

Sweden

1. Trends

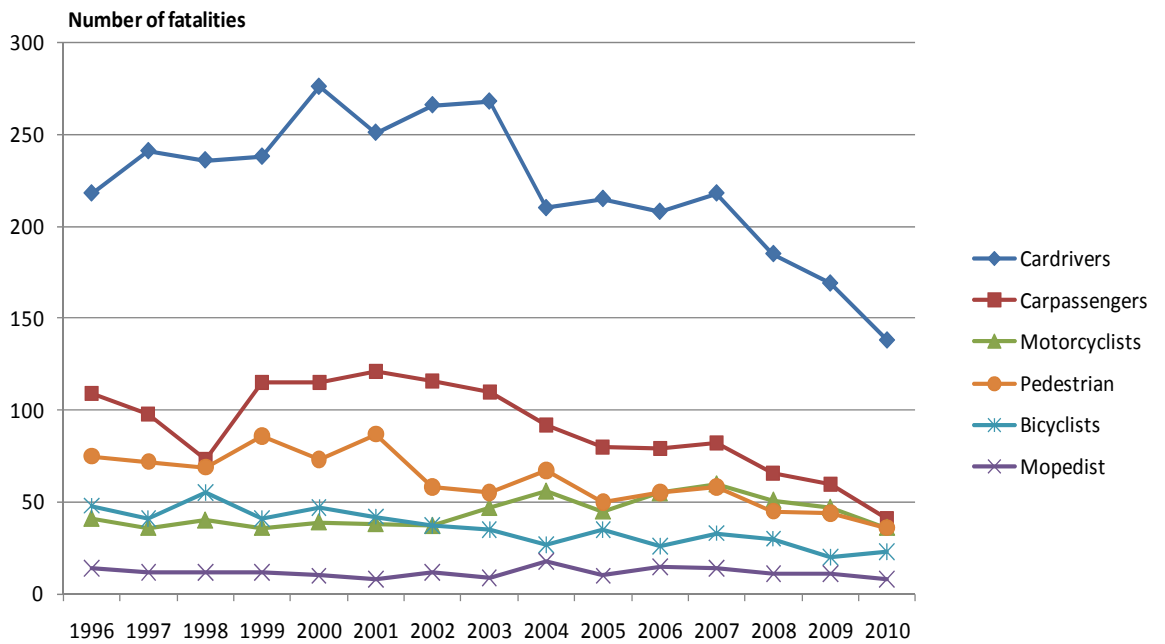
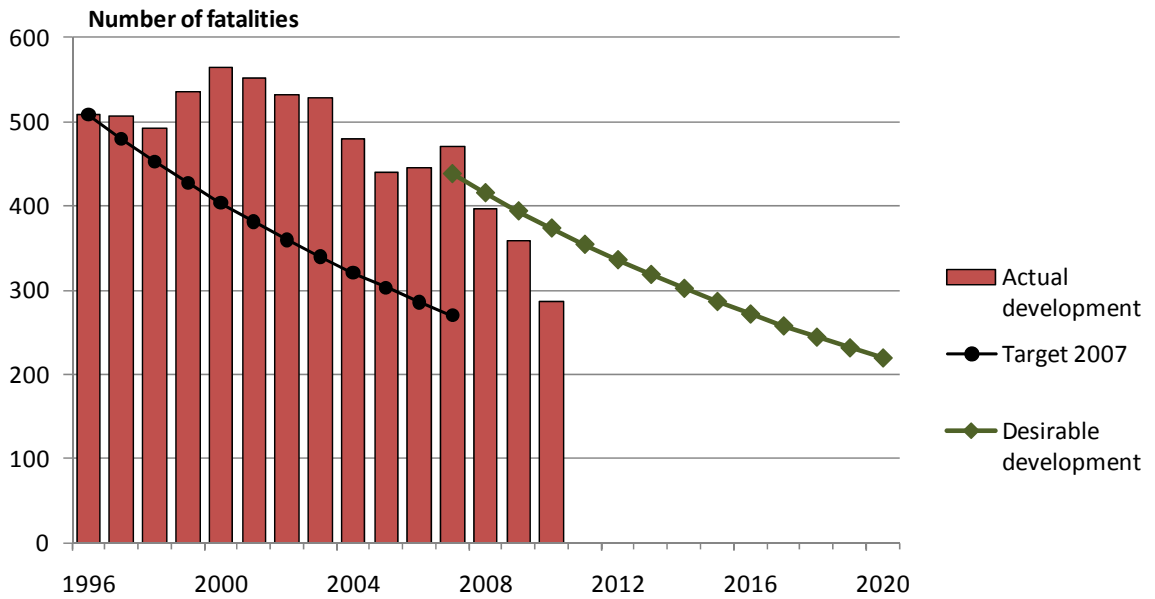
1a Long-term trends (including graphs)

	1990	2000	2001	2005	2008	2009	2010 ²	% change over		
								2010 -> 2009	2010 -> 2001	2010 -> 1990
Fatalities¹ (number)	772	591	554	440	397	358	266	-26%	-52%	-66%
Rate killed per 100 000 popn	9	6,7	6,2	4,9	4,3	3,8	2,8	-26%	-54%	-69%
Rate killed per 10 000 vehicle	1,97	1,35	1,25	0,95	0,83	0,74	0,54	-26%	-56%	-72%
Rate killed per billion veh-km	12,0	8,5	7,8	5,9	4,9	4,4	3,2	-27%	-59%	-73%
Seriously injured road users¹ (number)	5 501	4 103	4 058	3 915	3 657	3 460	2 888	-17%	-29%	-48%
Slightly injured road users (number)	16996	17929	18272	22544	22591	21821	20417	-6%	12%	20%

