European Commission

European Road Safety Observatory

National Road Safety Profile - Sweden

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 204 people were killed in reported traffic accidents in Sweden.
- Out of 27 EU countries, Sweden has the lowest number of fatalities per million inhabitants. Over the past twenty years this rate has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in Sweden shows a relatively high proportion of fatalities on rural roads and fatalities on roads with snow and ice. The proportion of pedestrians on the other hand is much smaller.
- Over the past ten years there has been an increase in the number of fatalities among people aged 65 and over and in the number of fatalities that occur on motorways.

Road safety performance indicators

- Self-reported drink-driving in Sweden is much lower than in other European countries.
- The self-reported frequency of speeding is higher than in most other countries.
- The Swedish road infrastructure is characterized by low road density. Its quality is perceived as relatively high compared to other EU countries.
- Swedish passenger cars are younger than the EU average.

Road safety policy and measures

- Enforcement of speeding is more widely perceived as effective in comparison to other countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Sweden, a total of 204 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 20 road fatalities per million inhabitants, which is the lowest mortality rate in the European Union. Since 2001, the mortality rate in Sweden has declined at the same pace as the European Union overall. When the number of vehicles is taken into account, Sweden still performs better than almost all EU countries with a rate of 0.34 fatalities per 10,000 registered vehicles.

The number of fatalities in Sweden has fluctuated over the past ten years. While the number stayed more or less constant between 2012 and 2017, there were sudden increases in 2011 and 2018. As in most EU countries the number of fatalities fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	266	204	-23%	29611	18834	-36%

