



# European Road Safety Observatory

National Road Safety Profile - Norway

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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## 1 Highlights

### **Road safety outcomes**

- In 2019 a total of 108 people were killed in reported traffic accidents in Norway.
- Norway performs better than all EU countries in terms of the number of fatalities per million inhabitants. Over the past twenty years this number has decreased a little more than in the European Union.
- Compared to the EU average, the distribution of fatalities in Norway shows a relatively high proportion of car occupants and fatalities that occur on rural roads.
- Over the past ten years the number of fatalities decreased more than in the European Union.

### **Road safety performance indicators**

- Self-reported speeding in Norway is higher than the European average.
- The self-reported seatbelt wearing rate in the back is lower than the European average.
- The Norwegian road infrastructure is characterized by low road density, especially the motorway network. Its quality is perceived as relatively low compared to EU countries.
- Norwegian passenger cars are considerably younger than the EU average.

### **Road safety policy and measures**

- Enforcement is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol and drugs checks are higher than in most countries.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

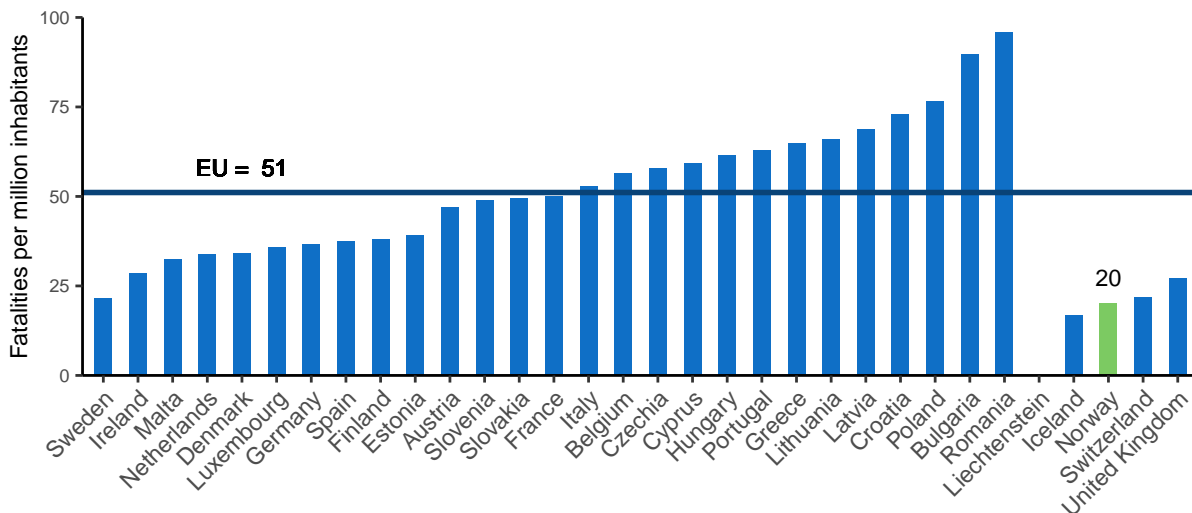
In Norway, a total of 108 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 20 road fatalities per million inhabitants, which is lower than in all EU countries. Since 2001, the mortality rate in Norway has declined a little more than the EU average. When the number of vehicles is taken into account, Norway still performs better than all EU countries with a rate of 0.35 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities in Norway decreased by almost 50%, which is more than the overall EU trend. The number of serious injuries in Norway shows a more steady decrease over the same period and dropped by about 20%.

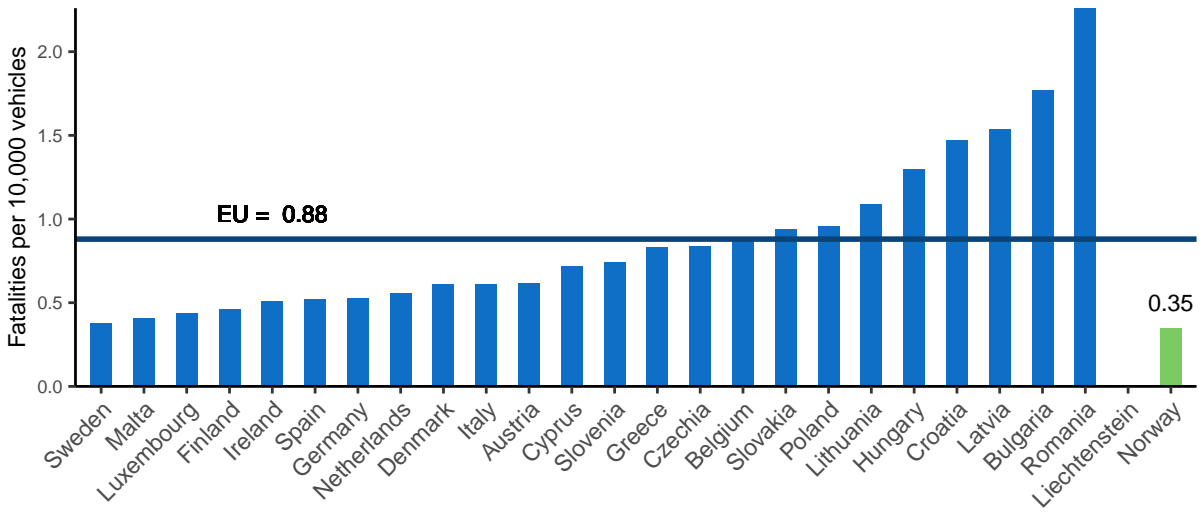
**Table 1.** Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
<b>Fatalities</b>	208	108	-48%	29611	22700	-23%
<b>Serious injuries</b>	714	565	-21%	/	/	/

