

# Sweden Government Status Report ESV 2007

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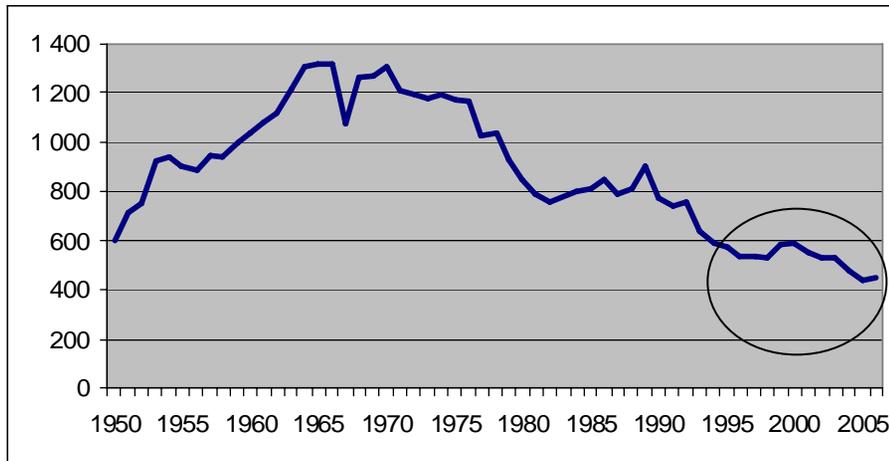


# Road Safety Organisation

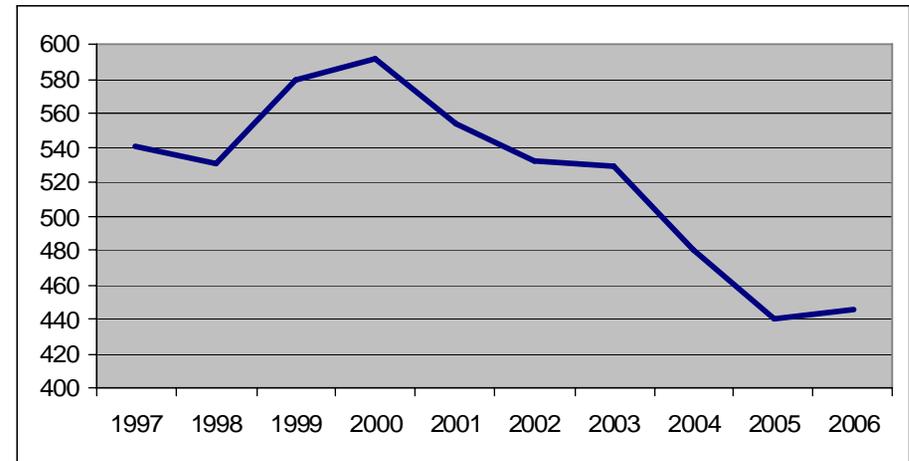
- Ministry of Enterprise, Energy and Communications has strategic responsibility
- Swedish Road Administration (SRA) has overall operational responsibility
- Group for National Road Safety Co-operation important (SRA, Police, Local Governments and NGOs)