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

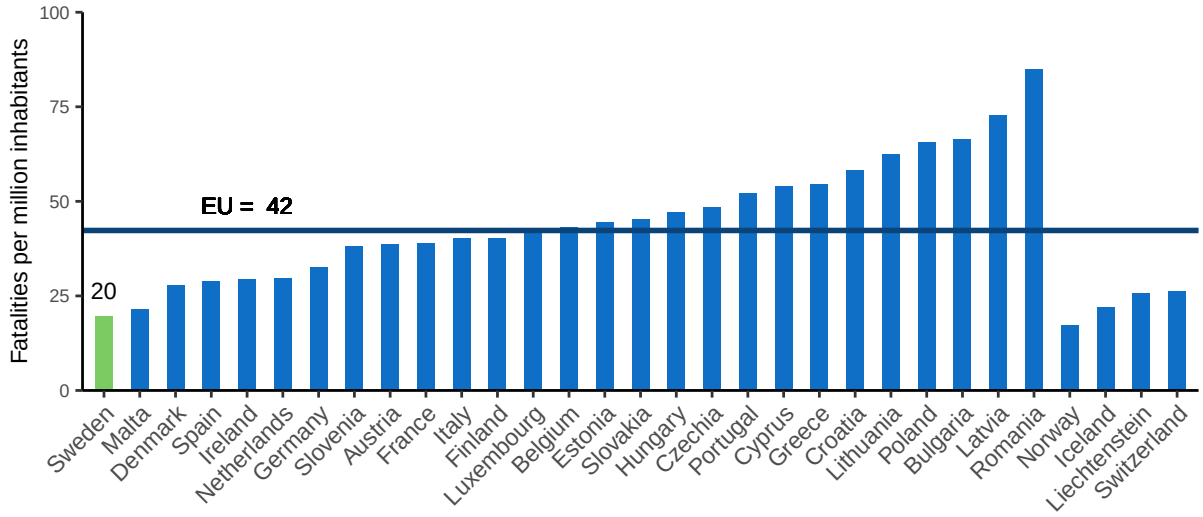


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

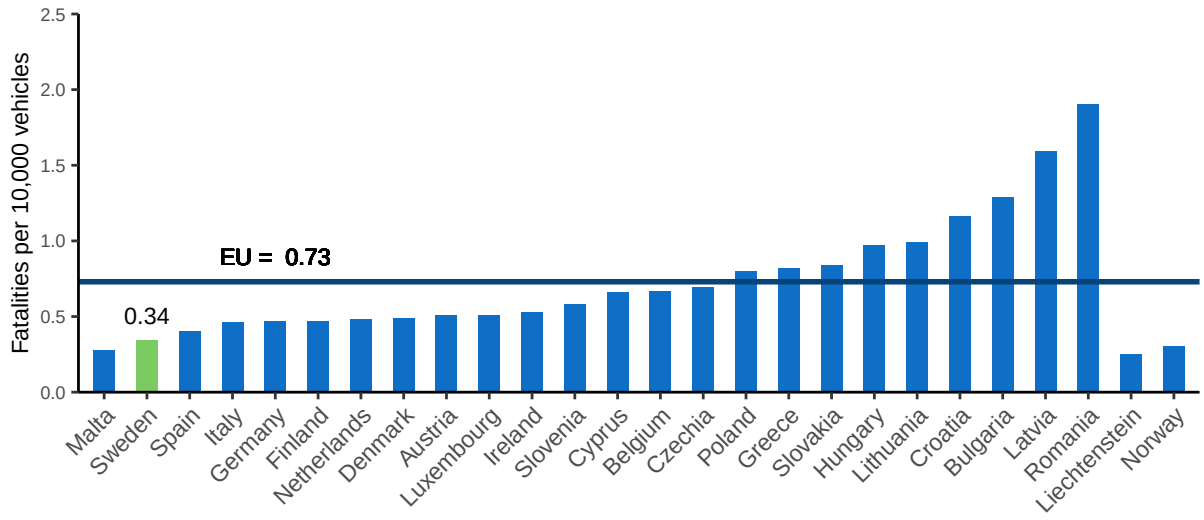


Figure 3. Number of road fatalities (2010-2020). Source: CARE

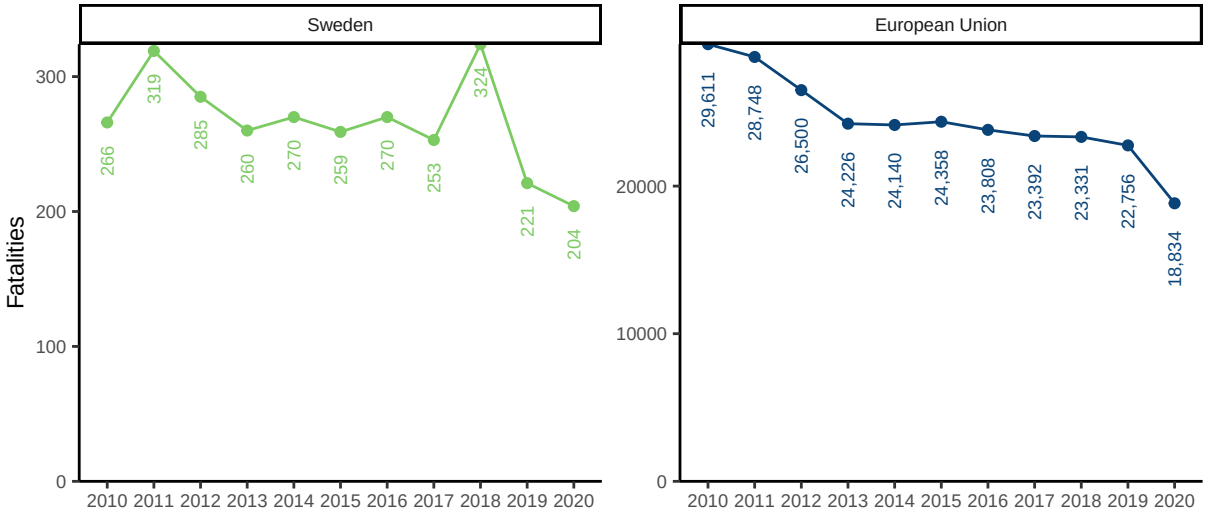


Figure 4. Number of serious injuries (2010-2019). Source: CARE

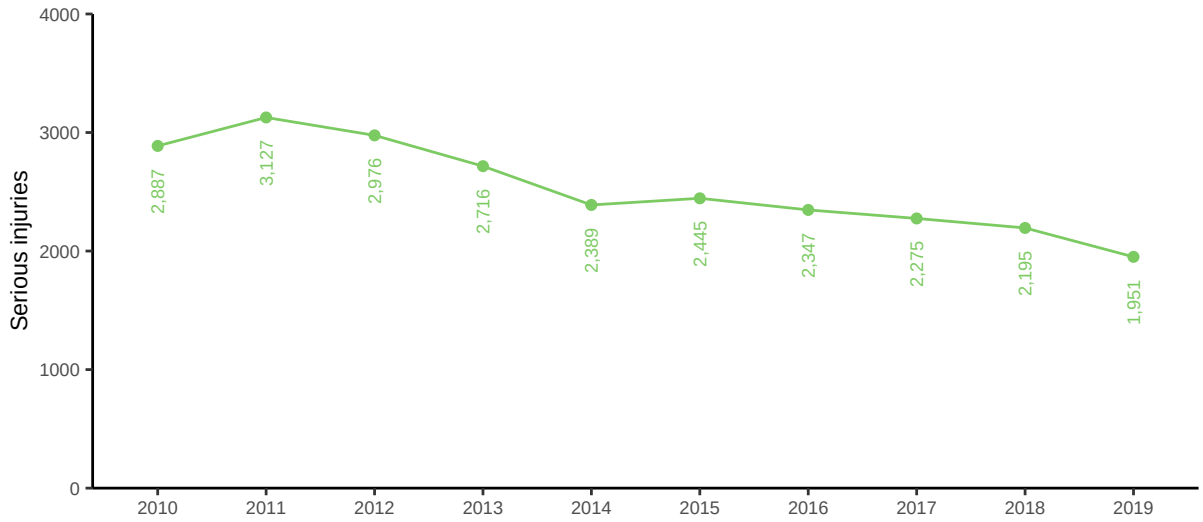
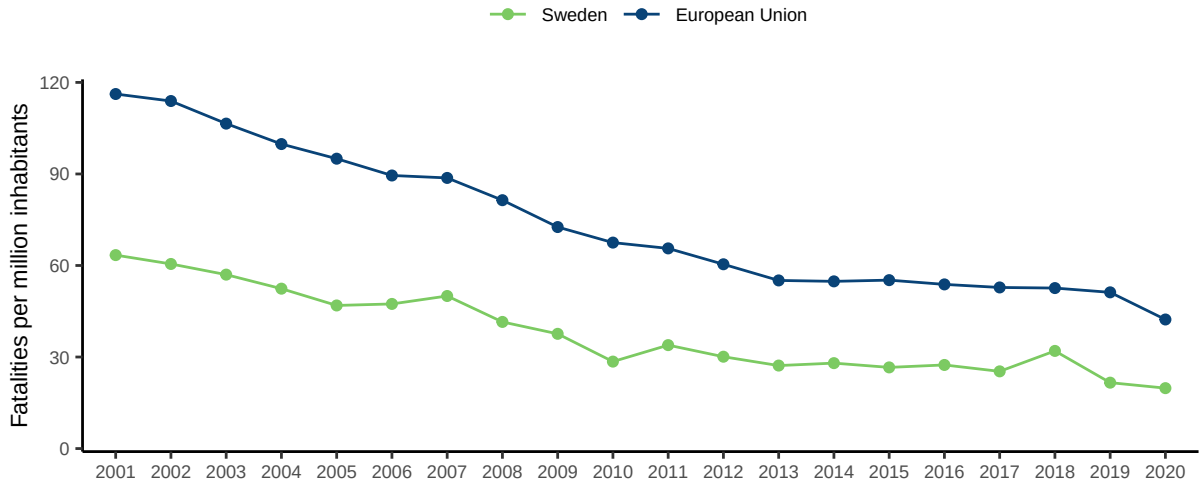


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) account for only a third of road fatalities in Sweden. This percentage is much lower than that observed in the European Union as a whole. The greatest difference is found in the road user category of pedestrians which represented 12% of Sweden's road fatalities, as opposed to 20% in the European Union. Occupants of lorries, heavy goods vehicles and buses on the other hand account for 13% of road fatalities, which is well above the proportion that is seen in the European Union (5%). Of all vulnerable road users in Sweden that were fatally injured, about 40% were involved in a crash with a car, and 18% were involved in a crash with a lorry or heavy goods vehicle.

