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Swedish Road Administration, Roads and Traffic

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You can read more about the SRA's activities in The Swedish Road Administration Annual Report 2007, Publication 2008:37 The Road Transport Sector – Sectoral Report 2007, Publication 2008:38.



# **GOALS IN TRANSPORT POLICY**

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

Pocket Facts 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 presents the functions and organisation at the SRA. Visit www.vv.se, or contact us for more information. The overall goal of transport policy is in accordance with the Swedish Parliament's decision from 1998. This 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.

## THE SRA'S VISION AND ORGANISATIONAL CONCEPT The SRA has formulated a vision and organisational concept that shows how

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.

Ingemar Skogö Manart Director-General



# The overall 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. Men and women 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

- 98 000 km of state roads and 41 000 km of municipal streets and roads
- 76 000 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 15 500 bridges, about 20 tunnels and 37 ferry routes. Some 19 900 km of the state road network is gravel road, which is equivalent to 20.2 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. 65 per cent of the total length of gravel road is in the forest counties.\*

## 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 2007. [Fig. 1]

# Bearing capacity on the state road network

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 (BK 1: gross weight up to 60 tonnes). The second is bearing capacity reduction during the spring thaw, both for time and road length. [Fig. 2–3]

#### [Fig. 1] ROAD LENGTH AND VEHICLE MILEAGE 2007

Category I	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
Speed limit		
120 km/h	50	0
110 km/h	5 400	13
90 km/h	24 450	21
70 km/h	60 650	14
50 km/h	7 600	4
30 km/h	250	0
Road type		
Motorways	1 800	14
Undivided motorways	400	1
of which traffic flow separated	350	1
4-lane roads	200	1
Ordinary roads	96 000	36
of which traffic flow separated	1 400	3
Local authority streets and road	ls 41 000**	22

Source: Swedish Association of Local Authorities and Regions, VTI (Swedish National Road and Transport Research Institute) and SRA.

\*\* Figures for 2005.

<sup>\*</sup> The forest counties are Värmland, Dalarna, Gävleborg, Jämtland, Västernorrland, Västerbotten and Norrbotten.

<sup>\*</sup> Rounded figures.

## **Road utilisation**

Road traffic is the dominant mode of transport for passenger transport in Sweden. It accounts for 87 per cent of the distance travelled by all people. Most human transport, 76.5 per cent, takes place in passenger cars.\*

Road transport is also the main mode of transport for goods traffic, though it is not as dominant. Here road transport accounts for 41 per cent, shipping for 37 per cent and rail for 22 per cent.\*

## Vehicle mileage

Vehicle mileage by car in 2007 amounted to 64.4 billion vehicle kilometres, 0.9 billion vehicle kilometres by bus, and 11.4 billion vehicle kilometres by lorry, 4.6 billion of which with heavy lorries. On the state road

\* Human transport mileage = total distance travelled by all passengers (passenger kilometres) Goods transport mileage = total quantity of goods transported multiplied by the number of kilometres (tonne kilometres)

## [Fig.2] ROAD WITH THE HIGHEST BEARING CAPACITY, CLASS 1

Parameters	2003	2004	2005	2006	2007
Class 1, km	91 584	92 050	92 255	92 176	93 216
of which forest counties	38 152	38 316	38 481	38 235	38 976
of which rest of country	53 432	53 734	53 774	53 941	54 240
Non Class 1 roads, km	6624	6 262	6 045	6 156	5215
Class 1, proportion, %	93.2	93.6	93.9	93.7	94.7
Class 1, proportion in forest counties, %	90.1	90.4	90.8	90.5	92.2

network, vehicle mileage has increased by 17 per cent since 1998. This increase has

been greatest on the European highways, by 22 per cent since 1998. [Fig. 4–5]

#### [Fig. 3] REDUCED BEARING CAPACITY DUE TO THE SPRING THAW

Parameters	2003	2004	2005	2006	2007
Total, km (including important business roads)	10 535	14 449	13 888	14 008	7 045
of which forest counties, km	6 465	7 664	7 603	5 193	2977
Roads important to business, km	4 122	5 162	4 502	4 162	2 282
Total, thousands of day-kilometres	509	572	518	453	246
(including important business roads)					
of which forest counties	330	350	333	186	155
Roads important to business, thousands of day-kilometres	203	229	228	141	95

