



## Structure and Culture

### Basic Data

**Table 1: Basic data of Norway in relation to the EU average**

Basic data of Norway	EU average
- Population: 5,17million inhabitants (2015)[2]	18,1 million (2015)
- Area: 323.782 km <sup>2</sup> (2015) [2] (Water 6,02%) (2015)[4]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 2,7°C	6,5°C
- Average summer temperature (May to Oct.): 12,7°C	17,8°C
- Annual precipitation level: 763 mm	651 mm
- Exposure: 44 billion vehicle km (2014)[5]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,75 vehicles per person (2014)[1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA [5] OECD

Norway has a very low population density.

### Country characteristics

**Table 2: Characteristics of Norway in comparison to the EU average**

Characteristics of Norway	EU average
- Population density: 16 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]: 18,0% children (0-14 years) 65,8% adults (15-64 years) 16,2% elderly (65 years and over)	15,6% children 65,5% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €67.800 (2015) [2]	€26.300 (2015)
- 80,5% of population lives inside urban area (2015)	73,5% (2015)
- Special characteristics [4]: glaciated; mostly high plateaus and rugged mountains broken by fertile valleys; small, scattered plains; coastline deeply indented by fjords; arctic tundra in north	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

The National Plan of Action for Road Traffic safety is published every fourth year, and is based on Vision Zero as a fundamental principle for the efforts to improve road safety.

The Norwegian Public Roads Administration, the National Police Directorate, the Norwegian Directorate of Health, the Norwegian Directorate for Education and Training and the Norwegian Council for Road Safety is responsible for the National Plan of Action for Road Traffic Safety 2014-2017.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Norway**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport and Communications - Norwegian National Public Road Administration - NHO Transport - Norwegian Haulier's Association - Norwegian Transport Workers' Union - Union of Norwegian Transport Employees - Norwegian Association of Local and Regional Authorities
2. Monitoring of the RS development in the country	- Ministry of Transport and Communications - Norwegian National Public Road Administration - Norwegian Association of Local and Regional Authorities
3. Improvements in road infrastructure	- Norwegian National Public Road Administration - Accident Investigation Board Norway (AIBN)
4. Vehicle improvement	- Norwegian National Public Road Administration - Police Department
5. Improvement in road user education	- The Norwegian Council for Road Safety - Norwegian Directorate of Education and Training
6. Publicity campaigns	- Norwegian National Public Road Administration
7. Enforcement of road traffic laws	- Norwegian National Public Road Administration - Police Department - County Governor
8. Other relevant actors	- Norwegian Directorate of Health - Norwegian Driving School Association - Finance Norway (FNO) - Royal Norwegian Automobile Club (KNA) - Norwegian Abstaining Motorists Association (MA) - No to Head-on collisions (NtFk) - Norwegian Automobile Federation (NAF) - Norwegian Cycling Federation (NCF) - Football Association of Norway (NFF) - Norwegian Haulier's Association (NLF) - Norwegian Taxi Association (NT) - Norwegian Motorcycle Union (NMCU) - The Norwegian Transport Workers' Union (NTF) - Norwegian Pensioners Association (Pf) - Norwegian Association of People with Injuries (LTN) - Norwegian Safety Forum (Skafor)

Norway's National Plan of action is based on Vision Zero.

- Norwegian Air Ambulance Foundations (SNLA)
- Norwegian Cyclists' Association (SLF)
- The Union of Norwegian Transport Employees (YTF)

Sources: national sources

## **Attitudes towards risk taking**

As Norway is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

Norway has adopted vision zero on killed and seriously injured road accident victims.

## Programmes and measures

### Road safety strategy of the country

- Norway has adopted Vision Zero, based on the experiences of Sweden. This means that there will be a strong focus on measures that can reduce the most serious crashes (fatal and serious injuries).