Over the past ten years there was a decrease in the number of fatalities and serious injuries in Sweden for almost all transport modes. The overall number of fatalities in single vehicle

[1] For more details about the categories used in this subsection, please see section 6.2 Definitions.

crashes (i.e. only one vehicle and no other road user is involved) on the other hand has remained stable, while their number decreased significantly in the European Union.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

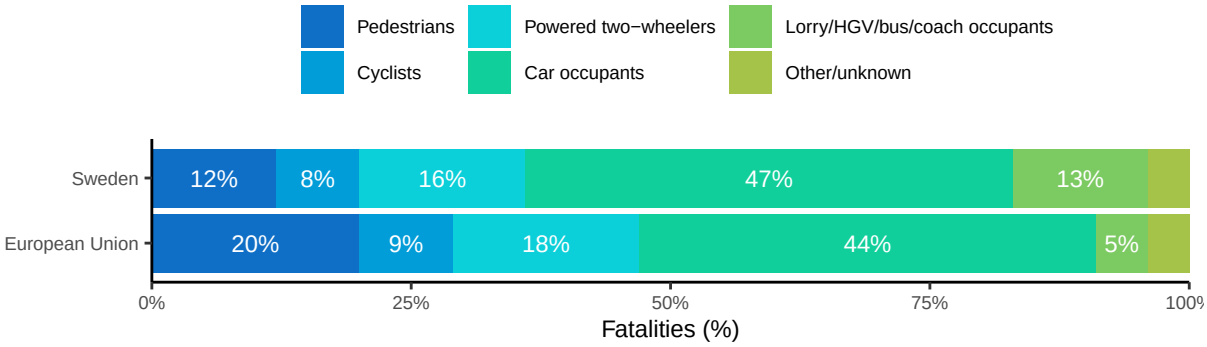


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	45	33	-27%	5,793	4,743	-18%
Cyclists	23	22	-4%	2,023	1,983	-2%
Powered two-wheelers	47	43	-9%	5,057	4,130	-18%
Car occupants	151	138	-9%	13,309	10,381	-22%
Lorries, under 3.5t	11	14	/	898	778	-13%
Heavy goods vehicles	4	3	/	590	414	-30%
Bus/coach occupants	2	1	/	102	106	+4%
Other/unknown	8	11	/	1,116	782	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Pedestrians	306	238	-22%
Cyclists	302	213	-29%
Powered two-wheelers	424	330	-22%
Car occupants	1,756	1,171	-33%
Lorries, under 3.5t	97	80	-18%
Heavy goods vehicles	34	26	-24%
Bus/coach occupants	28	25	-11%
Other/unknown	48	58	/
Total	*2,997*	*2,140*	*-29%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	5	3	/	258	200	-22%
Crashes involving cars	40	28	-30%	5,507	4,625	-16%
Crashes involving lorries or heavy goods vehicles	16	13	/	1,721	1,326	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	28	21	-25%	3,944	3,390	-14%
Cyclists	12	12	/	1,113	1,145	+3%
Powered two-wheelers	13	12	/	2,200	1,646	-25%
Car occupants	21	14	/	2,883	2,226	-23%
Lorries, under 3.5t	1	2	/	149	136	-9%
Heavy goods vehicles	0	0	/	82	33	-60%
Bus/coach occupants	0	0	/	24	36	+50%
Other/unknown	2	2	/	219	272	/
Total	*78*	*63*	*-19%*	*10,803*	*8,916*	*-17%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	5	10	/	299	380	+27%
Powered two-wheelers	20	21	+5%	1,746	1,428	-18%
Car occupants	62	54	-13%	5,905	4,430	-25%
Lorries, under 3.5t	4	6	/	365	288	-21%
Heavy goods vehicles	3	3	/	241	148	-39%
Bus/coach occupants	1	1	/	40	43	+8%
Other/unknown	6	8	/	327	340	/
Total	*101*	*103*	*+2%*	*8,923*	*7,057*	*-21%*

2.3 Age

The distribution of road fatalities across age groups in Sweden is similar to that for the European Union with a slight overrepresentation of people aged 85 and older. The share of people aged 18 to 24 in the number of fatalities in Sweden on the other hand, is somewhat smaller than in the European Union.

Over the past ten years, the trend in the number of fatalities in the Sweden was only favourable for the younger age groups. There has been a significant increase in the number of fatalities for the age groups of people aged 65 years and above. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. Over the same period the number of serious injuries in Sweden decreased for all age groups.

Figure 7. Number of road fatalities by age group (2019). Source: CARE

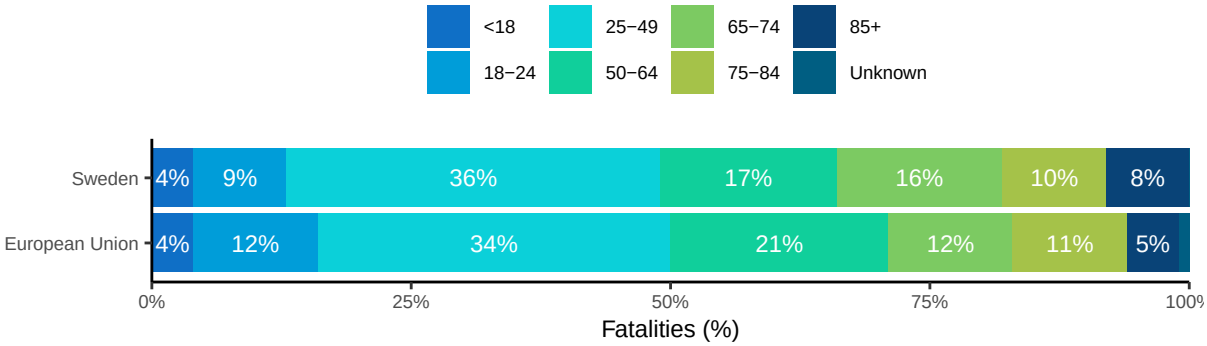


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<18	17	12	/	1,503	991	-34%
18-24	48	30	-38%	4,398	2,749	-37%
25-49	95	84	-12%	10,457	7,885	-25%
50-64	52	50	-4%	5,273	4,880	-7%
65-74	33	38	+15%	2,730	2,732	+0%
75-84	28	32	+14%	2,775	2,631	-5%
85+	17	21	+24%	882	1,183	+34%
Unknown	0	0	/	738	290	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
<18	296	238	-20%
18-24	627	356	-43%
25-49	1,146	811	-29%
50-64	538	414	-23%
65-74	210	174	-17%
75-84	124	103	-17%
85+	36	33	-8%
Unknown	20	13	/
Total	*2,997*	*2,140*	*-29%*

2.4 Gender

The high proportion of males among total road fatalities in Sweden (76%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE

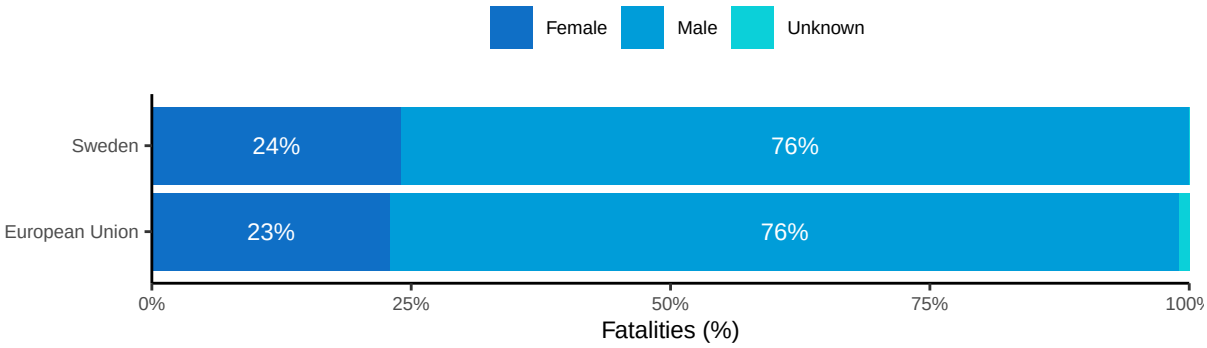


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	71	61	-14%	6,655	5,436	-18%
Male	219	205	-6%	21,519	17,694	-18%
Unknown	0	0	/	1,310	133	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Female	1,123	769	-32%
Male	1,858	1,364	-27%
Unknown	16	7	/
Total	*2,997*	*2,140*	*-29%*

2.5 Area

The majority of road fatalities in Sweden occurred on rural roads (66%). This percentage is much higher than in the European Union as a whole (52%). The share of fatalities that occur on urban roads on the other hand, is lower than the EU average. Over the past ten years, the number of fatalities in Sweden increased on motorways while they slightly decreased in the European Union. The number of serious injuries decreased over the same period on all road types.

Figure 9. Number of road fatalities by road type (2019). Source: CARE

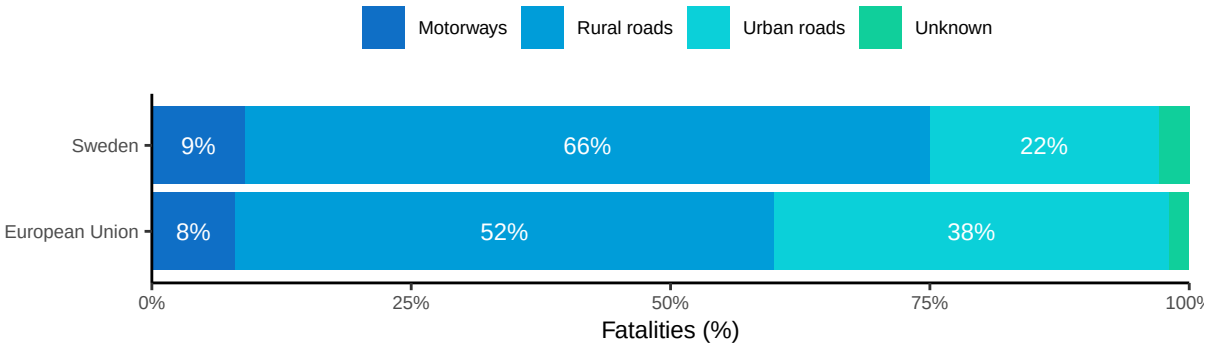


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	19	21	+11%	2,072	1,976	-5%
Rural	188	175	-7%	15,280	12,266	-20%
Urban	78	63	-19%	10,803	8,916	-17%
Unknown	5	7	/	908	471	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend
Motorway	224	184	-18%
Rural	1,470	1,106	-25%
Urban	1,211	802	-34%
Unknown	92	48	/
Total	*2,997*	*2,140*	*-29%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working

[2] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

week. Sweden shows a more favourable trend regarding night-time fatalities during weekends compared to the EU average. Contrary to the EU trend, fatalities that occurred in the night-time during working weeks, and fatalities that occurred in day-time during weekends slightly increased in Sweden over the past ten years.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE

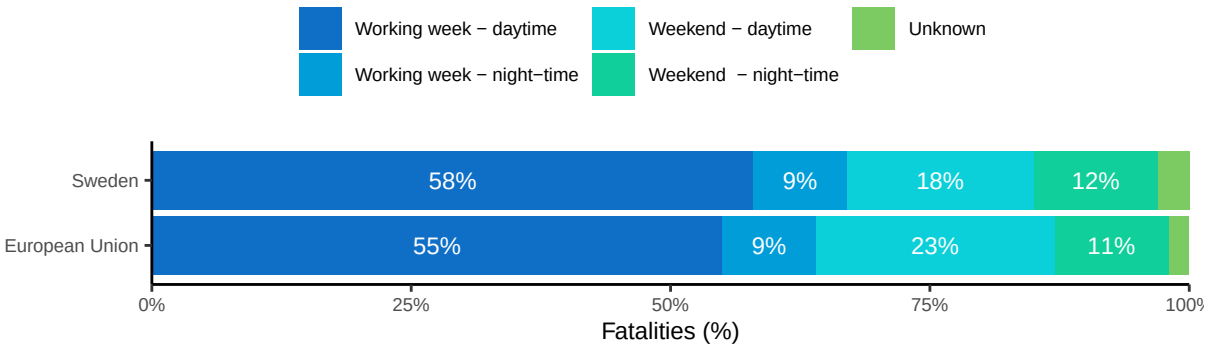


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	169	158	-7%	15,495	13,243	-15%
Working week - night-time	18	19	+6%	2,573	1,983	-23%
Weekend - daytime	53	54	+2%	6,383	5,350	-16%
Weekend - night-time	45	26	-42%	3,549	2,583	-27%
Unknown	5	9	/	4,226	505	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

2.7 Road conditions

In Sweden, 19% of road fatalities occurred on roads with snow, frost, ice or slush. This percentage is higher than that observed in the European Union as a whole. For a third of road fatalities the surface conditions were not known. Regarding light conditions, one third of fatalities in Sweden occurred when it was dark, similar to the EU average.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

