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You can read more about the SRA's activities in
The SRA Annual Report 2008, Publication 2009:32
The Swedish Road Administration 2008 (short version of the SRA Annual Report 2008), Publication 2009:33.
The Road Transport Sector – Sectoral Report 2008, Publication 2009:34

Roads and traffic impact everyone in some way. The Swedish Road Administration (SRA) works to offer the general public and business good opportunities to travel and transport goods in Sweden. An efficient transport system is a prerequisite for a positive community development.

This publication offers an overall picture of the road transport system. Here you will find a selection of brief facts about roads, road transports, vehicles and people in traffic. In addition, it includes an overview of SRA tasks and organisation, which has undergone significant change since 2008. It also includes contact details, so you can contact us if you need more information.

Ingemar Skogö

Director-General

Goals in transport policy

OVERALL GOALS

The overall goal of transport policy in accordance with the Swedish Parliament's decision in 1998 is to ensure a socio-economically efficient transport system that is sustainable in the long term for individuals and the business community throughout the country.

SUBSIDIARY GOALS
This goal is divided into six subsidiary goals:

An accessible transport system, where the road transport system is designed to meet the basic transport needs of individuals and the business community.

A high level of transport quality, where the design and performance of the road transport system contributes to high transport quality for individuals and the business community.

Safe roads, where the long-term goal of road safety is that nobody is to be killed or seriously injured as a result of accidents on the road transport system. The road transport system is to be adapted to the conditions required to meet this long-term goal.

A good environment, where the design and performance of the road transport system is to contribute to achieving environmental quality targets.

A regional development, where the design and function of the road transport system is to contribute to achieving the goal for regional development policy and to counteract the disadvantages of long transport distances.

A gender-equal road transport system, that is designed to fulfil the transport needs of both women and men. Women and men should have an equal opportunity to influence the formation of the transport system, its design and management, and their values are to be accorded equal importance.

Roads and transport

THE ROAD NETWORK

The Swedish road network comprises

- 98 400 km of state roads and 41 000 km of municipal streets and roads
- 76 100 km of private roads receiving state subsidies
- a very large number of private roads without state subsidies, most of which are forest motor roads.

The state road system includes 15 700 bridges, around 20 tunnels and 37 ferry routes.

Some 19 800 km of the state road network is gravel road, which is equivalent to 20.1 per cent of the total road length. Traffic load determines whether a road is paved. Therefore the length of gravel roads varies across the country. 66.1 per cent of the total length of gravel road is in the forest counties[1].

Road length and vehicle mileage

State roads can be divided into groups based on category, speed limit, and type. The table shows road length, and use in vehicle kilometres for the different groups and for municipal roads and streets in 2008. [Fig. 1]

Road utilisation

Road traffic is the dominant mode of transport for passenger transport in Sweden. It accounts for 86.6 per cent of the distance travelled by all people. Most passenger transport, 75.8 per cent, takes place in passenger cars. Other road traffic accounts for 10.8 per cent, rail traffic for 10.2 per cent,

1. The forest counties are Värmland, Dalarna, Gävleborg, Jämtland, Västernorrland, Västerbotten and Norrbotten.

[Fig. 1] **ROAD LENGTH AND VEHICLE MILEAGE 2008**

Category	Road length, km*	Number of vehicle km (billions)
State roads	98 400	52
Road category		
European highways	6 400	20
Other national roads	8 900	13
Primary county roads	11 000	8
Other county roads	72 100	11
Road type		
Motorways	1 860	14
Undivided motorways	360	1
of which traffic flow separated	*330*	*1*
4-lane roads	200	1
Ordinary roads	96 020	36
of which traffic flow separated	*1 660*	*3*
Local authority streets	**41 000 ****	**22**

Source: Swedish Association of Local Authorities and Regions (SKL), Swedish National Road and Transport Research Institute (VTI) and SRA.
* Rounded figures.
** Figures for 2005.

air traffic for 2.6 per cent and maritime traffic for 0.6 per cent of passenger transport mileage.[1]

Road transport is also the main mode of transport for goods traffic, though it is not as dominant. Here road transport accounts for 40.5 per cent, shipping for 37 per cent and rail for 23 per cent of goods transport mileage.[2]

Vehicle mileage

Vehicle mileage by car in 2008 amounted to 63.7 billion vehicle kilometres, 0.8 billion vehicle kilometres by bus, and 11.5 billion vehicle kilometres by lorry, 4.6 billion of which with heavy lorries. On the state road network, vehicle mileage has increased by eight per cent since 1999. [Fig. 2 – 3]

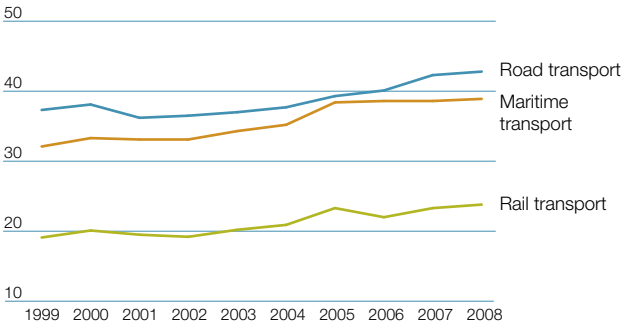
[Fig. 2] **VEHICLE MILEAGE*, MILLION VEHICLE KILOMETRES**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Passenger car	58 931	59 654	60 247	61 961	62 549	62 971	63 188	62 979	64 390	63 658
Light lorry ≤ 3.5 tonnes	4 496	4 705	5 002	5 412	5 656	5 909	6 191	6 403	6 788	6 890
Heavy lorry > 3.5 tonnes	3 808	3 894	3 963	4 095	4 118	4 155	4 230	4 337	4 591	4 608
Bus	976	945	919	927	913	890	876	872	876	852
Moped	109	119	143	160	184	201	242	283	315	337
Motorcycle	426	468	511	578	625	674	712	755	812	828

Source: VTI, Statistics Sweden (SCB), Swedish Institute for Transport and Communications Analysis (SIKA) and SRA.
* The total milage for all vehicles.

1. Passenger transport mileage = total distance travelled by all passengers (passenger kilometres).
2. Goods transport mileage = total quantity of goods transported multiplied by the number of kilometres (tonne kilometres).