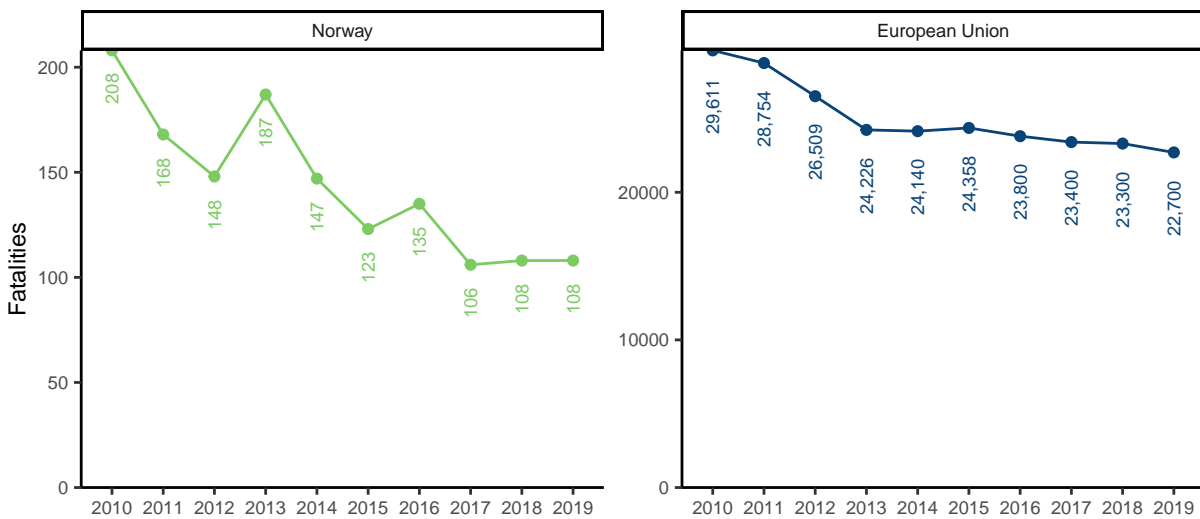
**Figure 1.** Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

