



## Structure and Culture

### Basic Data

**Table 1: Basic data of Sweden in relation to the EU average**

Basic data of Sweden	EU average
- Population: 9,75 million inhabitants (2015) [2]	18,1 million (2015)
- Area: 450.295 km <sup>2</sup> (2015) [2] (8,87% water) (2015)[2]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 3,2°C	6,5°C
- Average summer temperature (May to Oct.): 12,8 °C	17,8°C
- Annual precipitation level: 539 mm	651 mm
- Exposure: 54,7 billion vehicle km (2014)[1]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,61 vehicles per person (2014)[1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Sweden has a low population density and a high GDP per capita.

### Country characteristics

**Table 2: Characteristics of Sweden in comparison to the EU average**

Characteristics of Sweden	EU average
- Population density: 22 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]: 17,3% children (0-14 years) 63,1% adults (15-64 years) 19,6% elderly (65 years and over)	15,6% children 65,5% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €41.600 (2015) [2]	€26.300 (2015)
- 85,8% of population lives inside urban area (2015)	73,3% (2015)
- Special characteristics [4]: mostly flat or gently rolling lowlands	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

The Swedish Transport Administration (Trafikverket) is the government agency responsible for the long-term planning of the transport system. Trafikverket is also in charge of the state road network. Road safety policies were managed by the Swedish Road Administration (Vägverket), however now they are within the responsibilities of the Swedish Transport Administration.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Sweden**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Enterprise and Innovation (Minister for Infrastructure ) - The Swedish Transport Administration - The Swedish Transport Agency
2. Monitoring of the RS development in the country	- Ministry of Enterprise and Innovation - Swedish Transport Agency - The Swedish Transport Administration - Vision Zero Academy
3. Improvements in road infrastructure	- Ministry of Enterprise and Innovation - Swedish Transport Administration
4. Vehicle improvement	- The Swedish Transport Agency
5. Improvement in road user education	- The Swedish Transport Agency - Swedish Transport Administration - Public Transport Authorities
6. Publicity campaigns	- Ministry of Enterprise and Innovation - The Swedish Transport Agency - Swedish Road Administration - Vision Zero Academy
7. Enforcement of road traffic laws	- The Swedish National Police Board
8. Other relevant actors	- Various stakeholders from the industry

Sources: national sources

Zero Vision, Sweden's road safety policy, is based on the simple fact that we are all human-beings, and as such we make mistakes.

## Attitudes towards risk taking

- Swedish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is much lower than the ESRA-average.

**Table 4: Road safety attitudes and behaviour of drivers**

	Sweden	ESRA average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	75%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	64%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	65%	68%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: for speeding</b>	68%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: alcohol</b>	93%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	30%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, have you been stopped by the police for a check? <b>(once or more)</b>	32%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? <b>(Very (big) chance)</b>	19%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? <b>(once or more)</b>	30%	19%

Source: ESRA 2016

## Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

	2-9% better
	10-19% better
	≥ 20% better
	2-9% worse
	10-19% worse
	≥ 20% worse

Swedish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

The Swedish RS management is based on the safe system approach Vision Zero.

## Programmes and measures

### Road safety strategy of the country

- The Swedish road safety management is based on Vision Zero, a safe system approach where no one should be at risk of being fatally or severely injured while using road transport. There is no safety plan in a traditional sense.

### National strategic plans and targets

- Sweden does not have a road safety plan in a traditional sense. However, a number of agencies and stakeholders have adopted a management-by-objective approach to road safety in order to achieve the new interim target towards Vision Zero.  
- Targets (referred to 2007):

**Table 5: Road safety targets for Sweden**

Year	Fatalities	Serious injuries
2020	-50% Max. 220	-25%

Source: IRTAD, 2016

- Priority topics:
  - Speed compliance (on state roads and municipal streets)
  - Sober drivers
  - Fatigued drivers
  - Seat-belt use
  - Bicycle helmet use
  - Safe vehicles (passenger cars and heavy vehicles)
  - Safe roads (state roads and municipal streets)
  - Rescue, care and rehabilitation
  - Valuation of road safety

## Road infrastructure

**Table 6: Description of the road categories and their characteristics in Sweden**

Road type	General speed limits (km/h)
Urban roads	30-50
Rural roads	60-100
Motorways	110/120

Source: IRTAD, 2016

- Special rules for:
  - Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Sweden.

