



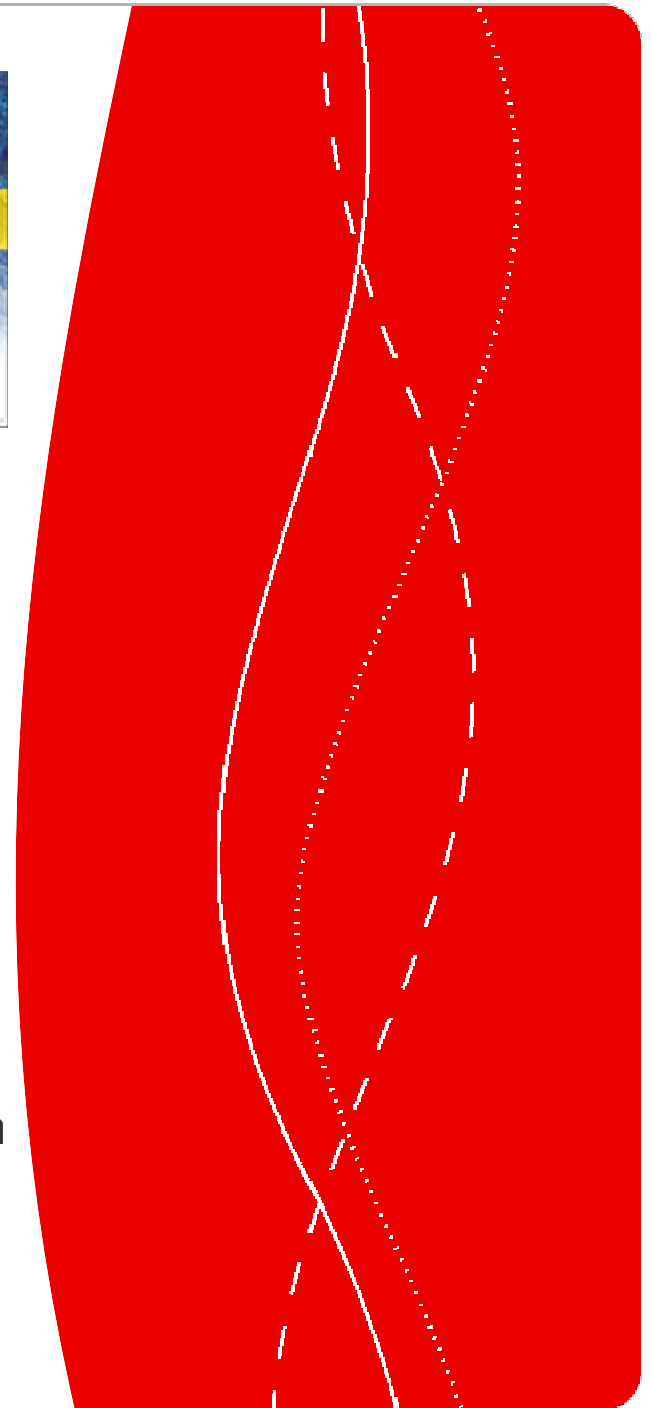
FINDING A BETTER WAY

## **Good practices in Member States. Case study: Sweden**

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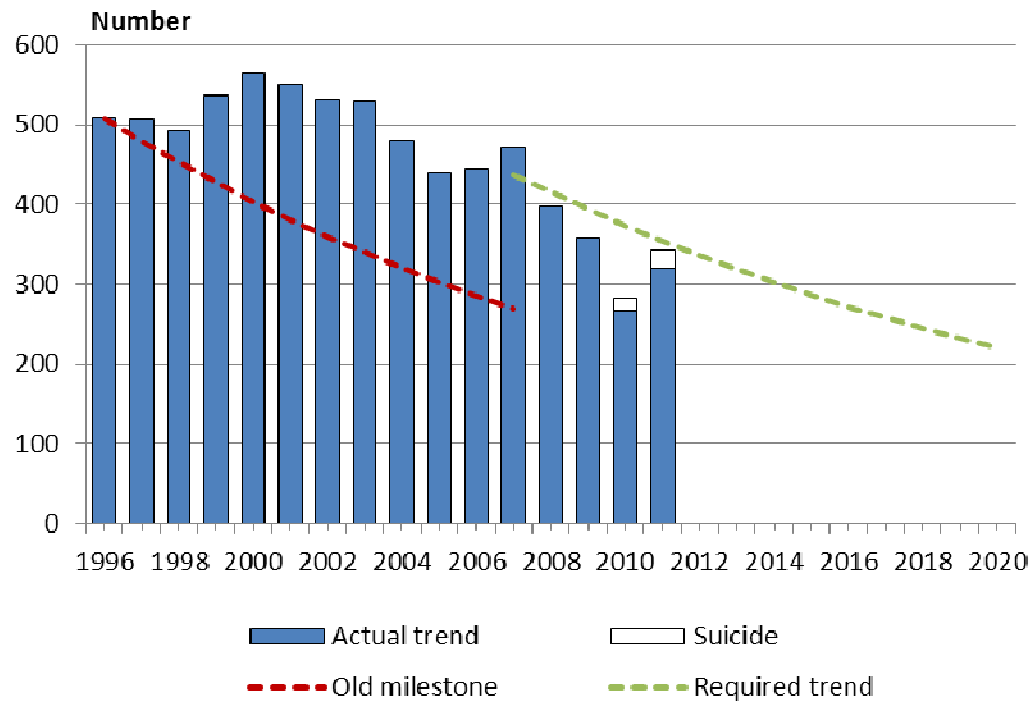
VTI, Swedish National Road and Transport Research  
Institute