#### [Fig. 4] VEHICLE MILEAGE, MILLION VEHICLE KILOMETRES

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Passenger car	57 670	58 931	59 654	60 247	61 961	62 549	62 971	63 188	62 979	64 390
Light goods vehicle ≤ 3.5 tonnes	4 267	4 496	4 705	5 002	5 412	5 656	5 909	6 191	6 403	6 788
Heavy goods vehicle > 3.5 tonnes	3 649	3 808	3 894	3 963	4 095	4 1 1 8	4 155	4 2 3 0	4 337	4 591
Bus	978	976	945	919	927	913	890	876	872	876
Moped	109	109	119	143	160	184	201	242	283	323
Motorcycle	392	426	468	511	578	625	674	712	755	812

Source: VTI, SCB (Statistics Sweden), SIKA (Swedish Institute for Transport and Communications Analysis) and SRA. Data are based on a revised vehicle mileage model which also uses the mileage database.





Source: SIKA and Banverket (Swedish Rail Administration).

#### **Road investments**

Planning and procurement of road investments is one of the SRA's roles within 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 2007 amounted to SEK 8 576 million. The entire stretch of the E 4 motorway between Uppsala and Mehedeby has opened to traffic in 2007. Preliminary work on Norra länken in Stockholm began in 2005, which has enabled construction to begin in 2007.

The extension of the E 6 in Bohuslän north of Uddevalla has continued accord-

ing to plans in 2007. In addition a project has begun on the E 18 between Västerås and Örebro and a project on the E 4 south of Hudiksvall.

Six road projects costing more than SEK 100 million each have been opened to traffic in 2007. These projects represent an investment volume of SEK 5 961 million, which has been utilised over several years. The total length of this road is 121 km.

The most important benefit to society from the investments is a decrease in travel time and fewer accidents. Socio-economic profitability has been calculated for six of the largest projects. All of these projects were socio-economically profitable. These calculations show that the projects overall shorten travel time by about 2 250 000 hours and decrease fatalities and serious injuries by some 24 incidents a year. The new Uppsala-Mehedeby motorway (78 kilometres) accounts for most of these benefits. [Fig. 6 – 10]

Road	Road Stretch network*		Length, kn	n Cos	Cost, SEK million**		NPV*** #		Annual effects	
				Final ***	Budget ahead of construction start	Plan 2004-201	5	Reduction in, tra time, thousand hours/year	avel Reduction	no./year
Motorw	ay								Deaths and serious injuries	Minor injuries
E4	NS	Uppsala-Mehedeby****	78.0	4 000	4 050	3 930	2.1	1 700	14.0	25.0
Rv 55	ÖR	Bärbyleden*****	2.5	472	480	511				
Rv 40	NS	Brämhult – Rångedala	17.0	693	707	700	0.3	184	4.2	7.1
Rv 40	NS	Haga – Ljungarum								
		incl junction Ljungarum	1.5	225	235	246	0.7	52	1.6	2.8
Separat	ed roa	ds and multi-lane roads i	n urban areas	;						
Rv 51	ÖR	Past Svartinge	10.4	201	211	227	1.2	127	1.0	1.7
Rural ro	ads wi	th on-coming traffic								
Rv 53	NS	Past Malmköping******	4.7	125	98	136	0.2	29	0.4	0.9
Lv 225	LV	Moraberg-Lövstalund	6.5	245	255	252	1.0	154	2.4	-

[Fig. 6] FOLLOW-UP OF COSTS AND CALCULATED SOCIO-ECONOMIC BENEFITS FOR ROAD PROJECTS >SEK 100 MILLION WHICH WERE OPENED TO TRAFFIC IN 2007

\* Road network: NS = National trunk road, ÖR = Other main road, LV = County road

\*\* All costs are reported at 2007 price levels.

\*\*\* NPV = Net present value (calculated socio-economic benefits). Based on final cost.