High risk site treatment is not obligatory in Sweden.

**Table 7: Obligatory parts of infrastructure management in Sweden and other EU countries**

Obligatory parts in Sweden:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: no	74%

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing: there is a national plan for the transport system that covers the period 2014 – 2025.

(Sources: national sources)

## Traffic laws and regulations

**Table 8: Description of the regulations in Sweden in relation to the most common regulations in other EU countries**

Regulations in Sweden [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,2‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory up to 15 years old	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

## Enforcement

**Table 9: Effectiveness of enforcement effort in Sweden according to an international respondent consensus (scale = 0-10)**

Issue	Score for Sweden	Most common in EU (% of countries)
Speed legislation enforcement	6	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	7	8 (39%)
Helmet legislation enforcement	8	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

Effectiveness of enforcement in most issues is lower in Sweden than in most EU countries.

<sup>2</sup> Blood Alcohol Concentration

As in most other countries, Sweden has compulsory road safety education and similar driving licences thresholds.

## Road User Education and Training

**Table 10: Road user education and training in Sweden compared to the situation in other EU countries**

Education and training in Sweden	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 18-21 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

## Public Campaigns

**Table 11: Public campaigns in Sweden compared to the situation in other EU countries**

Campaigns in Sweden	Most common issues in EU (% of countries)
Organisation:	
- Swedish Transport Administration	
- Local authorities	
Main themes:	
- speed cameras (information)	Drink-driving (96%)
- drink-driving	Speeding (86%)
- seat-belts	Seat-belt (79%)

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Sweden, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 34 months, then after 2 years, then every 12 months	Every 12 months (39%)
Motorcycles: every 24 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory vehicle inspection periods vary in Sweden, depending on the vehicle type.

## Road Safety Performance Indicators

### Speed

The amount of speed tickets per population in Sweden is below the EU average.

**Table 13: Number of speed tickets per population in Sweden versus the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	21	17	-2,3%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

**Table 14: Percentage of speed offenders per road type in Sweden compared to the EU average**

Road type	2004	2012	Average annual change	EU average
Motorways	64%	54%	-2,1%	n/a
Rural roads	55% (70 km/h limit) 50% (90 km/h limit) 60% (110 km/h limit)	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

**Table 15: Mean speed per road type in Sweden compared to the EU average**

Road type	2004	2012	Average annual change	EU average
Motorways	110 km/h	106 km/h	-0,5%	n/a
Rural roads	68 (70 km/h limit) 89 (90 km/h limit) 111 (110 km/h limit)	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

### Alcohol

**Table 16: Road side surveys for drink-driving in Sweden compared to the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	264	130	7,6%	209
% tested over the limit	0,9%	1%	1,2%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of drink-driving tests per population decreased in Sweden between 2006 and 2015, while the percentage of offenders slightly increased.

Car fleet in Sweden is newer and safer than the EU average.

## Vehicles

**Table 17: State of the vehicle fleet in Sweden compared to the EU average**

Vehicles	EU average
<b>Cars per age group (2012) [1]:</b>	<b>Passenger cars (2012)</b>
- ≤2 years: 16%	≤2 years: 9%
- 3 to 5 years: 18%	3 to 5 years: 13%
- 6 to 10 years: 25%	6 to 10 years: 28%
- >10 years: 41%	>10 years: 49%
<b>EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:</b>	
- 5 stars: 57,8%	5 stars: 52,5%
- 4 stars: 2,7%	4 stars: 4,5%
- 3 stars: 1,6%	3 stars: 2,9%
- 2 stars: 0,6%	2 stars: 0,5%
- not tested: 37,3%	not tested: 39,6% <sup>3</sup>