# Traffic Safety in Sweden

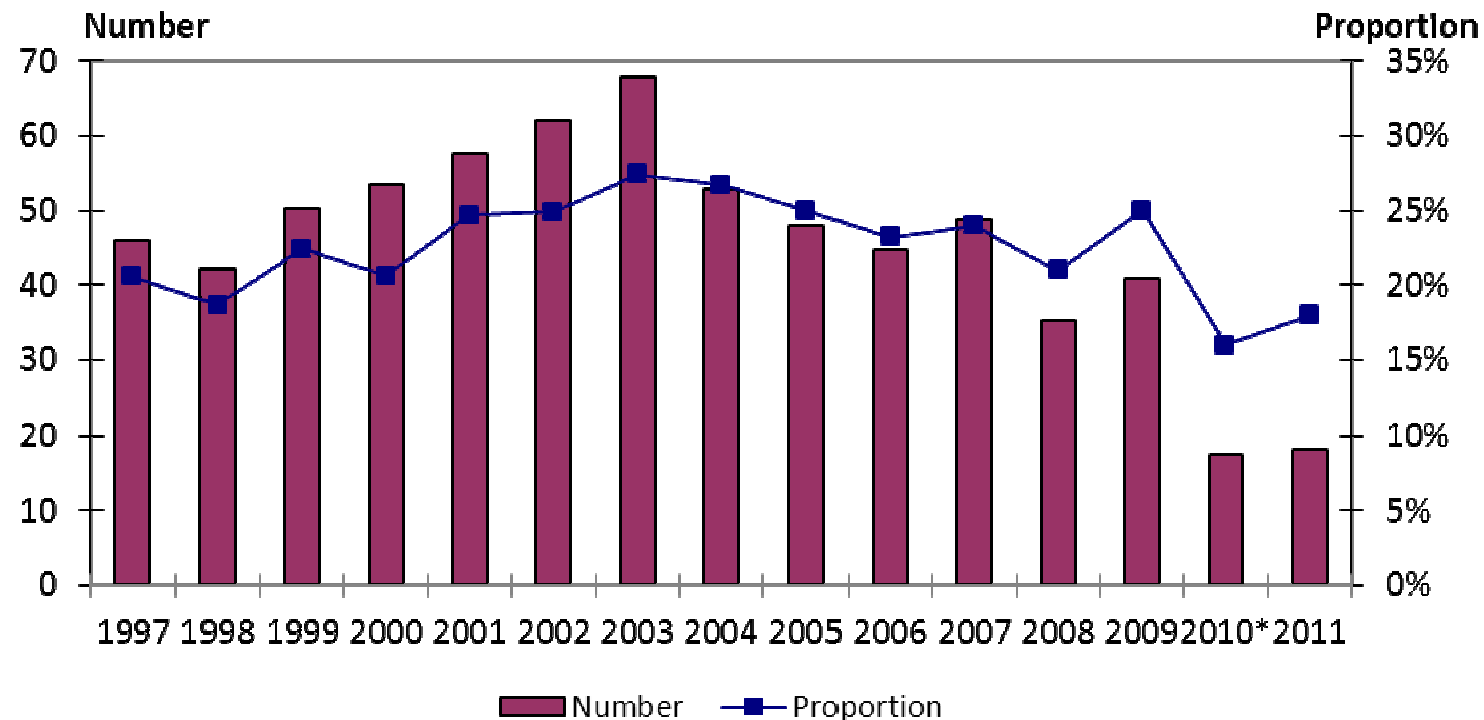
## Number of fatalities in road traffic accidents