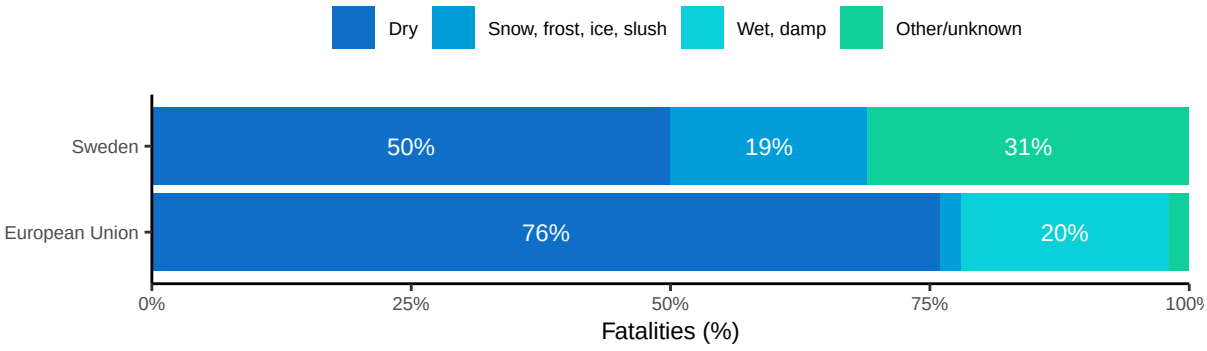


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	171	148	-13%	21,101	17,656	-16%
Snow, frost, ice, slush	52	37	-29%	988	447	-55%
Wet, damp	/	/	/	5,638	4,625	-18%
Other/unknown	/	/	/	2,486	598	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

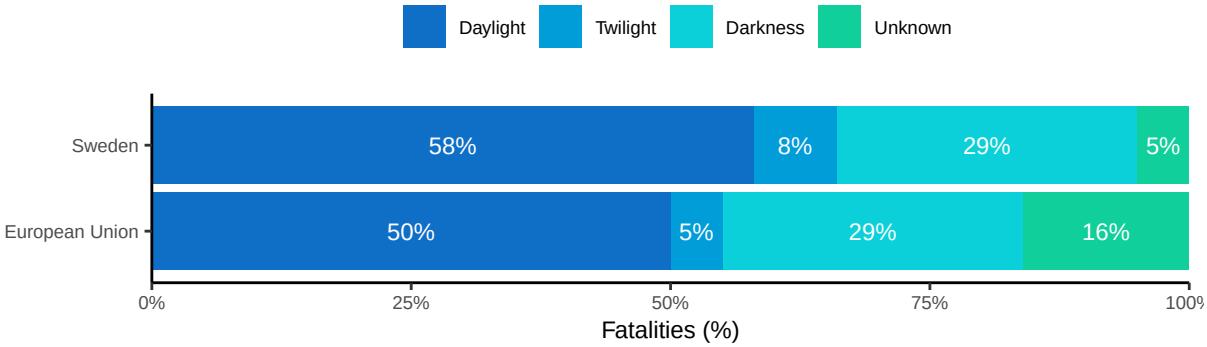


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	89	74	-17%	8,922	6,733	-25%
Daylight	171	160	-6%	13,717	11,883	-13%
Twilight	22	19	-14%	1,499	1,234	-18%
Unknown	8	13	/	5,326	4,053	/
Total	*290*	*266*	*-8%*	*28,286*	*23,160*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

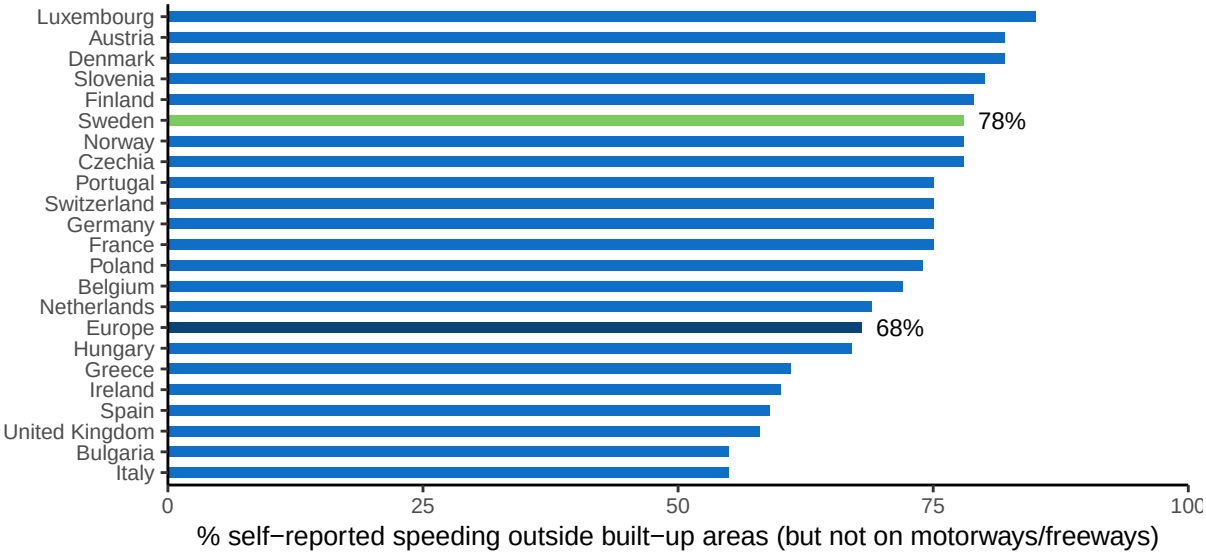
Most of the road safety performance indicators regarding behaviour that are currently available are based on self-reported behaviour. Sweden performs worse than the European average in relation to speeding and wearing a helmet as a cyclist. On the other hand, the self-reported drink-driving rate is lower than in other countries.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[3]. For Sweden the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

