

# Vision Zero In Sweden



VISION ZERO  

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TOGETHER WE  
SAVE LIVES



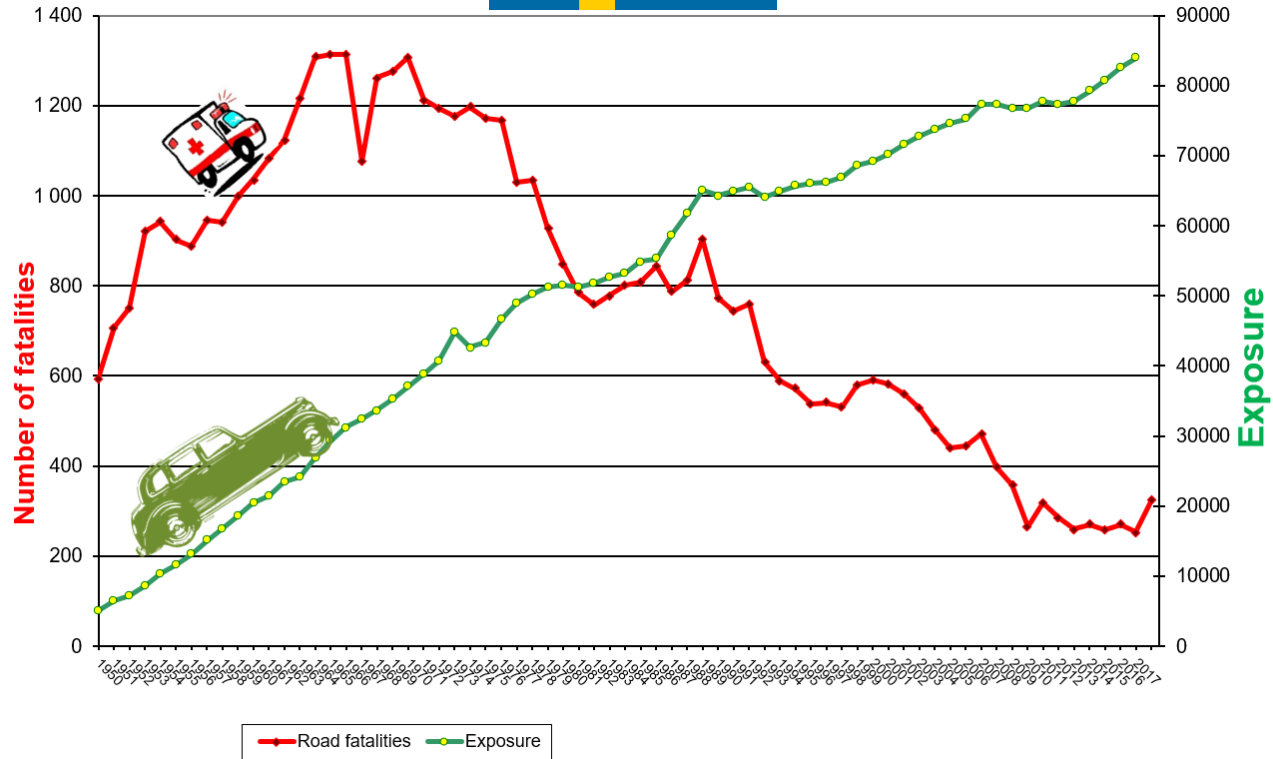
