

Tackling Collisions Involving Heavy Goods Vehicles, the Swedish Experience



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

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Sweden

Inhabitants

~ 10 MILJ

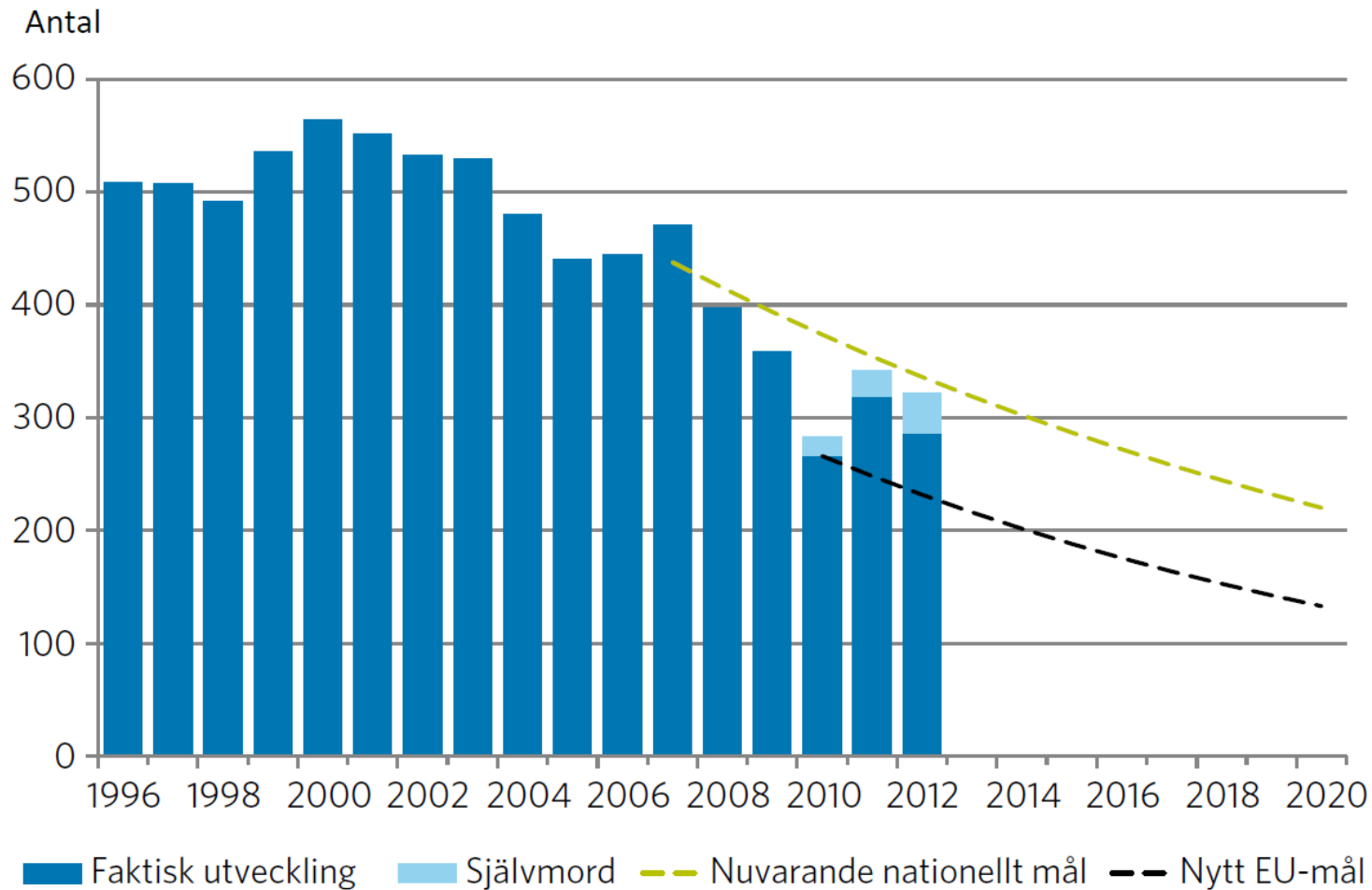
Vehicles

~ 5 MILJ

Licenses

~ 6 MILJ

Road traffic fatalities in Sweden, 1996-2012