### National strategic plans and targets

- The Road Traffic Safety Plan 2014-2017 was released in 2014.
- Targets:

**Table 5: Road safety targets for Norway**

Year	Fatalities and Serious injuries
2024	Max. 500
2018	Max. 680

Source: IRTAD, 2016

- Priority topics:
  - the reduction of head-on crashes, single-vehicle accidents and collisions with vulnerable road users (cyclists and pedestrians)
  - young drivers
  - elderly road users
  - motorcyclists

(Sources: IRTAD, 2015; IRTAD, 2014)

## Road infrastructure

**Table 6: Description of the road categories and their characteristics in Norway**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80
Motorways	90/100/110

Source: IRTAD, 2016

- Special rules for:
  - Residential streets often limited at 30 km/h
- Guidelines and strategic plans for infrastructure are available in Norway.

(Source: IRTAD, 2016)

Norway did various activities for road infrastructure improvement, including safe roadsides and building safe crossings.

Norway has a 0,2‰ drink-driving limit, which is lower than in most other countries.

**Table 7: Obligatory parts of infrastructure management in Norway and other EU countries**

Obligatory parts in Norway:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing:
  - Revised criteria were developed for securing areas surrounding roadwork.
  - More fortified rumble strips were used.
  - Existing roads were maintained and upgraded.
  - More median safety barriers were made for freeways and roads.

(Source: IRTAD, 2015)

## Traffic laws and regulations

**Table 8: Description of the regulations in Norway in relation to the most common regulations in other EU countries**

Regulations in Norway [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,2‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: obligatory	Obligatory (all countries)
- Moped riders: obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

<sup>2</sup> Blood Alcohol Concentration

Enforcement effectiveness for helmet wearing in Norway is assessed as better than the EU average; child restraint and drink-driving law enforcement are somewhat lower.

## Enforcement

**Table 9: Effectiveness of enforcement effort in Norway according to an international respondent consensus (scale = 0-10)**

Issue	Score for Norway	Most common in EU (% of countries)
Speed legislation enforcement	8	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	6	8 (39%)
Helmet legislation enforcement	10	9 (50%)
Drink-driving law enforcement	7	8 (43%)

Source: WHO, 2015

## Road User Education and Training

**Table 10: Road user education and training in Norway compared to the situation in other EU countries**

Education and training in Norway	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: no information.	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 16-18 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years (without vocational training)	21 years (86%)
- Lorries and trucks: 18 years (with limited driving hours); 21 years (without vocational training)	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

## Public Campaigns

**Table 11: Public campaigns in Norway compared to the situation in other EU countries**

Campaigns in Norway	Most common issues in EU (% of countries)
Organisation:	
- Norwegian Public Road Administration	
Main themes:	
- Seat belts	Drink-driving (96%)
- Speeding	Speeding (86%)
- Car-cyclist communication	Seat-belt (79%)

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Driving licences thresholds for most motorised vehicles are somewhat lower in Norway than the most common thresholds in the EU.

Mandatory inspection periods for cars in Norway are similar to most common periods in the EU.

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Norway, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 12 months	Every 12 months (39%)
Taxis: first inspection after 2 years, then every 12 months	Every 12 months (39%)
Motorcycles: not compulsory	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

## Road Safety Performance Indicators

### Speed

About half of the road users on motorways exceed the speed limit.

**Table 13: Number of speed tickets per population in Norway versus the EU average**

Measure	2006	2011	Average annual change	EU average (2011)
Number of speed tickets/1.000 population	52	41	-4,6%	108

Sources: [1] ETSC, 2010; [2] ETSC, 2016

**Table 14: Percentage of speed offenders per road type in Norway compared to the EU average**

Road type	2004	2006	Average annual change	EU average
Motorways	55%	51%	-3,7%	n/a
Rural roads	46%	45%	-1,1%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data are not available for all years.

**Table 15: Mean speed per road type in Norway compared to the EU average**

Road type	2004	2011	Average annual change	EU average
Motorways	100 km/h	99 km/h	-0,1%	n/a
Rural roads	78,3 km/h	78,5 m/h*	0,1%	n/a
Urban roads	50,3 km/h	52,1 km/h*	0,7%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2009

### Alcohol

**Table 16: Road side surveys for drink-driving in Norway compared to the EU average**

Measure	2007	2010	Average annual change	EU average (2010)
Amount of tests/1.000 population	382	367	-1,3%	154
% tested over the limit	0,2%	0,2%	0%	2,8%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The amount of alcohol tests per population is much higher than the EU average.