**TRAFIKVERKET**  
SWEDISH TRANSPORT ADMINISTRATION

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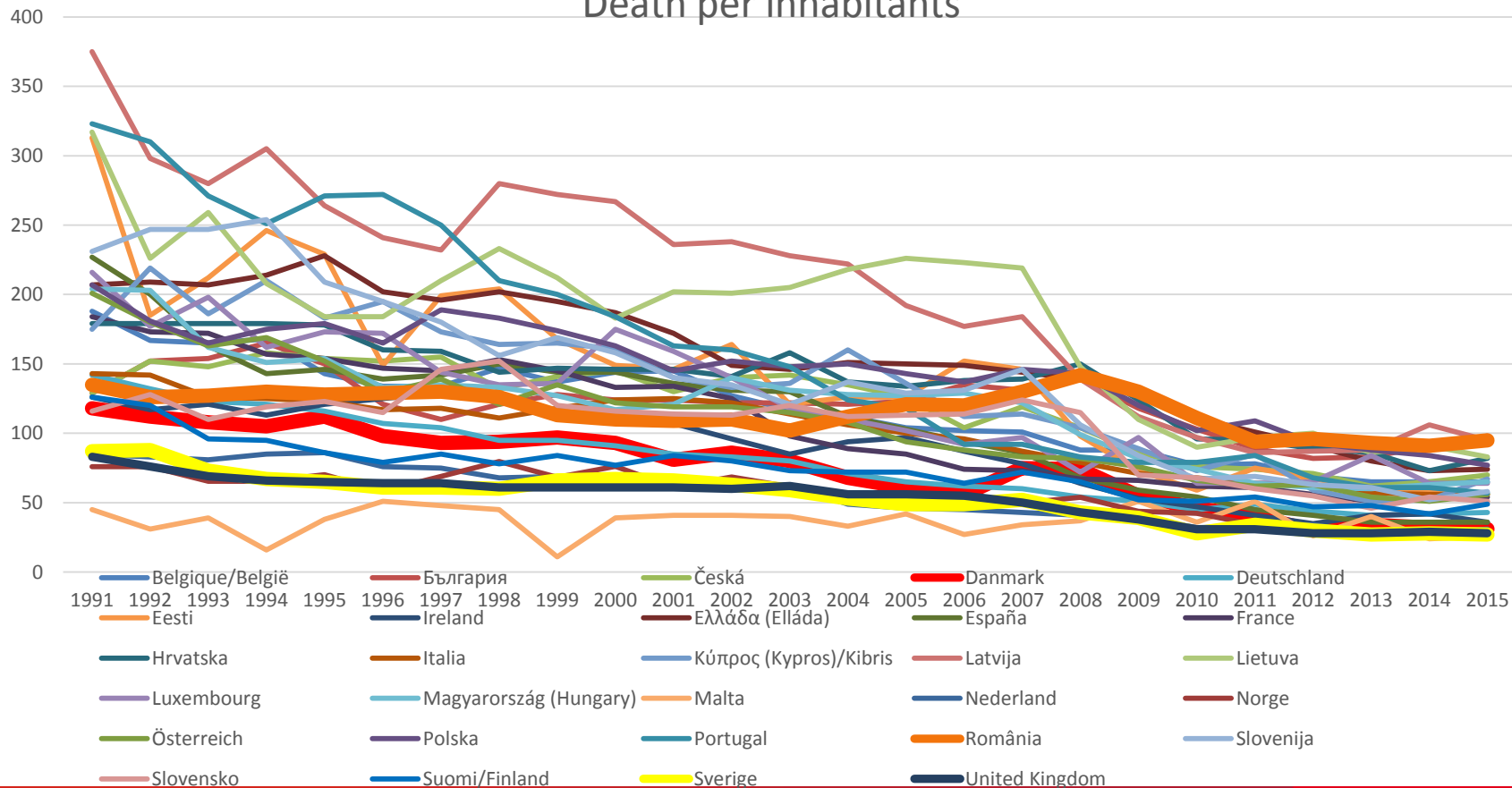