[Fig.3] **GOODS TRANSPORT MILEAGE IN SWEDEN, BILLION TONNE KILOMETRES**



Source: SIKA and Banverket (Swedish Rail Administration).

Bearing capacity on the state road network

The load bearing capacity has an impact on accessibility for goods transports and is therefore particularly important for the business community. We use two parameters to measure bearing capacity. The first is the percentage of roads with the highest permissible bearing capacity, bearing capacity Class 1 (Class 1: gross weight up to 60 tonnes). The second is bearing capacity reduction during the spring thaw, both for time and road length. [Fig. 4 – 5]

Road investments

Planning and procurement of road investments is one of the SRA's roles within

[Fig. 4] **ROAD WITH THE HIGHEST BEARING CAPACITY, CLASS 1**

Parameters	2004	2005	2006	2007	2008
Class 1, km	92 050	92 255	92 176	93 216	93 371
Non Class 1 roads, km	6 262	6 045	6 156	5 215	5 096
Class 1, proportion, %	93.6	93.9	93.7	94.7	94.8
Class 1, proportion in forest counties, %	90.4	90.8	90.5	92.2	92.3

[Fig. 5] **REDUCED BEARING CAPACITY DUE TO THE SPRING THAW**

Parameter	2004	2005	2006	2007	2008
Total, km (including important business roads)	14 449	13 888	14 008	7 045	3 200
of which forest counties, km	*7 664*	*7 603*	*5 193*	*2 977*	*2 281*
Roads important to business, km	5 162	4 502	4 162	2 282	1 270
Total, thousands of daykilometres (including important business roads)	572	518	453	246	139
of which forest counties, thousands of daykilometres	*350*	*333*	*186*	*155*	*96*
Roads important to business, thousands of daykilometres	229	228	141	95	54

national road management. Planning uses the four stage principle to ensure that the most cost-efficient solution is always implemented. Stage 1 considers the possibility of reducing transport requirements. Stage 2 focuses on whether existing roads can be used more effectively. Stage 3 considers whether a minor rebuilding would suffice. Only at the final stage 4 is a major rebuilding measure or newbuilding considered.

Total investment in 2008 amounted to SEK 9 552 million. A number of stretches of major motorway have opened to traffic in 2008. These include two stretches of the E6 in Bohuslän and three stretches of the E18: in Karlstad, west of Örebro, and Västjädra–Västerås. Norrortsleden in Stockholm has also opened to traffic. A stretch of separated road on the E18 has opened to traffic in Värmland, and on Highway 70 past Sala.

The extension of Norra länken in Stockholm has continued, as has the extension of the E6 through Bohuslän north of Uddevalla.

Nine road projects costing more than SEK 100 million have been opened to traffic during the year. Together these projects represent an investment volume of SEK 7 288 million, which has been utilised over several years. The total length is 99.5 km.

The most important benefit to society is decreased travel time and fewer accidents. Socio-economic profitability has been calculated for nine of the large investment projects. All of these projects were socio-economically profitable. These projects are estimated together to shorten travel time by about 1 900 000 hours and decrease fatalities and serious injuries by some 17 incidents a year. Norrortsleden in Stockholm and the E6 through northern Bohuslän account for most of this benefit. [Fig. 6–9]

[Fig. 6] **FOLLOW-UP OF COSTS AND CALCULATED SOCIO-ECONOMIC BENEFITS FOR ROAD PROJECTS > SEK 100 MILLION WHICH WERE OPENED TO TRAFFIC IN 2008**

Road	Road network*	Stretch	Length, km	Cost, SEK million**		NPV***	Annual effects		
				Final ***	Budget ahead of construc-tion start	Plan 2004–2015		Reduction in travel time, thousand hours/year	Reduction no./year
									Deaths and serious injuries / Minor injuries
Motorway									
E6	NS	Torp–Håby	17.0	1 767	1 439	1 677	0.5	276	4.5
E6	NS	Värmlandsbro–Hogdal	7.0	580	557	660	0.1	110	1.4
E18	NS	Kronoparken–Skattskär	6.0	251	219	253	0.9	73	1.9
E18	NS	Lekhyttan–Adolfsberg	18.0	789	642	743	0.5	190	0.4 / 6.0
E18	NS	Västjädra–Västerås	6.4	145	173	161	0.9	75	0.0 / 1.0
Lv 265	LV	Norrortsleden in Stockholm	15.0	3 135	2 765	3 129	0.5	1 000	7.0
Separated roads and multi-lane roads in urban areas									
E18	NS	Hån–Töcksfors	4.1	118	120	120	0.2	40	0.1
Rv 70	NS	Past Sala	18.0	375	328	350	0.2	102	1.4 / 2.5
Rural roads with on-coming traffic									
Lv 117	LV	Daggarp–Tjärby–Skogaby****	8.0	128	117	127	2.4	23	0.4 / -

* Road network: NS = National trunk road, ÖR = Other main road, LV = County road.
** All costs are reported at 2008 price levels.
*** Net present value ratios are used to assess the cost efficiency of a measure. A net present value of 0.5 means the return on each invested SEK 1 is the original SEK 1 plus a further SEK 0.50 in return, during the lifespan of the project. Based on final cost.
**** Including 2 km of separated road, but the project is reported under oncoming traffic.

[Fig. 7] **INVESTMENTS BY ROAD NETWORK AND AIM OF MEASURES, SEK MILLION**

	Aim of investment						
Road network	**Several aims**	**Bearing capacity**	**Road safety**	**Environment**	**Intelligent transport systems**	**Other**	**Total**
National roads	3 736	155	678	136	36	25	4 767
Other roads	1 321	1 298	573	106	0	38	3 335
Norra länken and Götaleden	1 724						1 724
Total	**6 781**	**1 453**	**1 251**	**242**	**36**	**63**	**9 826**