\*\*\*\* 23 km of Uppsala–Mehedeby was opened to traffic 21 December 2006, but is reported as a whole in the annual report 2007.

\*\*\*\*\* Profitability estimates for Uppsala-Mehedeby also include Bärbyleden in Uppsala. \*\*\*\*\*\* Included in this 4.7 km is 1.0 km of separated road.

## [Fig. 7] INVESTMENTS BY ROAD NETWORK AND AIM OF MEASURES, SEK THOUSAND

	Aim of investment									
Road network	Several aims	Bearing capacity	Road safety	Environment	Intelligent transport systems	Other	Total			
National roads	2 654 476	212 136	917 819	93 853	52 782	13 420	3 944 487			
Other roads	1975413	1 233 555	519 082	46 682	9	19 263	3 794 004			
Norra länken and Götaleden	837 354						837 354			
Total	5 467 243	1 445 691	1 436 902	140 536	52 790	32 683	8 575 845			



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

	2003	2004	2005	2006	2007
Motorway	3 868	4 133	2 952	3 638	3 813
Separated road	2 694	2 319	2 016	1 638	1 993
Non separated road	1 269	710	449	342	432
Bearing capacity improvements, roads/bridges, frost protection	523	1 477	1 322	1 269	1 408
Paving, gravel roads	120	57	25	23	37
Environment and safety prioritised roads/streets	138	121	69	48	40
Pedestrian and cycle routes, bus routes	202	150	153	177	137
Level crossings	276	260	216	106	190
Grade-separated crossings	154	254	171	171	124
Rest areas etc.	26	63	49	33	12
Bus stops	43	40	52	29	39
Environmental measures, noise and water protection etc.	124	196	182	188	152
Guard rails	260	302	209	160	93
Other protective installations	18	38	30	18	31
Traffic guidance installations	274	182	117	64	71
Other	1	13	87	1	3
Total investments	9 990	10 315	8 099	7 905	8 576
Price level 2007	11 539	11 679	8 784	8 192	8 576

:	Standard	Motorway	Separated,	Rural road with	Pedestrian/
			4-lane road	on-coming traffic	cycle path
Total cost SEK million for each year's price level	2003	800	995	695	161
	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
Road length km	2003	16	281	79	51
	2004	77*	153	37	109
	2005	11	242	81	91
	2006	28**	236	49	85
	2007	99	267	68	81
Unit price SEK million/km for each year's price level	2003	50	4	9	3
	2004	152*	6	17	1
	2005	124	15	9	1
	2006	200**	4	11	1
	2007	66	5	15	1
Unit price SEK million/km Price level 2007	2003	58	5	10	3
	2004	172	7	19	1
	2005	134	16	10	1
	2006	207	4	11	1
	2007	66	5	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.



#### [Fig. 10] MEASURES ON THE STATE ROAD NETWORK AIMED AT ROAD SAFETY\*

Result, SEK million										
	2003	2004	2005	2006	2007	National plan 2007	Regional plans 2007	Total 2007		
Road construction	421	247	148	96	38	19	19	3		
Traffic flow separation	786	631	399	423	937	817	121	65		
Roadside measures****	87	201	236	187	127	144	-17	9		
Measures at crossings**	294	411	256	162	212	120	92	15		
Measures for pedestrians										
and cyclists***	86	250	126	121	113	14	98	8		
Other measures	103	117	5	11	10	7	3	1		
Total	1 778	1 857	1 170	1 000	1 437	1 121	316			

\* 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 2003–2004 also include road projects with more than one aim.

\*\* Several measures also affect children as unprotected road users.

\*\*\* Measures also affect children.

\*\*\*\* As part of the regional plan, measures for about SEK 20 million have been implemented in 2007. Because of a correction for incorrect account entering the result was negative.

