

Vision Zero In Sweden

Lars Ekman

Lars.Ekman@Trafikverket.se



VISION ZERO
TOGETHER WE
SAVE LIVES



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

The road transport system is an open and complex system

- Infrastructure
- Vehicles
- Road users
- Transports of goods and passengers
- Road users on duty
- Companies and organisations

- Rules and regulations
- Enforcement
- Etc.



Swedish parliament

Ministry of finance

Ministry of health
& social affairs

Ministry of infrastructure

Ministry of justice

Ministry of employment

Swedish Transport
Agency

The Swedish
Police Authority

Swedish Work
Environment
Authority

Public Health Agency

Swedish Transport
Administration



Swedish Association of
Local Authorities and
Regions

Insurance
companies

Car
industry

SWEDISH ASSOCIATION FOR
ROAD TRANSPORT COMPANIES

Swedish National
Road and
Transport
Research Institute

The National
Society for Road
Safety

Swedish transport administration

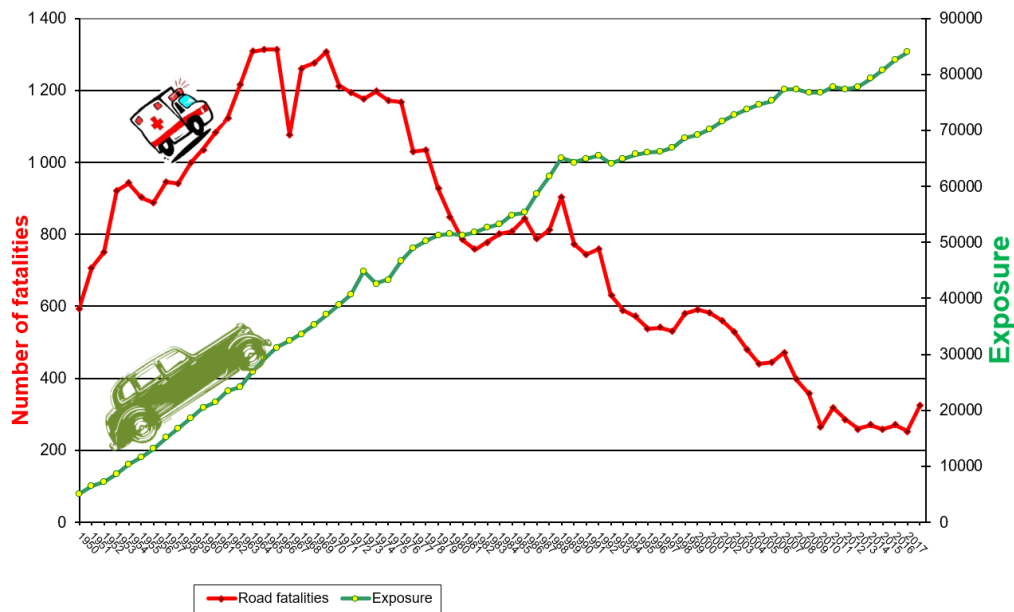
- Planning, building and maintenance of the national road and railroad system
- Maintaining an efficient and sustainable transport system Traffic safety
- Lead the Swedish traffic safety work together with other authorities and other stakeholders



