



Road Safety Country Overview



Norway



Structure and Culture

Basic Data

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

Basic data of Norway	EU average
- Population: 5,166 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 323.782 km ² (2015) [2] (Water 6,02%) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): -1,75°C	5,1°C
- Average summer temperature (May to Oct.): 12,75°C	16,6°C
- Annual precipitation level: 763 mm	691,5 mm
- Exposure: 44.250 million vehicle km (2015)[1]	168.260 million vehicle km (2015)
- 0,75 vehicles per person (2015)[1]	0,57 (2015)

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

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: 17,1 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (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 65,6% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €67.421 (2015) [2]	€26.300 (2015)
- 81% of population lives inside urban area (2015)	72,6% (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

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

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

Sources: national sources

Drivers in Norway are more supportive for stricter legislation than drivers in other countries.

Attitudes towards risk taking

- Drivers in Norway are more supportive for stricter legislation than drivers in other countries.
- The perceived probability of being checked is lower than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Norway	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	70%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	51%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	66%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: for speeding	43%	56%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: alcohol	72%	80%
Do you support each of the following measures?: Zero tolerance for alcohol (0,0‰) for all drivers	31%	39%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, how many times have you been stopped by the police for a check? (once or more)	26%	29%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	17%	37%
In the past 12 months, how many times were you checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	24%	19%

Source: ESRA 2016/2017

Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

	2-9% better
	10-19% better
	≥ 20% better
	2-9% worse
	10-19% worse
	≥ 20% worse

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 current plan covers the period 2014-17 and is embedded into the National Transport Plan (NTP) 2014-24. The coming National Transport Plan will cover the period 2018-29. The National Plan of Action for Road Traffic safety is published every four years and will soon be published for next period (2018-21).
- Targets:

Table 5: Road safety targets for Norway

Year	Fatalities and Serious injuries
2024	Max. 500
2030	Max. 350

Source: IRTAD, 2017

- 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, 2017)

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	100

Source: EC DG-Move, 2017

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

(Source: IRTAD, 2017)

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 ¹ 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, 2017; [2] WHO, 2013

¹ 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 (82%)
- Motorised two wheeler: 18 years for A1 category; 22/24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years (without vocational training)	21 years (89%)
- Lorries and trucks: 18 years (with limited driving hours); 21 years (without vocational training)	21 years (71%)

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 (including seat belts use in buses)	Drink-driving (96%)
- Speeding	Speeding (86%)
- Young drivers	Seat-belt (79%)
- Road sharing: Car-cyclist communication	

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

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

Road Safety Performance Indicators

Speed

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 (2015) [1]:	Passenger cars (2015)
- <2 years: 11,9%	<2 years: 10,5%
- 3 to 5 years: 18,1%	2 to 5 years: 12,5%
- 6 to 10 years: 26,0%	6 to 10 years: 26,0%
- >10 years: 44,0%	>10 years: 51,0%
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% ²

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

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

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2016):	(2016)
- no information on % front	not available
- 96-97% driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 89-90% rear (estimation)	70,9% rear
- 49% child restraint use (2015)	not available
Helmet use (2016):	
- Almost 100% motorised two-wheeler riders	not available
- 56,2% cyclists over the age of 12 (2015)	