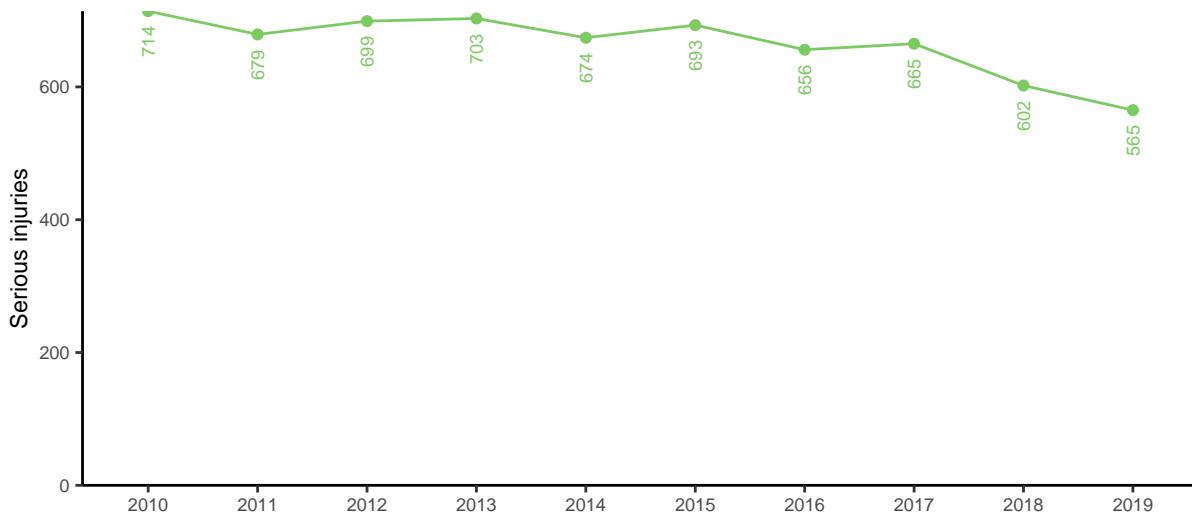
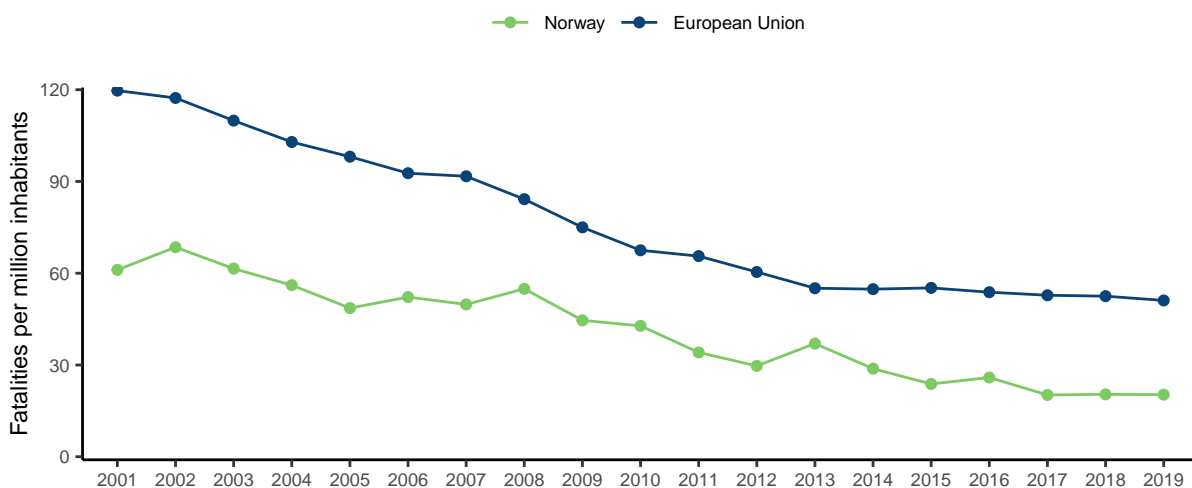


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT



**Figure 3.** Number of road fatalities (2010-2019). Source: CARE



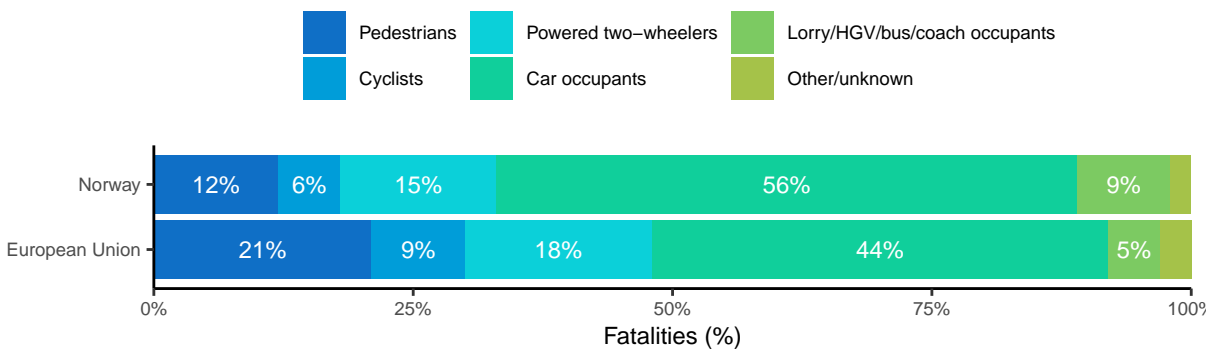
**Figure 4.** Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

## 2.2 Transport modes<sup>1</sup>

In 2019, car occupants represent more than half of road fatalities in Norway. This percentage is much higher than that for the European Union as a whole (44%). Pedestrians on the other hand, account for only 12% of fatalities while they are 21% in the European Union. Of all vulnerable road users (pedestrians, cyclists and powered two wheelers) in Norway that were fatally injured, a third were involved in a crash with a car, and about 10% were involved in a crash with a lorry or a heavy goods vehicle.

Over the past ten years the number of fatalities in Norway has decreased for all modes. The number of serious injuries on the other hand, has increased for cyclists and powered two-wheelers. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Norway has decreased by 40%, which is more than in the European Union.

<sup>1</sup>For more details about the categories used in this subsection, please see section 6.2 Definitions.