# Development of fatalities (445 in 2006) 4,9/100 000 inhabitants

1950-2006

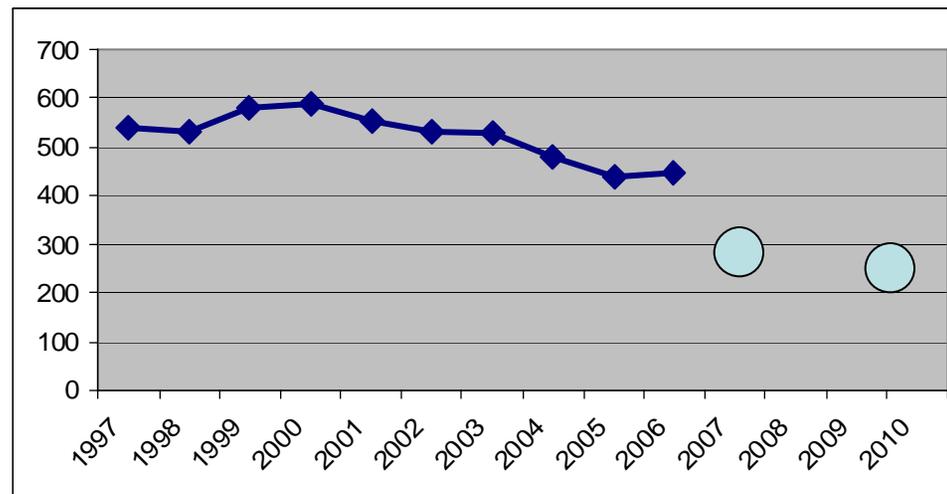


1997-2006



# Targets for fatalities

- Sweden 270 fatalities 2007
- EU for Sweden 250 fatalities 2010



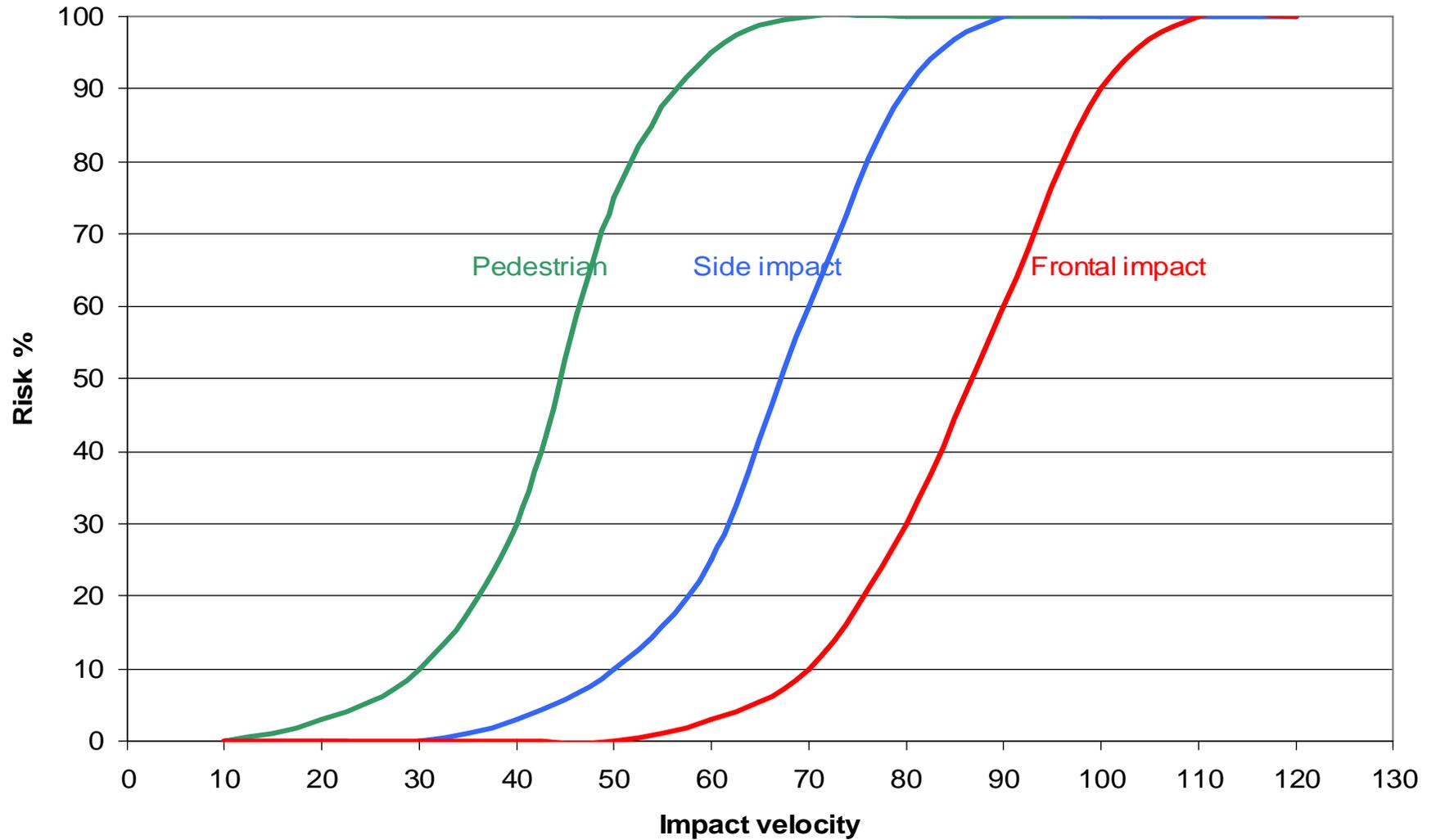
# The Vision Zero Swedish parliament 1997)

