. Safety related data collected and/or processed by any service provider (public or private) should be made available to other service providers within a given area or along a given network. -single choice reply-(optional)	Agree
14. A dedicated organisational framework should be set up to this aim. -single choice reply-(optional)	Undecided
15. Would you rather see the public or private sector in the lead for provisioning safety related traffic information to users?	Some form of public-private partnership

-single choice reply-(optional)	
Road safety (e.g. less accidents) -single choice reply-(optional)	High impact
Traffic conditions (e.g. less congestion) -single choice reply-(optional)	Low impact
The environment (e.g. less pollution) -single choice reply-(optional)	No Impact

17. Please provide quantitative evidence if available (including reference to documents, websites…)

-open reply-(optional)

I've noticed in other countries that in areas with many MC-accidents, there are signs along the road.This is very good and we don't have that system in Sweden. Another very valuable measure would be to change the warning sign for bends to a EU standard where the warning sign actually shows what the bend looks like. Most MC-accidents occur in bends. A warning sign that shows the bend before you enter would be very useful.

18. Do you expect any other impact due to the provision, where possible, of road safety related minimum universal traffic information free of charge to users?

Please specify and provide quantitative evidence if available (including reference to documents, websites…)

-open reply-(optional)

If EU could provide all information about specific regulation for motorcycle riders, it would be very useful. At the moment we provide the information thorugh our contacts in FEMA, Federation of Europan Motorcyclists Association, and FIM. I've tried to get information thorugh the tourist information in Sweden but they can't provide specific rules for motorcycles and explain why the rules are different for motorcyclists compared to cars.

IV. Implementation of road safety related minimum universal traffic information

19. It is desirable that the EU takes action to ensure the provision, where possible, of road safety related minimum universal traffic information free of charge to users across Europe -single choice reply-(optional)	Agree
20. EU action to ensure the provision, where possible, of road safety related minimum universal traffic information would be most valuable on cross-border situations in particular. -single choice reply-(optional)	Agree

21. What action(s) do you think the EU should take to ensure and foster the provision, where possible, of road safety related minimum universal traffic information free of charge to users?

-open reply-(optional)

A uniform way of handling accident statistics to start with. Start with warning signs on the TENT roads. A uniform way of explain the most important rules for travelling in that country at the border.

22. What complementary traffic information beyond the provision of universal road safety messages (e.g. alternative routes, parking availability, time to destination …) would you consider being most useful to users?

-open reply-(optional)

See above. Since countries have special regulation for motorcycles and mopeds, this should be explained. Also that a road work in Sweden and perhaps other countries can be a road where it is impossible to ride a motorcycle. Warning signs for motorcyclists at major roadworks where the entire road is repaired for many many kilometers and where a motorcyclist should be led in another direction.

23. Do you have any additional comments?

-open reply-(optional)

Contact me if you want more information.

V. Other questions

24. Please list reference to any studies or documents of relevance for this consultation on safety related traffic information. You may also upload relevant documents.

-open reply-(optional)

Received contributions, together with the identity of the contributor, will be published on the Internet, unless the contributor objects to publication of the 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. 25. Do you consent to the publication of your response by the European Commission? -single choice reply-(optional)	Yes