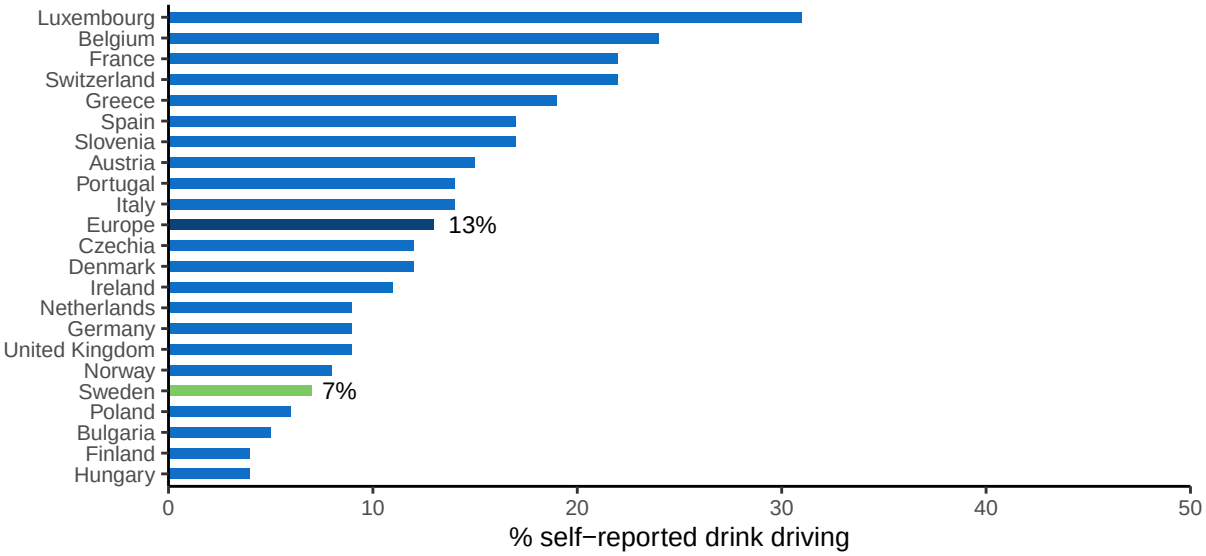
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



[3] https://baseline.vias.be/

3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

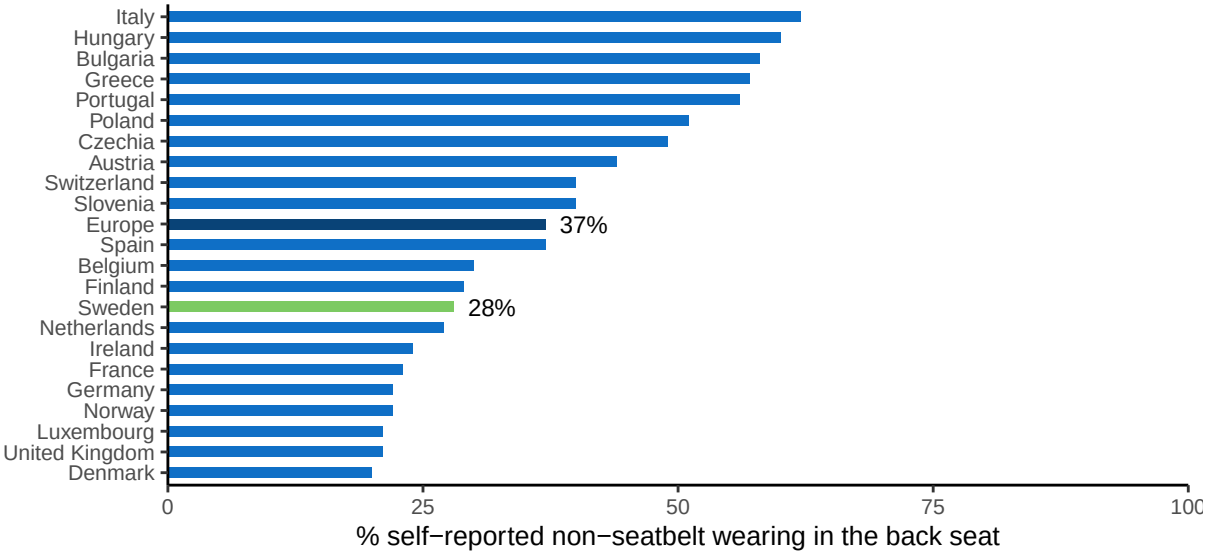
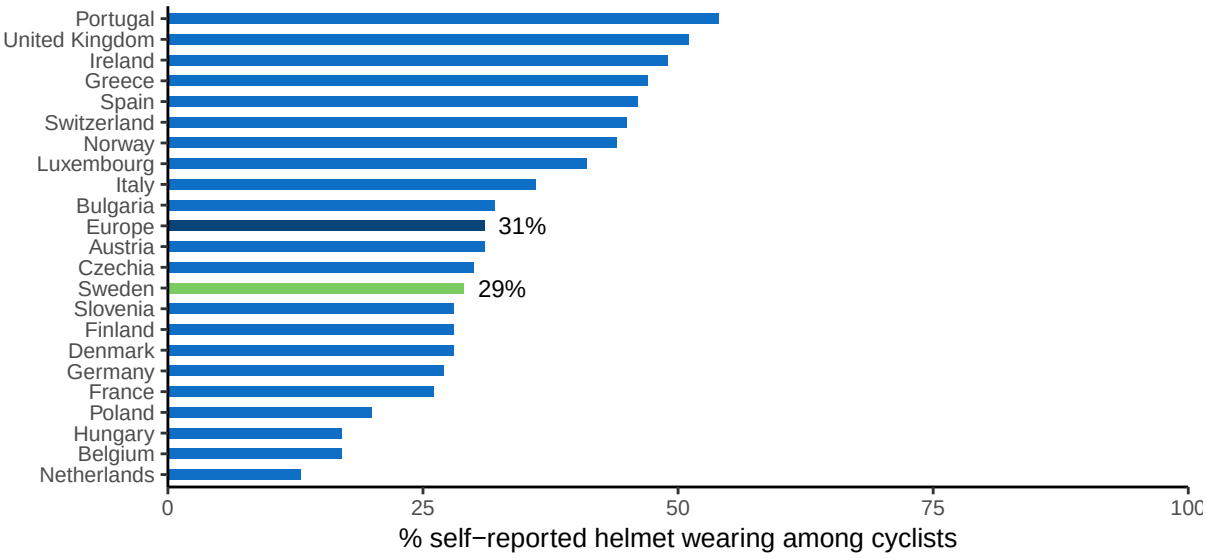
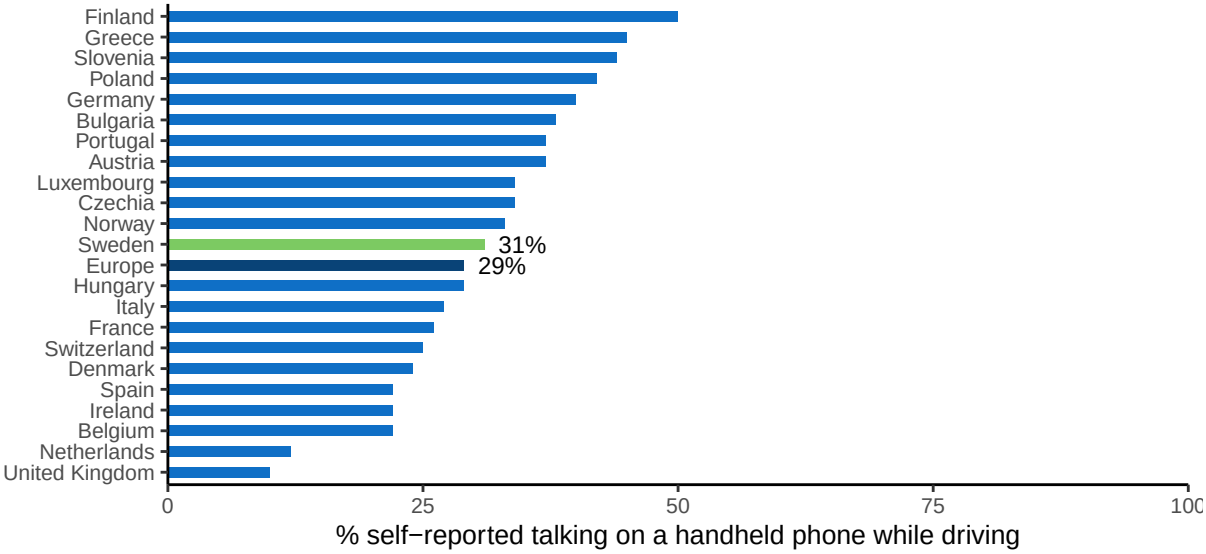