**Figure 6.** Number of road fatalities by transport mode (2019). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Pedestrians</b>	21	12	/	5,793	4,767	-18%
<b>Cyclists</b>	10	7	/	2,023	1,991	-2%
<b>Powered two-wheelers</b>	21	18	-14%	5,058	4,132	-18%
<b>Car occupants</b>	101	60	-41%	13,309	10,445	-22%
<b>Lorries, under 3.5t</b>	8	4	/	898	780	-13%
<b>Heavy goods vehicles</b>	6	3	/	590	408	-31%
<b>Bus/coach occupants</b>	3	1	/	102	98	-4%
<b>Other/unknown</b>	4	2	/	1,119	691	/
<b>Total</b>	175	107	-39%	28,291	23,133	-18%

**Table 3.** Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
<b>Pedestrians</b>	81	78	-4%
<b>Cyclists</b>	56	75	+34%
<b>Powered two-wheelers</b>	101	146	+45%
<b>Car occupants</b>	403	263	-35%
<b>Lorries, under 3.5t</b>	18	17	-6%
<b>Heavy goods vehicles</b>	15	11	/
<b>Bus/coach occupants</b>	8	3	/
<b>Other/unknown</b>	15	18	/
<b>Total</b>	697	611	-12%

**Table 4.** Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Crashes involving buses or coaches</b>	2	1	/	258	201	-22%
<b>Crashes involving cars</b>	17	11	/	5,507	4,666	-15%
<b>Crashes involving lorries or heavy goods vehicles</b>	6	4	/	1,721	1,333	-23%

**Table 5.** Average number of road fatalities in urban areas by transport mode (2010-2011 and 2017-2019). Source: CARE

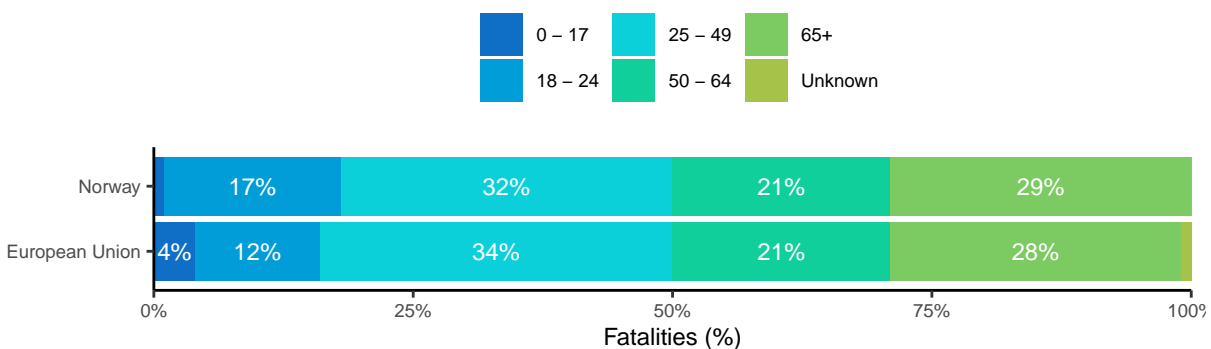
Transport mode	2010 - 2011	2017 - 2019	Trend	EU 2010 - 2011	EU 2017 - 2019	EU trend
<b>Pedestrians</b>	12	7	/	4,093	3,303	-19%
<b>Cyclists</b>	6	3	/	1,108	1,134	+2%
<b>Powered two-wheelers</b>	4	4	/	2,297	1,595	-31%
<b>Car occupants</b>	12	6	/	3,004	2,164	-28%
<b>Lorries, under 3.5t</b>	0	1	/	160	132	-18%
<b>Heavy goods vehicles</b>	0	0	/	92	31	-66%
<b>Bus/coach occupants</b>	0	0	/	24	27	+12%
<b>Other/unknown</b>	2	1	/	217	260	/
<b>Total</b>	38	22	-42%	11,076	8,837	-20%

**Table 6.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Cyclists</b>	4	3	/	299	381	+27%
<b>Powered two-wheelers</b>	11	10	/	1,746	1,443	-17%
<b>Car occupants</b>	37	19	-49%	5,905	4,471	-24%
<b>Lorries, under 3.5t</b>	1	2	/	365	288	-21%
<b>Heavy goods vehicles</b>	4	2	/	241	147	-39%
<b>Bus/coach occupants</b>	2	0	/	40	35	-12%
<b>Other/unknown</b>	3	1	/	327	341	/
<b>Total</b>	62	37	-40%	8,923	7,106	-20%

## 2.3 Age

The distribution of road fatalities across age groups in Norway is similar to that for the European Union with a slight overrepresentation of fatalities aged 18 to 24. Over the past ten years, the trend in the number of fatalities was downward for all age groups. The number of serious injuries on the other hand increased over the same period for the two oldest age groups and for the people aged 15 to 17 year.