1997

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



# Death per inhabitants



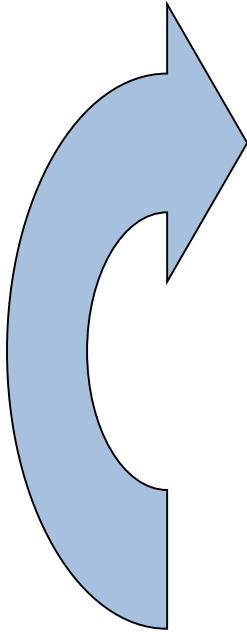


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# Shared responsibility

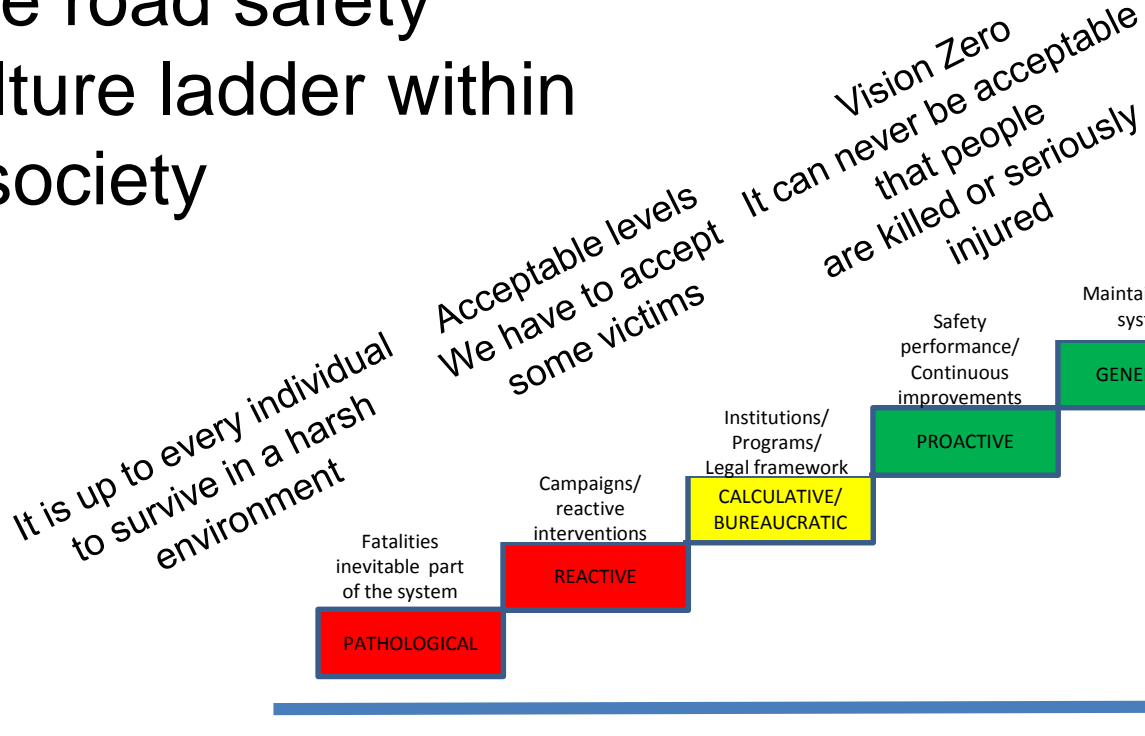


**System designers** are responsible for the design, operation and the use of the road transport system and are thereby responsible for the level of safety within the entire system.

**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 road safety culture ladder within a society



The ladder applied in road sector by Dr.Belin based on:  
Westrum R (2004) Qual Saf Health Care 2004;13(Suppl II):ii22–ii27. Hudson P (2007) Safety Science 45 697-722