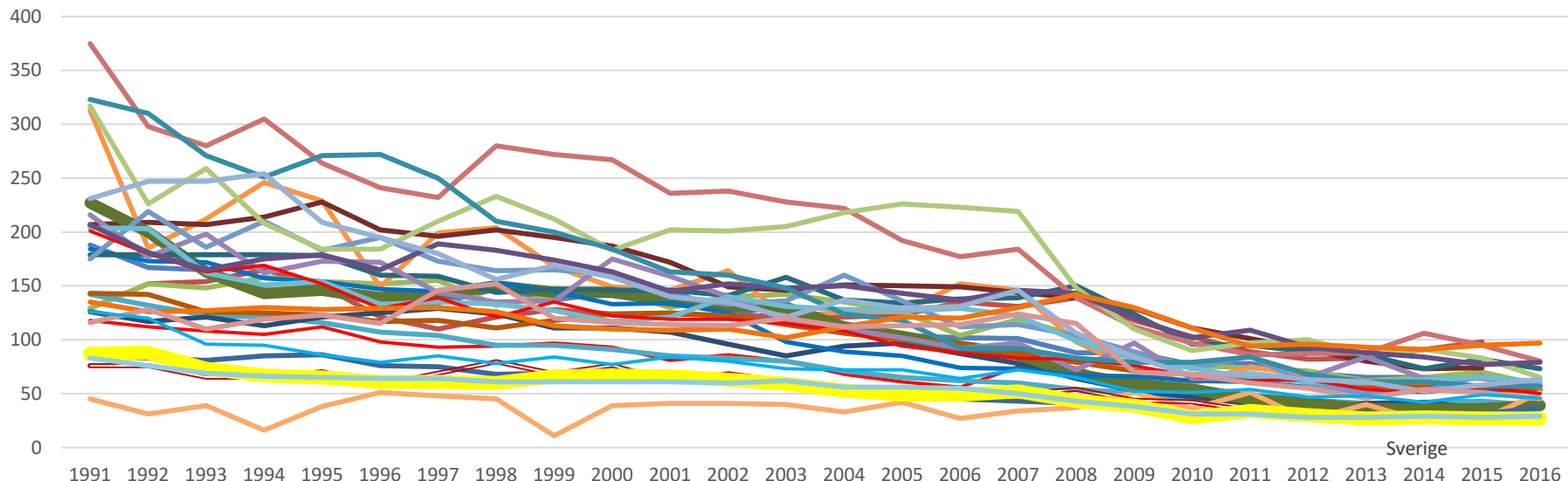


1997

“No one shall be killed or seriously injured within the road traffic system.”



Death per inhabitants

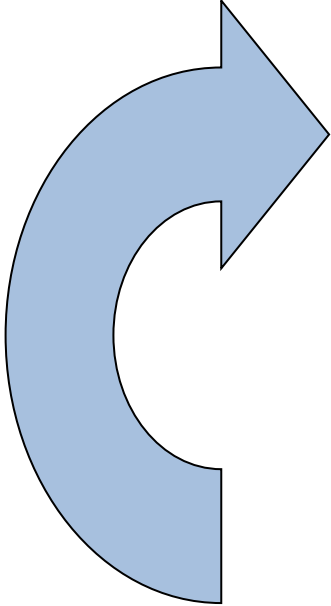




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Shared responsibility



System designers are responsible for the design, operation and the use of the road transport system and are thereby responsible for the level of safety within the entire system.

Road users are responsible for following the rules for using the road transport system set by the system designers.

If the users fail to comply with these rules due to a lack of knowledge, acceptance or ability, the system designers are required to take the necessary further steps to counteract people being killed or injured.

The Swedish Vision Zero - Policy Innovation

	Traditional	Vision Zero
What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human factors	Humans make mistakes Humans are fragile
Responsibility?	Individual road users	System designers
Peoples demand for road safety?	People don't want safety	People want safety
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Eliminate fatalities and serious injuries