## **Operation 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. More than 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, to prevent the deterioration of roads, and repairs. About 60 per cent of maintenance resources for state roads are used to maintain paved roads and less than 20 per cent for maintenance of bridges and tunnels. Standards are higher on main roads that affect many road users. [Fig. 11–12]

#### [Fig. 11] COSTS FOR OPERATION AND MAINTENANCE, SEK MILLION\*

	2003	2004	2005	2006	2007
Maintenance services					
Maintenance, paved roads	2 223	2 1 1 4	2 291	2 393	2 598
Maintenance, gravel roads	233	221	205	238	199
Maintenance, bridges, tunnels and ferry routes	596	569	642	704	692
Maintenance, road equipment	439	440	432	470	528
Maintenance, roadsides and roadside facilities	48	64	74	95	71
Total maintenance services	3 538	3 408	3 644	3 900	4 088
Operational services					
Winter operations	1 748	1 867	1 925	1 979	1808
Operation of paved roads	358	353	351	243	361
Operation of gravel roads	187	166	165	134	137
Operation of roadsides and roadside facilities	271	367	408	384	402
Operation of road equipment	357	301	320	312	366
Operation of bridges and tunnels	57	60	82	92	99
Operation of ferry routes	381	398	415	445	474
Total operational services	3 359	3 512	3 666	3 590	3 648
Total operation and maintenancel	6 898	6 920	7 310	7 490	7 736
Total, price level 2007	7 865	7 810	7 901	7 766	7 736

The table has used the SRA's operational index. This index reflects cost developments for necessary components. \* All costs are given at 2007 price levels.

#### [Fig. 12] SALT CONSUMPTION PER WINTER SEASON (state road network)\*



Salt consumption

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



## VEHICLES

The number of new car registrations increased by 8 per cent in 2007 and new lorries by 12 per cent compared with 2006. Direct imports have risen slightly: 29 900 passenger cars were directly imported in 2007.

Of light vehicles (passenger cars, light lorries and minibuses), 84 per cent operated on petrol (of which 0.2 per cent were electric hybrid vehicles) and 14 per cent diesel. The remainder primarily used ethanol (1.7 per cent) or gas (0.3 per cent). 96.5 per cent of heavy vehicles (heavy buses and heavy goods vehicles) were diesel powered. The remainder used petrol (1.7 per cent), ethanol (0.5 per cent) or gas (1.3 per cent). The percentage of newly registered light goods vehicles that can operate on alternative fuels rose by about 25 per cent in 2007. Almost 11 per cent of all vehicles registered in 2007 can operate on alternative fuel. [Fig. 13–16]

#### [Fig. 13] NUMBER OF VEHICLES ON THE ROADS AT THE END OF RESPECTIVE YEARS (IN THOUSANDS)

	2003	2004	2005	2006	2007
Passenger cars	4 078	4 116	4 157	4 207	4 264
Buses	14	13	13	14	13
Light goods vehicles (≤3.5 tonnes total weight)	346	365	385	401	425***
Heavy goods vehicles (>3.5 tonnes total weight)	75	75	76	79	80***
Trailers	781	805	834	863	898
Snowmobiles	148	156	170	177	184
Tractors	327	327	327	327	324
Motorcycles (as at 30 June)****	217	235	250	269	287
EU moped Class I (as at 30 June)****	30	48	72	94	118
Moped Class II	114*	104**	87*	83*	80***

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

	2003	2004	2005	2006	2007
Proportion of renewable					
uel in the entire road	1.4	2.4	2.6	3.5	4.5
ransport sector, %					

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

	1995*	2000	2005	2006	2007
Petrol I/100 km	9.3	8.3	8.2	8.0	7.8
Diesel I/100 km	7.5	6.5	7.0	6.9	6.6
Total petrol and diesel I/100 km	9.3	8.2	8.1	7.8	7.3
CO <sub>2</sub> g/km for petrol driven	222	199	194	190	185
CO <sub>2</sub> g/km for diesel driven	199	176	188	183	176
Total petrol and diesel CO <sub>2</sub> g/km	221	197	194	189	181

Source: Bilindustrin, ACEA, JAMA, KAMA (1995–2004) and SRA (2005–2007). Figures for 2007 are preliminary. \* 1995 is the base year for the European agreement on reducing carbon dioxide emissions from new cars.

