



Compact accident research

German Safety Tour Survey on the training course for motorcycle safety in traffic

Imprint

German Insurance Association German Insurers Accident Research

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Motorcycle safety

In 2008, some 650 motorcyclists died on the roads. Almost 31,000 of those involved in accidents were injured, some seriously. The risk of an accident - relative to the number of vehicles - remains highest for motorcyclists (18 fatalities per 100,000 vehicles).

These alarming figures from the accident data prompted the Insurers Accident Research (UDV) to engage the Department of Automotive Engineering at the Technische Universität Berlin and the Chair of Traffic Engineering at the Technische Universität Dresden to investigate for the first time the risk of accidents involving motorcyclists from a perspective that takes into account both automotive engineering and traffic engineering [1].

As well as an analysis of more than 100,000 accidents involving motorcyclists across the whole of Germany, in-depth investigations were also carried out in the state of Saxony, because the data on accidents involving motorcyclists in this state has proved to be representative. 12,000 accidents involving motorized 2-wheel vehicles in Saxony between 2004 and 2006 formed the basis for the local detailed investigation. In this investigation, more than 200 stretches of road on which 1,600 accidents occurred were selected and paired up for comparison:

Half of these stretches had attracted attention because a high concentration of motorcycle accidents occurred on them and these were contrasted with comparable stretches of road that did not stand out with respect to motorcycle accidents. With respect to the vehicles themselves, more than 1,300 records from the UDV database were evaluated in order to describe the specific influences of vehicle characteristics and driver behavior. In addition, a survey of 6,879 motorcyclists was carried out in collaboration with the magazine „Motorrad“.

The most frequent causes of accidents are still:

- Excessive speed
- Overtaking errors
- Errors keeping distance
- Overestimation of one's abilities.

The Insurers Accident Research (UDV) therefore teamed up with the German Road Safety Council (DVR) and the magazines „Tourenfahrer“ and „Motorradfahrer“ to bring into being the **German Safety Tour** (GST), initially for a period of three years. Former motorcycle racer Katja Poensgen is supporting the campaign.

[1] **Compact Accident Research „An analysis of motorcycle accidents“ under www.udv.de**

GERMAN SAFETY TOUR 2009

GEWINNE deinen Platz in der
GERMAN SAFETY TOUR

2009

JETZT SPIELEN

- >> GERMAN SAFETY TOUR
- >> TOUR-TERMINE 2009
- >> TOUR-INHALTE
- >> SICHERHEITSTIPPS
- >> GERMAN SAFETY TEAM
- >> KATJA POENSGEN
- >> TOUR-BERICHTE
- >> TOUREN 2009
- >> UNSERE PARTNER

GERMAN SAFETY TOUR 2009 in Tallinn (Estland)
Auch in diesem Jahr präsentierte sich der DVR, diesmal mit der „GERMAN SAFETY TOUR“, auf dem vierten, zweitägigen Fit to Drive Kongress, welcher unter dem Motto „Reality and Vision – Common problems, European Solutions“ in Tallinn stattfand ... [mehr](#)

MOTORRAD Sicherheitstraining IM REALVERKEHR

Was ist das genau?
Sicherheitstrainings sind eine gern in Anspruch genommene „Auffrischung“ der eigenen Fahrkenntnisse und -praktiken. Besonders im Frühjahr, kurz vor Start der Motorradsaison ... [mehr](#)

Hauptgewinn: Mitglied im German Safety Team 2009
Das German Safety Team 2009 setzt sich wieder aus 10 Gewinnern zusammen... [mehr](#)

KOOPERATIONEN 2009
Auch in diesem Jahr kooperiert die German Safety Tour mit der Verkehrspolizei. Zahlreiche Veranstaltungen ... [mehr](#)

MOTORRAD Sicherheitstraining IM REALVERKEHR

ZU DEN ANGEBOTEN

Katja Poensgen

ist das Gesicht der Kampagne und als ehemalige Motorrad-Rennfahrerin die einzige Frau Deutschlands, die auf diesem Gebiet eine derartige Karriereaufbahn aufweisen kann. [mehr](#)

Diese Aktion steht unter der Schirmherrschaft des Ministers für Verkehr, Bau und Stadtentwicklung, Wolfgang Tiefensee

HIER!

WEITERE TOUREN

IMPRESSUM | KONTAKT | PRESSE

GERMAN SAFETY TOUR 2009

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JETZT SPIELEN

- >> GERMAN SAFETY TOUR
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- >> SEHEN & GESEHEN WERDEN
- >> GRUPPENFAHRT
- >> VERKEHRSZEICHEN & REGELN
- >> LÄNGSVERKEHR
- >> QUERVERKEHR
- >> FAHRBAHNVERLAUF
- >> FAHRBAHNBELAG
- >> SICHERHEITSTIPPS
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Sehen und Gesehen werden

Was beeinflusst die eigene Wahrnehmung?
(positiv oder negativ)
Von wem wurden wir vermutlich nicht (rechtzeitig) erkannt?

Typische Beobachtungen während einer Sicherheitstour:

- Wechselnde Licht- und Sichtverhältnisse (z.B. beim Durchfahren von Waldgebieten)
- Blendung durch tief stehende Sonne
- Sichtbehinderung durch beschlagene, verkratzte oder getönte Visiere, schmale Silhouette und Tarnfarben der Motorradfahrer (Kontraste und Konturen)
- **"Auffällige" Fahrweise:** Position im Fahrstreifen, Warnsignale

WEITER

MOTORRAD Sicherheitstraining IM REALVERKEHR

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Figure 1:
Web site of the German Safety Tour

The German Safety Tour is not an ordinary information or poster campaign. Education about the risks of riding motorcycles is done using both the official web site www.german-safety-tour.de and practically within the framework of motorcycle safety tours organized throughout Germany. In contrast to traditional safety training courses for motorcyclists, the German Safety Tour is not held on a closed, prepared site, but instead in normal road traffic.