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

In Sweden the overall road network shows relatively low road density in comparison with the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Sweden, a score of 5.3 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

In the framework of the EU Baseline-project a new road safety performance indicator related to road infrastructure is estimated. The KPI is defined as the percentage of distance driven

over roads with a safety rating above an agreed threshold. The values should be available from early 2023 via this link[4].

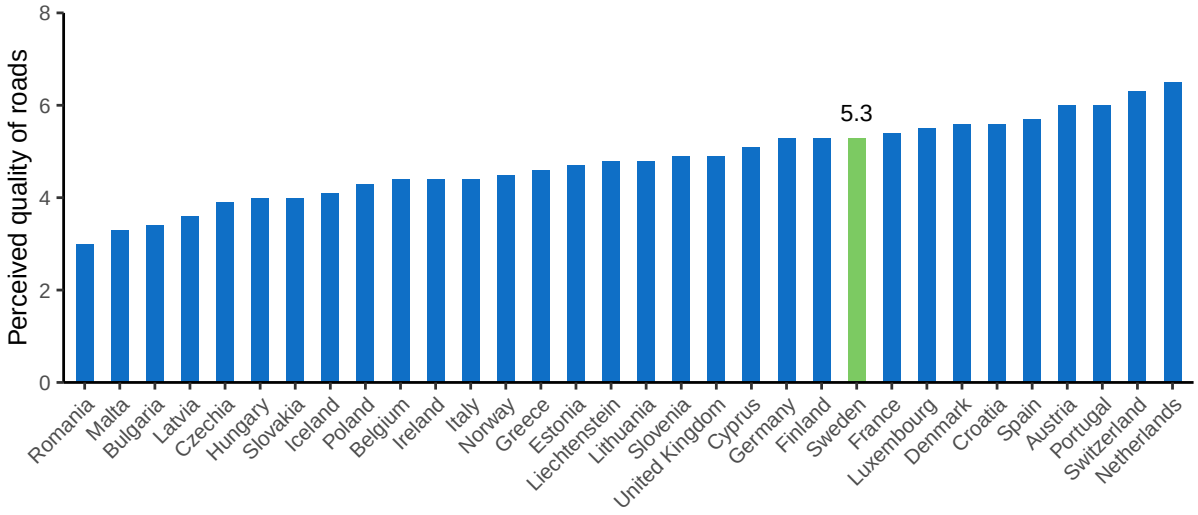
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

	Sweden	European Union
Inside built-up areas	102 km road/1000 km²	150 km road/1000 km²
Outside built-up areas	330 km road/1000 km²	607 km road/1000 km²
Motorways	5 km road/1000 km²	15 km road/1000 km²
Total	437 km road/1000 km²	918 km road/1000 km²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Swedish vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. Regarding the age of the vehicles, Swedish passenger cars appear to be younger than the EU average, with 39% passenger cars over 10 years.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link[5].

[4] https://baseline.vias.be/
[5] https://baseline.vias.be/

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Sweden	European Union
All vehicles (except trailers and motorcycles)	55	64
Total utility vehicles	7	9
Lorries	6	7
Road tractors	0	1
Trailers and semi-trailers	10	4
Motorcycles	3	6
Passenger cars	48	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	0	1

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Sweden	European Union
Percentage of total number of passenger cars		
Less than 2 years	16%	11%
From 2 to 5 years	19%	15%
From 5 to 10 years	25%	20%
From 10 to 20 years	30%	41%
Over 20 years	9%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Sweden is different in several respects from that in most EU countries. The maximum speed on rural roads is 110 km/h which is higher than in most countries (90 km/h), although lower limits are often set. The speed limit on motorways on the other hand is 120 km/h which is lower than in most countries. Furthermore, unlike most other countries there is no age restriction to transport children on motorcycles. The legislation regarding drink driving on the other hand, is somewhat stricter than in most EU countries: the general alcohol limit in Sweden is 0.2 g/l while in the majority of EU countries the limit for the general population is 0.5 g/l.