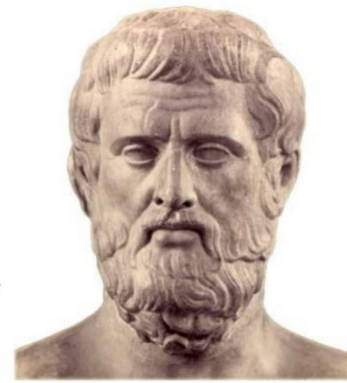
Intersections to roundabouts



Vision Zero

ERRARE
HUMANUM EST

Lucius Annaeus Seneca



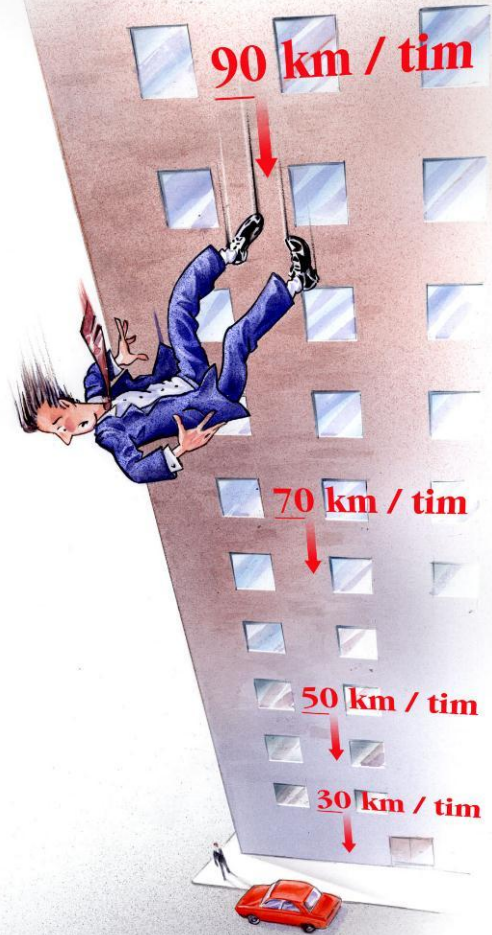
- **Humans have a biomechanical tolerance**
- **Nobody is perfect** - we all make errors or mistakes sometimes
- All crashes should be survivable
- The road transport system needs to absorb such errors/mistakes, and to handle the impact energy in an crash

Why is it so hard to understand the danger of speed?