Source: [1] EUROSTAT; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Sweden versus the average in EU**

Protective systems	EU average <sup>4</sup>
<b>Daytime seat-belt wearing in cars and vans (2015) [1]:</b>	<b>(2015)</b>
- 98% front	89,7% front
- 98% driver	not available
- 97% front passenger	not available
- 93% rear	69,5% rear
- 97% for child restraint systems	not available
<b>Helmet use (2015) [1]:</b>	
- 96-99 % powered two-wheelers riders	not available
- 37% cyclists (2014) [2]	

Sources: [1] IRTAD, 2016; [2] ETSC, 2015

Seat-belt and helmet wearing rates are very high in Sweden.

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>4</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

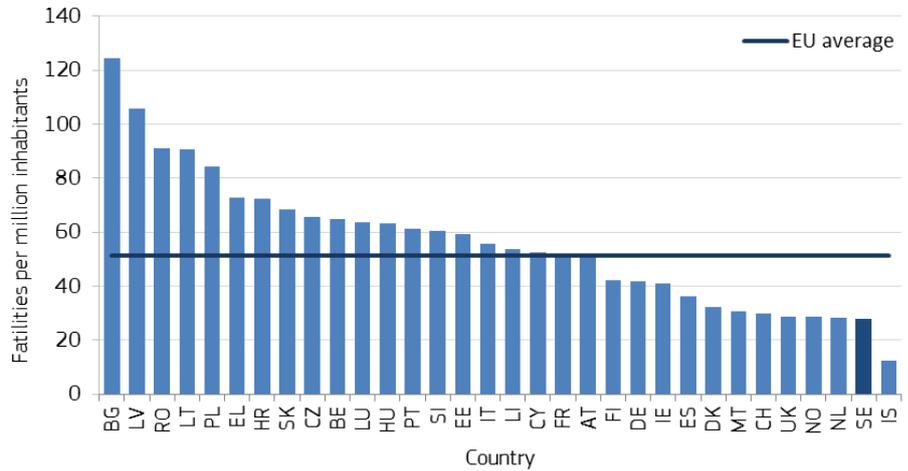
## Road Safety Outcomes

### General positioning

The fatality rate of Sweden is one of the lowest in the EU (around 28 fatalities per million population in 2014). Its development was similar to the EU average in the period 2001-2014.

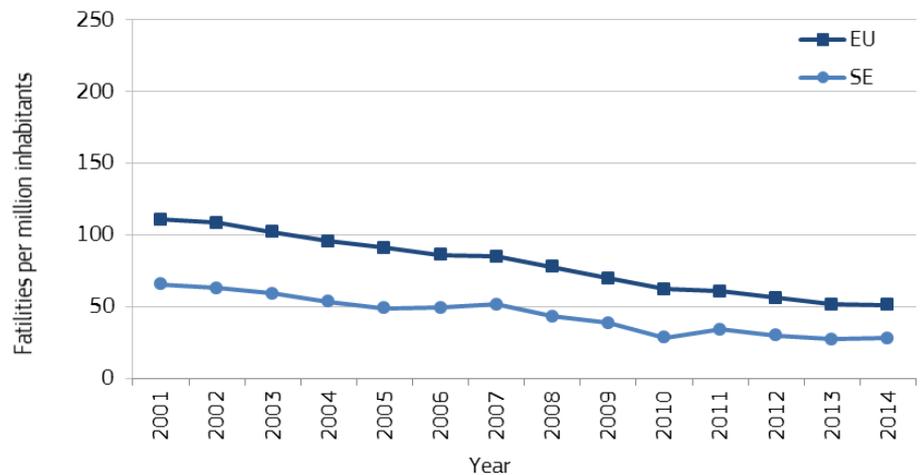
The fatality rate of Sweden is one of the lowest in the EU. Its development was similar to the EU average in the period 2001-2014.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Sweden and the EU average**



Sources: CARE, Eurostat

The share of cyclist fatalities is higher than the EU average.