**Figure 7.** Number of road fatalities by age group (2019). Source: CARE



**Table 7.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

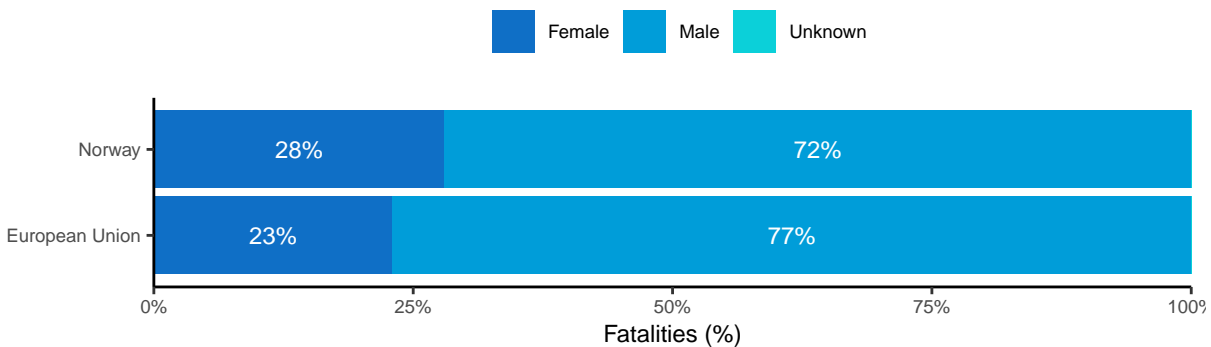
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	5	2	/	744	499	-33%
15 - 17	6	2	/	761	493	-35%
18 - 24	30	14	/	4,399	2,755	-37%
25 - 49	64	33	-48%	10,458	7,915	-24%
50 - 64	33	25	-24%	5,273	4,891	-7%
65+	36	31	-14%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
<b>Total</b>	<b>175</b>	<b>107</b>	<b>-39%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

**Table 8.** Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	32	20	-38%
15 - 17	42	45	+7%
18 - 24	140	78	-44%
25 - 49	271	201	-26%
50 - 64	118	146	+24%
65+	90	119	+32%
Unknown	4	1	/
<b>Total</b>	<b>697</b>	<b>611</b>	<b>-12%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Norway (72%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

**Figure 8.** Number of road fatalities by gender (2019). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

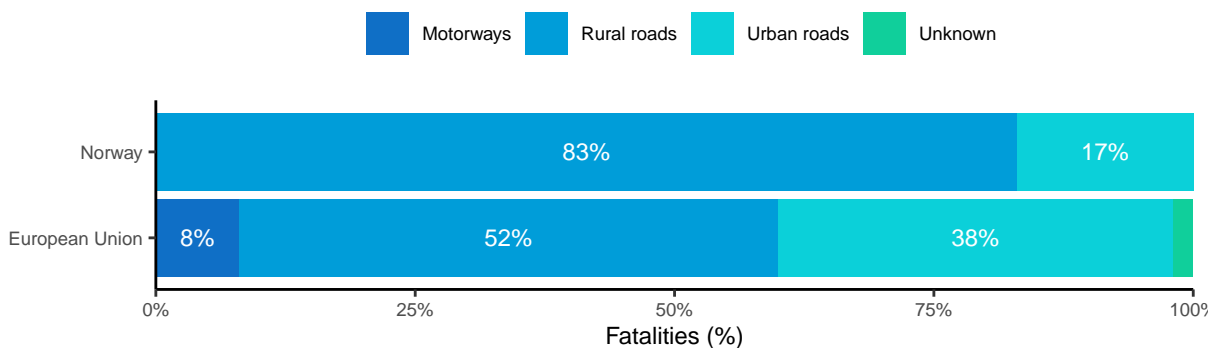
Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Female</b>	46	29	-37%	6,656	5,453	-18%
<b>Male</b>	128	78	-39%	21,523	17,764	-17%
<b>Unknown</b>	0	0	/	1,310	42	/
<b>Total</b>	<b>175</b>	<b>107</b>	<b>-39%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

**Table 10.** Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	230	204	-11%
Male	467	407	-13%
Unknown	0	0	/
<b>Total</b>	<b>697</b>	<b>611</b>	<b>-12%</b>

## 2.5 Area

The majority of road fatalities in Norway occurred on rural roads (83%). This percentage is much higher than in the European Union as a whole (52%). There were no fatalities on motorways in Norway. Over the past ten years, fatalities and serious injuries show a downward trend on all road types in Norway.