#### [Fig. 16] ROAD TRAFFIC ENERGY EFFICIENCY

	2003	2004	2005	2006	2007
Passenger transport					
(MJ/passenger km)	1.72	1.72	1.72	1.70	1.69
Goods transport					
(MJ/tonne km)	1.3	1.4	1.4	1.4	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 rose by about 2 per cent in 2007 compared with one year earlier. A reduction in fuel consumption for new passenger cars and an increase in the use of biofuel were not sufficient to compensate for the significant rise in traffic volume, mainly with heavy goods vehicles. 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. If we are to achieve this goal then emissions must fall by 3.6 per cent per year.

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 and as older vehicles with high emission values are scrapped.

Air quality in urban areas has improved in the long-term, in part as emissions from road traffic have fallen substantially. [Fig. 17] This does not apply however to inhalable particulate matter (PM<sub>10</sub>), where levels have not fallen at street level. Particles are from surface wear caused by studded tyres and winter gritting, and to a lesser extent from vehicle exhaust fumes. Particulate levels are highest on narrow streets and on busy roads. The reduction in nitrogen dioxides levels has ceased, and there is a tendency towards an increase in recent years.

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.

About 175 000 residents along state roads are exposed to noise levels exceeding the guideline 30 dBA equivalent indoor level. The focus for SBA road noise efforts is primarily to ensure that the living environment for people exposed to very high noise levels indoors, more than 10 dB above target values, is rectified. The number of people exposed to noise is on the increase, mainly as a result of a growth in traffic volume. New people are however not exposed to noise levels that are as high as people whose living environment has been rectified. [Fig. 18] If noise levels in society are to fall in the longer term then more effort must be focused on reducing noise at source. This is why work is ongoing to develop low-noise surfacing. International work is continuing to influence the vehicle and tyre industries to develop quieter vehicles and tyres.



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

	1990	1995	2000	2005	2006	2007
Carbon dioxide						
(million tonnes)	17.1	17.7	17.6	18.9	18.7	19.0
Nitrogen oxides						
(thousand tonnes)	176	151	114	84	80	77
Hydrocarbons						
(thousand tonnes)	161	99	64	43	39	36
Sulphur (tonnes)	2718	899	110	48	47	47

#### [Fig. 18] NUMBER OF PEOPLE WITH HIGH NOISE LEVELS ALONG STATE ROADS WHO HAVE HAD THEIR INDOOR SOUND ENVIRONMENT IMPROVED



Number of people with very high noise levels ( $\geq$ 65 dBA) along the state road network who have had their indoor environment improved ( $\leq$ 30 dBA) by the SRA.

#### 28

#### PEOPLE IN TRAFFIC

Swedes travel an average 39 km each day, 28 km of which by private car. On average, men travel 44 km per person and day, while women travel 35 km.

Slightly more than 81 per cent of the adult population owns a driving licence, a total 5.8 million people. Men own driving licences to a greater extent than women. 75 per cent of all women aged 18 and over own a driving licence and 88 per cent of men.

Women journey to a greater extent than men on foot. About 9 per cent of both women and men make most of their main journeys by bicycle, while about 20 per cent of men and 27 per cent of women make their main journeys on foot. A new survey of journeys by school children aged 6 – 15 shows that girls travel by car more than boys and also use school transports more, while boys are more likely to cycle. Public transport is to be adapted so that it becomes accessible for persons with functional disabilities by 2010. According to a survey in 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 longterm measures to make public transport accessible to everyone.

**Driving licences, driving licence tests** In 2007 there were 227 800 practical driving tests and 344 000 theory tests for driving licences. Average waiting times for a practical test were 30 days and for a theory test 20 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 2003-2007\*

					<b>%</b> 100							
					90							
	Th	eory test			80	80 Practical test						
_				_	70							
					60							
					50							
					40							
					30							
					20							
					10							
					0							
2003	2004	2005	2006	2007	2003	2004	2005	2006	2007			
	Driving so Private	chools										

\* Including repeated tests.

