

DEVELOPMENT OF ROAD SAFETY IN SWEDEN

(Source: Swedish Transport Agency, Swedish Transport Administration, Transport Analysis and Swedish National Road and Transport Research Institute (VTI))

1 Trends

							% change		
	1990	2000	2001	2009	2010	2011 ¹	2011 over 2010	2010 over 2001	2010 over 1990
Fatalities (number)	772	591	554	358	266	319	20%	-52%	-66%
Rate killed per 100 000 popn	9.0	6.7	6.2	3.8	2.8	3.4	19%	-55%	-69%
Rate killed per 10 000 vehicle	1.97	1.32	1.26	0.74	0.55	0.65	19%	-59%	-72%
Rate killed per billion veh-km	12.1	8.5	8.3	4.4	3.2	3.8	18%	-61%	-73%
Injury crashes	16 975	15 770	15 796	17 858	16 500	16 119	-2%	4%	-3%

¹ Final figures, from 2003 death by natural causes are excluded and from 2010 suicides are excluded

1a Long term trends

Final figures states that 319 persons were killed in road traffic during 2011, which is an increase by 20 % compared to 2010. 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 by 2020. However, due to the fact that we probably will reach that target as a result of the development of safer vehicles and roads and also because of the Commissions' target of halving the deaths from 2010 to 2020 we are now discussing if we should strengthen our target to 133 instead of 220 for the year 2020.

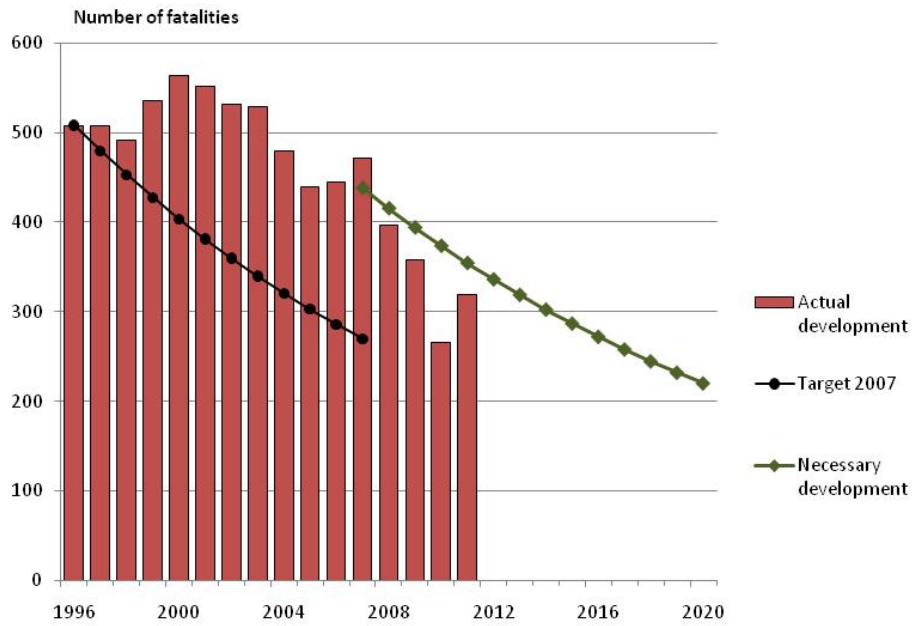


Figure 1. Number of fatalities 1996-2011. Previous target (2007) ≤ 270 , new target (2020) $N \leq 220$.