The content of the safety tours on the one hand derives from the topics and exercises covered by traditional, stationary motorcycle safety training courses, and on the other hand from the context of riding in groups and encountering other road users.

The content of these tours was put into practice during a group trip with a number of different stopping points. At the various halts during a tour, directed, practical exercises are carried out under the guidance of the trainers in order to improve the participants' skills in controlling their motorcycles. These include, for instance, braking exercises and exercises to develop the riders' ability to handle their machines at low speeds.

A further, crucial element of the tour involves the riders observing themselves and other road users during the tours. The participants are assigned tasks in order to direct their observation. For instance, they are asked to take particular notice of the course of the road or of traffic to either side. These observations are then collected and discussed in a seminar room. Video films taken during the tour are also evaluated. In this way, the safety tour is intended to promote the proactive skills of the participants that are required for a safety-oriented, defensive riding style on the roads. There is a particular focus on social aspects of riding behavior.

The participants are encouraged to regularly apply the exercises after the conclusion of the safety tour. Such ongoing awareness training for potential risks and the possibilities of reacting to them reflects the concept described by Bernt Spiegel in his book „Die obere Hälfte des Motorrads“ („The top half of the motorcycle“), and which he developed further in a book of exercises with the name „Motorradtraining alle Tage“ („Motorcycle training for every day“). Extracts from these books and a description of the observation exercises can be found on the campaign web site.

In order to measure the subjective assessment of the participants with respect to the contents of this special training, the Insurers Accident Research (UDV) used a standardized questionnaire (see Appendix 1) to ask the riders about the contents and their personal opinions on the GST training once during the tours and once nine months after the tours.

The results reveal:

- A total of 100 riders took part in the German Safety Tour and completed the questionnaire in 2008.
- In the period after the tour, 78 % of questionnaires were returned, indicating a high degree of acceptance.
- The participants ride an average of approximately 8,000 kilometers per year and have an average of 14 years riding experience (see also Figure 3).

Age distribution

The age distribution of the participants in the training courses was very diverse, with the riders being between 18 and 65 years of age, most of them being between 25 and 55 years of age.

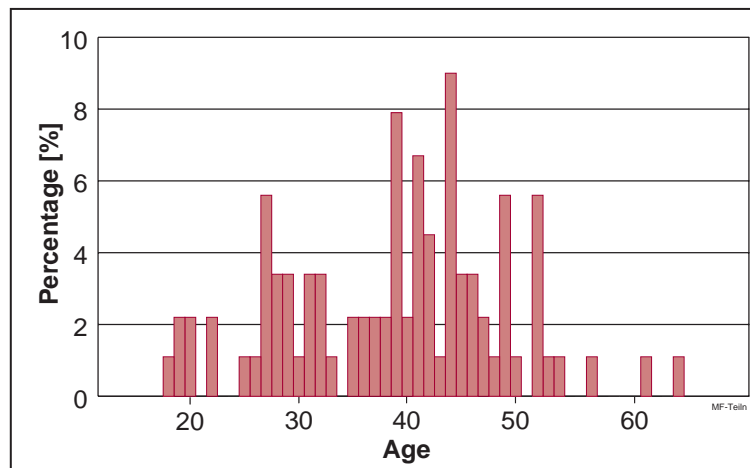


Figure 2:
Age distribution of the participants in the tour

Riding experience

The distribution of the riders with respect to their riding experience is also very scattered. Their average experience, however, is 14 years. These very wide distributions in age and riding experience have the advantage of being able to show an overall picture of the different riders covered by the survey.

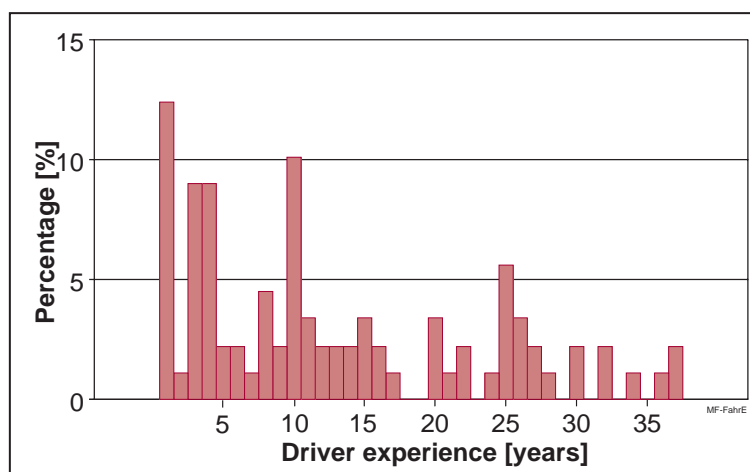


Figure 3:
Riding experience

Motives for riding a motorcycle

In order to gain an impression of the subjective reasons why the participants in the tour had taken up riding motorcycles, they were asked about their motives. This revealed that more than 80 % of the participants said that riding bends was one of the most important reasons. This was closely followed by the aspect of „countryside“ (75 %) and the sense of freedom (65 %). Speed was still an important motive for around a third of those asked. Seven of the participants cited the „adrenalin kick“ as a motive, indicating that only a few are consciously seeking risk.