[Fig. 8] **COSTS FOR ROAD INVESTMENTS PER ROAD MEASURE, SEK MILLION**

	2004	2005	2006	2007	2008
Motorway	4 133	2 952	3 638	3 813	4 567
Separated road	2 319	2 016	1 638	1 993	2 367
Non separated road	710	449	342	432	358
Bearing capacity improvements, roads/bridges, frost protection	1 477	1 322	1 269	1 408	1 430
Paving, gravel roads	57	25	23	37	42
Environment and safety prioritised roads/streets	121	69	48	40	57
Pedestrian and cycle routes, bus routes	150	153	177	137	143
Level crossings	260	216	106	190	119
Grade-separated crossings	254	171	171	124	210
Rest areas etc.	63	49	33	12	22
Bus stops	40	52	29	39	51
Environmental measures, noise and water protection etc.	196	182	188	152	234
Guard rails	302	209	160	93	137
Other protective installations	38	30	18	31	31
Traffic guidance installations	182	117	64	71	56
Other	13	87	1	3	3
Total road investments	**10 315**	**8 099**	**7 905**	**8 576**	**9 826**
Price level 2008	**12 438**	**9 354**	**8 724**	**9 133**	**9 826**

[Fig. 9] **TOTAL COSTS, KM OF ROAD AND UNIT PRICES FOR ROADS OPENED TO TRAFFIC 2004–2008**

		Standard			
		Motorway	**Separated 4-lane road**	**Rural road with on-coming traffic**	**Pedestrian/ cycle path**
Total cost SEK million for each year's price level	2004	11 678 *	881	628	84
	2005	1 315	3 556	712	82
	2006	5 576 **	847	558	126
	2007	6 576	1 282	1 040	79
	2008	8 240	1 527	217	39
Road length km	2004	77 *	153	37	109
	2005	11	242	81	91
	2006	28 **	236	49	85
	2007	99	267	68	81
	2008	69	205	14	69
Unit price SEK million/km for each year's price level	2004	152 *	6	17	1
	2005	124	15	9	1
	2006	200 **	4	11	1
	2007	66	5	15	1
	2008	119	7	15	1
Unit price SEK million/km price level 2008	2004	183	7	20	1
	2005	143	17	10	1
	2006	221	4	12	1
	2007	70	5	16	1
	2008	119	7	15	1

* Including Södra länken in Stockholm. The total cost for motorways in 2004 excluding Södra länken was SEK 2 611 million, road length 71 km and unit price SEK 37 million/km.

** Including Götaleden in Göteborg. The total cost for motorways in 2006 excluding Götaleden was SEK 1 092 million, road length 25 km and unit price SEK 44 million/km.

Road safety measures

Certain measures are specifically designed to improve safety. Among other things we erect median barriers (traffic flow separation), rebuild junctions and clear roadside areas. 230 kilometres of separated road has been opened in 2008. To improve safety for vulnerable road users we construct pedestrian and cycle roads as well as tunnels and passages for pedestrian and cycle traffic. [Fig. 10]

[Fig. 10] **FUNDS INVESTED IN MEASURES ON THE STATE ROAD NETWORK AIMED AT ROAD SAFETY***

	Result, SEK million							Proportion, %
	2004	2005	2006	2007	2008	National plan 2008	Regional plans 2008	Total 2008
Road construction	247	148	96	38	94	37	57	7
Traffic flow separation	631	399	423	937	710	516	194	57
Roadside measures	201	236	187	127	144	67	77	12
Measures at crossings**	411	256	162	212	187	101	86	15
Measures for pedestrians and cyclists***	250	126	121	113	65	9	56	5
Other measures	117	5	11	10	50	43	7	4
Total	**1 857**	**1 170**	**1 000**	**1 437**	**1 251**	**774**	**477**	**100**

* Only targeted physical road safety measures are included since 2005. Major road projects with several aims, such as accessibility and road safety, are not included in the results. Years 2002–2004 also include road projects with more than one aim.

** Several measures also affect children as vulnerable road users.

*** Measures also affect children.

Operations and maintenance

Operation means short-term measures that mainly aim to keep a road open to traffic, such as winter road maintenance, cleaning road signs and maintaining rest areas. Maintenance relates to longer-term measures, mainly to ensure the durability of the road network. These include paving work, bridge repair, drainage work and replacing damaged road signs.

The SRA has prioritised operational measures primarily at the expense of paved road maintenance, as funds have not been sufficient to cover both. We have made savings in operation and maintenance activities through greater efficiency. At the same time, costs have risen and savings have not kept pace with cost rises.

Winter operations aim to keep roads safe and available for use. Half of the resources available for operation measures on state roads are used for keeping roads free of snow and ice. Snow roads, which have a surface of compacted snow or ice, are permitted on three-quarters of the road network. The SRA prioritises busy roads, school routes, bus stops and pedestrian and cycle paths in winter operations.

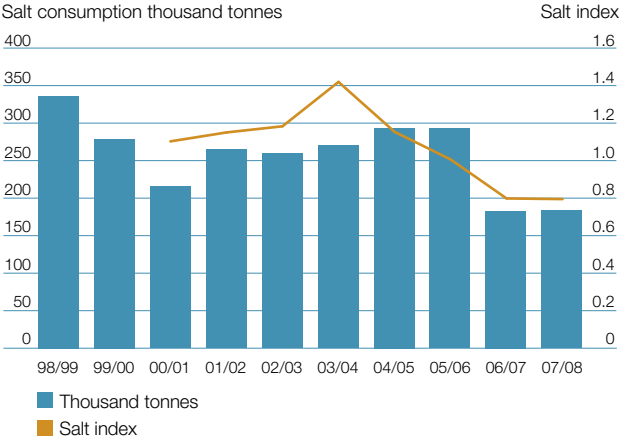
Maintenance of paved roads aims to keep the road surface even and to prevent the deterioration of roads and to repair them. About 65 per cent of maintenance resources for state roads are used to maintain paved roads and about 15 per cent for maintenance of bridges and tunnels. Standards are higher on main roads, which affect many customers. [Fig. 11 – 12]

[Fig. 11] **COSTS FOR OPERATION AND MAINTENANCE, SEK MILLION (CURRENT PRICES)**

	2004	2005	2006	2007	2008
Maintenance services					
Maintenance, paved roads	2 114	2 291	2 393	2 598	3 006
Maintenance, gravel roads	221	205	238	199	210
Maintenance, bridges, tunnels and ferry routes	569	642	704	692	693
Maintenance, road equipment	440	432	470	528	560
Maintenance, roadsides and roadside facilities	64	74	95	71	83
Total maintenance services	**3 408**	**3 644**	**3 900**	**4 088**	**4 552**
Operational services					
Winter operations	1 867	1 925	1 979	1 808	1 851
Operation of paved roads	353	351	243	361	282
Operation of gravel roads	166	165	134	137	149
Operation of roadsides and roadside facilities	367	408	384	402	424
Operation of road equipment	301	320	312	366	373
Operation of bridges and tunnels	60	82	92	99	128
Operation of ferry routes	398	415	445	474	497
Total operational services	**3 512**	**3 666**	**3 590**	**3 648**	**3 704**
Total operation and maintenance	**6 920**	**7 310**	**7 490**	**7 736**	**8 256**
Total, price level 2008	**8 390**	**8 487**	**8 342**	**8 309**	**8 256**

The table has used the SRA's operational index. This index reflects cost developments for necessary components.