# The Swedish Vision Zero - Policy Innovation

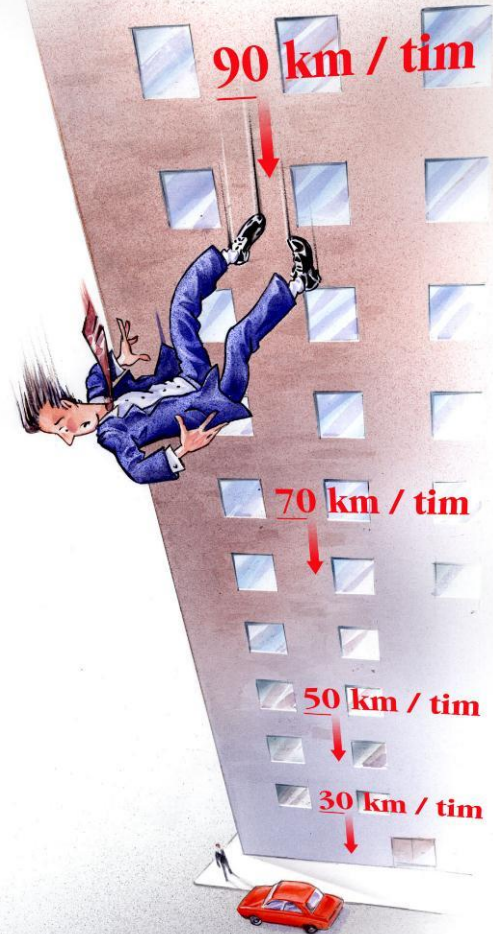
	Traditional	Vision Zero
What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human factors	Humans make mistakes Humans are fragile
Responsibility?	Individual road users	System designers
Peoples demand for road safety?	People don't want safety	People want safety
What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

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





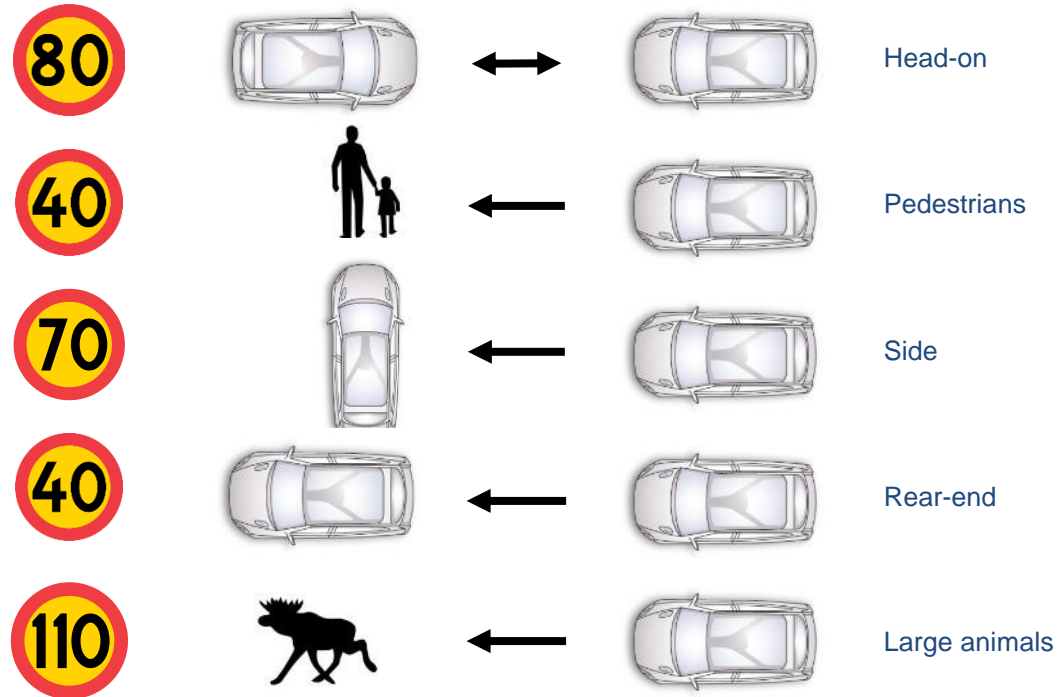




# Identify the safe system



## Division of Responsibilities/ Boundary Conditions



# the safe system



Indicator	Starting point	2017	Target for 2020	Trend
Number of road traffic fatalities	440	253	220	Not in line with the required trend
Number of seriously injured	5 400	4 400	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%	In line with the required trend
Share of moped riders using a helmet correctly	96%	98%	99%	In line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20%	70%	80%	In line with the required trend

Indicator	Starting point	2017	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%	99,74%	99,90%	In line with the required trend
Share of bicyclists with helmet	27%	44%	70%	Not in line with the required trend
Share of traffic on roads with Speed limit above 80km/h on roads with mid-barrier	50%	76%	90%	Not in line with the required trend
Share of safe crossings for pedestrians and bicyclists	19%	27%	35%	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

