Matts-Åke Belin PhD
Adj. Professor Royal Institute of Technology (KTH)
Swedish Transport Administration
Vision Zero Academy
matts-ake.belin@trafikverket.se

TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

Leading causes of death, 2004 and 2030 compared

TOTAL 2004

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0
4	Chronic obstructive pulmonary disease	5.1
5	Diarrhoeal diseases	3.6
6	HIV/AIDS	3.5
7	Tuberculosis	2.5
8	Trachea, bronchus, lung cancers	2.3
9	Road traffic injuries	2.2
10	Prematurity and low birth weight	2.0
11	Neonatal infections and other[a]	1.9
12	Diabetes mellitus	1.9
13	Malaria	1.7
14	Hypertensive heart disease	1.7
15	Birth asphyxia and birth trauma	1.5
16	Self-inflicted injuries	1.4
17	Stomach cancer	1.4
18	Cirrhosis of the liver	1.3
19	Nephritis and nephrosis	1.3
20	Colon and rectum cancers	1.1

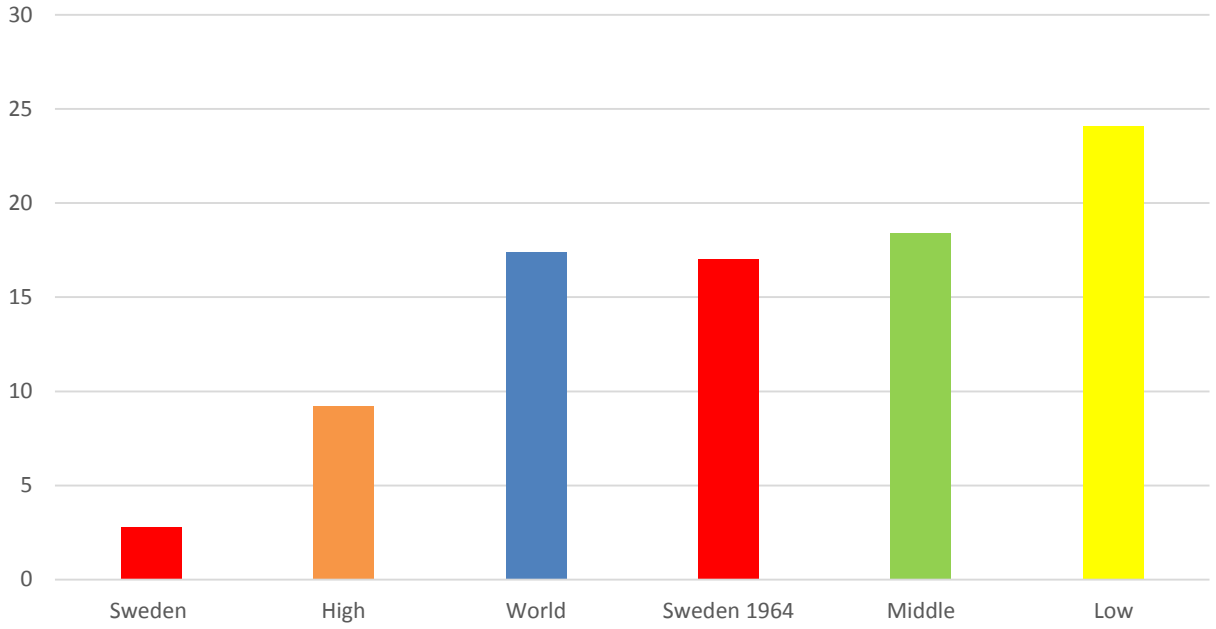
TOTAL 2030

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	14.2
2	Cerebrovascular disease	12.1
3	Chronic obstructive pulmonary disease	8.6
4	Lower respiratory infections	3.8
5	Road traffic injuries	3.6
6	Trachea, bronchus, lung cancers	3.4
7	Diabetes mellitus	3.3
8	Hypertensive heart disease	2.1
9	Stomach cancer	1.9
10	HIV/AIDS	1.8
11	Nephritis and nephrosis	1.6
12	Self-inflicted injuries	1.5
13	Liver cancer	1.4
14	Colon and rectum cancer	1.4
15	Oesophagus cancer	1.3
16	Violence	1.2
17	Alzheimer and other dementias	1.2
18	Cirrhosis of the liver	1.2
19	Breast cancer	1.1
20	Tuberculosis	1.0

[a] Comprises severe neonatal infections and other, noninfectious causes arising in the perinatal period.
Source: World health statistics 2008 (http://www.who.int/whosis/whostat/2008/en/index.html)

Global status report on road safety 2009

Number of road traffic death per 100 000 population by country income status + Sweden (WHO global status report on road safety 2015)