90 km / tim

70 km / tim

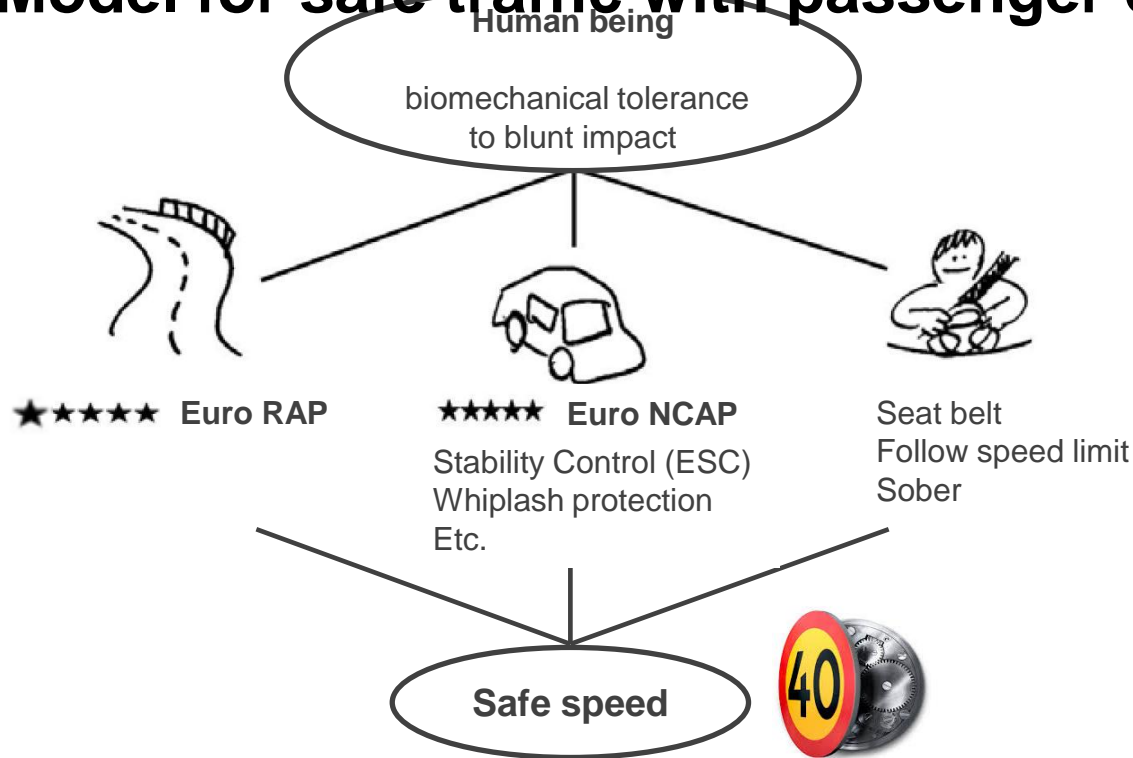
50 km / tim

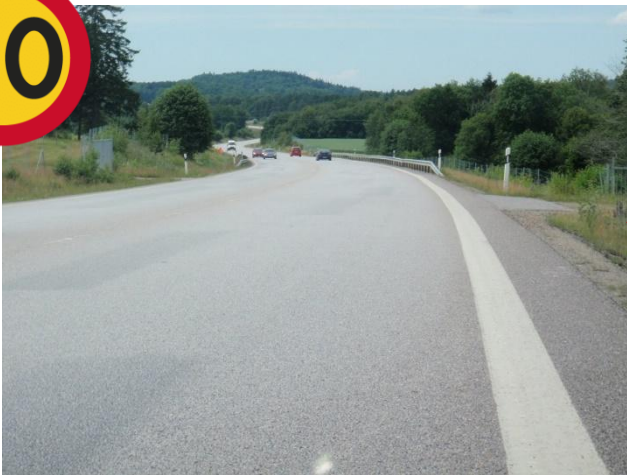
30 km / tim

Identify the safe system



Model for safe traffic with passenger cars

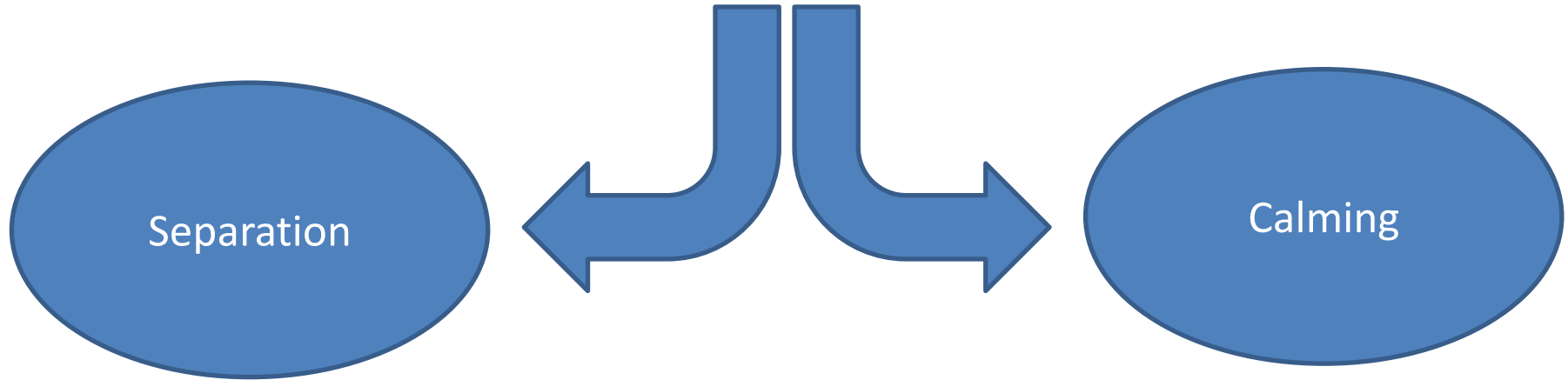




the safe system



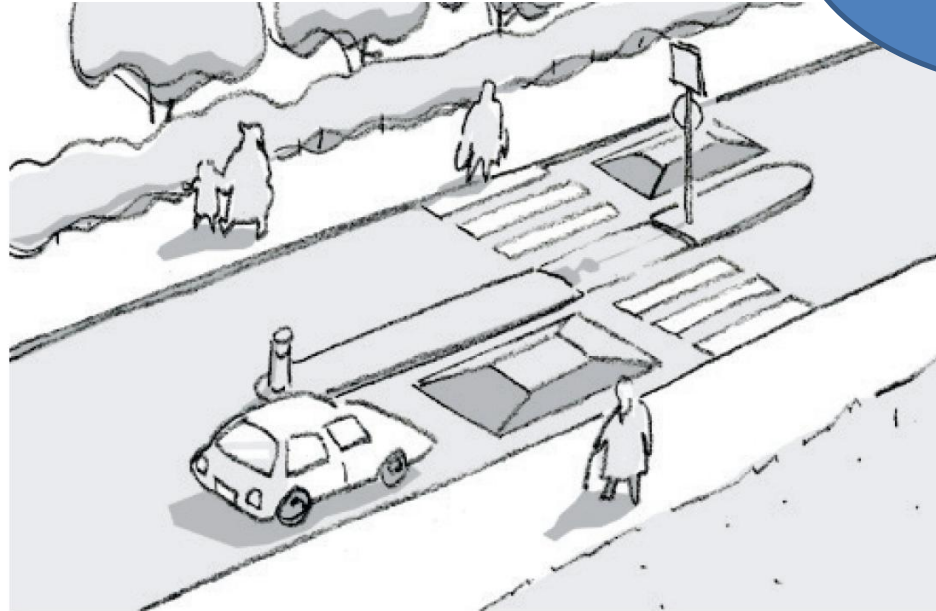
Pedestrians crossing roads and streets



Separation



Calming



Indicator	Starting point	2018	Target for 2020	Trend
Number of road traffic fatalities	440	324	220	Not in line with the required trend
Number of seriously injured	5 400	4 200	4 100	In line with the required trend
Share of traffic volume within speed limits, national road network	43%	45%	80%	Not in line with the required trend
Share of front seat passenger car occupants wearing a seat belt	96%	98%	99%	Not in line with the required trend
Share of moped riders using a helmet correctly	96%	93%	99%	In line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20%	76%	80%	In line with the required trend

Indicator	Starting point	2018	Target for 2020	Trend
Share of traffic volume within speed limits, municipal road network	64%	67%	80%	Not in line with the required trend