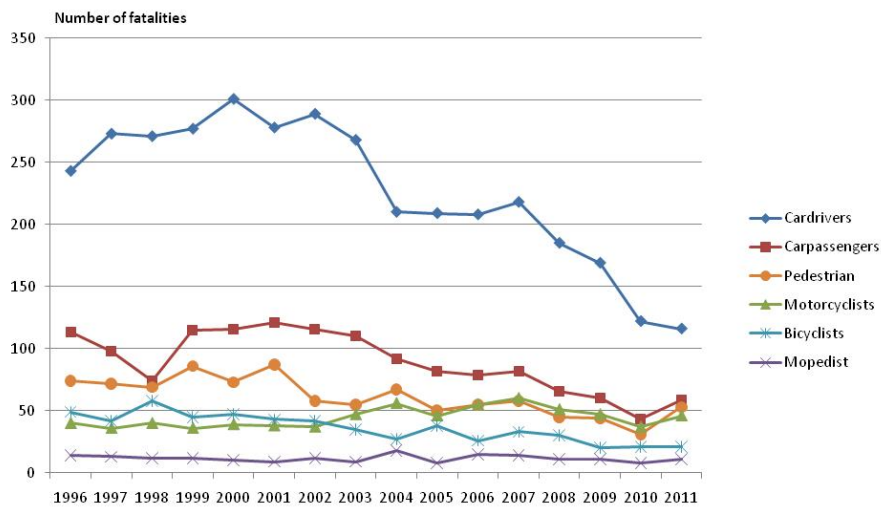


Figure 2. Number of fatalities according to road user types 1996-2011.

During the period 1996-2011, the total number of fatalities decreased by 41 percent. The number of motorcyclists killed increased by 15 percent. The other killed road users decreased between 21 and 57 percent from 1996 to 2011. One reason that the number of killed motorcyclists not decreased in the same amount as the other road users is that the number motorcycles more than doubled during that period.

During 2011, 14 children aged 0-17 years were killed, representing a decline by 63 percent compared to 1996.

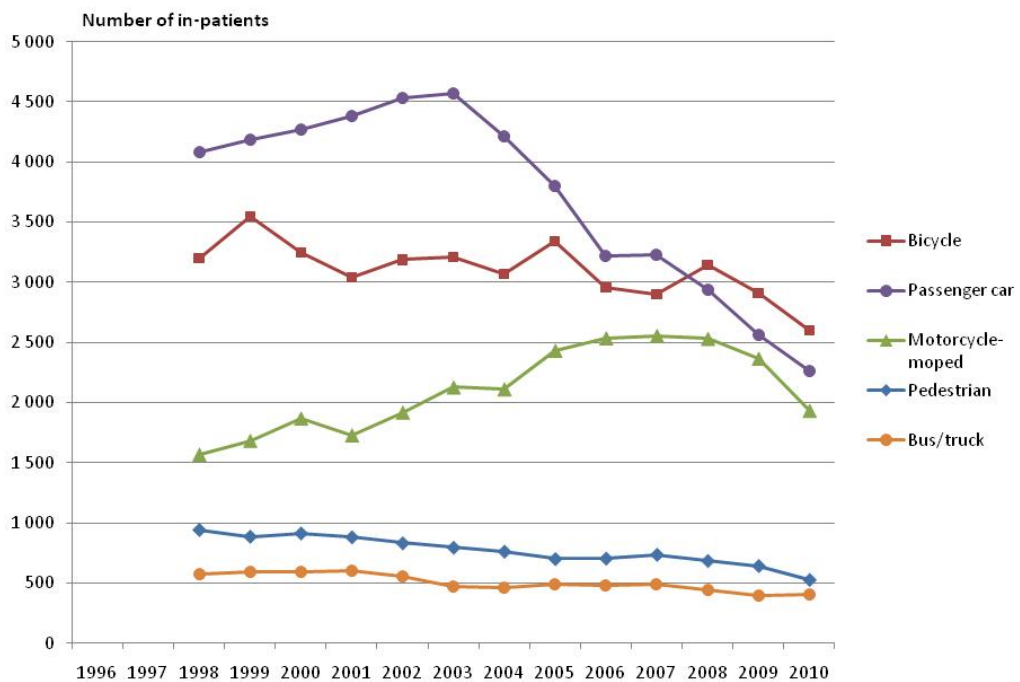


Figure 3. Number of in-patients (>24 hours) according to road user groups 1998-2010.

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 decreased during the last years mainly due to the fact that we now require a driving license for moped riders.

1b Short term trends

In 2011, the number of fatalities increased for all road users except for car drivers and cyclists. The relative increase was highest for the number of deceased pedestrians.

During 2011 the number of killed have increased for all age groups except for children (0-17 years). The relative increase were highest in the age group 18-24 years.