A Global Culture (R)evolution

It is up to every individual to survive in a harsh environment

We have to accept some victims

It can never be acceptable that people are killed or seriously injured

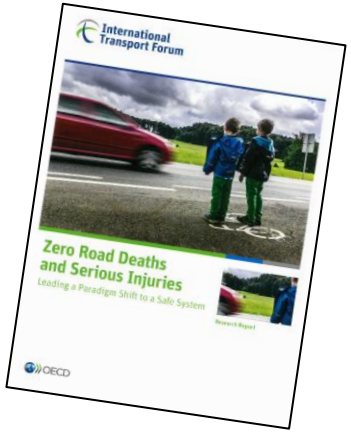
Vision Zero – a Swedish Contribution to the Global Community

In October 1997, Vision Zero was passed by a large majority in the Swedish Parliament.

“It can never be ethically acceptable that people are killed or seriously injured when moving within the transport system.”

Vision Zero, Safe System, Road to Zero….
”We Have Many Names for the Things We Love!”

WORLD ROAD ASSOCIATION
MONDIALE DE LA ROUTE
AIPCR PIARC

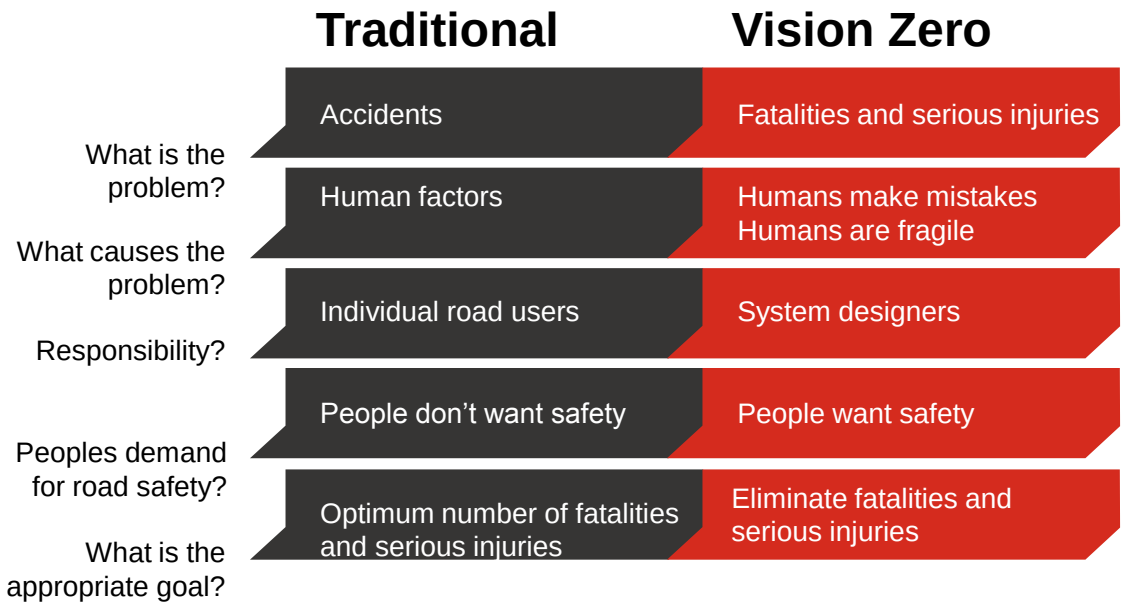


U.S. DOT, NATIONAL SAFETY COUNCIL LAUNCH ROAD TO ZERO COALITION TO END ROADWAY FATALITIES

New partnership aims to end traffic fatalities within the next 30 years

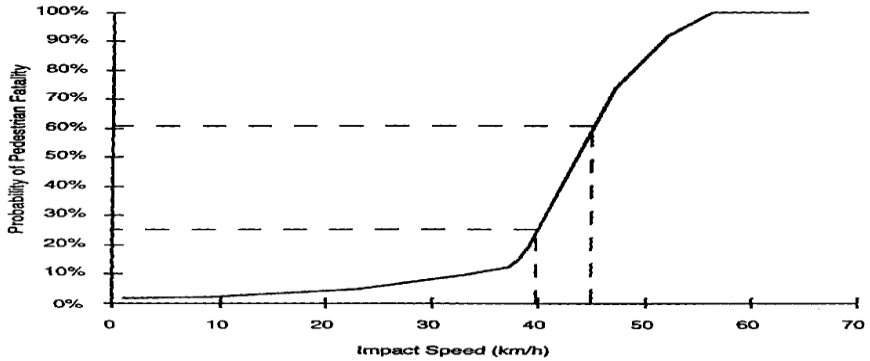
https://www.transportation.gov/briefing-room/us-dot-national-safety-council-launch-road-zero-coalition-end-roadway-fatalities