[Fig. 12] **SALT CONSUMPTION PER WINTER SEASON (STATE ROAD NETWORK)***



* Actual salt consumption compared with estimated salt consumption depending on weather conditions is called the salt index in the diagram.

VEHICLES

New passenger car registrations fell in 2008 by 18.4 per cent and for lorries by 10.3 per cent compared with 2007. Most of this reduction took place during the fourth quarter, when 35 per cent fewer cars were registered compared with the fourth quarter 2007. About 21 000 passenger cars were directly imported in 2008, which was 30.1 per cent fewer than 2007.

Of light vehicles (passenger car, light lorry and minibus), 80.8 per cent operated on petrol (of which 0.3 per cent were electric hybrid vehicles) and 15.7 per cent diesel. The remainder primarily used ethanol (2.9 per cent) or gas (0.3 per cent). 96.4 per

cent of heavy vehicles (heavy buses and heavy goods vehicles) were diesel powered. The remainder used petrol (1.6 per cent), ethanol (0.6 per cent) or gas (1.4 per cent). The percentage of newly registered light goods vehicles that can operate on alternative fuels rose by about 57.8 per cent in 2008. Almost 20.4 per cent of all vehicles registered in 2008 can operate on alternative fuel. [Fig. 13 – 16]

[Fig. 13] **NUMBER OF VEHICLES ON THE ROADS AT THE END OF RESPECTIVE YEARS, IN THOUSANDS**

	2004	2005	2006	2007	2008
Passenger car	4 116	4 157	4 207	4 264	4 285
Bus	13	13	14	13	13
Light goods vehicle (≤3.5 tonnes total weight)	365	385	401	424***	431***
Heavy goods vehicle (>3.5 tonnes total weight)	75	76	79	80***	80***
Trailer	805	834	863	898	926
Snowmobile	156	170	177	184	191
Tractor	327	327	327	324	322
Motorcycle (as at 30 June)****	235	250	269	287	297
EU moped Class I (as at 30 June)****	48	72	94	118	130
Moped Class II	104**	87*	83*	80***	78***

Source: SIKA (unless otherwise specified).

* Vehicles with mandatory insurance as of 30 June. Source: Swedish Insurance Federation.
** Vehicles with mandatory insurance as of 31 Dec. Source: Swedish Insurance Federation.
*** Estimated figures.
**** Source: SCB.

[Fig. 14] PROPORTION OF RENEWABLE FUEL IN THE ENTIRE ROAD TRANSPORT SECTOR

	2004	2005	2006	2007	2008
Proportion of renewable fuel in the entire road transport sector, %	2.4	2.6	3.5	4.5	5.0

[Fig. 15] FUEL CONSUMPTION AND CARBON DIOXIDE EMISSIONS FOR NEW PASSENGER CARS

	1995*	2000	2006	2007	2008
Petrol l/100 km	9.3	8.3	8.0	7.8	7.5
Diesel l/100 km	7.5	6.5	6.9	6.6	6.3
Total petrol and diesel l/100 km	9.3	8.2	7.8	7.3	7.1
CO_2 g/km for petrol driven	222	199	190	185	178
CO_2 g/km for diesel driven	199	176	183	175	167
Total petrol and diesel CO_2 g/km	221	197	189	181	174

Source: Bilindustrin, ACEA, JAMA, KAMA (1995–2004) and SRA (2005–2008). Figures for 2008 are preliminary.
* 1995 is the base year for the European agreement on reducing carbon dioxide emissions from new cars.

[Fig. 16] ESTIMATED ENERGY-EFFICIENCY

	1995	2000	2006	2007	2008
MJ/passenger km	1.83	1.73	1.75	1.73	1.71
MJ/tonne km	1.4	1.3	1.5	1.5	1.5

TRAFFIC AND THE ENVIRONMENT

Road traffic affects our environment and public health, through emissions of greenhouse gases and air pollutants, and through noise.

Total emissions of carbon dioxide from road traffic fell by about two per cent in 2008 compared with one year earlier. Lower fuel consumption for new passenger cars, a greater proportion of biofuel together with a reduction in traffic volume contributed to the drop in emissions. Since 1990 carbon dioxide emissions have risen by 12 per cent. According to the interim goal for 2010, carbon dioxide emissions should not exceed those of 1990. The interim goal will probably not be achieved.

Vehicles with better environmental properties account for an increasingly large proportion of traffic volume, and this has led to a reduction in emissions of nitrogen oxides and hydrocarbons. Emissions will continue to decrease due to new exhaust requirements for light and heavy vehicles as older vehicles with high emission values are scrapped.

Air quality in urban areas has gradually improved. This does not apply however to particulate matter, where levels have not fallen at street level. The particles are from vehicle exhaust fumes, road surface wear caused by studded tyres, and winter gritting. Particulate levels are highest on narrow streets and on busy roads. Reductions in nitrogen dioxide levels are however no longer as clear.