## FATALITIES AND INJURIES

- Traffic fatalities in 2007 amounted to 490, of which 355 occurred on the state road network (preliminary figures).
- There were 3 995 serious injuries on the roads in 2007, 2 130 of which on the state road network (preliminary figures).
  [Fig. 20-25]

# AND BY ROAD NETWORK (excluding natural causes) 600 500 400 300 200 100 0 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007

[Fig. 20] NUMBER OF FATALITIES IN ROAD TRAFFIC, IN TOTAL

State
Other road network



1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007





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



State Other road network



1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007

[Fig. 24] NUMBER OF SERIOUS INJURIES IN ROAD

#### [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 traffic accidents, 23 per cent had alcohol in the blood in excess of levels for drink driving. Calculations by the SRA show that drivers are under the influence of alcohol in more than 15 000 car journeys a day in Sweden.

Speed not only affects safety, but also impacts the environment. Measurements from 2004 showed that speeds were higher than the speed limit in 57 per cent of ve-

hicle mileage on state roads. According to more limited measurements the percentage of drivers exceeding speed limits has fallen in recent 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

	2003	2004	2005	2006	2007
Drink driving offences	20 836	22 185	23 225	27 375	29 217
of which drug driving	5 485	6 597	7 416	9 955	11 178

#### [Fig. 27] PERCENTAGE OF VEHICLE MILEAGE EXCEEDING SPEED LIMIT AND AVERAGE SPEED (Index 1996 = 1)



1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007



1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007





## 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 to 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 traffic safety, accessibility, transport quality and efficiency, as well as contributing to regional development. Its responsibility also includes intelligent transport systems, vehicles, public transport, disabled adaptation, equality, commercial traffic and applied research, and development and demonstration activities within the road transport system. In addition, as an authority the SRA is responsible for the exercise of public authority within the road transport sector, and the planning, construction, operation and maintenance of state roads.

## Organisation

The SRA is organised into a head office, seven regional offices, two support and de-

velopment divisions, three profit centres, and three business divisions. The Road Traffic Inspectorate and the internal audit are administered directly under the board. [Fig. 30–31]

The business divisions Vägverket Produktion and SRA Consulting Services are probably to be privatised in 2009. A proposal has been presented to transfer part of the SRA's current activities and the entire Road Traffic Inspectorate to a new Transport Inspectorate for all four modes of transport. The organisational structure at the SRA is to be changed on 1 July 2008, see www.vv.se.





\* The organisation is to be changed on 1 July 2008, see www.vv.se.

#### How we work

The three core values for the SRA management system are customer benefits, holistic approach, 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 2007 were financed by SEK 25.2 billion in appropriations. Certain activities were also financed directly from fees and income from commissioned work. Certain road projects and other investments were financed though loans and subsidies.

## Employees

The SRA is a large workplace with a total 6 614 employees. Many employees are due to retire in the next few years. We must utilise 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

	2003	2004	2005	2006	2007	
SRA excluding						
ousiness divisions	3 0 3 7	3 1 3 4	3 1 4 9	3 143	3 223	
Business divisions	3 537	3 466	3 400	3 302	3 391	
SRA in total	6 574	6 600	6 549	6 445	6 614	

#### **BUSINESS DIVISIONS**

Business activities are conducted in three business divisions: Vägverket Produktion, SRA Consulting Services, and SRA Ferry Operations.

#### Vägverket Produktion

Vägverket Produktion is engaged in the construction, operation and maintenance of civil works projects across Sweden. Its activities are organised in four business areas: Construction, Surfacing, Operations, and Property and Machinery. Vägverket Produktion customers are in both the public and private sectors. It had 2 464 employees in 2007.

## **SRA Consulting Services**

SRA Consulting Services carries out consulting services in the fields of traffic, land, and construction, in the private and public sectors, in the whole of Sweden. Its activities comprise community planning, design, construction, project and construction management, control and consultation. SRA Consulting Services also undertakes projects in areas such as environmental engineering, road architecture, geotechnology, bridge engineering, road safety, ITS, and road and traffic information. It had 504 employees in 2007.