## Transport mode

The share of cyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 2%, it was 8% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 4% and 2%.

**Table 19: Reported fatalities by mode of road transport in Sweden compared to the EU average**

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	87	52	-4%	19%	22%
Car occupants	373	122	-8%	45%	45%
Motorcyclists	38	31	-2%	11%	15%
Mopeds	9	8	-1%	3%	3%
Cyclists	43	33	-2%	12%	8%
Bus/coach occupants	6	2	-8%	1%	1%
Lorries or truck occupants	20	13	-3%	5%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Sweden versus the EU average**

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Females</b>					
0 - 14 years	9	3	-8%	1%	1%
15 - 17 years	7	0	-100%	0%	1%
18 - 24 years	17	7	-7%	3%	3%
25 - 49 years	42	24	-4%	9%	6%
50 - 64 years	26	13	-5%	5%	4%
65+ years	48	32	-3%	12%	9%
<b>Males</b>					
0 - 14 years	9	4	-6%	1%	1%
15 - 17 years	15	7	-6%	3%	2%
18 - 24 years	83	18	-11%	7%	12%
25 - 49 years	145	54	-7%	20%	29%
50 - 64 years	82	41	-5%	15%	15%
65+ years	99	67	-3%	25%	16%
<b>Nationality of driver or rider killed</b>					
National	n/a	263	n/a	97%	n/a
Non-national	n/a	7	n/a	3%	n/a

Sources: CARE, national sources

Sweden has a somewhat higher share of female road fatalities than the EU average.

Fatalities in rural areas are over-represented in Sweden.

## Location

Fatalities in rural areas are over-represented in Sweden compared to the EU average.

**Table 21: Reported fatalities by location in Sweden compared to the EU average**

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	180	67	-7%	25%	38%
Rural areas	373	158	-6%	59%	54%
Motorways	30	31	0%	11%	7%
Junctions	155	50	-8%	19%	19%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Sweden compared to the EU average**

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Lightning conditions</b>					
During daylight	339	162	-6%	60%	49%
During night-time	207	78	-7%	29%	30%
<b>Weather conditions</b>					
While raining	48	17	-8%	6%	9%

Sources: CARE, national sources

The share of fatal single vehicle accidents in Sweden is similar to the EU average.

## Single vehicle accidents

**Table 23: Reported fatalities by type in Sweden compared to the EU average**

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	193	75	-7%	28%	28%

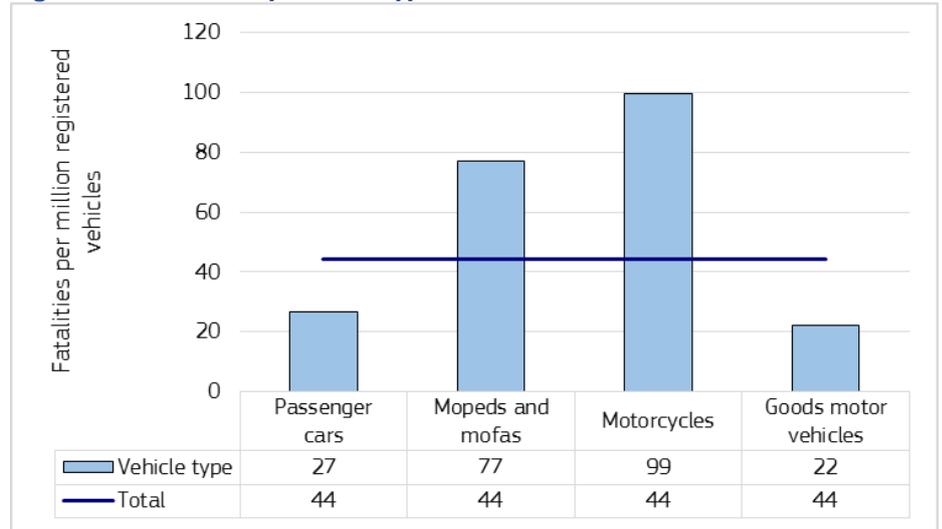
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