Table 19. National road safety legislation. Source: WHO (2018)

	Sweden	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	110 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	120 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.2 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	No	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Sweden scores well above average for speed legislation. Furthermore, the self-reported frequency of alcohol checks is just above the European average.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Sweden	European average
Speed legislation	8	6.8
Drink-driving legislation	6	7
Seatbelt legislation	6	7
Child restraint system legislation	6	7
Motorcycle helmet legislation	8	8

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

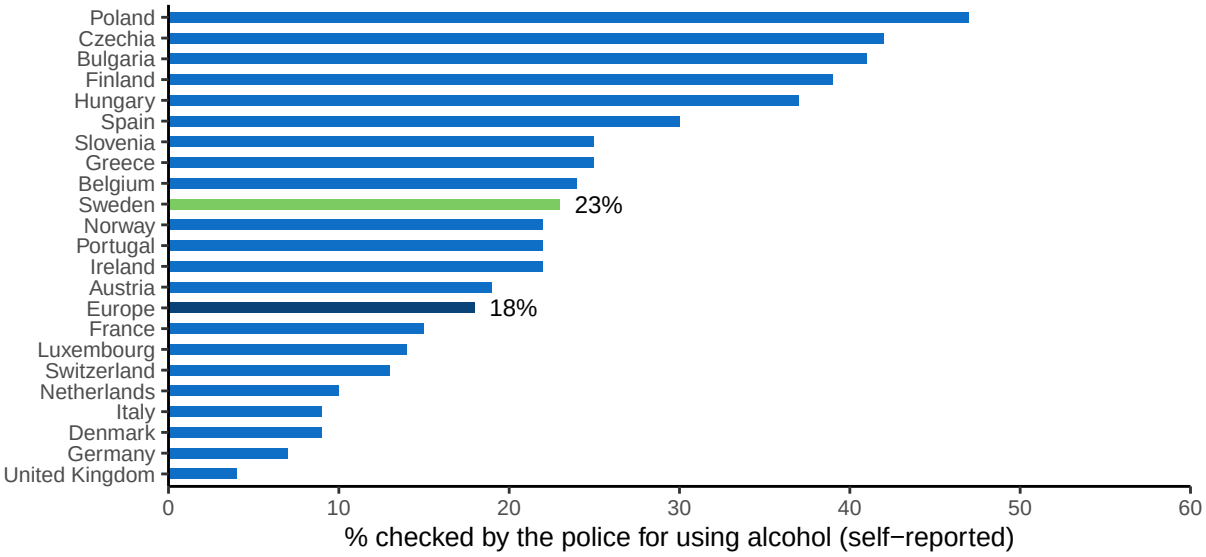
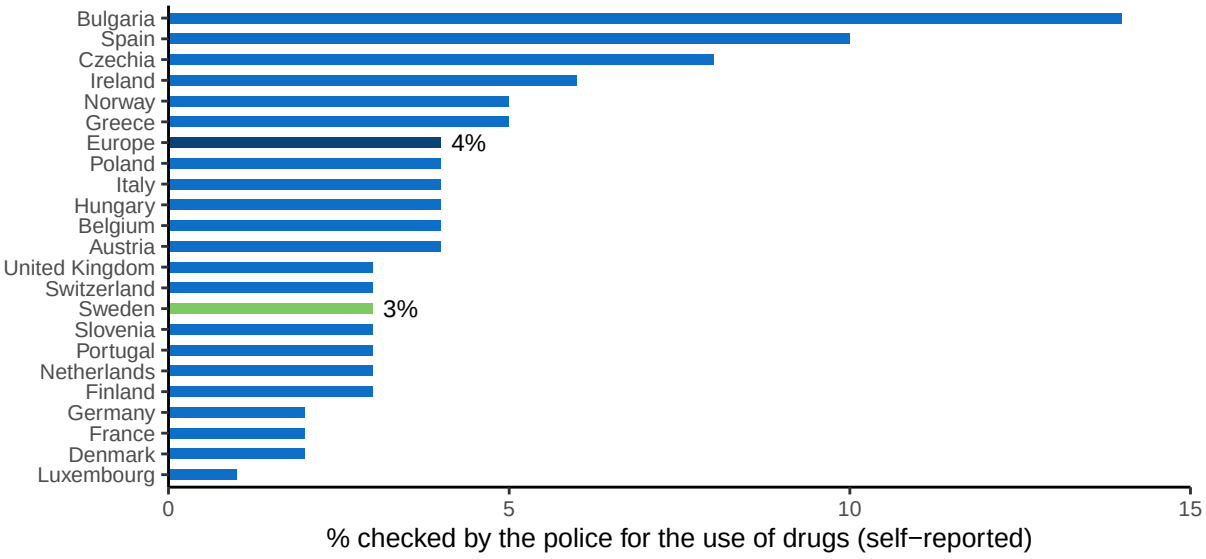


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Sweden	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

	Sweden	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	No	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Sweden is much lower than the EU average, and its population is mainly settled in cities, suburbs and towns. Its GDP per capita is above that of the European Union.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Sweden
Population-related data (2021)		
Population (2021)	447218763	10379295
Population density (inhabitants/km²)	106	23
% Children (0-14)	15%	18%
% Adults (15-64)	64%	62%
% Elderly (65+)	21%	20%
Urbanization (2021)		
% living in cities	39%	40%
% living in suburbs and towns	35%	41%
% living in rural areas	26%	19%
Economic data		
GDP per capita (EUR, 2021)	32438.4	51767.5
Unemployment rate (2021)	7%	9%
% GDP dedicated to road spending (2020)	0.7%	0.8%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Enterprise and Innovation (Minister for Infrastructure)
	The Swedish Transport Administration
	The Swedish Transport Agency
	Transport Analysis
Monitoring of the road safety development	Ministry of Infrastructure
	Swedish Transport Agency
	The Swedish Transport Administration
	Transport Analysis
Improvements in road infrastructure	Ministry of Enterprise and Innovation
	Swedish Transport Administration
Improvement in vehicles	The Swedish Transport Agency
Improvement in road user education	The Swedish Transport Agency
	Swedish Transport Administration
	Public Transport Authorities
Publicity campaigns	Ministry of Enterprise and Innovation
	The Swedish Transport Agency
	Swedish Road Administration
Enforcement of traffic laws	The Swedish police authority

Table 25. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2019-2022	https://trafikverket.ineko.se/Files/sv-SE/72306/Ineko.Product.RelatedFiles/2019_138_Action_plan_for_safe_road_traffic_2019_2022.pdf

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Sweden	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	16%	12%	2/22
I will do my best to respect speed limits in the next 30 days	69%	71%	18/22
Drink-driving			
I often drive after drinking alcohol	1%	2%	19/22
I will do my best not to drive after drinking alcohol in the next 30 days	78%	76%	10/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	11/22
I often check my messages on the mobile phone while driving	3%	4%	18/22
I will do my best not to use my mobile phone while driving in the next 30 days	74%	74%	16/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf

Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.