**Figure 9.** Number of road fatalities by road type (2019). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	/	/	/	2,038	1,969	-3%
Rural	146	85	-42%	15,205	12,200	-20%
Urban	38	22	-42%	10,730	8,837	-18%
Unknown	51	0	/	770	321	/
<b>Total</b>	<b>175</b>	<b>107</b>	<b>-39%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

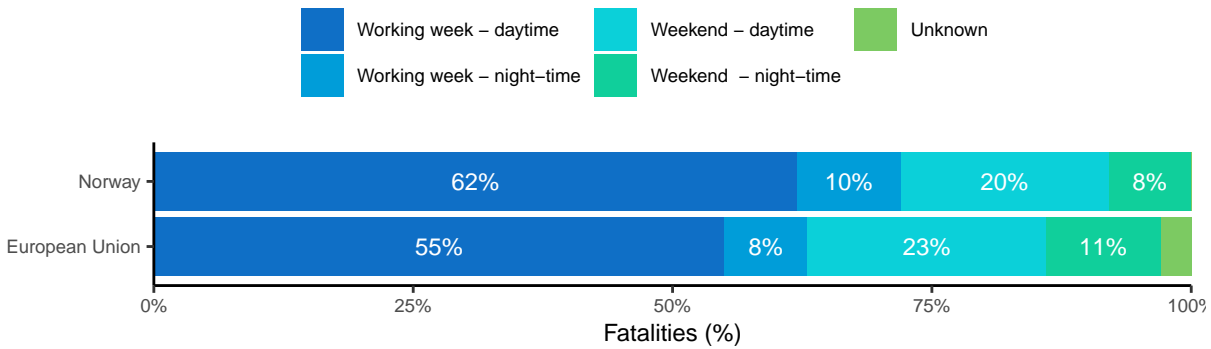
**Table 12.** Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	/	/	/
Rural	436	390	-11%
Urban	224	215	-4%
Unknown	257	5	/
<b>Total</b>	<b>697</b>	<b>611</b>	<b>-12%</b>

## 2.6 Time <sup>2</sup>

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the daytime during the working week (62%).

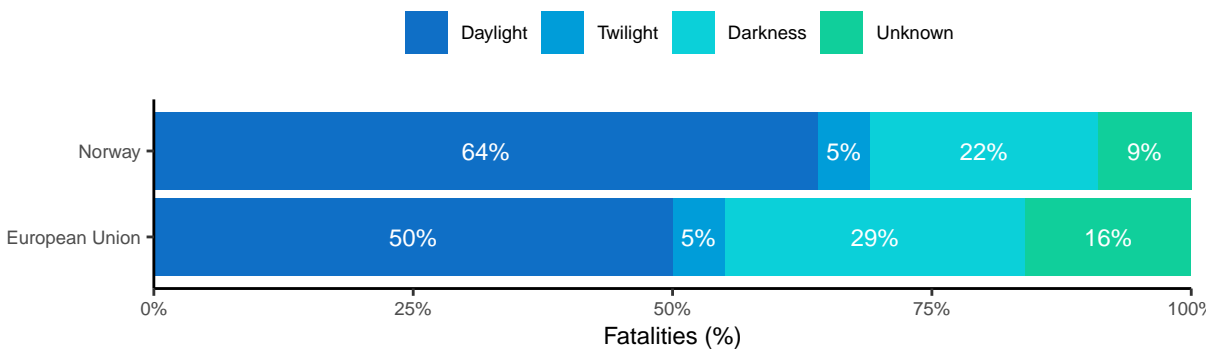
<sup>2</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

**Figure 10.** Number of road fatalities by period of time (2019). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Working week - daytime</b>	108	66	-39%	15,404	13,265	-14%
<b>Working week - night-time</b>	13	9	/	2,566	1,980	-23%
<b>Weekend - daytime</b>	32	23	-28%	6,353	5,383	-15%
<b>Weekend - night-time</b>	21	9	/	3,540	2,593	-27%
<b>Unknown</b>	1	/	/	4,071	662	/
<b>Total</b>	175	107	-39%	28,291	23,133	-18%

## 2.7 Road conditions

In Norway the majority of fatalities occurred in daylight. Only 22% of fatalities occurred when it was dark, which is less than the EU average.