Source: IRTAD, 2017

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

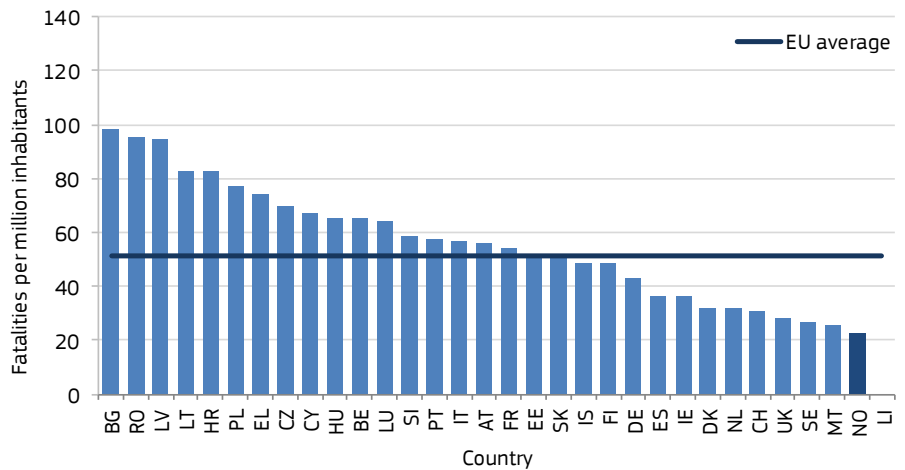
Road Safety Outcomes

General positioning

The fatality rate of Norway is one of the lowest in the EU (around 23 fatalities per million population in 2015). Its development was similar to the EU average in the period 2001 to 2015.

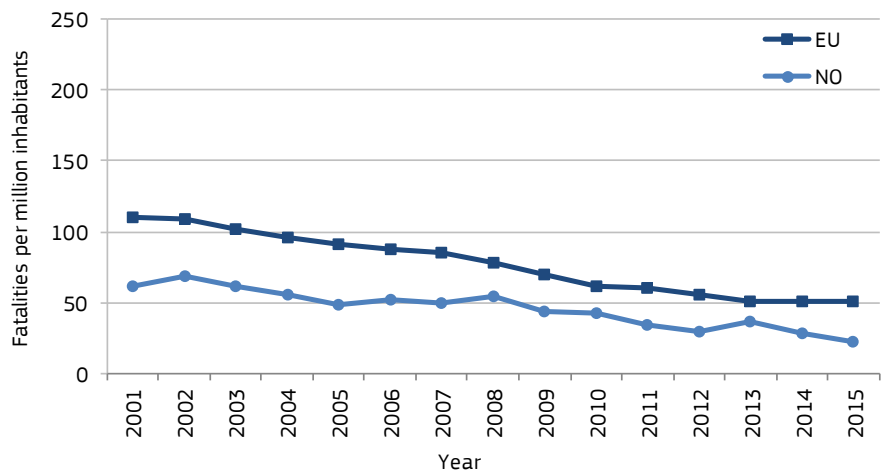
The fatality rate of Norway is one of the lowest in the EU. Its development was similar to the EU average in the period 2001 to 2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Norway and the EU average



Sources: CARE, Eurostat

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

Transport mode

The share of car occupant fatalities is higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2015 was only 3%, it was 7% for car occupants. In the same period the annual reduction rate of pedestrian and cyclist fatalities was 10% and 4% respectively.

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

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	45	12	-10%	10%	21%
Car occupants	167	67	-7%	57%	46%
Motorcyclists	28	20	-3%	17%	15%
Mopeds	5	1	-12%	1%	3%
Cyclists	6	5	-1%	4%	9%
Bus/coach occupants	3	1	-8%	1%	0%
Lorries or truck occupants	18	8	-6%	7%	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)
Females					
0-14 years	4	0	-100%	0%	1%
15 – 17 years	6	2	-8%	2%	1%
18 – 24 years	9	9	0%	8%	3%
25 – 49 years	22	4	-12%	3%	6%
50 – 64 years	9	9	0%	8%	4%
65+ years	19	6	-8%	5%	10%
Males					
0-14 years	6	2	-8%	2%	1%
15 – 17 years	16	0	-100%	0%	2%
18 – 24 years	43	22	-5%	19%	11%
25 – 49 years	65	32	-5%	27%	29%
50 – 64 years	23	13	-4%	11%	16%
65+ years	35	18	-5%	15%	17%
Nationality of killed person					
National	n/a	n/a	-	-	-
Non-national	n/a	n/a	-	-	-

Sources: CARE, national sources

Norway has a similar share of road fatalities by gender 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	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	0	22	-	19%	37%
Rural areas	0	95	-	81%	53%
Motorways	n/a	n/a	-	-	8%
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	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	154	63	-6%	54%	52%
During night-time	98	34	-7%	29%	31%
Weather conditions					
While raining	22	13	-4%	11%	9%