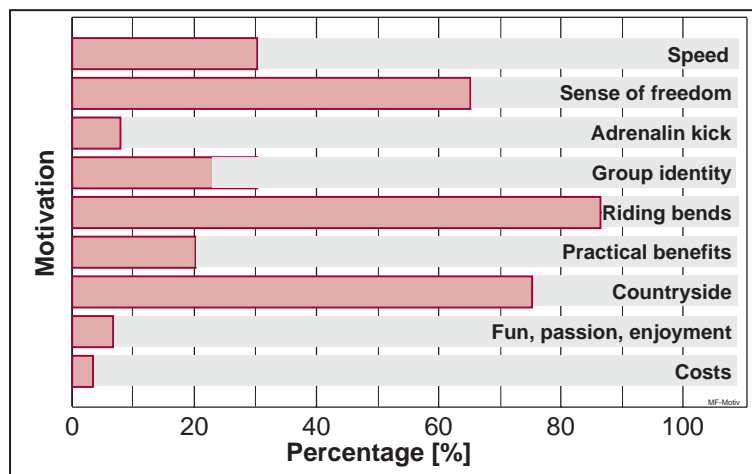


Figure 4: Motivation

Improving riding safety with the GST

The participants were also asked about the subjective impressions with regard to the benefits of the German Safety Tour, and immediately after the tour, almost 90 % of all those asked responded that the training they had experienced improved their riding safety.

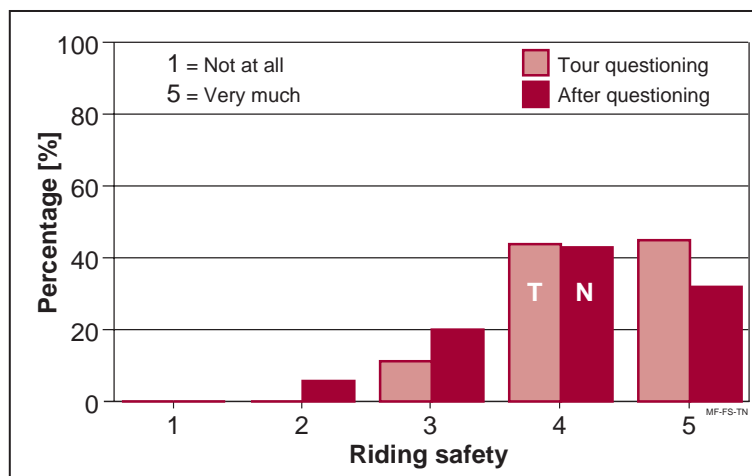


Figure 5: Riding safety (question 8)

In the survey nine months subsequently, there was a small movement downwards (70 %), which nevertheless still indicates a high degree of long-term positive benefits from the content of the tour (see Figure 5).

In addition to the riding safety benefits already discussed, virtually all the participants found that this type of safety tour was also a very enjoyable.



Figure 6:
Riding enjoyment (question 7)

Favorite exercises

One key aim of the GST is to promote ongoing training during normal, day-to-day riding in the future. For this reason, the exercises on the tour are designed in such a way that they can be practiced by the participants regularly on a day-to-day basis. The following results indicate which exercises were felt to be particularly positive by the participants. A general distinction must first be made between observation exercises and riding exercises.

The handling exercise in which the machines were to be ridden straight forward slowly and then turned was particularly popular. New aspects relating to the balance behavior based on the controlled regulation of brakes and throttle are in turn particularly popular in this context. The riding and braking exercises on loose surfaces (e. g. gravel) were assessed even more positively in the survey nine months later. The high degree of popularity of these exercises, which remained virtually constant, indicates the long-term effect of them on the riders.

With regard to the observation exercises, the participants were asked during the tour to say which exercises they would continue practicing themselves and which they would recommend to others. The results showed that an above-average number of riders (70 %) would recommend the observation exercise on the road surface to others and that they themselves (70 %) continue to practice it (according to the survey nine months later). The exercises on „seeing and being seen“ are recommended by 69 % and continue to be practiced subsequently by 63 %.

Riding exercises Survey during the tour in %	Riding exercises Survey after the tour in %
Handling riding forwards slowly/turning (67) Loose surface (60) Riding bends (65) Braking/also when travelling (40) None (3)	Handling riding forwards slowly/turning (81) Loose surface (77) Riding bends (71) Braking (49) none (1)
Recommended observation exercises Survey during the tour in %	Practiced observation exercises Survey after the tour in %
Seeing and being seen (72) Vehicles in the direction of travel (63) Vehicles from the sides (71) Road surface (79) Course of road (80) None(0)	Seeing and being seen (64) Vehicles in the direction of travel (37) Vehicles form the sides (57) Road surface (80) Course of road (75) None (4)

Table 1:
Favorite exercises

Observation exercises

Seeing and being seen

What influences one's own perception (positively or negatively)?

By whom were we presumably not seen (in time)?

Typical observations during a safety tour:

- Varying light and visibility conditions (e. g. when traveling through wooded areas)
- Glare from low sun
- Impaired visibility as a result of misted, scratched or tinted visors; the narrow silhouette and camouflage colors of the motorcycle riders (contrasts and contours)
- „Conspicuous“ riding style: position in lane, warning signals

Tips on seeing and being seen:

- Use a helmet with a scratch-resistant, untinted, anti-mist visor.
- If possible, use an integrated sun visor or sun shade.
- Have your eyes checked regularly (as of the age of 45 at the latest).
- When the sun is low: the danger comes from where the shadows are pointing to.
- Wear conspicuous clothing: bright colors at the edges, reflective materials.
- Ride conspicuously so that road users do not overlook you.