**Figure 11.** Number of road fatalities by light conditions (2019). Source: CARE**Table 14.** Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Darkness</b>	45	24	-47%	8,918	6,782	-24%
<b>Daylight</b>	108	68	-37%	13,706	11,932	-13%
<b>Twilight</b>	9	4	/	1,498	1,228	-18%
<b>Unknown</b>	12	11	/	5,301	3,908	/
<b>Total</b>	175	107	-39%	28,291	23,133	-18%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

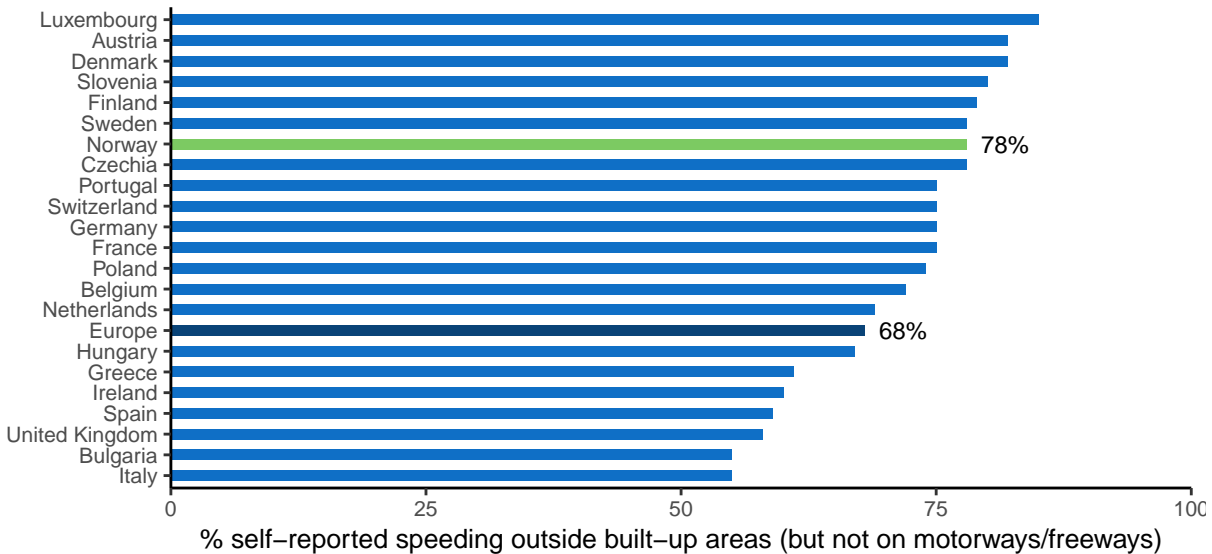
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Norway performs better than the European average in relation to drink-driving and wearing a helmet as a cyclist. On the other hand, the self-reported seatbelt wearing rate in the back in Norway is lower than the European average and self-reported speeding is higher than average.

##### 3.1.1 Speeding

**Table 15.** Observed speeding. Source: ETSC (2017)

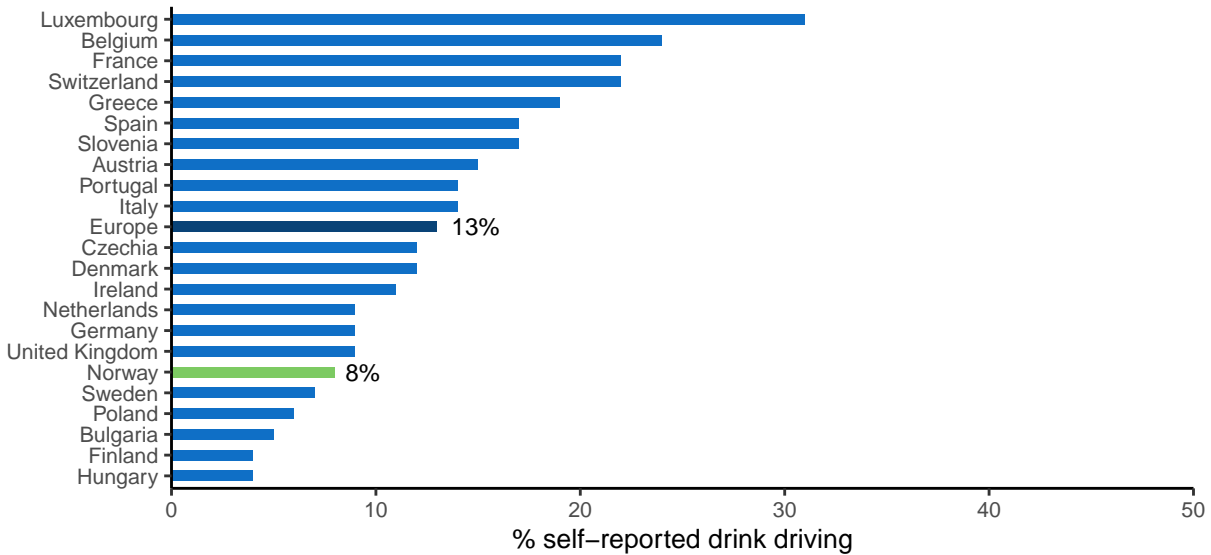
	Mean speed (km/h)	Percentage offenders
<b>Urban roads (50km/h)</b>	49	46%
<b>Rural roads (70km/h)</b>	68	40%
<b>Rural roads (80km/h)</b>	76	36%
<b>Motorways (100km/h)</b>	100	53%
<b>Motorways (110km/h)</b>	102	34%