The monitoring of speeding of the police has increased markedly mainly due to the introducing of speed cameras in 2006 and the reporting of non-compliances has accordingly doubled to 400 000. In 2010, the average speed decreased by 2.1 percent but in 2011 the average speed increased by 0.9 percent. During the snow-free period when the road conditions are similar the average speed decreased by 0.4 percent.

In 2012 we introduced a system in Sweden in order to keep the license after drunk driving. A person who has his license revoked because of drink-driving can apply for a license with alcolock conditions instead of losing their license. Terms of time are one year or two years. The longer term requirements for persons convicted of aggravated drunken driving. The conditions include regular medical checkups with sampling and inspections and servicing of Interlock and its log.

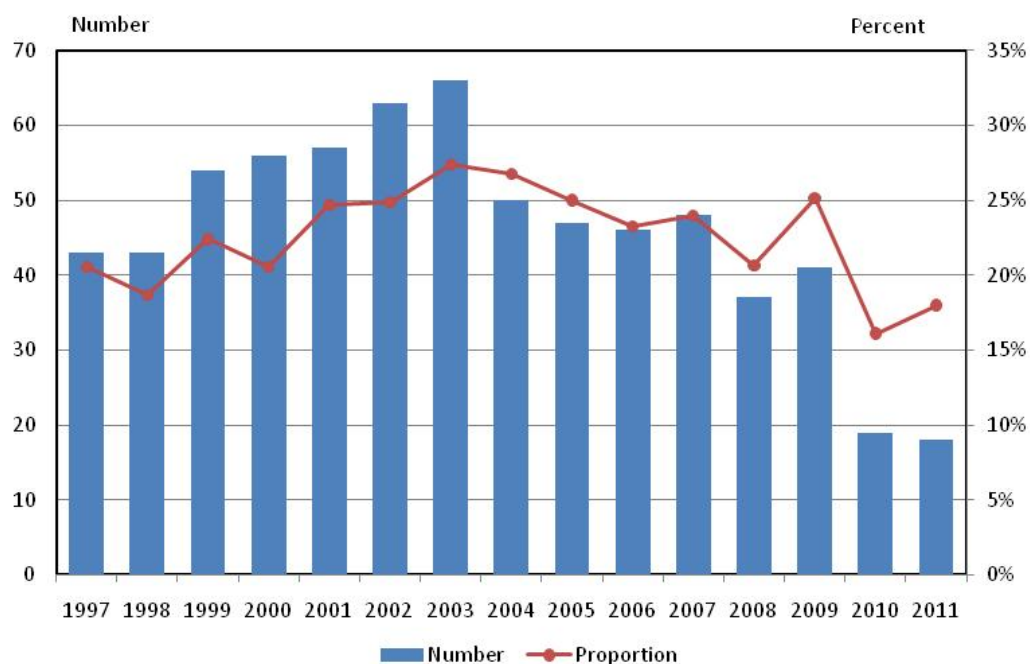


Figure 4. The number of killed car drivers under the influence of alcohol (> 0.02%) and the proportion of killed car drivers under the influence of alcohol, 1997-2011.

From 2003 the general trend are that the number of killed car drivers under the influence of alcohol (> 0.02%) as well as the proportion of killed car drivers under the influence of alcohol has decreased.

The use of seat belt increased from 96 to 97 percent in the front of passenger cars during 2011. The proportion of killed car drivers that were unstrained has continued to drop and was 31 percent in 2011.

In Sweden it is mandatory to use a helmet when cycling and if you are younger than 15 years of age. Between 60-70 percent of the children comply with the law. For adults the use of helmets is about 25 percent but it varies much by different cities. During 2011 the total helmet use increased from 27 to 32 percent.

Preliminary data for 2012

Please adapt table to show provisional or final data for the two most recent years available in your country. *Note: If provisional data are indicated, please compare provisional data of the current year with provisional data of the previous year and not with final data.*

Number of killed road users by month	final		provisional		
	2011	2012	2011	2012	Change
January	20		19	20	5%
February	25		25	17	-32%
March	18		16	19	19%
April	17		17	26	53%
May	29		28	21	-25%
June	42		43	29	-33%
July	41		39	40	3%
August	27		26	30	15%
September	30		28		
October	25		24		
November	17		17		
December	28		32		
Total	319		319		%
12-month period (measured backward from most recent month available)			307	302	-2%