

# SWEDEN



Population: 9 379 687  
 Income group: High  
 Gross national income per capita: US\$ 50 580

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Swedish Transport Agency and Swedish Transport Administration
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2020)
Fatality reduction target	50%

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

## SAFER VEHICLES

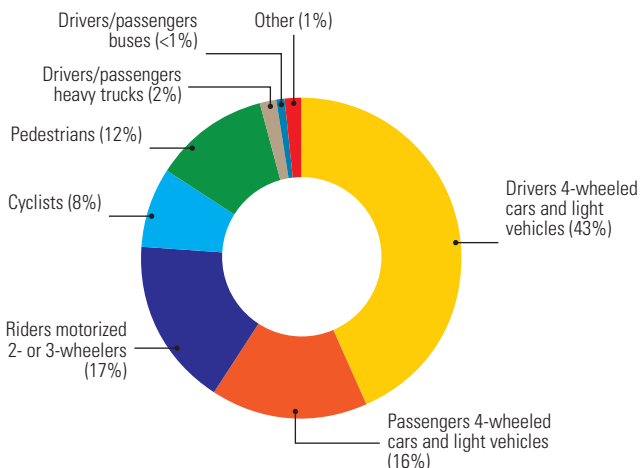
<b>Total registered vehicles (2010)</b>	5 231 589
Cars and 4-wheeled light vehicles	4 782 700
Motorized 2- and 3-wheelers	356 093
Heavy trucks	78 923
Buses	13 873
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	266 <sup>a</sup> , 75%M, 25%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.8 <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> Swedish Civil Contingencies Agency.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Official statistics (Transport Analysis).

Further data on each country can be found in the statistical annex.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
BAC limit – professional/commercial drivers	0.02 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% <sup>c</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% Drivers <sup>d</sup> 90% Passengers <sup>d</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	96% Front seats <sup>e</sup> 87% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> 2010, In-depth studies of fatal crashes, average over 2008–2010.

<sup>d</sup> 2003, Swedish Road and Transport Research Institute.

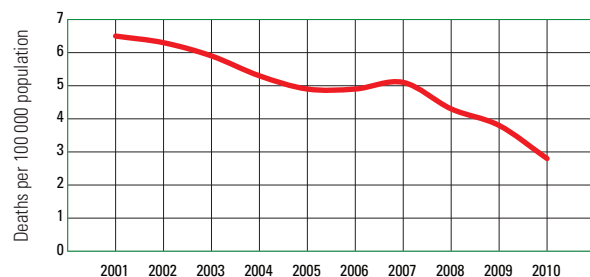
<sup>e</sup> 2010, Swedish Road and Transport Research Institute.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	6% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>f</sup> Larsson et al. Persistent pain and disability – a comparison of injuries related to work, vehicles and sports. IPSO, Stockholm, 1991.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Official statistics (Transport Analysis).