Winter climate and long distances



3.1 Collisions involving HGVs

3.1.1 Country comparison

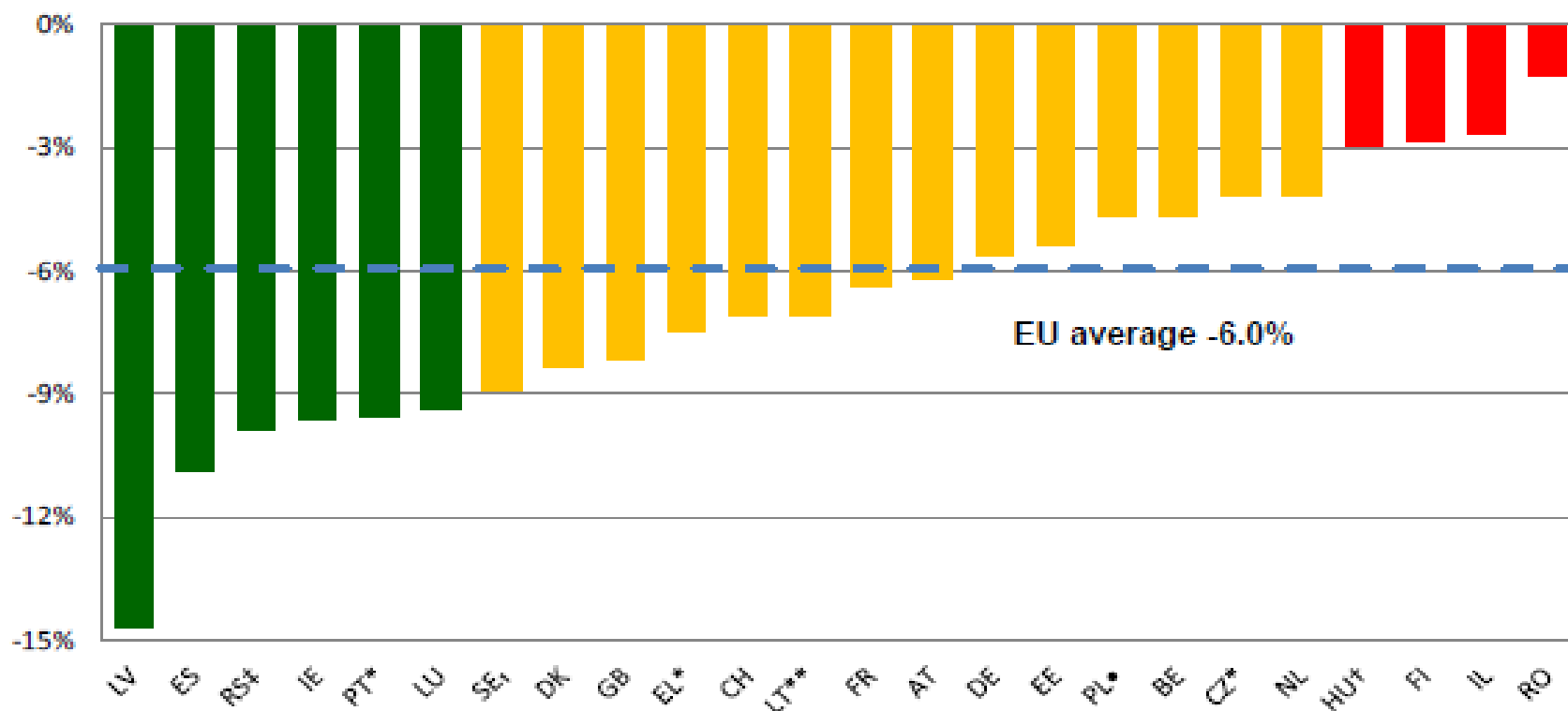
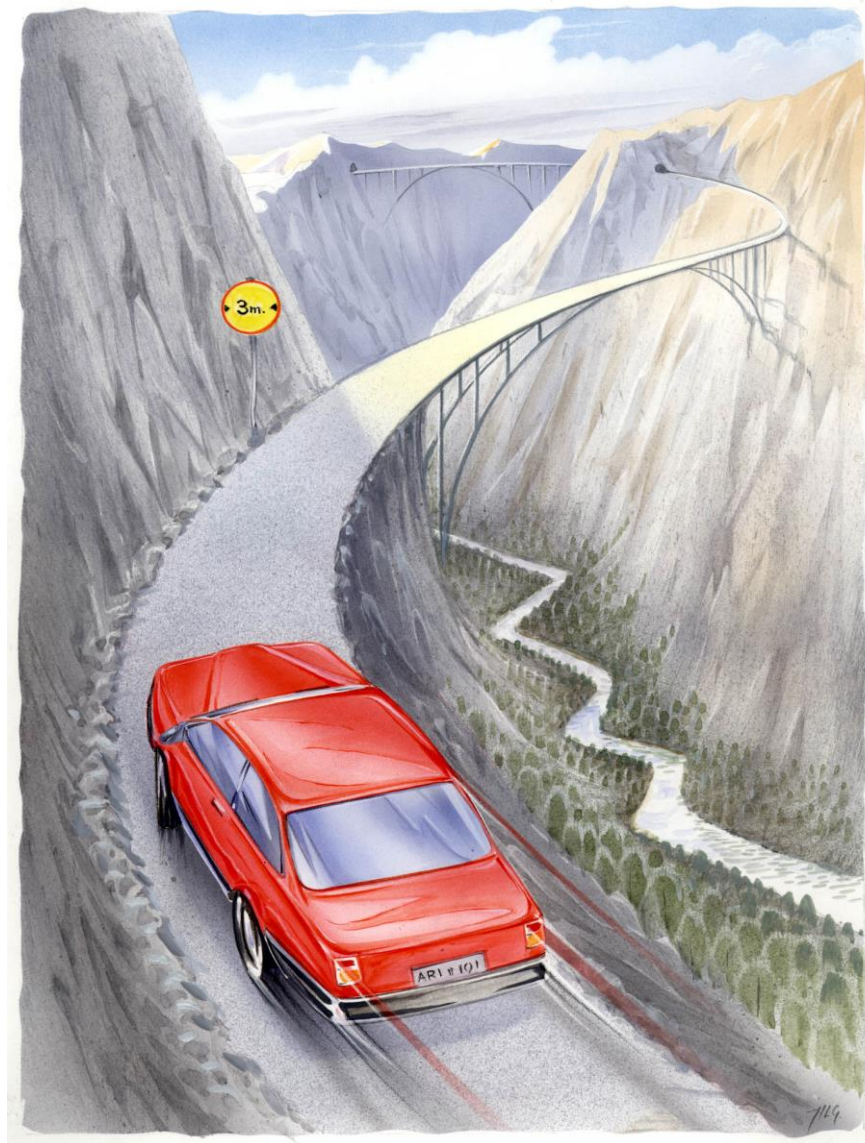