¹From 2010 suicides are excluded

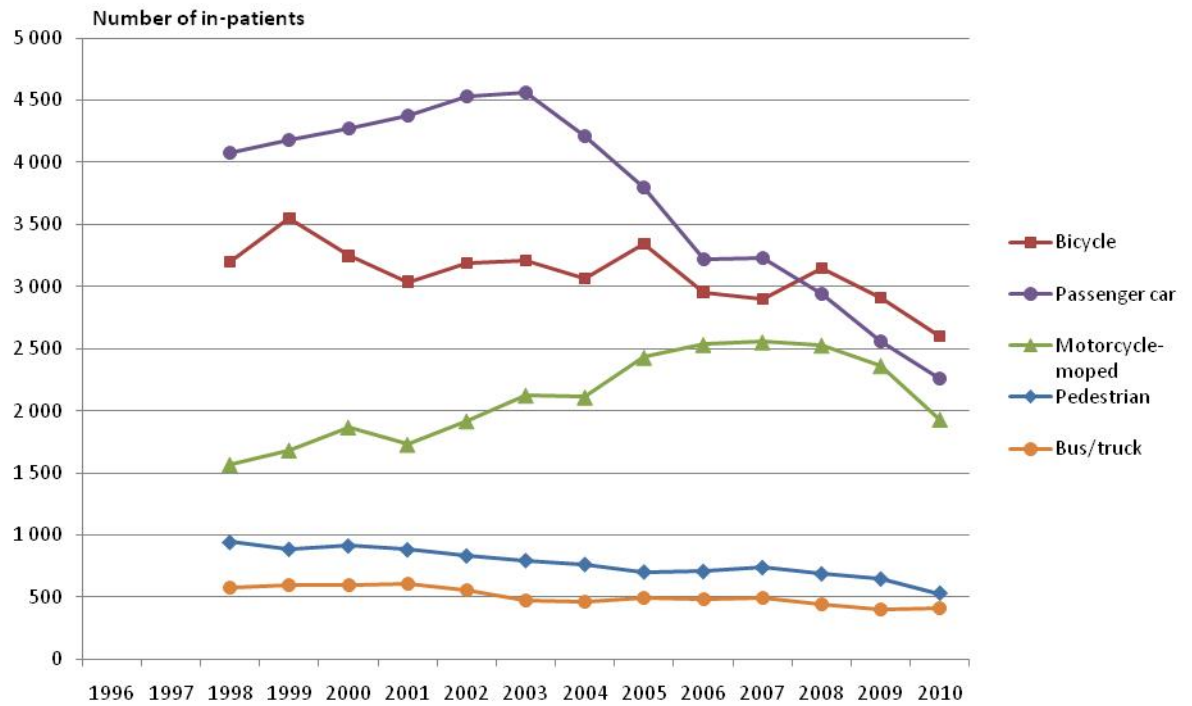
²Any person injured according to police reports.

Final figures states that 266 persons were killed in road traffic accidents during 2010, which is a reduction by almost 26 % compared to 2009. The Swedish interim target for fatalities is a 50 % reduction between 2007 (the average for 2006-2008 is used as the base figure) and 2020, which corresponds to maximum 220 deaths in traffic by 2020. This requires an annual reduction of a little more than 5 % so far we've managed to reach this requirement.



Number of fatalities according to road user types 1996-2010.

During the period 2001-2010, the total number of fatalities decreased by 48 percent. The number of pedestrians killed dropped by 59 percent and the number of killed car occupants dropped by 52 percent. The number of cyclists killed fell by 45 percent but the number of killed riders on powered two-wheelers only fell by 4 percent from 2001 to 2010.



Number of in-patients (>24 hours) according to road user types 1998-2009.

In Sweden we have had a substantial drop of injured occupants in passenger cars (both in-patients and fatalities) since 2003. For in-patients the drop is so radical that from the year 2008 there are more cyclists as in-patients than car occupants. This is mainly due to safer cars, lower speeds and the introduction of median barriers. Injured motorcyclists and moped riders have increased during the last decade but for in-patients they decreased substantially in 2010.

1b Recent data

Number of killed road users by month	final		provisional		
	2010	2011	2010	2011	Change
January	23		25	23	
February	8		8	26	
March	13		16	20	
April	15		16	18	
May	26		27	26	
June	30		35	37	
July	37		38	42	
August	26		30	33	
September	28		28		
October	22		24		
November	22		23		
December	16		17		
Total	266		283		%
12-month period (measured backward from most recent month available)	<i>(September 2010-August 2011)</i>		316	317	0.3%

1.c. Recent developments in accident trends

In the first 8 month of 2011 the number of fatalities increased from 186 to 225, an increase with 21 percent. The fatalities increased for all road user categories except for cyclists where the number of fatalities decreased slightly. The largest increase occurred among killed pedestrian who increased from 17 to 38.

In the first 8 month of 2011 the number of seriously injured (reported by police) increased from 2 015 to 2 120, an increase with 5 percent. The seriously injured increased for all road user categories. The largest increase occurred among seriously injured motorcyclists who increased from 208 to 272 an increase with 31 percent.