Road surface

Grip arises when two surfaces touch. When we are talking about grip on the roads, the tire forms one friction partner and the road surface the other. The level of grip is determined by the type of road and the state of the surface in the sense of whether it is clean and dry.

Typical observations during a safety tour:

- On minor roads, which are particularly enticing for motorcyclists, we frequently find poor road surfaces.
- Lane markings and sections repaired with bitumen present a high risk of skidding.
- The road surface is often dirty in the vicinity of agricultural traffic or building sites.
- Depending on the season, vegetation can make the road surface dirty (pollen, leaves, fruit, etc.).
- If it then starts to rain, an extremely slippery, greasy film forms.
- Dirt on the road surface is particularly hard to see in wet weather.

It should be possible to answer the following questions during the exercises:

- What road surfaces present a high risk of skidding and when?
- What kinds of things can we find on the road surface that can be a hazard for us?

Tips for riding under special road surface conditions:

Check the grip conditions of the road surface before every trip:

- The ABS system is particularly suitable for checking the grip conditions.
- The braking pressure required before the ABS system kicks in is a measure of the grip. *If the road is slippery, adopt a relaxed, gentle riding style. Make sure you wear good clothing that will keep you warm and dry. This is a prerequisite for a relaxed, gentle riding style. Watch out for indications of hazards!*

Course of the road

In addition to the quality of the road surface, the course of the road is the second important criterion in choosing a suitable speed. Perception of the exact course of the road is influenced by distance features (bends, humps, trees, etc.) that hinder the long-distance view of the road, and edge features (boundary markers, barriers, line markings, direction signs, etc.) that provide a visual guide to the road.

Tips and notes on riding bends:

Practice the sequence of riding a bend:

- Brake and shift down.
- Ride steadily, keeping the revs constant.
- Accelerate out and stand the bike up as the exit of the bend becomes visible.
- Choosing a good line:
 - Keep to the outside for a long time.
 - Turn in late.

- Shift the apex towards the exit of the bend.
Safety reserves are the measure of your ability to continue traveling along the smallest possible radius at any point on the bend and to stop within the part of the road that you can see. Questions to ask at the same time:
- In what types of bends is the course of the bend difficult to estimate?
- In what types of bends is it possible to „escape into the vegetation“ and where is this not possible?
- (Percentage?)
- What spare capacity for leaning do we have in the bends?

Vehicles from the sides

Attributed to the American engineer Edward A. Murphy, jr. Murphy's Law is famous throughout the world: *“Anything that can go wrong will go wrong“*.

Applying the law to road traffic, it could be reformulated as follows: *“If driving lines can (theoretically) cross, collisions will occur (in practice)“*.

It is precisely here that the problem lies when encountering traffic coming from the sides. A study carried out by the GDV on such “dangerous encounters“ between car drivers and bike riders shows that situations involving traffic from the side dominate the accident statistics.

Typical observations during a safety tour:

- Vehicles that cross our path at intersections or junctions are typical of traffic situations in built-up areas.
- Traffic mirrors sometimes help in places with particularly poor visibility.
- Drivers will more often give right of way or precedence to a group of motorcyclists if they are perceived as a single group.
- Eye contact with the drivers of vehicles coming from the side is generally only possible to a limited extent.
- It is extremely difficult to predict whether a vehicle coming from the side that is required to wait will actually wait.

The questions for this exercise are as follows:

- When do we have to assume that traffic coming from the side will not wait, in other words that there is a risk of a collision?
- How well can eye contact be established with traffic coming from the side?

Tips for coping with traffic coming from the side:

- Reduce speed if the traffic situation is unclear and a conflict is threatening.
- Be prepared to brake, establish eye contact.
- Never rely on having right of way.
- Ride visibly and „conspicuously“ so that drivers become aware of you.
- If in doubt, make a warning signal (horn, flashed headlight), but be aware that flashing your headlight can also be misunderstood as an invitation for the driver to proceed.
- React early: It is preferable to react 100 times too early than once too late.

Vehicles in the direction of travel

Even on motorcycles, overtaking maneuvers are difficult. In a very brief moment, some complex mental arithmetic has to be performed involving your own acceleration capacity, the speed of the vehicle you are overtaking and the approach speed of the oncoming traffic or the distance that you can see down the road.

Two typical errors in estimation make overtaking a risky operation:

- The speeds of oncoming vehicles are underestimated - they appear to be slower than they actually are.
 - Distances are overestimated - Objects appear further away than they actually are.
- The exercises therefore concentrate on the following questions:
- When do we overtake - when are we overtaken?
 - When am I in the „blind spot“ during an overtaking maneuver?
 - How often do oncoming vehicles cut corners?

Tips for coping with traffic in the direction of travel:

- Do not ride alongside a vehicle for any length of time.
- Leave the blind spot quickly.
- Look in the rear mirror (when the face or the motorcycle is visible).
- Take care when vehicles are stopped at the side of the road. Indicators can signal the intention to pull into the driving lane, but also to turn round.
- Check before overtaking: Am I allowed to - can I - must I overtake? If in doubt, never!
- Before pulling out: mirror, indicator, look over shoulder.
- Do not “reel in“ queues of traffic from behind.
- On secondary roads, assume that you will encounter oncoming traffic.
- Before you reach a bend, reckon with vehicles cutting the corner.

Riding in a group

Riding motorcycles in a group demands that a few special rules should be observed if the trip is not to become stressful. This is particularly true if the individual members of the group do not know each other and if the group includes different types of riders and motorcycles. The following questions are answered:

- What disruptions can arise?
- What rules are agreed for the group trip?
- Are these rules adhered to?
- How does the lead driver behave?