Vision Zero: Overall Road Safety Philosophy



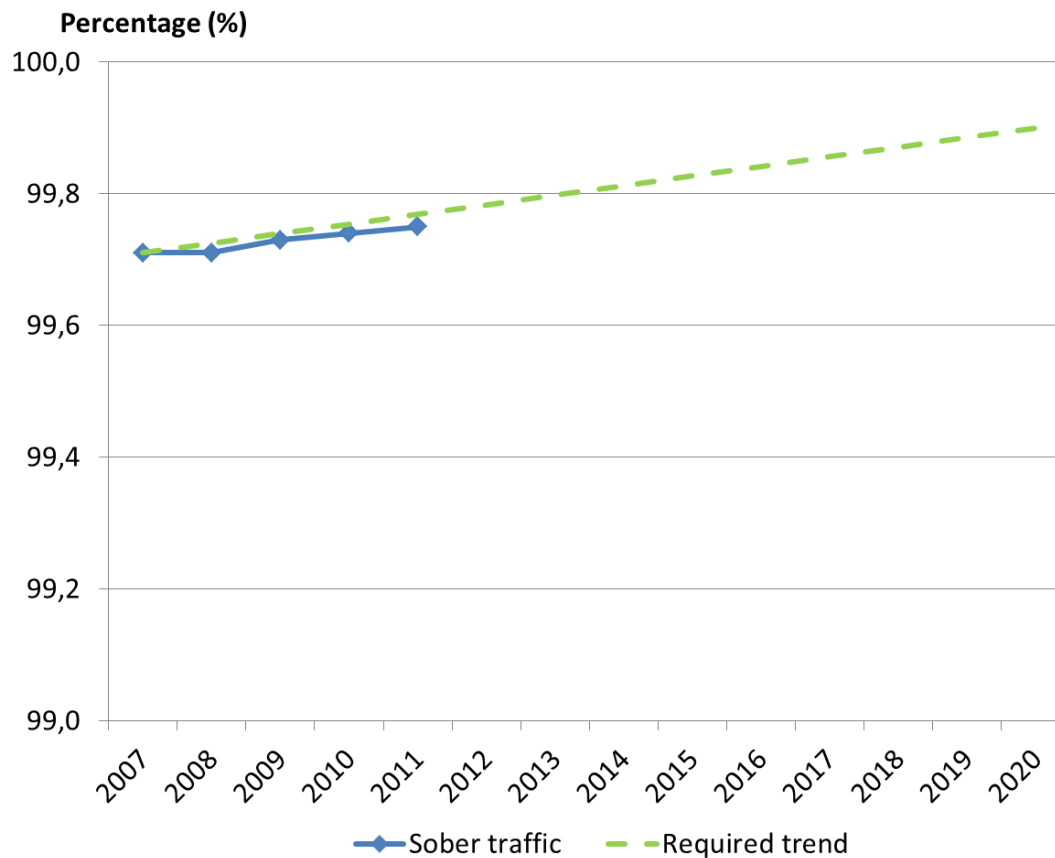
**Road mortality**  
(deaths/million pop.)  
2010: 28  
2011: 33

## Number and proportion of killed cars drivers under the influence of alcohol, 1997-2011 (BAC $\geq 0.2$ g/l).



# Sober drivers in traffic

## Data from police's breath test controls



- Population in general aware of the risks related to drink driving
- No social acceptance for drink driving



## **Points of strength for reducing drink driving deaths**

# 1. Legislation and sanctions

- In 1990: BAC limit at 0.2 g/l
- Sanctions:
  - Fines or prison depending on the severity of the crime
  - Withdrawal of driving licence if  $BAC > 0.3$  g/l
  - New driving test if withdrawal more than 12 months

## 2. Police enforcement

### Effective monitoring of drink driving

- Random breath testing
- Targeted alcohol checks
- Every operative policeman has his own alcometer
- Normally: every police-initiated meeting with a driver include an alcohol breath test
- Police Road Safety Policy: at least 2.2 million breath tests per year
- In 2011: around 2.5 million breath tests



### 3. Rehabilitation programme

#### **SMADIT:** Cooperation against alcohol and drugs in traffic

Intended to reduce the number of repeated drink driving offences.

**Key concept:** Suspected drink drivers must come into contact with municipal social services or the county council addiction treatment system as soon as possible (<24 hours) after they have been taken into custody and questioned by the police.

Positive attitudes among participating agencies.

Evaluation shows that SMADIT is socio-economically beneficial



## 4. Awareness campaigns

### Don't drink and drive:

- a national long term campaign targeting youths.
- Different activities give strength and insight to
  - never drive under influence
  - refuse going with a drunk driver
  - prevent other people from driving under influence.

Police give information in newspapers and on the website about surveillance activities

Special monitoring weeks



## 5. Alcohol Interlocks

- **Rehabilitation for first high-level offenders and recidivists**

New law 1st January 2012: mandatory alcohol interlocks rehabilitation programme. When driving licence is withdrawn one can apply for keeping the driving licence if alco-lock is installed.

The alco-lock programme does not affect the punishment

- **Private companies on a voluntary basis**

- **Commercial transport**

More than 70,000 alcohol interlocks installed

Used as a quality assurance tool by many Swedish companies

## Next steps and what do to more

- No new laws in the pipeline
- Focus to increase the use of alcohol interlocks
- Development of alcohol interlock technique
- Maintain the same high level of political commitment in tackling drink driving
- Maintain high levels of police enforcement on Swedish roads
- Continue targeting those age groups most involved in alcohol-related road crashes through awareness campaigns
- Show leadership in introducing alcohol interlocks for all offenders and professional drivers and keep being a role model country for all EU Member States



**Thank you for listening!**

**Questions:  
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# Vision Zero

Overall road safety philosophy in Sweden, established through a parliamentary resolution in October 1997

Relies on two basic approaches:

1. care of human life and health is considered to be more important than anything else
2. the responsibility should be shared by the road users and the system designers

The design of the system should take into account how much force a body can tolerate and still survive

The long term goal is that no one should be killed or seriously injured in road traffic

Interim target 2020: no more than 220 road deaths (-50 % since 2007)  
reduction of seriously injured by 25 %