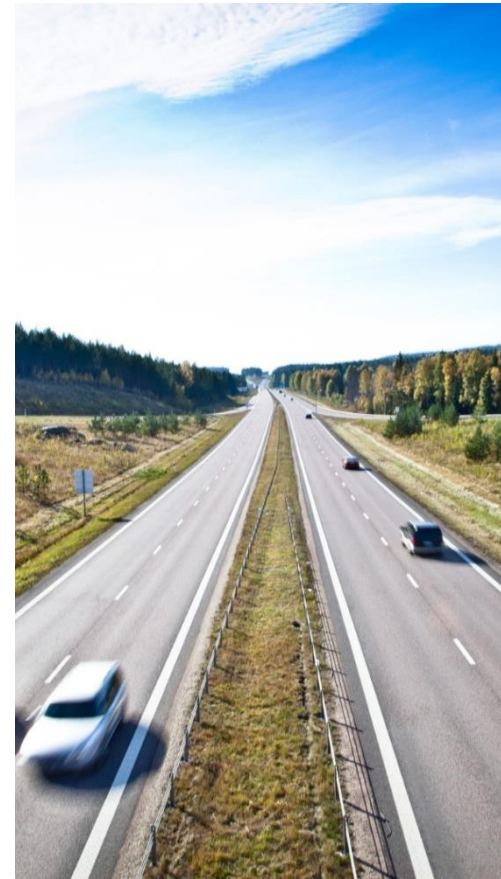
Leadership and cooperation

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 commitments from 15 stakeholders.