Typical observations during a safety tour:

- Riders do not ride and overtake on their own responsibility. Instead, they „blindly“ follow the lead rider.
- The group constantly breaks up - the distances between the riders are too large.

- The switch from offset riding on straight stretches and in-line riding in bends is not clean.
- An „accordion effect“ can be observed when leaving built-up areas.
- Stopping places are not large enough for the entire group.

Rules for riding in a group:

- Riding in a group requires consideration of others from each member of the group.
- Every member of the group is individually responsible for his own riding style.
- Agree on and observe the order of the riders.
- Ride in an offset pattern on straight stretches and on the safe line in bends.
- Keep a safe distance from the lead rider.
- Each member of the group watches out for the person behind.
- Allow overtaking riders to pull in again.

Traffic signs and rules

Traffic rules, in particular traffic restrictions and road closures, are a thorn in the flesh for many bikers. They feel that their freedom to decide and act on their own responsibility is being restricted. Nevertheless, speed restrictions or road closures generally represent a reaction of the authorities to rising numbers of accidents. The following questions are posed during the exercises:

- What dangers do traffic signs (warning signs) draw attention to?
- Where do we find speed restrictions?
- Are there sufficient of these traffic signs and are they sensible?
- What determines how liberally I interpret the rules?

Typical observations during a safety tour:

- Warning signs provide useful information on a danger spot.
- Danger signs are often coupled with regulatory signs (speed restrictions).
- It is sometimes difficult to understand the sense behind this coupling, e. g. if the speed is restricted to 30 kph because of loose chippings, but there are no loose chippings on the carriageway.
- Stretches of roads with plenty of bends are particularly attractive for motorcyclists and are generally restricted to 70 kph or 50 kph, and are sometimes completely closed for motorcyclists.

Tips for dealing with traffic signs and rules

- Adapt to situations flexibly and follow the rules without being self-opinionated.
- Make a contribution to the optimum resolution of a situation.
- Identify and if necessary compensate for the mistakes of others.
- Constantly adjust your thinking to reflect the situation.
- Avoid difficult, risky situations.
- Aim for cooperation and solidarity. Consciously decide to adopt a corresponding riding style.

Safety behavior

When asked about their safety behavior, all participants stated that they always wore a helmet. Protective clothing is also worn in most cases. Chopper riders wear significantly less protection than the other riders.

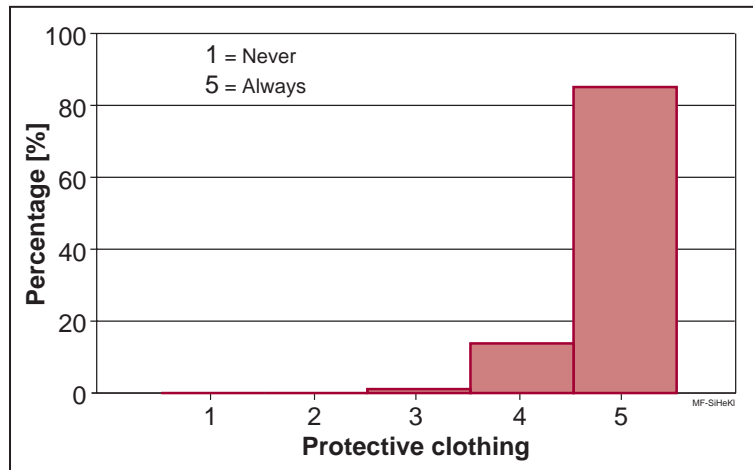


Figure 7:
Protective clothing (question 17)

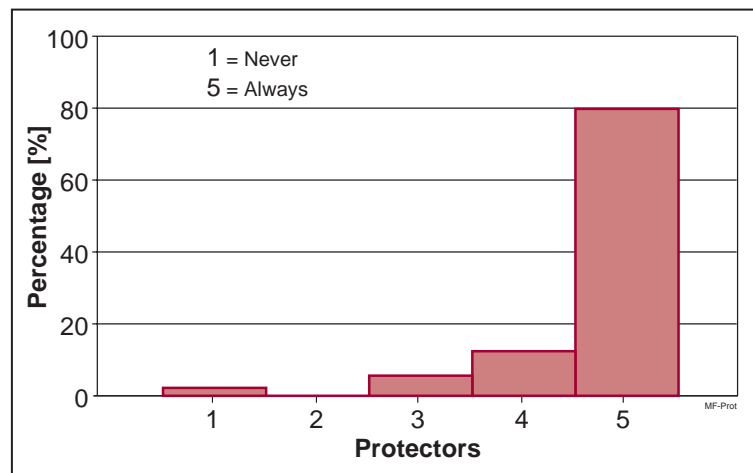


Figure 8:
Protectors (question 18)

One interesting issue here is that riders of choppers and sports bikes do not feel as safe in traffic as riders of naked bikes, enduros and tourers. It is, however, not possible to establish a connection to the protective clothing worn.