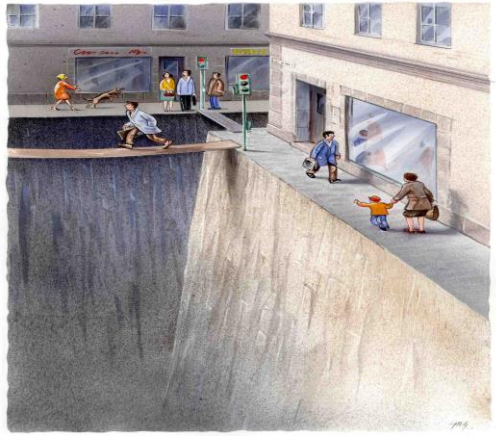
Vision Zero a policy innovation



Probability of Pedestrian Fatality by Impact Speed

Figure 2: Probability of Pedestrian Fatality by Impact Speed.
Derived from the Interdisciplinary Working Group for Accident Mechanics (1986) and Walz, Hoefliger and Fehlmann (1983)

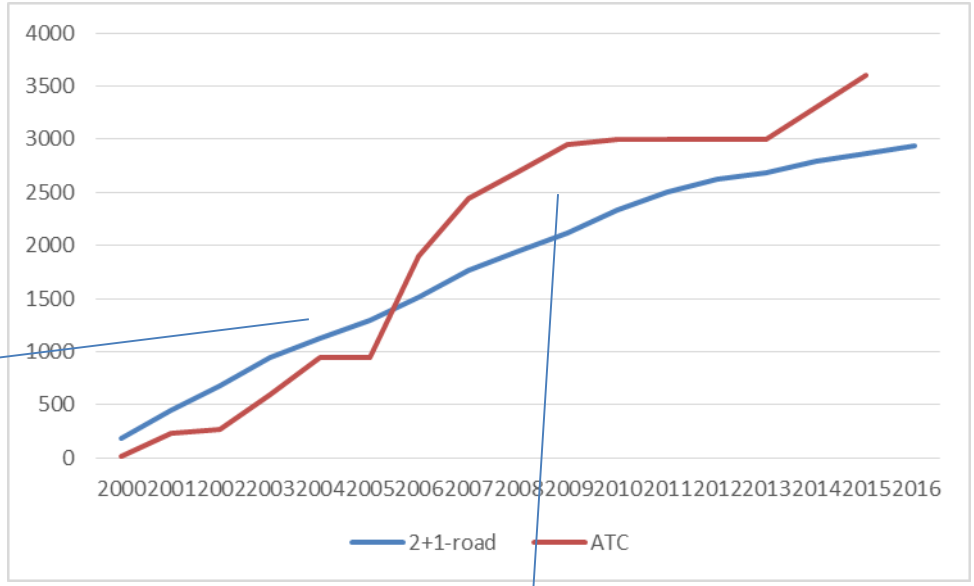




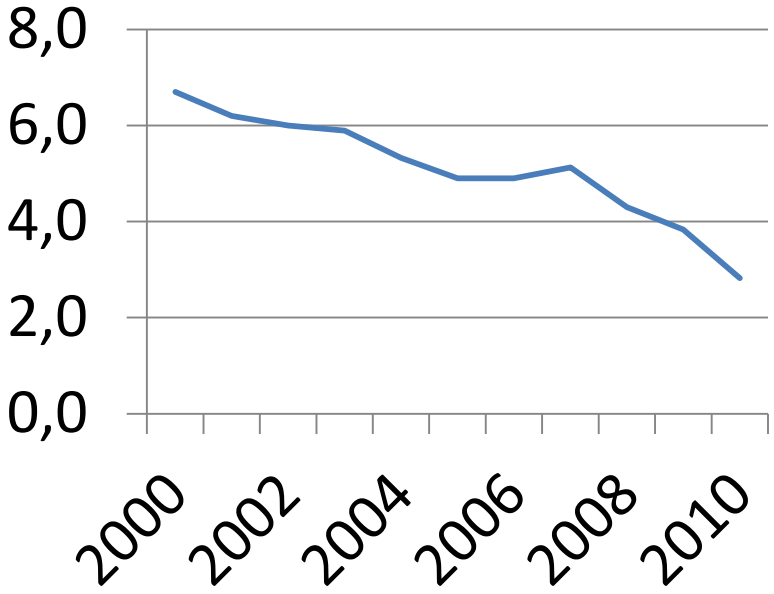
Urban safety

Rural safety

Rural Safety



Number of persons killed in road traffic crashes/100 000 inhabitants in Sweden 2000-2010



http://www.trafikverket.se/en/visionzero