- Long term target is that no one should be killed or receive long term disability
- Injury outcome instead of crashes
- Holistic approach in which system designers play an important role
- Tolerance to human failures
- Mobility a function of safety

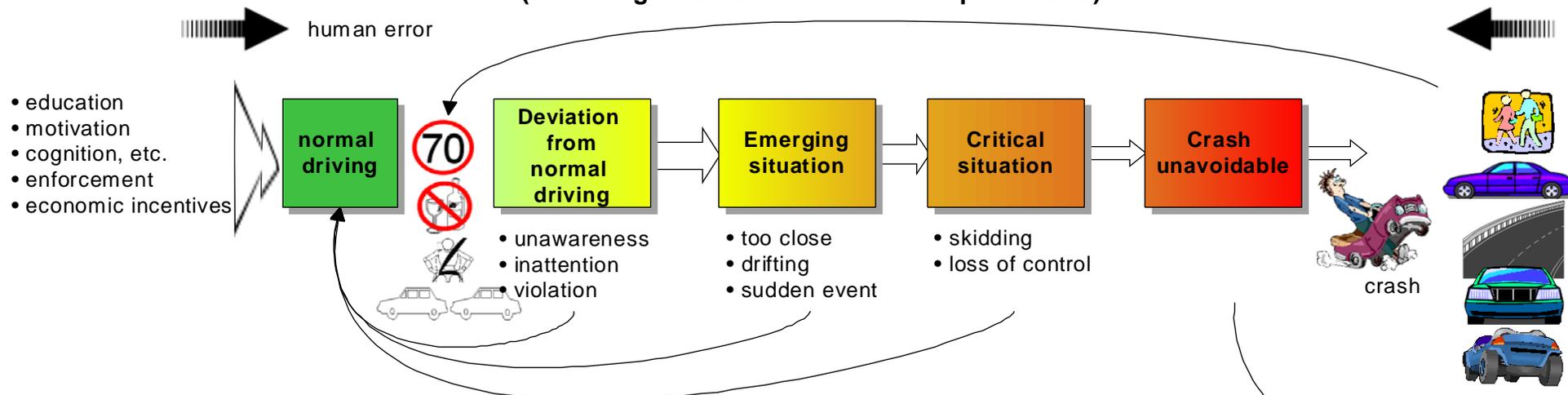
# The driving process



### Risk of fatal injury related to impact velocity



### The crash sequence: (matching human error and crash protection)



	• access to road transport system	• comfort • economy • social conformity	• warning system • supporting system	• intervention in driving	• immediate correction	• preparation for crash	crash protection
Vehicle	promote normal driving	(ISA, SBR, alcohol interlock)	(AICC, LDW)	(ESC, LDA, AICC2)	(pre-safe, emergency braking)	(seat belts, airbag, whiplash protection, pedestrian protection)	
Infrastructure	promote normal driving	(speed warning, tactile warning, humps)	tactile edge lines	high friction surface		barrier design, roundabouts	
Others	promote normal driving	• enforcement • insurance • contracts				• emergency service	

# Normal Driving

## Support systems

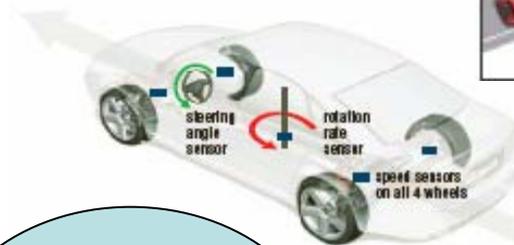
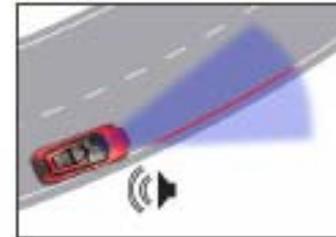
- Seat belt reminders
- ISA/Speed Alert
- Alcolocks
- Fatigue detection
- Etc.