## **SRA Ferry Operations**

The business division's main task is to meet road user needs for maritime transport using road ferries on 38 routes in the

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

т	otal 2003	Total 2004	Total 2005	Total 2006	Total 2007	Business divisions	SRA excluding business divisions
Gender, %							
Women	24.6	25.1	25.4	26.4	27.3*	11.8	44.0
Men	75.4	74.9	74.6	73.6	72.7	88.2	56.0
Managers, %							
Women	15.3	16.2	18.5	16.8	18.1	4.7	36.8
Men	84.7	83.8	81.5	83.2	81.9	95.3	63.2
Age, %							
-29	6.2	6.0	5.5	5.5	6.5	8.0	4.8
30–39	21.9	22.4	22.3	21.6	21.4	20.8	22.0
40-49	24.1	24.7	25.8	27.1	27.8	28.2	27.5
50–59	36.9	34.0	32.4	30.6	29.2	30.1	28.3
60-	10.9	12.9	14.0	15.2	15.1	12.9	17.4
Education, %							
Primary school	33.5	35.1	34.7	37.1	37.9	52.0	23.0
Secondary school	43.7	42.1	41.4	39.1	38.0	33.2	43.1
Institute of higher education	22.8	22.8	23.9	23.8	24.1	14.8	33.9
Cultural background, % **							
Swedish	94.9	94.9	94.6	94.4	94.2	94.9	93.6
Non-Swedish background	5.0	5.1	5.1	5.6	5.8	5.1	6.4
of which Nordic, excluding Sweden	2.7	2.8	2.5	2.6	2.6	2.4	2.8
of which European excluding Nordi	2 1.4	1.5	1.5	1.7	1.8	1.6	2.0
of which non-European	0.9	0.8	1.2	1.3	1.4	1.1	1.6

\* Among specialist at the SRA, excluding business divisions, 23 per cent were women, of which 32 per cent were administrators and 54 per cent administrators and assistants.

\*\* 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 aboard. whole of Sweden. The ferry fleet also offers other transports and projects involving ferries, and is responsible for the country's ice roads. In 2007 the unit had 406 employees. Our 62 ferries made 555 000 return crossings and transported 12.2 million vehicles and 23.3 million passengers in vehicles and as foot passengers.

#### ROAD TRAFFIC INSPECTORATE

The Road Traffic Inspectorate works to ensure that no-one needs to be killed or seriously injured in road traffic. It works to achieve this through dialogue with parties that can influence the situation, such as the SRA, police authorities, local authorities, the Swedish Work Environment Authority, trade associations, and individual companies. The aim is that everyone that can improve road safety in Sweden, works in a systematic way so the number of people killed and injured in traffic is reduced. The Inspectorate is administered immediately beneath the SRA board and is independent of the rest of the SRA organisation. It has 19 employees.

#### SUBSIDIARIES

The SRA manages shares in the state-owned company SweRoad. Shares in SVEDAB have been managed by the SRA and National Rail Administration until the end of 2007, but from 2008 these have been transferred to Government offices. SVEDAB's task is to administer Sweden's interest in the Öresund Consortium, which is jointly owned by the Swedish and Danish states.

## SweRoad

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

#### ADDRESSES

#### Swedish Road Administration

Director-General Ingemar Skogö 781 87 Borlänge Phone +46 771 119 119 Fax +46 243 758 25 Textphone +46 243 750 90 E-mail vagverket@vv.se

#### HEAD OFFICE

#### Swedish Road Administration

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Operational areas Society and Road are to be set up from 1 July 2008. Managers: Director Lena Frixon and Director Susanne Lindh respectively.

REGIONS

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Western Region

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## Skåne Region Thomas Frlandson

## Road Manager

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Mälardalen Region

## E-mail vagverket.har@vv.se Acting Road Manager

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## E-mail vagverket.esk@vv.se Stockholm Region

Road Manager Christer Agerback 171.90 Solna Phone +46 771 119 119 Fax +46 8 627 09 23 E-mail vagverket.sto@vv.se

#### SUPPORT AND DEVELOPMENT UNITS

Swedish Road Administration Society and Traffic\* Director Ann-Therese Albertsson Address details see Head Office

\* From 1 July a new organisation is to be introduced at the SRA, the Society and Traffic division is to be phased out.