The car fleet of Norway is one of the safest in the EU.

Seat-belt and helmet wearing rates are very high in Norway.

## Vehicles

**Table 17: State of the vehicle fleet in Norway compared to the EU average**

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤2 years: 12%	≤2 years: 9%
- 3 to 5 years: 16%	3 to 5 years: 13%
- 6 to 10 years: 27%	6 to 10 years: 28%
- >10 years: 45%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 65,8%	5 stars: 52,5%
- 4 stars: 3,4%	4 stars: 4,5%
- 3 stars: 1,2%	3 stars: 2,9%
- 2 stars: 0,1%	2 stars: 0,5%
- not tested: 29,5%	not tested: 39,6% <sup>3</sup>

Source: [1] EUROSTAT, 2015; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Norway versus the average in EU**

Protective systems	EU average <sup>4</sup>
Daytime seat-belt wearing in cars and vans (2015):	(2015)
- 95% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 87-88% rear (estimation 2013)	69,5% rear
- 49% child restraint use	not available
Helmet use (2015):	
- Almost 100% motorised two-wheeler riders	not available
- 56,2% cyclists over the age of 12	

Source: IRTAD, 2016

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>4</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

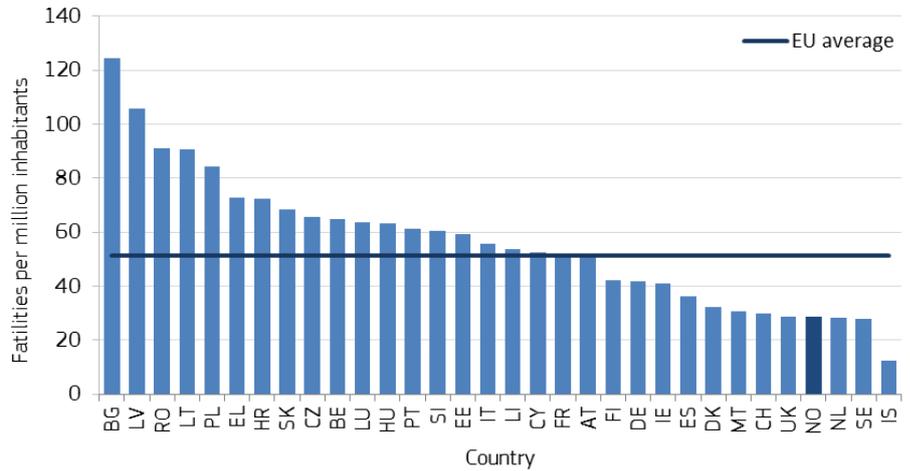
## Road Safety Outcomes

### General positioning

The fatality rate of Norway is one of the lowest in the EU (around 29 fatalities per million population in 2014). Its development was similar to the EU average in the period 2001-2014.

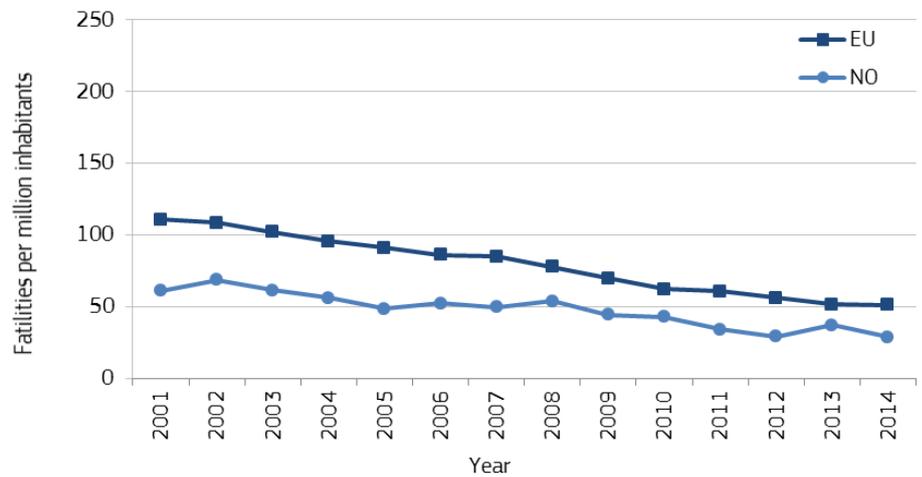
The fatality rate of Norway is one of the lowest in the EU. Its development was similar to the EU average in the period 2001-2014.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Norway and the EU average**



Sources: CARE, Eurostat

The share of car occupant fatalities is a bit higher than the EU average.