Road traffic is the noise source that effects most people in Sweden. 1.5–2 million people are exposed to noise from road traffic in excess of at least one guidance value stipulated by Parliament for noise in dwellings. Almost 300 000 residents along state roads are exposed to noise levels exceeding the guideline equivalent or maxi-

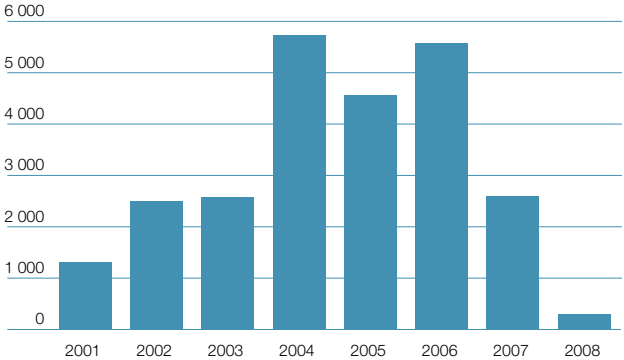
mum indoor level. The focus for SRA road noise efforts is primarily to ensure that the living environment for people exposed to very high noise levels indoors is rectified.

The number of people exposed to noise is on the increase, mainly as a result of a rise in traffic volume. An influx of people to the main cities has also contributed to this growth. If noise levels in society are to fall in the longer term then more effort must be focused on reducing noise at source. It is therefore important to invest in the development of vehicles, tyres, and road surfacing that result in less noise. The SRA is involved in several trials using low-noise surfacing. [Fig. 17–18]

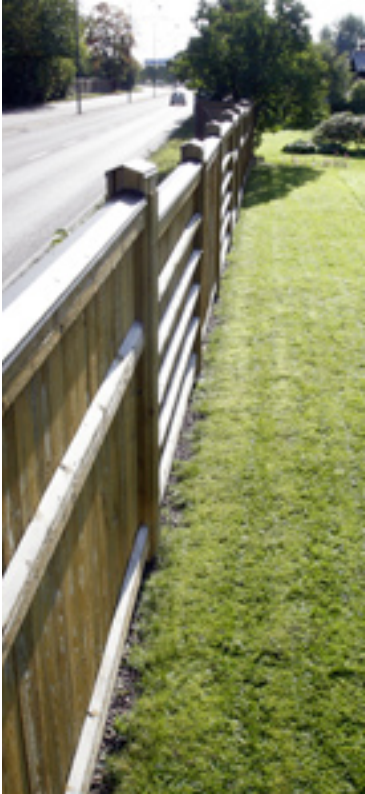
[Fig. 17] **AIR POLLUTION EMISSIONS**

	1990	1995	2000	2006	2007	2008	Change 2007–2008
Carbon dioxide (Mtonnes)	17.3	17.9	18.0	19.6	19.8	19.4	-2%
Nitric oxides (ktonnes)	175	151	114	79	77	70	-9%
Hydrocarbons (ktonnes)	160	98	64	39	36	32	-9%
Sulphur (tonnes)	2 833	922	112	16	19	19	-3%

[Fig. 18] **NUMBER OF PEOPLE WITH HIGH NOISE LEVELS ALONG STATE ROADS WITH AN IMPROVED INDOOR NOISE ENVIRONMENT**



Number of people with very high noise levels (≥65 dBA) along the state road network who have had their indoor environment improved (≤30 dBA) through SRA measures.



PEOPLE IN TRAFFIC

Travel distance

Swedes travel an average 40 km each day, 29 km of which are by passenger car. On average, men travel 44 km per person and day, while women travel 35 km.

Women generally travel in smaller geographical areas than men. Men travel farther to their work, and on average have a larger geographic labour market than women. Women use public transport, walk and cycle more than men.

Public transport for all

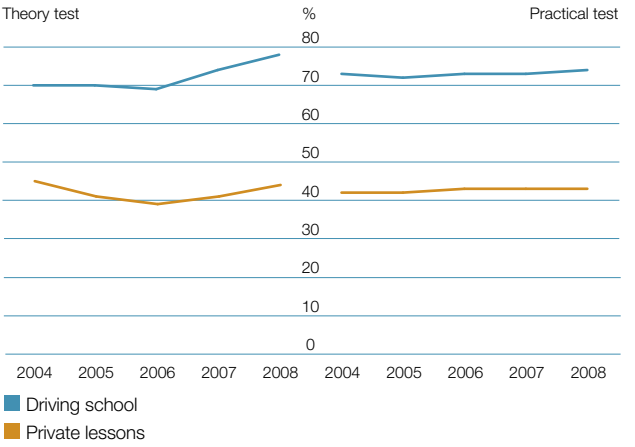
Public transport is to be adapted so that it becomes accessible for persons with functional disabilities by 2010. According to annual surveys 2002–2005, 85 per cent of persons with functional disabilities can travel – 70 per cent without difficulties and 15 per cent with some difficulties. Both the SRA and other stakeholders are working with long-term measures to make public transport accessible to everyone.

Driving licences, driving licence tests

Slightly more than 80 per cent of the population aged 18 and over owned a driving licence in 2008, a total 5.9 million people. 74.3 per cent of women and 86.5 per cent of men had a driving licence.

In 2008 there were 257 900 practical driving tests and 285 500 theory tests for driving licences. Average waiting times for a practical test were 14 days and for a theory test 9 days. There are significant discrepancies in the pass rate between students trained at driving schools and those privately trained. [Fig. 19]

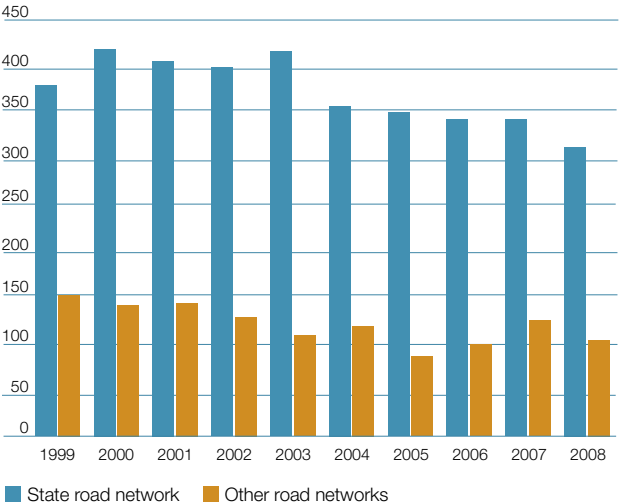
[Fig. 19] **PROPORTION OF B LICENCE THEORY AND PRACTICAL TESTS PASSED 2004–2008**