Sources: CARE, national sources

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	48	-5%	41%	29%

Sources: CARE, national sources

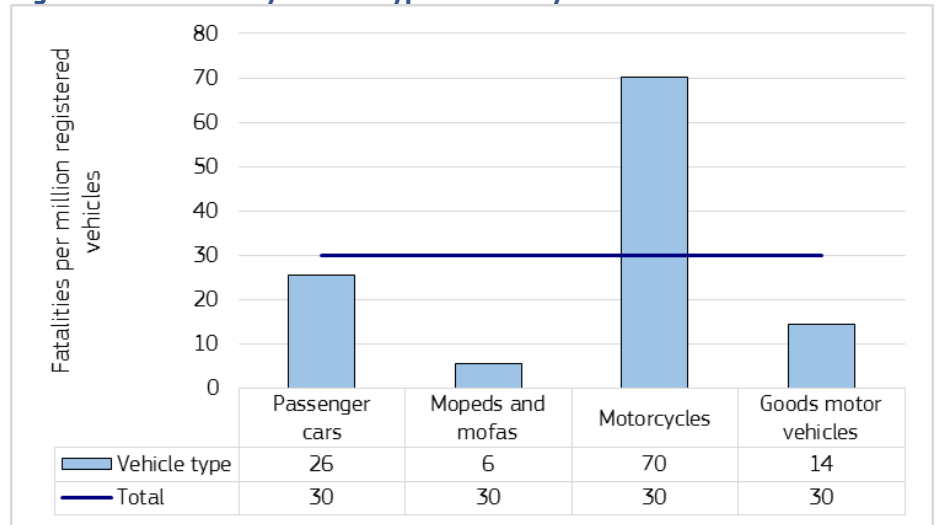
Under-reporting of casualties

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

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

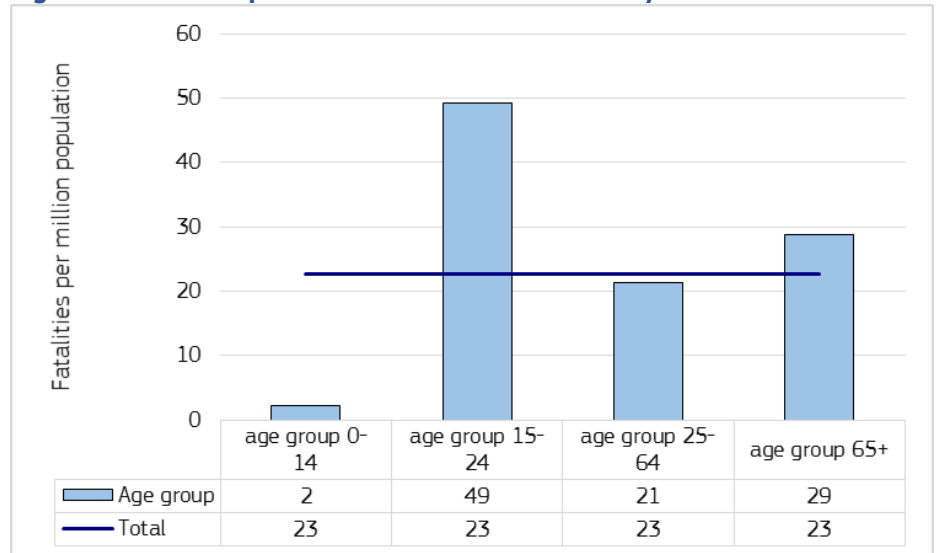
Risk Figures

Figure 3: Fatalities by vehicle type in Norway in 2015



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 ⁴
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

⁴ Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK)

Synthesis

Safety position

- At 23 fatalities per million population, the fatality rate of Norway is the lowest in the EU.

Scope of problem

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

Recent progress

- Every year between 2001 and 2015, 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.

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

3. Data available in September 2017.

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

[aac = (b/a)^{1/n}-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 2017 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 2017.



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