Share of sober drivers	99,71%	99,73%	99,90%	Not in line with the required trend
Share of bicyclists with helmet	27%	42%	70%	Not in line with the required trend
Share of traffic on roads with Speed limit above 80km/h and roads with mid-barrier	50%	77%	90%	Not in line with the required trend
Share of safe crossings for pedestrians and bicyclists	19%	27%	35%	Not in line with the required trend
Share of municipalities with high quality on maintenance on cycle paths	18%	36%	70%	Not in line with the required trend
Increased motorcycle behaviour	-	-	-	Not yet measured, goal not set
Systematic traffic safety work in line with ISO 39001	-	-	-	Not yet measured, goal not set

Results of the re-launch of Vision Zero

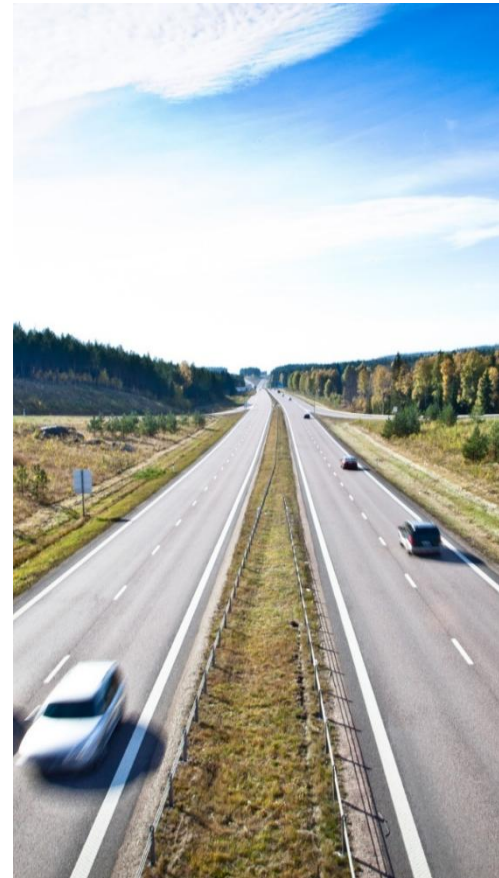
Leadership and cooperation

Interim targets for 2030

- Fatalities in road traffic accidents
- Suicides in road traffic
- Severely injured

Reduced speed limits

Increased international engagement



Action plan 2019-2022

An action plan is being produced that contain approximately 100 measures from 15 stakeholders.

