1. BACKGROUND
Automatic Traffic Safety Check (ATK) is a system for automatic speed surveillance with cameras. The goal of traffic safety cameras is to reduce the average speed on Sweden’s most accident-prone roads, and, in this way, reduce the number of fatalities and serious injuries. The system is administered by the Swedish Transport Administration and the Swedish Police.

The ATK system is a successful joint effort between the Swedish Transport Administration and the Swedish Police.

Currently, the system consists of approximately 15,000 stations along the roads and an investigative capacity of approximately 280,000 errands per year. The acceptance of the ATK system continues to be high, and speeds on roads with ATK stations are at the level of established goals.

A massive expansion of the ATK system has begun in order to further increase speed observance along the highway network and to contribute to the goal of reducing the number of fatalities and serious injuries up to the year 2020.

The ATK system receives a great deal of attention, both from the general public as well as from media; our joint communication functions well.

2. KEY PERFORMANCE INDICATORS
The ATK board have members from both authorities. The board’s function is to administer the ATK system in the most efficient manner and to advise each respective authority. The ATK board have decided about the following key performance indicators for the ATK system.

2.1. The share of vehicles that exceeds the reporting limits

2.1.1. National level
Description: The share of vehicles at the national level whose speeds have exceeded the reporting limits, shall not exceed certain percentages at each respective speed limit, as noted below.

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>40 km/h</th>
<th>50 km/h</th>
<th>60 km/h</th>
<th>70 km/h</th>
<th>80 km/h</th>
<th>90 km/h</th>
<th>≥100 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal (%)</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Outcome (%)</td>
<td>3,2</td>
<td>1,2</td>
<td>1,3</td>
<td>0,9</td>
<td>0,6</td>
<td>0,3</td>
<td>0,1</td>
</tr>
</tbody>
</table>

Comments: The share of vehicles that exceeded the applicable reporting limit at various speed limits:

Result 2016: The share of vehicles that exceeds the applicable reporting limit at various speed limits:
2.1.2. County level
Description: The share of vehicles at the county level whose speeds have exceeded the reporting limits shall not exceed certain percentages at each respective speed limit, as noted below.

Result 2016: The share of vehicles that exceeds the applicable reporting limit at various speed limits:

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>40 km/hour</th>
<th>50 km/hour</th>
<th>60 km/hour</th>
<th>70 km/hour</th>
<th>80 km/hour</th>
<th>90 km/hour</th>
<th>≥100 km/hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>County/goal</td>
<td>2 %</td>
<td>2 %</td>
<td>2 %</td>
<td>2 %</td>
<td>1 %</td>
<td>1 %</td>
<td>1 %</td>
</tr>
<tr>
<td>Dalarna</td>
<td>4,8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,7</td>
</tr>
<tr>
<td>Västernorrland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,1</td>
</tr>
<tr>
<td>Uppsala</td>
<td>2,3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kronoberg</td>
<td>2,1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kalmar</td>
<td>3,7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norrbotten</td>
<td>2,2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Only counties that do not achieve the goals for 2016 are presented.

Comments: The share of vehicles that exceeded the applicable reporting limit is still at a very low level, also at the county level. Primarily the same counties that were named previously, have a share of vehicles that exceed applicable reporting limits at a level higher than the goal. Cooperation with local police continues.

2.2. The general public's confidence in the ATK system
Description: To uphold the general public’s confidence in traffic safety cameras through information and through information and reliable application of the system.

This goal is measured through a question in the Swedish Transport Administration’s annual traffic safety survey, where surveyed people can offer an opinion on this statement:

"Automatic speed surveillance (with traffic safety cameras) is a good way of overseeing speed infractions."
Result 2016: In total, 71 per cent agree that automatic speed surveillance is a good way to oversee speed infractions.

77 per cent of women are positively inclined towards automatic speed surveillance, as are 65 per cent of men.

Comments: Acceptance of surveillance with traffic safety cameras has, since their establishment in 2006, remained stable at just above 70 per cent.

2.3. Traffic safety cameras’ accessibility for activation
Description: Accessibility for activation of traffic safety cameras will amount to 90 per cent or higher.

Result 2016: During 2016, the share of traffic safety cameras that have been accessible for activation has been on average 92 per cent.

2.4. Share of prosecution resulting from ATK errands that are open to investigation
Description: 35 % of all errands open to investigation shall lead to the prosecution of the driver of the pertinent vehicle.

Result 2016: During 2016, the police and prosecutors issued approximately 84 000 fines and orders of summary punishment. This corresponds to approximately 37 per cent.

2.5. Timing of legal notice
Description: In 90 % of all errands, the time between registration of the speed infraction and the legal notice shall not exceed 10 calendar days.

Result 2016: During 2016, the time between the registrations of the errand until the sending of the legal notice has, on average, been 9 calendar days.

3. THE FUTURE
The ATK board has decided to recommend the Swedish Transport Administration to continue expanding the system with 250 cameras each year the coming four years.