## Transport mode

The share of car occupant fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 3%, it was 6% for car occupants. In the same period, the annual reduction rate of pedestrian fatalities was 7%. The number of cyclist fatalities doubled between 2001 and 2014.

**Table 19: Reported fatalities by mode of road transport in Norway compared to the EU average**

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	45	18	-7%	12%	22%
Car occupants	167	72	-6%	49%	45%
Motorcyclists	28	20	-3%	14%	15%
Mopeds	5	2	-7%	1%	3%
Cyclists	6	12	5%	8%	8%
Bus/coach occupants	3	7	7%	5%	1%
Lorries or truck occupants	18	8	-6%	5%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Norway versus the EU average**

Age and gender	2004	2015	Average annual change	Share in 2015	EU average (2015)
<b>Females</b>					
0 - 14 years	4	0	-100%	0%	2%
15 - 17 years	6	2	-8%	2%	1%
18 - 24 years	9	9	0%	8%	2%
25 - 49 years	22	4	-12%	3%	7%
50 - 64 years	9	9	0%	8%	4%
65+ years	19	6	-8%	5%	8%
<b>Males</b>					
0 - 14 years	6	2	-8%	2%	2%
15 - 17 years	16	0	-100%	0%	1%
18 - 24 years	43	22	-5%	19%	10%
25 - 49 years	65	32	-5%	27%	28%
50 - 64 years	23	13	-4%	11%	16%
65+ years	35	18	-5%	15%	14%
<b>Nationality of driver or rider killed</b>					
National	n/a	n/a	-	-	-
Non-national	n/a	n/a	-	-	-

Sources: CARE, national sources

The share of road fatalities by gender in Norway is similar to the EU average.

Fatalities in rural areas are over-represented in Norway.

## Location

Fatalities in rural areas are over-represented in Norway compared to the EU average.

**Table 21: Reported fatalities by location in Norway compared to the EU average**

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	0	22	-	19%	37%
Rural areas	0	95	-	81%	53%
Motorways	n/a	n/a	-	-	7%
Junctions	n/a	n/a	-	-	20%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Norway compared to the EU average**

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Lightning conditions</b>					
During daylight	154	63	-6%	54%	50%
During night-time	98	34	-7%	29%	30%
<b>Weather conditions</b>					
While raining	22	13	-4%	11%	10%

Sources CARE, national sources

The share of fatal single vehicle accidents in Norway is substantially higher than the EU average.

## Single vehicle accidents

**Table 23: Reported fatalities by type in Norway compared to the EU average**

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	101	49	-5%	42%	24%

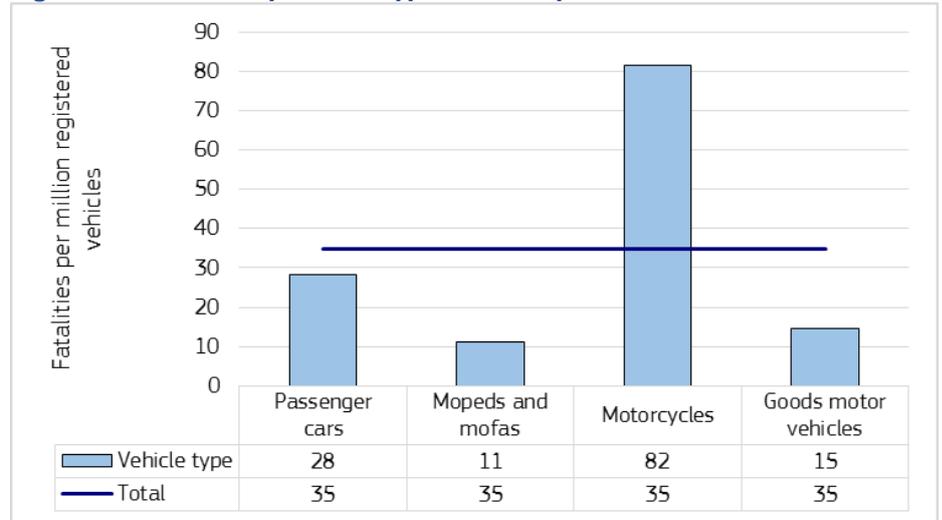
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