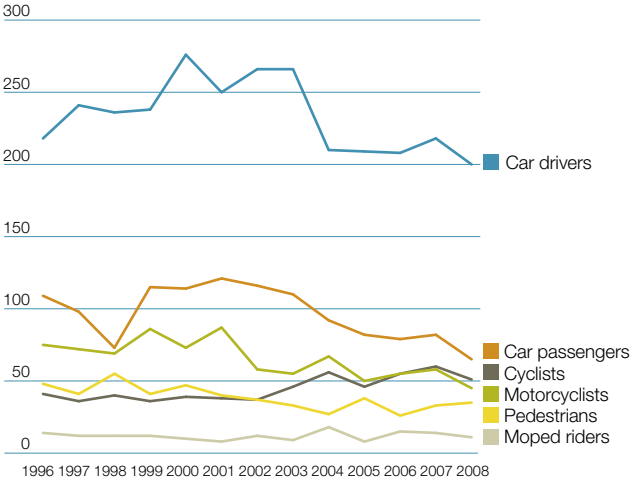
Fatalities and injuries

- Traffic fatalities in 2008 amounted to 420, of which 315 occurred on the state road network (preliminary figures).
- There were 3 730 serious injuries on the roads in 2008, 2 060 of which on the state road network (preliminary figures). [Fig. 20–25]

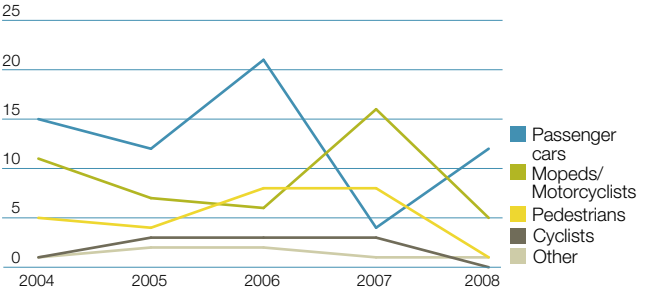
[Fig. 20] **NUMBER OF FATALITIES IN ROAD TRAFFIC, IN TOTAL AND BY ROAD NETWORK (EXCLUDING NATURAL CAUSES)**



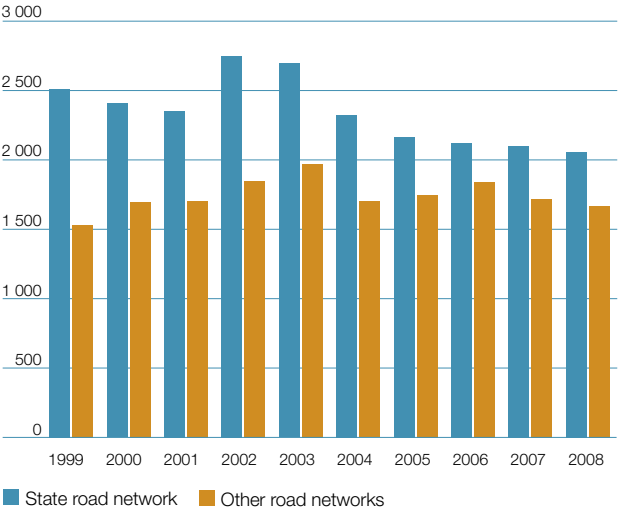
[Fig. 21] **NUMBER OF FATALITIES IN ROAD TRAFFIC BY CATEGORY OF ROAD USER (EXCLUDING NATURAL CAUSES)**



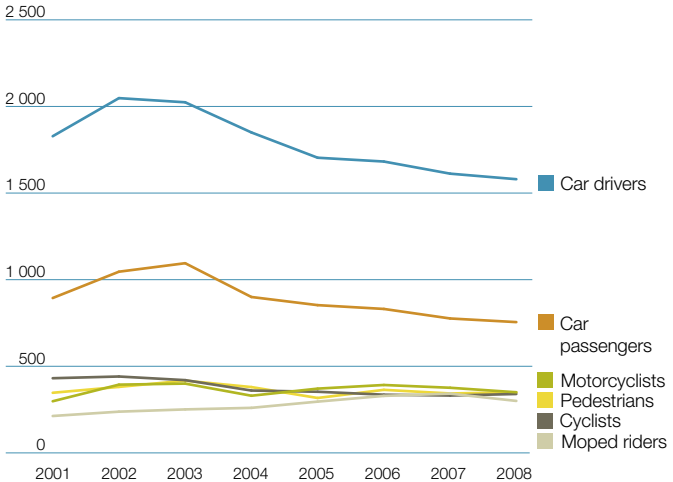
[Fig. 22] **NUMBER OF CHILDREN AGED 0–17 KILLED ON ROADS**



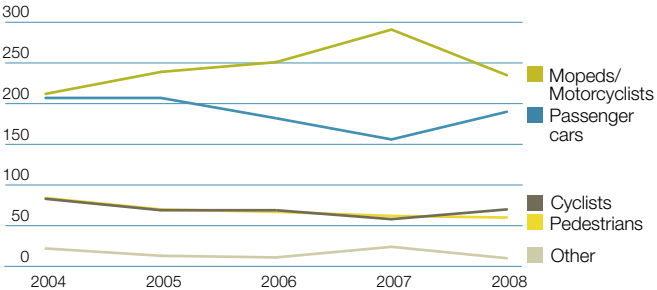
[Fig. 23] **NUMBER OF SERIOUS INJURIES REPORTED TO THE POLICE, IN TOTAL AND BY ROAD NETWORK**



[Fig. 24] **NUMBER OF SERIOUS INJURIES IN ROAD TRAFFIC REPORTED TO THE POLICE BY CATEGORY OF ROAD USER**



[Fig. 25] **THE NUMBER OF CHILDREN AGED 0–17 SERIOUSLY INJURED ON ROADS**



Regulations and safety

Safety is heavily influenced by if road users comply with regulations on speed, seat belt use, and sobriety and if cyclists use cycle helmets. Among passenger car drivers killed in road accidents in 2008, 24 per cent had alcohol in the blood in excess of levels for drink driving (0.2 promille).