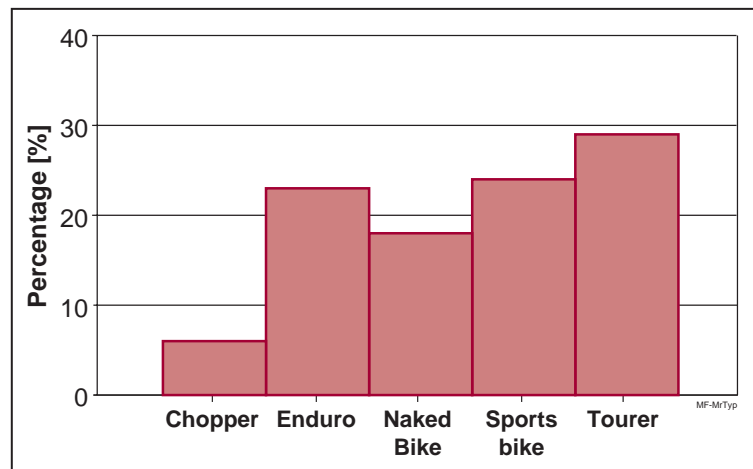


Figure 9:
Security awareness

Differences between riders who have had accidents and those who have not had accidents

There are also differences in judgement between riders who have not had an accident and those who have.

Riders who have not had an accident...

- respond that the tour has increased their riding safety to a greater extent
- tend to wear protective clothing more often
- tend to ascribe a greater increase in riding safety to ABS
- rate riding a motorcycle as more dangerous
- claim to be able to control their motorcycle less well
- and claim to adopt a more cautious riding style

... than riders who have had an accident.

Riders who have already taken part in at least one „normal“ training course ...

- think that riding a motorcycle is more dangerous
- are more afraid of having an accident
- more frequently describe their riding style as cautious
- more readily say that their riding style is influenced by critical situations

... than riders who have not taken part in a training course.

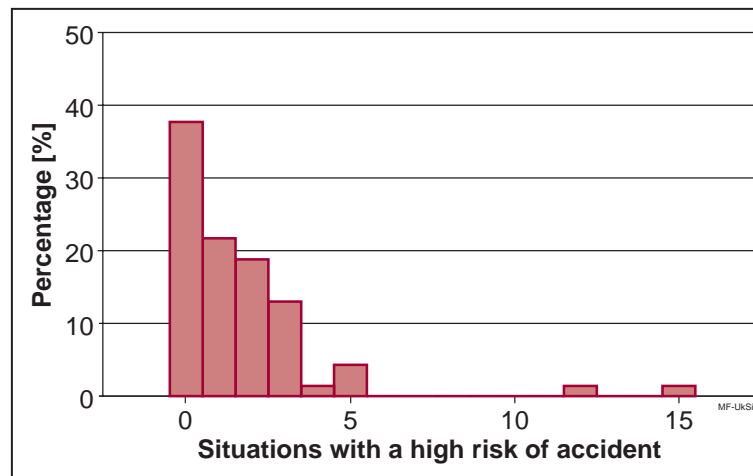


Figure 10:
Number of situations with a high risk of an accident

Conclusion

- The feedback on the safety tour is very positive (also in the subsequent survey). In the subsequent survey, for instance, almost 80 % of those asked still said that the training given on the German Safety Tour is to be recommended.
- Traditional safety training is, however, also rated equally highly.
- Riders of sports bikes and chopper riders on the other hand are conspicuous for a reduced sense of safety.
- Riders who have not had an accident have a greater respect of motorcycling and a greater sense of safety.
- Riders who have taken part in training courses ride more anxiously and more cautiously than those who have never taken part in a training course.
- These considerable successes have led to the German Road Safety Council (DVR) renewing accreditation for the „Training under Real Traffic Conditions“ and is currently drafting a Manual for course leaders to allow the content of the GST to be offered as „Training under Real Traffic Conditions“ across the whole of Germany in the future.

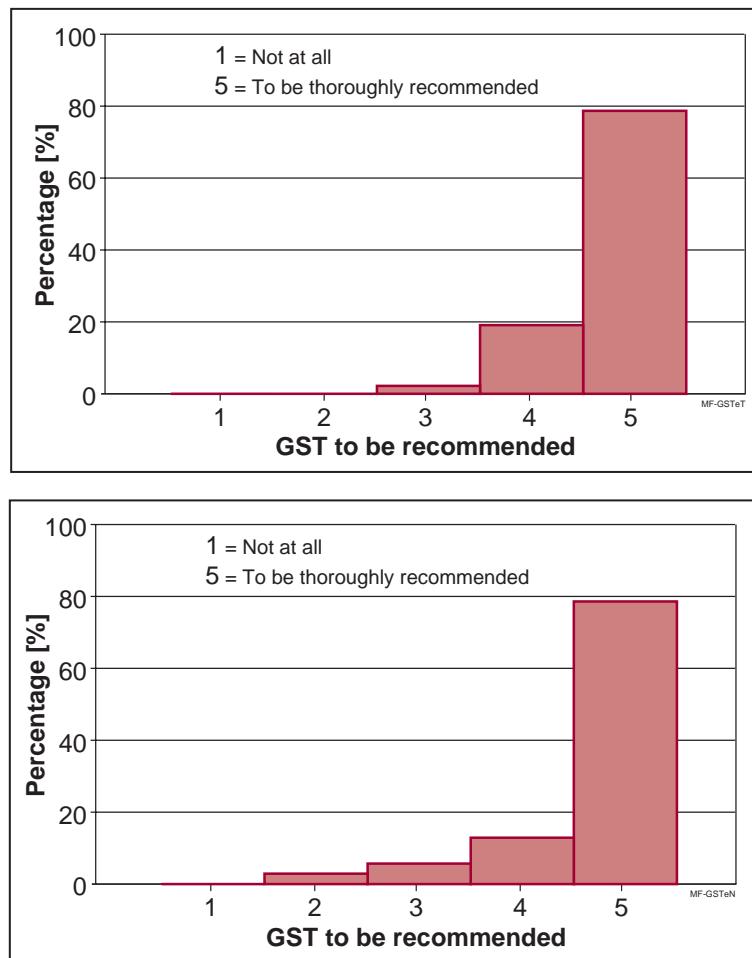


Figure 11:
Opinions on the GST (top before, bottom after)



Liebe/r Motorradfahrer/in,

Vielen Dank, dass Sie sich kurz Zeit nehmen diesen Feedbackbogen beidseitig auszufüllen. Die Teilnahme erfolgt anonym und steht in keinem Zusammenhang mit der Ermittlung des Siegers der Safety Tour.