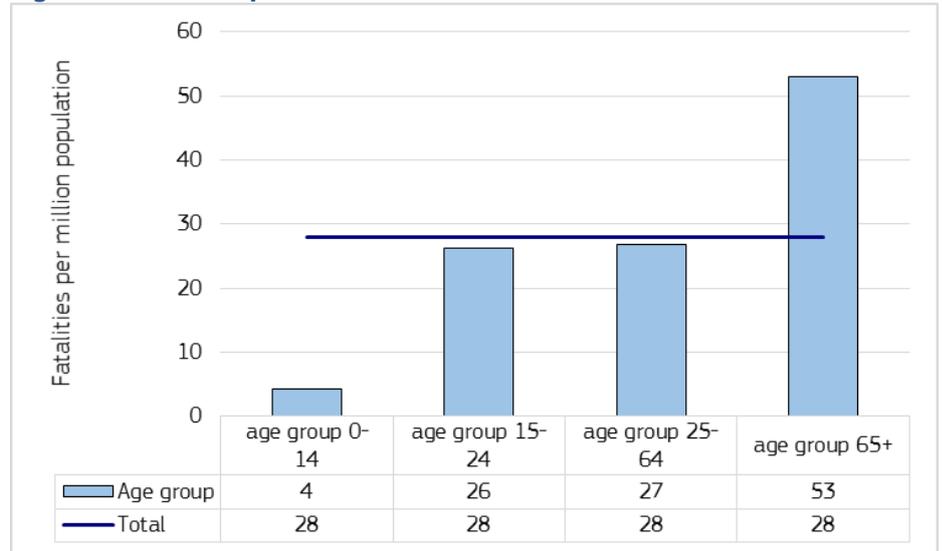
## Risk Figures

**Figure 3: Fatalities by vehicle type in Sweden in 2014**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Sweden in 2014**



Sources: CARE, EUROSTAT

Risk in Sweden is highest for motorcyclists and elderly people.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>5</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Sweden versus the EU average**

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
<b>Sweden</b>	<b>2.240.000</b>	<b>328.700</b>	<b>23.500</b>
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

The estimated costs of road casualties in Sweden are somewhat higher for fatal injuries than the EU average, but much higher for non-fatal severe injuries.

<sup>5</sup> Value of Statistical Life

## Synthesis

### Safety position

- The fatality rate of Sweden is one of the lowest in the EU (around 28 fatalities per million population in 2014).

### Scope of problem

- The largest share of road fatalities in Sweden are among car occupants. The share of cyclist fatalities is higher than the EU average.
- Sweden has a somewhat higher share of female road fatalities than the EU average. The elderly is the highest risk group in Sweden.
- By far the most – and relatively much – fatal accidents in Sweden happen on rural roads.
- Relatively many fatal accidents in Sweden happen during daylight.
- The amount of speed tickets per population in Sweden is below the EU average.

### Recent progress

- Since 2001, the development of the fatality rate was similar to the EU average.
- Effectiveness of enforcement in most issues is lower in Sweden than in most EU countries.
- The amount of drink-driving tests per population decreased in Sweden between 2006 and 2015, while the percentage of offenders slightly increased.
- The vehicle fleet in Sweden is newer and safer than the EU average.

### Remarkable road safety policy issues

- The most remarkable road safety policy issue in Sweden is Vision Zero, a strategic approach towards a safe system where no one is at risk of being fatally or severely injured while using road transport.
- Safety impact assessment, road audits and inspections are obligatory parts of infrastructure management.
- Sweden has a 0,2‰ limit for drink-driving, which is lower than in most other EU countries.
- Seat-belt and helmet wearing rates are very high in Sweden.

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Effectiveness of enforcement in most issues is lower in Sweden than in most EU countries, however, helmet and seat-belt wearing rates are very high.

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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview – Sweden, European Commission, Directorate General for Transport, September 2016.*