- Speed
- Sober driving
- Safe cycling

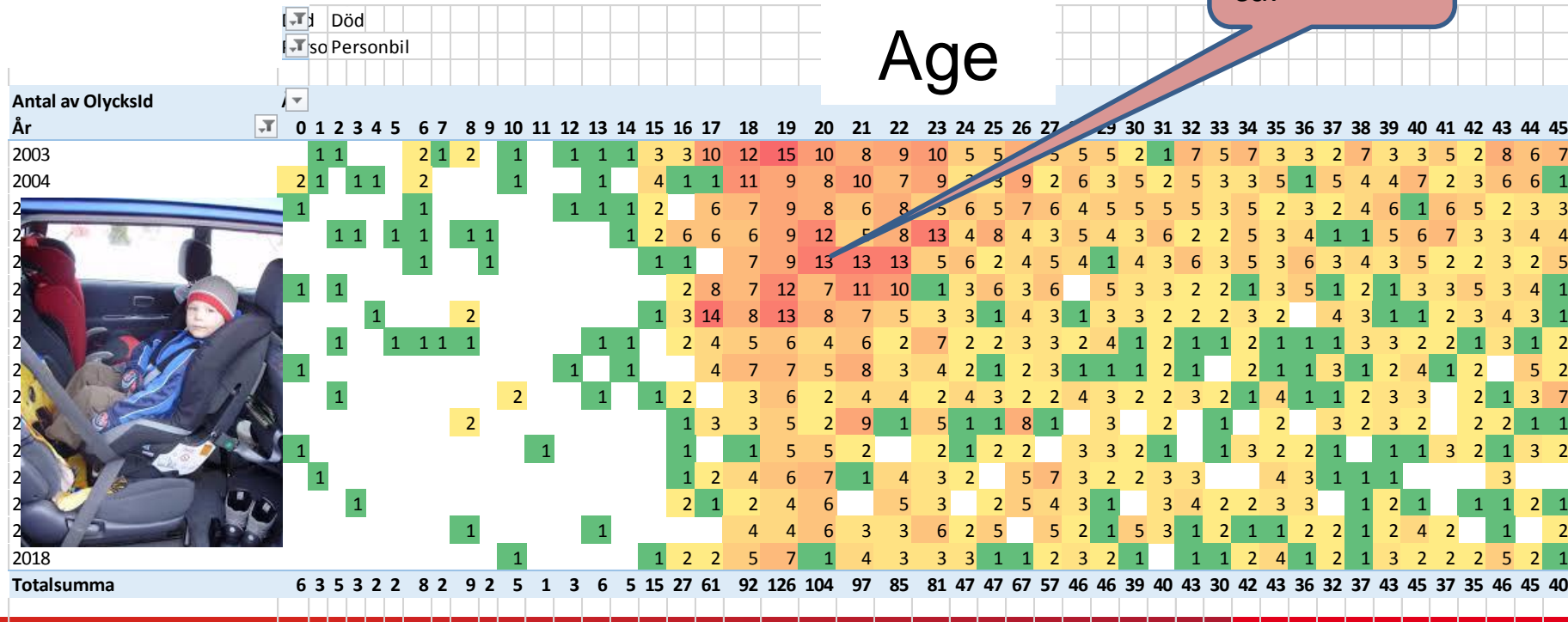


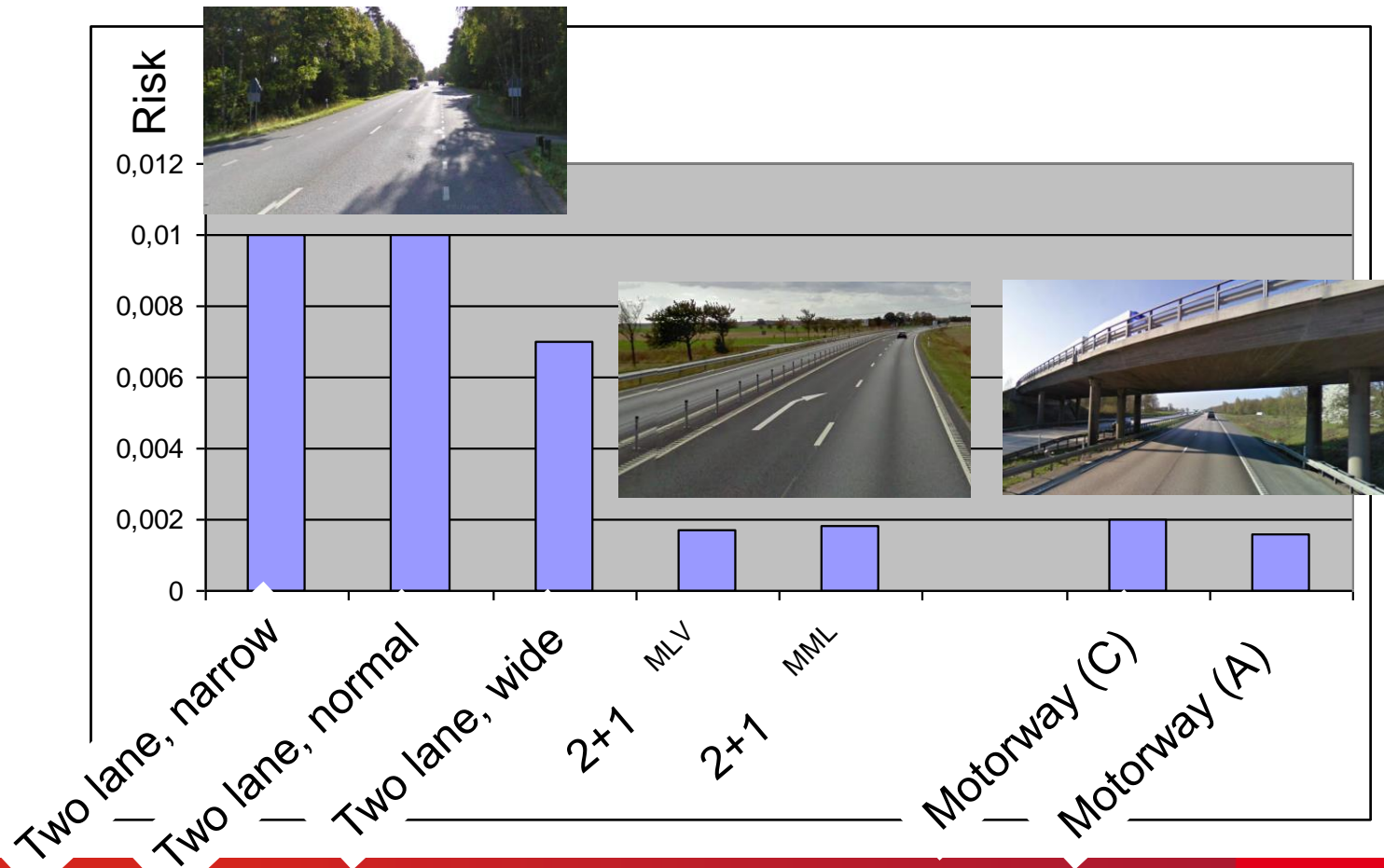
# Renewed commitment to Vision Zero

- **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





# The Global Goals



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

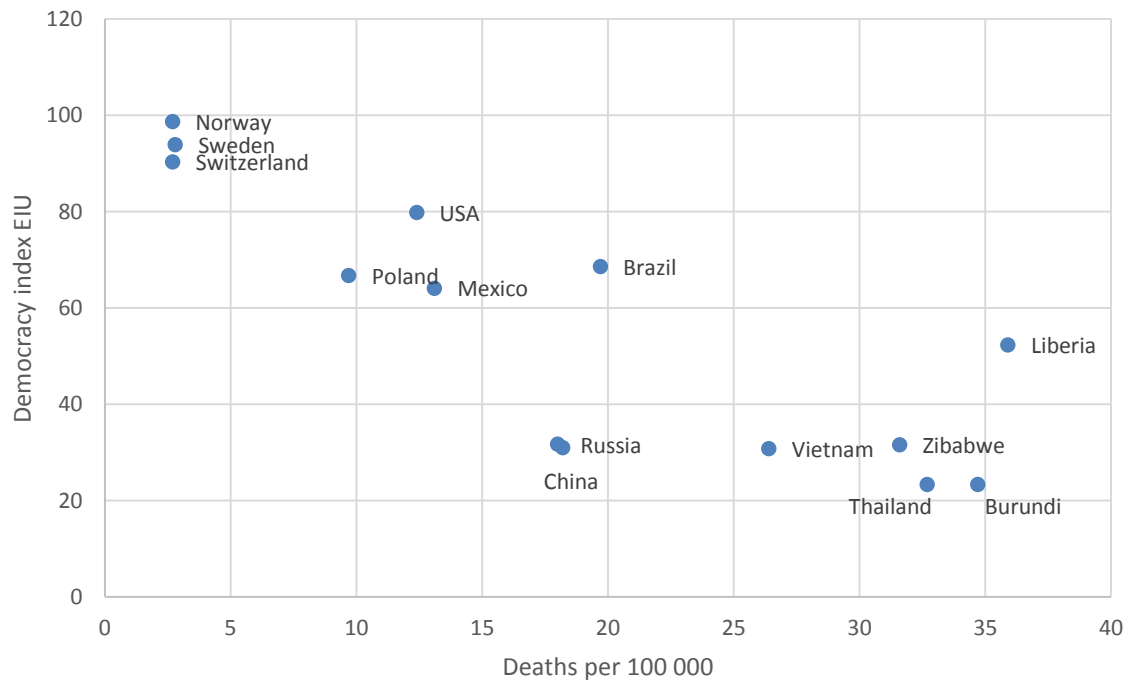


Promote public procurement practices that are sustainable, in accordance with national policies and priorities

# 14 SDG goals (17 goals) are definitely interrelated by sound road safety work – Vision Zero approach



# Democracy and traffic safety





**3RD GLOBAL**  
MINISTERIAL CONFERENCE  
**ON ROAD SAFETY**

**ACHIEVING GLOBAL GOALS** | STOCKHOLM 19-20 FEB 2020



Government Offices of Sweden



World Health  
Organization



VISION ZERO  

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*Thanks*

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