- Speed
- Sober driving
- Safe cycling

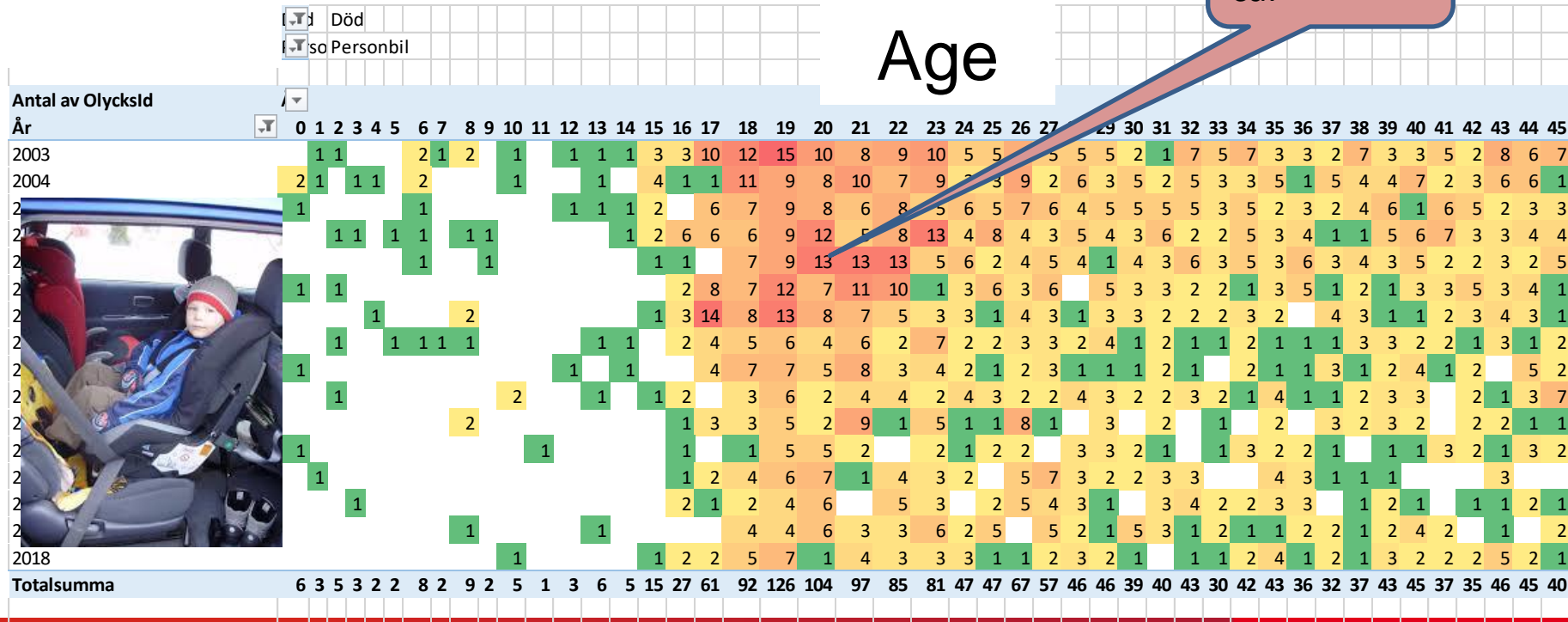


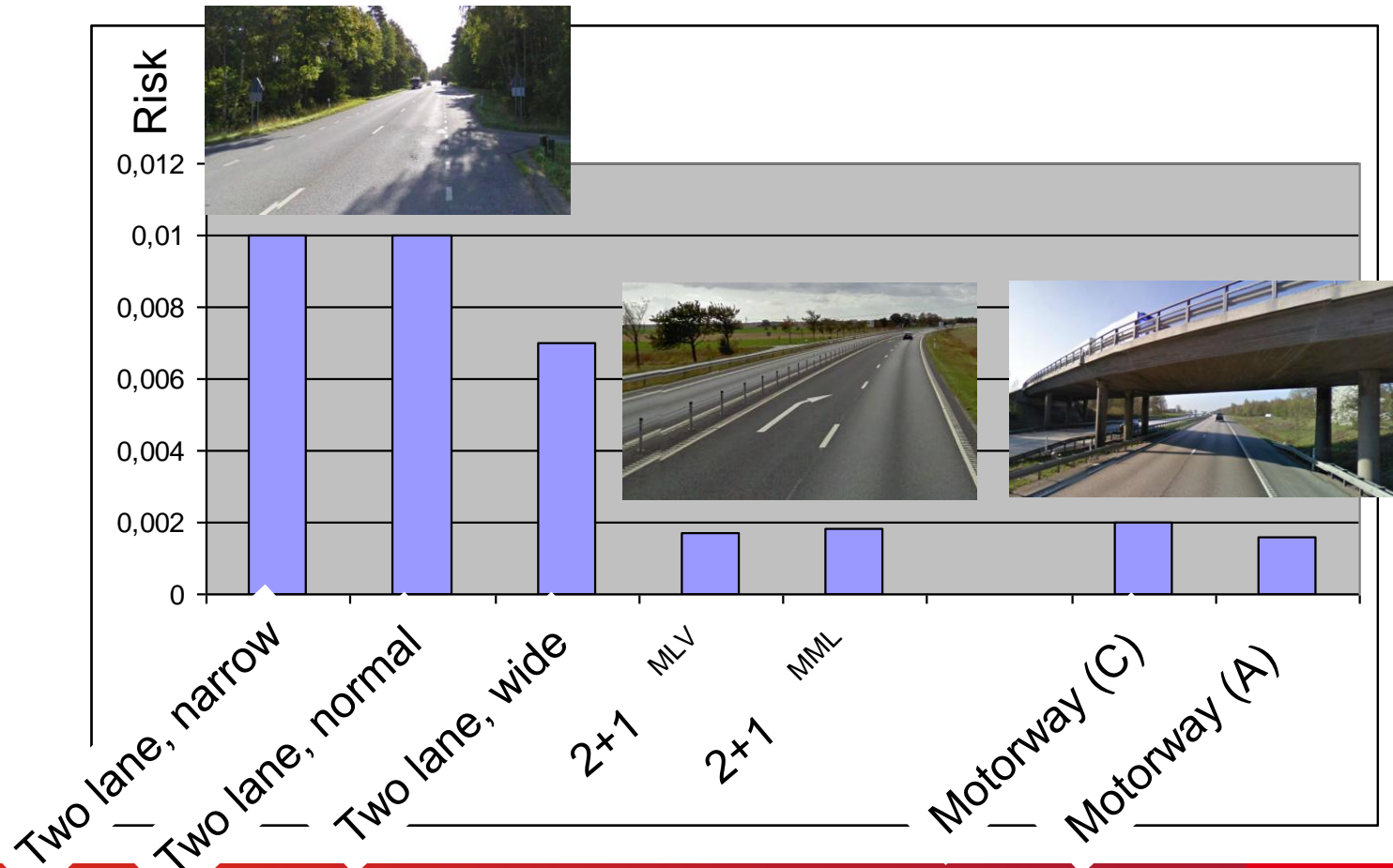
Renewed commitment to Vision Zero

- **Firmly establish and reinforce work that is already delivering results**
- **Clearer leadership and coordination of the work is important**
 - Swedish Transport Administration – The Lead Agency
 - Quantified Targets
 - Collaboration among different stakeholders
- **Focus on vulnerable road users**
- **Utilize automation and digitalization for safety**



Fatalities in car







Traffic safety

Health

Sustain-ability



THE GLOBAL GOALS

For Sustainable Development



By 2020, halve the number of global deaths and injuries from road traffic accidents



Strengthen the capacity of all countries, in particular developing countries, for early warning, risk reduction and management of national and global health risks



By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons



Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle



Promote public procurement practices that are sustainable, in accordance with national policies and priorities

Summary

- Humans have a biomechanical tolerance
- Nobody is perfect - we all make errors or mistakes sometimes
- The road transport system needs to absorb such errors/mistakes, and to handle the impact energy in an crash
- Speed is energy - and energy is the key factor
- Safe speed can only be achieved with a combination of countermeasures that support and complete each other



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3RD

GLOBAL

MINISTERIAL CONFERENCE

OF ROAD SAFETY

ACHIEVING GLOBAL GOALS | STOCKHOLM 19-20 FEB 2020



Government Offices of Sweden



World Health
Organization

Dr Lars Ekman
Lars.Ekman@trafikverket.se



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Thanks