Fig. 1 Average annual percentage change between 2001 and 2011 in the number of road deaths in collisions involving a goods vehicle with a maximum permitted weight larger than 3.5 tonnes. *CZ, EL, PT data for 2011 not

Heavy goods vehicle safety is dependent on...

- Safe infrastructure
- Safe vehicles and vehicle technology
- Safe behaviour





Infrastructure matters



Median barriers prevent head-on collisions



More than 40 % of traffic in Sweden is on roads where head-on collisions are prevented by median barriers of some sort



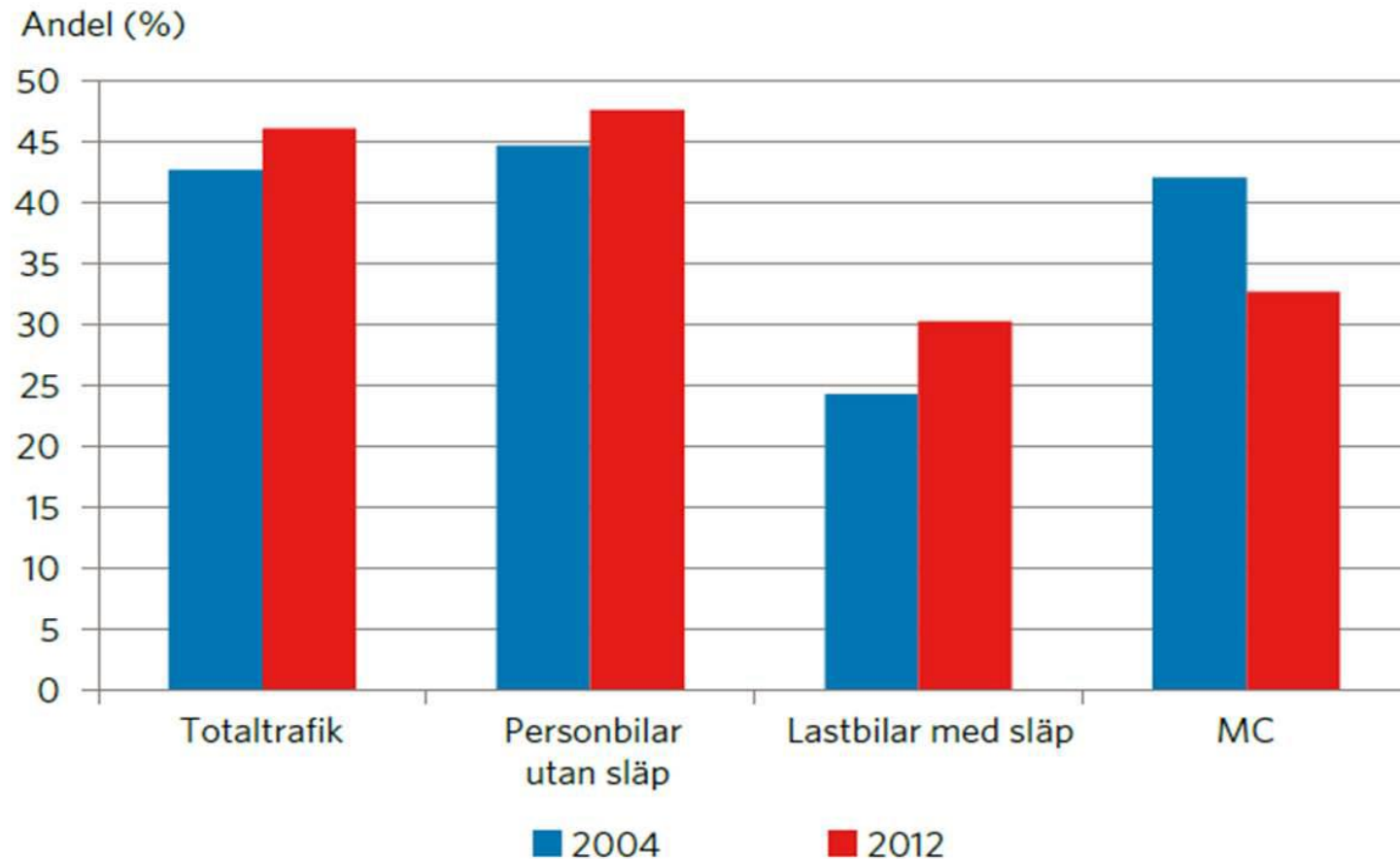
Vehicle and vehicle technology



Promising technical support

- ESP
- LDW/ LDA
- ABS
- Automatic breaking systems
- Underrun protection systems
- ISA

Speed compliance for different traffic groups in Sweden



A striking example

With the current speed behavior of heavy goods transports on the road;

- Winning 1 % in time
- Loosing 10 % in fuel consumption and running costs
- Loosing 10 % in CO2 emissions
- Loosing 40 % in death risk for road users



A challenge for the future





Thank you!

Contacts

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