Speed not only affects safety, but also impacts the environment. Measurements from 2004 showed that speeds were higher than the stipulated speed limit in 57 per cent of vehicle mileage on state roads. According to more limited studies, the percentage of drivers exceeding speed limits has fallen over the past three years. This

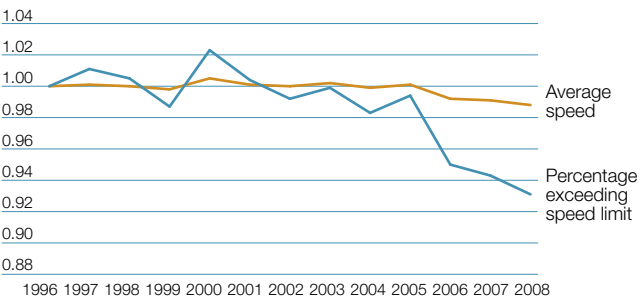
could be for several reasons, such as higher speeding fines and that some hazardous stretches of road have been equipped with automated camera surveillance.

According to Swedish law, all car occupants must wear a seat belt, both driver and passengers. This also applies to commercial drivers in taxis and heavy vehicles. A new law was introduced on 1 January 2005 requiring all children under 15 to wear cycle helmets. [Fig. 26 – 29]

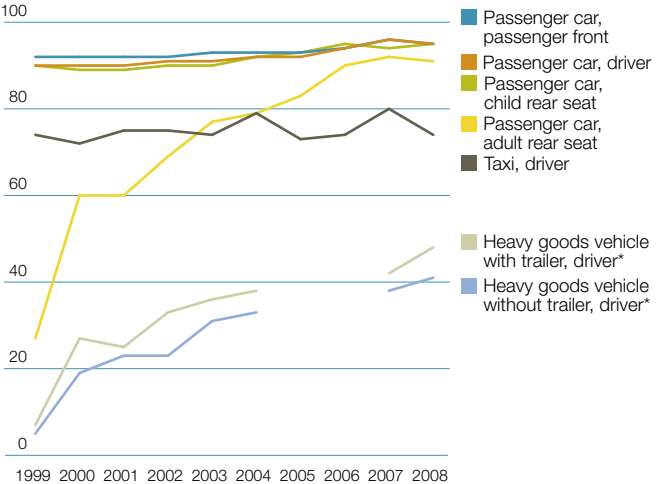
[Fig. 26] **NUMBER OF REPORTED CASES OF DRINK DRIVING**

	2004	2005	2006	2007	2008
Drink driving offences	22 185	23 225	27 375	29 362	31 032
of which drug driving	*6 597*	*7 416*	*9 955*	*11 240*	*12 224*

[Fig. 27] **PERCENTAGE OF VEHICLE MILEAGE EXCEEDING SPEED LIMIT AND AVERAGE SPEED, INDEX 1996 = 1**

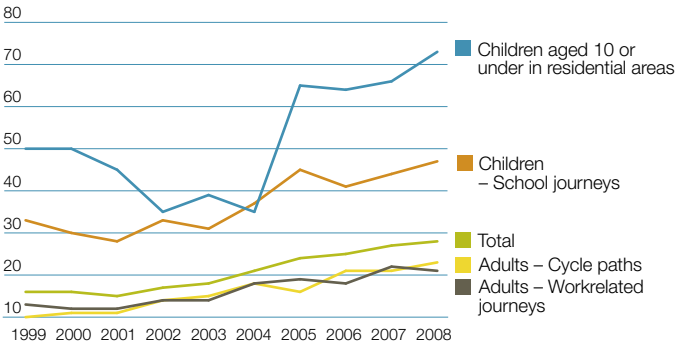


[Fig. 28] **SEAT BELT USE, PER CENT**



* Observations of heavy trucks from 2007 and onwards are not entirely comparable with earlier observations.

[Fig. 29] **CYCLE HELMET USE, PER CENT**



Swedish Road Administration

THE SRA'S VISION AND ORGANISATIONAL CONCEPT
The SRA has formulated a vision and organisational concept that shows how we see our responsibilities to achieve this objective.

Vision
We make the good journey possible.

Organisational concept
Focusing on people, the SRA creates opportunities for efficient, safe and environmentally-sound transport for individuals and the business community.

TASKS AND ORGANISATION
The SRA works to offer the general public and business good opportunities to travel and transport goods in Sweden. We are efficiently to develop the road transport system in cooperation with other parties according the directives adopted by the Government and Parliament. Our work is to create a safe, environmentally-sound and gender-equal road transport system that contributes to regional development and offers individuals and the business community easy accessibility and high transport quality.

The SRA's role includes sectoral responsibility for the road transport system. This involves representing the State in issues relating to the environmental impact of the road transport system, road safety, accessibility, transport quality and efficiency, as well as contributing to regional development. Its responsibility also includes intelligent trans-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port systems, vehicles, public transport, disabled adaptation, equality, commercial traffic and applied research, and development and demonstration activities within the road transport system.

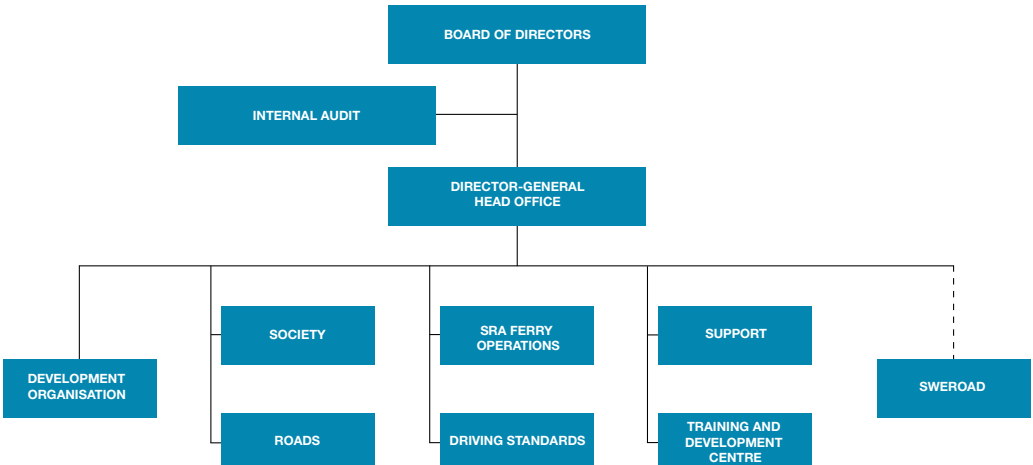
Organisation

The SRA is divided into a head office and the divisions Society, Roads, Driving Standards, SRA Ferry Operations, Support, Training & Development Centre and Development Organisation. There are seven regions under the Society division. The internal audit is administered directly under the board.