# Dangerous Situation

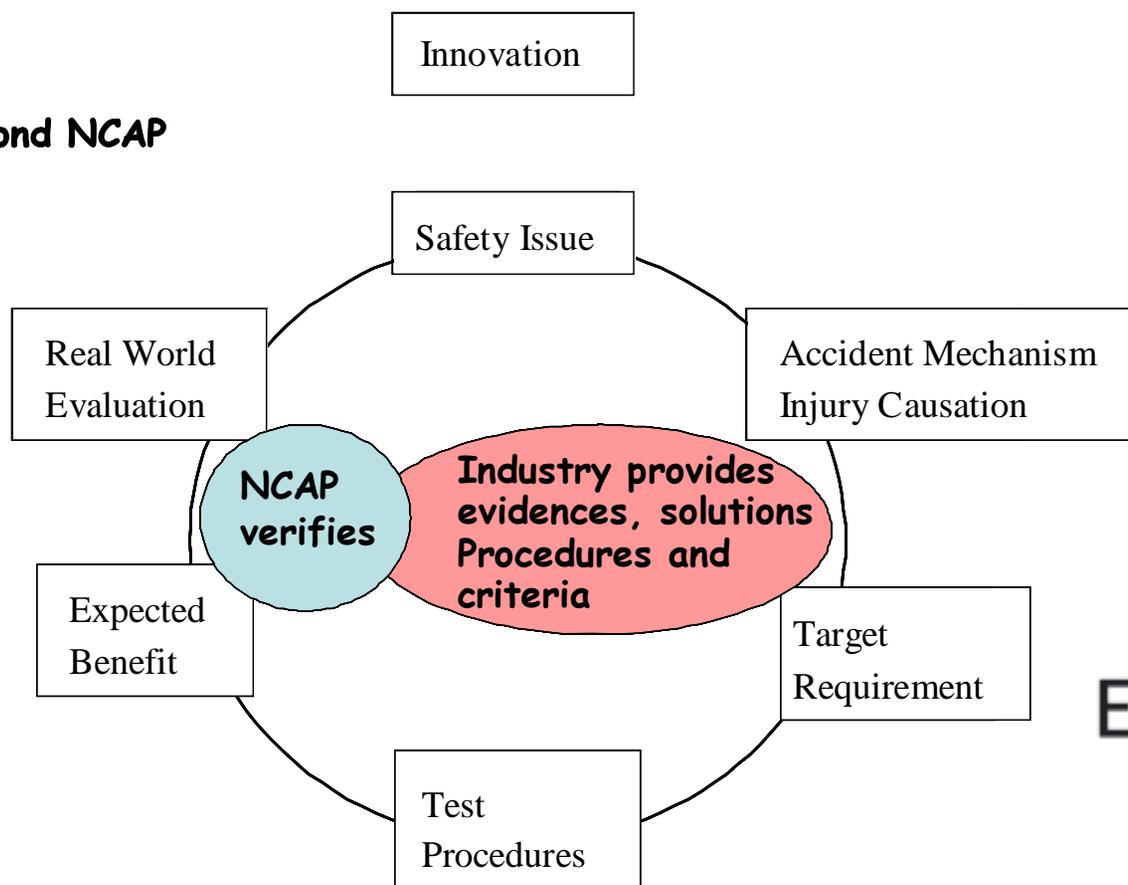
## Support systems

- Adaptive Cruise Control
- Lane departure warning
- Electronic stability control
- PreSafe
- Etc.



# How can we act more rapidly

## Beyond NCAP



# Selected systems with high potential

- Speed limit recognition and driver support
- Systems to detect driver under influence
- ESC (already implemented)
- Emergency braking
- Pre safe systems

# Final remarks

- The vehicle plays a very important role to achieve targets
- There is a need to monitor new technologies coming to the market (ESC is a good example)
- International co-operation more important than ever

# Thank you!

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