#### Swedish Road Administration

Support Division Director Ann-Therese Albertsson Address details see Head Office

#### PROFIT CENTRES

#### **Driving Standards Division**

Director Anders Borglund 781 87 Borlänge Phone +46 771 119 119 Fax +46 243 758 25 Textphone +46 243 750 90 E-mail vagverket@vv.se

Traffic Registry Director Birger Höök 701 88 Örebro Phone +46 771 119 119 Fax +46 19 26 26 12 E-mail vagverket.ore@vv.se

VUC Training and Development Centre Director Anne-Marie Snäll 781 87 Borlänge Phone +46 771 119 119 Fax +46 243 758 76 Textphone +46 243 750 90 E-mail vagverket.vuc.se

#### BUSINESS DIVISIONS

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#### **SRA Ferry Operations**

Director Anders Werner Box 51 185 21 Vaxholm Phone +46 771 65 65 65 Fax +46 8 544 415 10 F-mail vaqverket.farierederiet@vv.se

#### INTERNAL COUNCILS

Advisory Board for Vägverket Produktion Advisory Board for SRA Consulting Services Advisory Board for SRA Ferry Operations Advisory Board for VUC Training and Development Centre SBA Arbitration Council

#### COMPANIES ADMINISTRATED

BY THE SRA

#### SweRoad AB

Swedish National Road Consulting AB Box 4021 171 04 Solna Phone +46 8 799 79 80 Fax +46 8 29 46 89 E-mail sweroad@sweroad.se Svensk-Danska Broförbindelsen

## SVEDAB AB Box 4044

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Road Traffic Inspectorate Director Lars Bergfalk Box 267 781 23 Borlänge Phone +46 243 780 00 Fax +46 243 783 30 F-mail kontakt@vagtrafikinspektionen.se

#### Advisory Delegation for Commercial Traffic Issues

SRA (Chair) Swedish Police Service National Tax Board County Administrative Boards Swedish Bus and Coach Federation Swedish Taxi Association Swedish Transport Workers' Union Swedish Association of Road Haulage Companies TransportGroup Swedish Association of Local Authorities and Regions Swedish Shippers' Council Swedish Consumer Agency Swedish Competition Authority Swedish Public Transport Association, SLTF

#### CONTACTING THE SRA

You can contact the entire SRA through our common switchboard number: +46 771 119 119, textphone +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 between 8.00 and 19.00. Many issues can be dealt with via our website www.vv.se, or by using our service phone. You only pay a local rate charge when calling our 0771 number from Sweden.

#### CUSTOMER SERVICE AND SELF-SERVICE

#### Vehicle queries:

+46 771 14 15 16, textphone: 019 19 77 80 Vehicle and owner information, information regarding vehicle registration, parking offences. SMS - 714 56 You can access information about the owner of a vehicle by entering the registration number. Driving licence queries: +46 771 17 18 19, textphone: 019 19 26 30 Booking driving theory and practical tests, information about driving licences, reporting the loss of a driving licence. Road and traffic queries: +46771242424 Boad and traffic information, roadworks, Questions about congestion tax +46 771 29 29 29, textphone: 019 19 77 80 Questions about congestion tax. Road ferries +46 771 65 65 65 Information on road ferries and timetables etc.

#### www.vv.se

You can quickly and simply manage all business concerning vehicles, driving licences, and roads and traffic via our website under "Forms & services".

#### Service phone +46 771 25 25 25

By using out service phone you can

- order a certificate of registration
- request information about vehicles, such as who owns a vehicle and if the tax has been paid
- order licence plates and new check marks
- register or deregister a vehicle temporarily

Convert your vehicle registration number into numbers using the table. To order licence plates or a vehicle tax label and deregister and register your vehicle you must have the authentication code from your certificate of registration.

#### Example: MLB 1 318 = 61 53 22 318

A=21	D=31	G=41	J=51	M=61	P=71	T=81	W=91	Å=01
B=22	E=32	H=42	K=52	N=62	Q=72	U=82	X=92	Ä=02
C=23	F=33	I=43	L=53	O=63	R=73	V=83	Y=93	Ö=03
					S=74		Z=94	

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