The business divisions Vägverket Produktion and SRA Consulting Services have been corporatised into the state companies Svevia and Vectura from 1 January 2009. Parts of the SRA's earlier activities and its operations within the Road Traffic Inspectorate have been transferred to the new authority the Swedish Transport Agency. The organisational structure at the SRA has changed in 2008. [Fig. 30 – 31]

[Fig. 30] **SRA REGIONS**

[Fig. 31] **SRA ORGANISATION**



How we work

The three core values for the SRA management system "Our way of working", are customer-benefits, efficiency, and clarity.

We accumulate knowledge about the needs of individuals and the business community in part through dialogue with interested parties. One important part of our customer-oriented approach is to develop a dialogue with individual citizens and to increase our accessibility and openness. We analyse, prioritise and consider these in relation to the targets and requirements from the Government. Cooperation with other parties is increasingly important to achieve a good result.

Financing

SRA activities were financed by SEK 31.7 billion in appropriations in 2008. Certain activities were also financed directly from fees and income from commissioned work. Certain road projects and other investments were financed through loans and subsidies.

Employees

The SRA has since 1 January 2009 a total 3 000 employees. The significant reduction in 2008 is largely a result of the corporatisation of Vägverket Produktion and SRA Consulting Services and the transfer of certain operations to the Swedish Transport Agency.

Over the next few years many employees are to retire. We must utilise the skills from the older generation that are important for the future. At the same time we must recruit the co-workers we need in competition with other employers. This is to be achieved by creating an attractive workplace characterised by stimulating employment and working conditions and by gender equality and diversity. [Fig. 32 – 33]

[Fig. 32] **NUMBER OF EMPLOYEES (PERMANENT) ON 31 DECEMBER EACH YEAR RESPECTIVELY**

	2004	2005	2006	2007	2008
SRA excluding business divisions	3 134	3 149	3 143	3 223	3 227
Business divisions	3 466	3 400	3 302	3 391	3 366
SRA in total	**6 600**	**6 549**	**6 445**	**6 614**	**6 593**

[Fig. 33] **DIVERSITY AT THE SRA**

	Total 2004	Total 2005	Total 2006	Total 2007	Total 2008	Business divisions	SRA excluding business divisions
Gender, %							
Women	25.1	25.4	26.4	27.3	27.4	12.3	42.0
Men	74.9	74.6	73.6	72.7	72.6	87.7	58.0
Managers, %							
Women	16.2	18.5	16.8	18.1	19.1	6.3	36.6
Men	83.8	81.5	83.2	81.9	80.9	93.7	63.4
Age, %							
–29	6.0	5.5	5.5	6.5	6.8	9.5	3.9
30–39	22.4	22.3	21.6	21.4	21.4	21.2	21.7
40–49	24.7	25.8	27.1	27.8	28.2	29.2	27.2
50–59	34.0	32.4	30.6	29.2	27.8	27.3	28.3
60–	12.9	14.0	15.2	15.1	15.8	12.8	18.9
Education, %							
Secondary school	35.1	34.7	37.1	37.9	42	57.6	25.7
Senior school	42.1	41.4	39.1	38.0	35.3	29.1	41.9
Institute of higher education	22.8	23.9	23.8	24.1	22.7	13.3	32.4
Cultural background, % *							
Swedish	94.9	94.6	94.4	94.2	94	94.8	93.2
Non-Swedish background	5.1	5.4	5.6	5.8	6	5.2	6.8
of which Nordic excluding Sweden	*2.8*	*2.5*	*2.6*	*2.6*	*2.7*	*2.5*	*2.9*
of which European excluding Nordic	*1.5*	*1.6*	*1.7*	*1.8*	*1.9*	*1.6*	*2.1*
of which non-European	*0.8*	*1.3*	*1.3*	*1.4*	*1.4*	*1.1*	*1.8*

* The measurements are carried out using the staff survey until 2003. From 2004, Statistics Sweden has carried out a special analysis using the official definition, which means tougher requirements that both parents are born abroad.

SRA Ferry Operations
SRA Ferry Operation's main task is to meet road user needs for marine transport with road ferries on 38 routes in Sweden. SRA Ferry Operations also offers other transports and ferry assignments and is responsible for ice roads in Sweden. In 2008, SRA Ferry Operations had 405 employees. Our 61 ferries made 555 000 return trips and transported 11.9 million vehicles and 1.3 million passengers without vehicles.

SUBSIDIARIES
The SRA manages shares in the state-owned company SweRoad.

SweRoad
SweRoad offers consultancy services abroad, primarily in the road and road transport sectors, including road safety. Its consultancy services are client-financed or financed through international or multilateral aid.

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** 2009-06-01– 2009-12-31*
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INTERNAL COUNCILS

Advisory Board for SRA Ferry Operations

Advisory Board for VUC Training and Development Centre

SRA Arbitration Council

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The Advisory Delegation for Commercial Traffic Issues was discontinued 31 December 2008. The Swedish Transport Agency is expected from 2009 to take responsibility for commercial traffic issues within the authority's area of responsibility.

CONTACTING THE SRA

You can contact the entire SRA through our common switchboard number: +46 771 119 119, text telephone +46 243 750 90. The switchboard is open weekdays between 8.00 and 16.30. You can also call directly to our Customer Service, which is open weekdays between 8.00 and 19.00. Many issues can be dealt with via our website www.vv.se.

You only pay a local rate charge when calling our 0771 number from Sweden.

CUSTOMER SERVICES

Driving licence queries
+46 771 17 18 19, text telephone: +46 19 19 26 30 — Booking driving theory and practical tests, information about driving licences, reporting the loss of a driving licence

Road and traffic queries
+46 771 24 24 24 — Road and traffic information, roadworks

Road ferries
+46 771 65 65 65 — Information on road ferries and timetables etc.

www.vv.se
You can quickly and simply manage business concerning driving licences, roads and traffic via our website under “Service & e-tjänster”. For issues concerning vehicles and congestion charges, see the Swedish Transport Agency website www.transportstyrelsen.se.

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