Bitte kreuzen Sie jeweils **alle zutreffenden** Antworten an. Bei Antworten mit Skala entscheiden Sie sich bitte für **eine Zahl**. Machen Sie bitte keine Kreuze in Zwischenräume.

Alter: _____	Geschlecht: <input type="checkbox"/> m <input type="checkbox"/> w
1. Welches Motorrad nutzen Sie am häufigsten?	
<input type="checkbox"/> Sportmaschine <input type="checkbox"/> Naked Bike <input type="checkbox"/> Enduro <input type="checkbox"/> Tourer <input type="checkbox"/> _____	
2. Hat dieses Motorrad ABS? <input type="checkbox"/> ja <input type="checkbox"/> nein	
3. Seit wie vielen Jahren fahren Sie Motorrad? _____	
4. Wie viele km fahren Sie durchschnittlich im Jahr? _____	
5. Wie viele Motorradunfälle hatten Sie? unverletzt: ___ leicht verletzt: ___ schwer verletzt: ___	
6. Wie oft waren Sie mit dem Motorrad in einer unfallkritischen Situation? _____	
7. Wie viel Spaß hat die heutige Tour gemacht?	
überhaupt nicht 1 2 3 4 5 sehr viel	
8. Wie sehr hat die heutige Tour zur Erhöhung Ihrer Fahrsicherheit beigetragen?	
überhaupt nicht 1 2 3 4 5 sehr	
9. Welche Übungen würden Sie anderen Fahrern / Freunden weiterempfehlen?	
<input type="checkbox"/> Übung 1 <input type="checkbox"/> Übung 2 <input type="checkbox"/> Übung 3 <input type="checkbox"/> Übung 4 <input type="checkbox"/> Übung 5 <input type="checkbox"/> Übung 6 <input type="checkbox"/> Übung 7 <input type="checkbox"/> keine	
10. Welche Übungen werden Sie zukünftig selbst bei Ihren Fahrten anwenden?	
<input type="checkbox"/> Übung 1 <input type="checkbox"/> Übung 2 <input type="checkbox"/> Übung 3 <input type="checkbox"/> Übung 4 <input type="checkbox"/> Übung 5 <input type="checkbox"/> Übung 6 <input type="checkbox"/> Übung 7 <input type="checkbox"/> keine	
11. Welche Unterstützung wünschen Sie sich, um noch sicherer fahren zu können?	
<input type="checkbox"/> weitere Übungen <input type="checkbox"/> klassisches Fahrsicherheitstraining <input type="checkbox"/> Broschüre/Info zu sicherem Fahren <input type="checkbox"/> Training mit anderer Maschine <input type="checkbox"/> _____ <input type="checkbox"/> keine	
12. An wie vielen Sicherheitstrainings hatten Sie bisher teilgenommen? _____	
13. Falls Sie schon an Trainings teilgenommen hatten: Was hat Sie dazu veranlasst?	
<input type="checkbox"/> vorheriger Unfall <input type="checkbox"/> vorherige kritische Situation <input type="checkbox"/> generelles Interesse <input type="checkbox"/> Geschenk <input type="checkbox"/> Teilnahme mit Freunden <input type="checkbox"/> _____	
14. Wie empfehlenswert sind alltägliche Übungen (wie die der heutigen Tour)?	
überhaupt nicht 1 2 3 4 5 sehr empfehlenswert	

15. Wie empfehlenswert ist ein klassisches Fahrsicherheitstraining (Übungsplatz)?						
überhaupt nicht	1	2	3	4	5	sehr empfehlenswert
<input type="checkbox"/> kann ich nicht beurteilen						
16. Tragen Sie beim Motorradfahren einen Helm?						
nie	1	2	3	4	5	immer
17. Tragen Sie beim Motorradfahren Sicherheitsbekleidung (Leder- / Textilkombi)?						
nie	1	2	3	4	5	immer
18. Tragen Sie beim Motorradfahren Protektoren?						
nie	1	2	3	4	5	immer
19. Für wie gefährlich halten Sie Motorradfahren?						
überhaupt nicht	1	2	3	4	5	sehr
20. Wie wichtig ist es für die Verkehrssicherheit, dass ein Motorrad ABS hat?						
überhaupt nicht	1	2	3	4	5	sehr
21. Wie gut beherrschen Sie Ihr Motorrad?						
noch nicht so gut	1	2	3	4	5	sehr gut
22. Wie viel Angst haben Sie davor, mit dem Motorrad einen Unfall zu erleiden?						
überhaupt nicht	1	2	3	4	5	sehr viel
23. Wie lässt sich Ihre Fahrweise charakterisieren?						
bedacht	1	2	3	4	5	sportlich
24. Haben bisherige Unfälle / unfallkritische Situationen Ihre Fahrweise beeinflusst?						
überhaupt nicht	1	2	3	4	5	sehr
25. Wie sicher fühlen Sie sich mit dem Motorrad auf der Straße / im Straßenverkehr?						
überhaupt nicht	1	2	3	4	5	sehr
26. Wie verbesserungsbedürftig ist Ihr Fahrkönnen in risikobehafteten Situationen?						
überhaupt nicht	1	2	3	4	5	sehr
27. Wie risikofreudig sind Sie beim Motorradfahren?						
überhaupt nicht	1	2	3	4	5	sehr
28. Was motiviert Sie zum Motorradfahren?						
<input type="checkbox"/> Geschwindigkeit	<input type="checkbox"/> Gefühl von Freiheit	<input type="checkbox"/> Adrenalinkick	<input type="checkbox"/> Gruppenzugehörigkeit			
<input type="checkbox"/> Kurvenfahrt	<input type="checkbox"/> praktische Vorteile	<input type="checkbox"/> Landschaft	<input type="checkbox"/> _____			