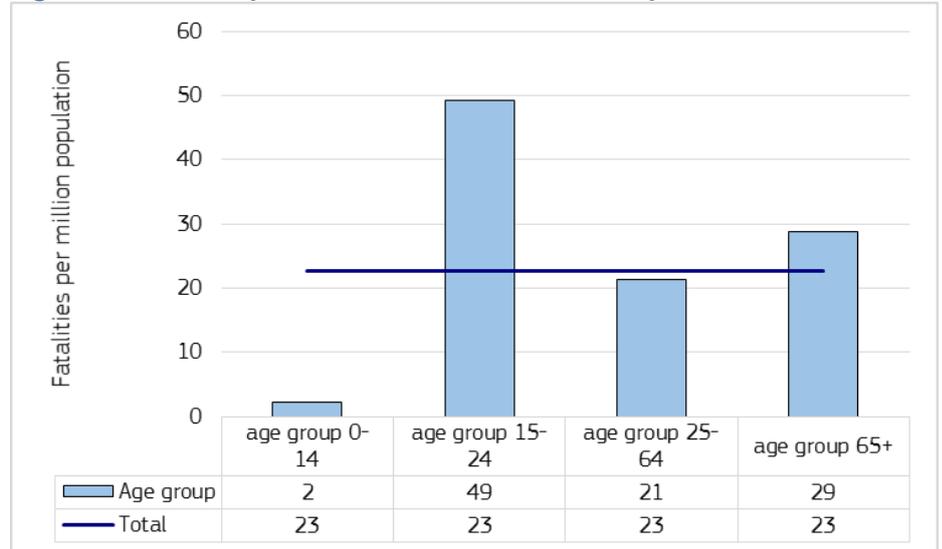
## Risk Figures

**Figure 3: Fatalities by vehicle type in Norway in 2014**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Norway in 2015**



Sources: CARE, EUROSTAT

In Norway, motorcyclists, youngsters and elderly people have a higher risk of getting involved in a fatal crash compared to the other groups.

Estimated costs of road crashes are a lot higher in Norway than on average in Europe.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).

**Table 24: Cost (in million €) per injury type in Norway versus the EU average**

Injury type	Value	European average <sup>5</sup>
Fatal	3,80	1,28
Hospitalised	Very serious: 2,90 Serious: 1,02	0,18
Slightly injured	0,08	0,02

Source: Bickel et al., 2006; national sources

<sup>5</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK)

## Synthesis

### Safety position

- At less than 30 fatalities per million population, the fatality rate of Norway is lower than the EU average.

### Scope of problem

- Norway has a relative large share of fatalities among car occupants, which is slightly higher than the EU average.
- The shares of killed people aged 18-24 years old are higher than the EU average.
- Fatalities during daylight are over-represented in Norway.
- About half of the road users on motorways exceed the speed limit.

### Recent progress

- Every year between 2001-2014, fatality rate was lower than the EU average. Its development was similar to the EU average during this period.
- The number of speed tickets per population decreased between 2006 and 2011.

### Remarkable road safety policy issues

- Norway has adopted vision zero on killed and seriously injured road accident victims.
- Norway has a 0,2‰ drink-driving limit, which is lower than that of most EU countries.
- Seat-belt and helmet wearing rates are very high in Norway.
- The amount of alcohol tests per population is much higher than the EU average.

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Norway has a stricter drink-driving related law and the amount of alcohol tests per population is much higher than the EU average.

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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Norway, European Commission, Directorate General for Transport, September 2016.*



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