GST-FB1-2

Bitte überprüfen Sie noch einmal, dass Sie keine Angabe vergessen haben.
Vielen Dank für Ihre Teilnahme!



Liebe/r Motorradfahrer/in

Vielen Dank, dass Sie sich kurz Zeit nehmen diesen Feedbackbogen beidseitig auszufüllen.

Bitte kreuzen Sie jeweils **alle zutreffenden** Antworten an. Bei Antworten mit Skala entscheiden Sie sich bitte für **eine Zahl** zwischen 1 und 5. Machen Sie bitte keine Kreuze in Zwischenräume.

Alter: _____	Geschlecht: <input type="checkbox"/> m <input type="checkbox"/> w
1. Welches Motorrad nutzen Sie am häufigsten?	
<input type="checkbox"/> Sportmaschine <input type="checkbox"/> Naked Bike <input type="checkbox"/> Enduro <input type="checkbox"/> Tourer <input type="checkbox"/> anderes: _____	
2. Seit wie vielen Jahren fahren Sie Motorrad? _____ Jahre	
3. Wie viele km fahren Sie durchschnittlich im Jahr? _____ km	
4. Wie viele Motorradunfälle hatten Sie seit der Tour?	
_____ Unfall/Unfälle <input type="checkbox"/> bin seither nicht gefahren Davon unverletzt: _____ leicht verletzt: _____ schwer verletzt: _____	
5. Wie oft waren Sie seit der Tour mit dem Motorrad in einer unfallkritischen Situation?	
_____ mal <input type="checkbox"/> bin seither nicht gefahren	
6. Wie sicher fühlen Sie sich mit dem Motorrad auf der Straße / im Straßenverkehr?	
überhaupt nicht 1 2 3 4 5 sehr	
7. Wie sehr hat die Tour zur Erhöhung Ihrer Fahrsicherheit beigetragen?	
überhaupt nicht 1 2 3 4 5 sehr	
8. An welche Fahrübungen können Sie sich noch gut erinnern? (Mehrfachnennungen sind möglich)	
<input type="checkbox"/> Handling (Wenden, Langsamfahrt) <input type="checkbox"/> Fahren / Bremsen auf losem Untergrund <input type="checkbox"/> Kurvenfahrt <input type="checkbox"/> Bremsen auf festem Untergrund <input type="checkbox"/> keine	
9. An welche Beobachtungsübungen der Tour können Sie sich noch gut erinnern? (Mehrfachnennungen sind möglich)	
<input type="checkbox"/> Sehen und gesehen werden <input type="checkbox"/> Fahrzeuge im Längsverkehr <input type="checkbox"/> Fahrbahnbelag <input type="checkbox"/> Fahrzeuge im Querverkehr <input type="checkbox"/> Fahrbahnverlauf <input type="checkbox"/> keine	

10. Welche Beobachtungsübungen haben Sie nach der Tour selbst angewendet? (Mehrfachnennungen sind möglich)						
<input type="checkbox"/> Sehen und gesehen werden	<input type="checkbox"/> Fahrzeuge im Längsverkehr	<input type="checkbox"/> Fahrbahnbelag				
<input type="checkbox"/> Fahrzeuge im Querverkehr	<input type="checkbox"/> Fahrbahnverlauf	<input type="checkbox"/> keine				
11. Wie empfehlenswert ist eine Sicherheitstour wie die German Safety Tour?						
überhaupt nicht	1	2	3	4	5	sehr empfehlenswert
12. Für wie gefährlich halten Sie Motorradfahren?						
überhaupt nicht	1	2	3	4	5	sehr
13. Wie gut beherrschen Sie Ihr Motorrad?						
noch nicht so gut	1	2	3	4	5	sehr gut
14. Welche Fahrübungen der Sicherheitstour haben Ihre Fahrsicherheit verbessert? (Mehrfachnennungen sind möglich)						
<input type="checkbox"/> Handling (Wenden, Langsamfahrt)	<input type="checkbox"/> Fahren/ Bremsen auf losem Untergrund	<input type="checkbox"/> Kurvenfahrt				
<input type="checkbox"/> Bremsen auf festem Untergrund	<input type="checkbox"/> keine					
15. Wie viel Angst haben Sie davor, mit dem Motorrad einen Unfall zu erleiden?						
überhaupt nicht	1	2	3	4	5	sehr viel
16. Wie lässt sich Ihre Fahrweise charakterisieren?						
bedacht	1	2	3	4	5	sportlich
17. Wie verbesserungsbedürftig ist Ihr Fahrkönnen in risikobehafteten Situationen?						
überhaupt nicht	1	2	3	4	5	sehr
18. Wie risikofreudig sind Sie beim Motorradfahren?						
überhaupt nicht	1	2	3	4	5	sehr

GST-FB2-2

Bitte überprüfen Sie noch einmal, dass Sie keine Angabe vergessen haben.

Vielen Dank für Ihre Teilnahme!



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