**Figure 12.** Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



### 3.1.2 Driving under the influence

**Figure 13.** Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)

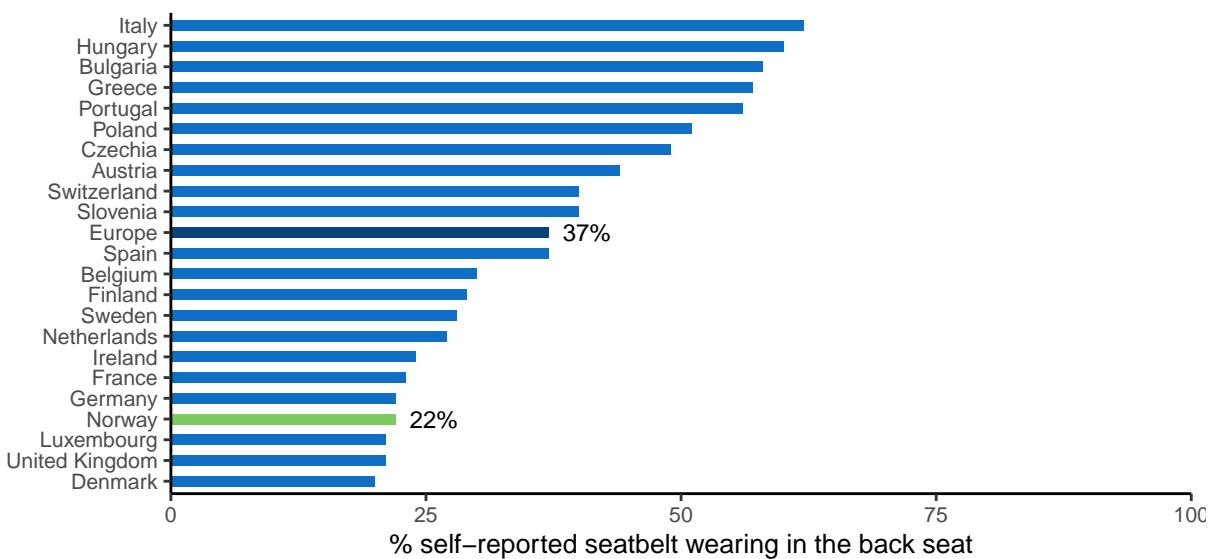


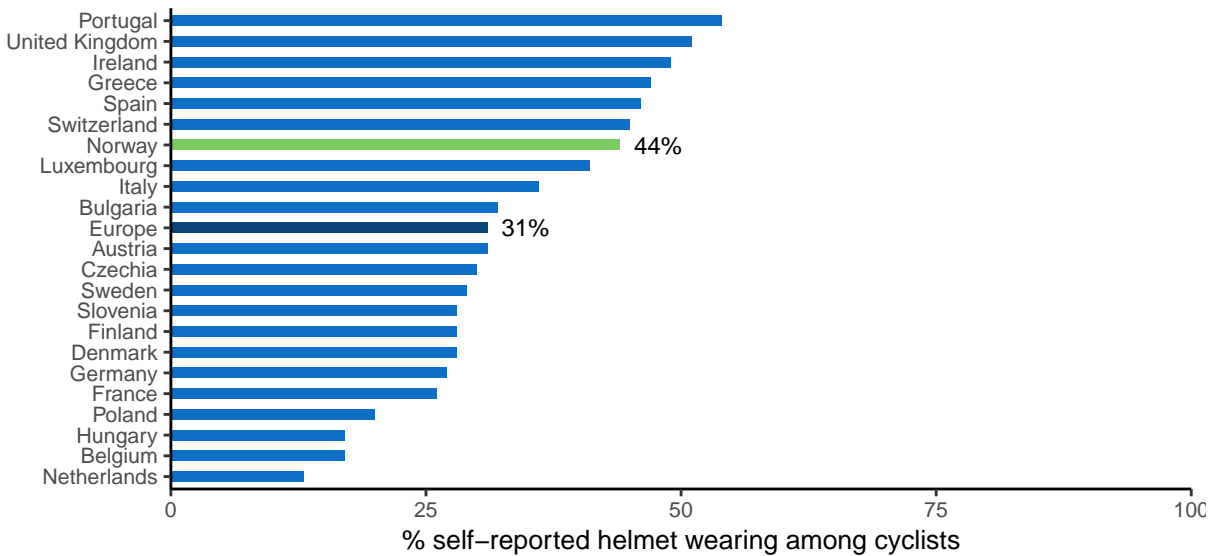
### 3.1.3 Use of protective systems

**Table 16.** Observed seatbelt wearing rate. Source: IRTAD (2017)

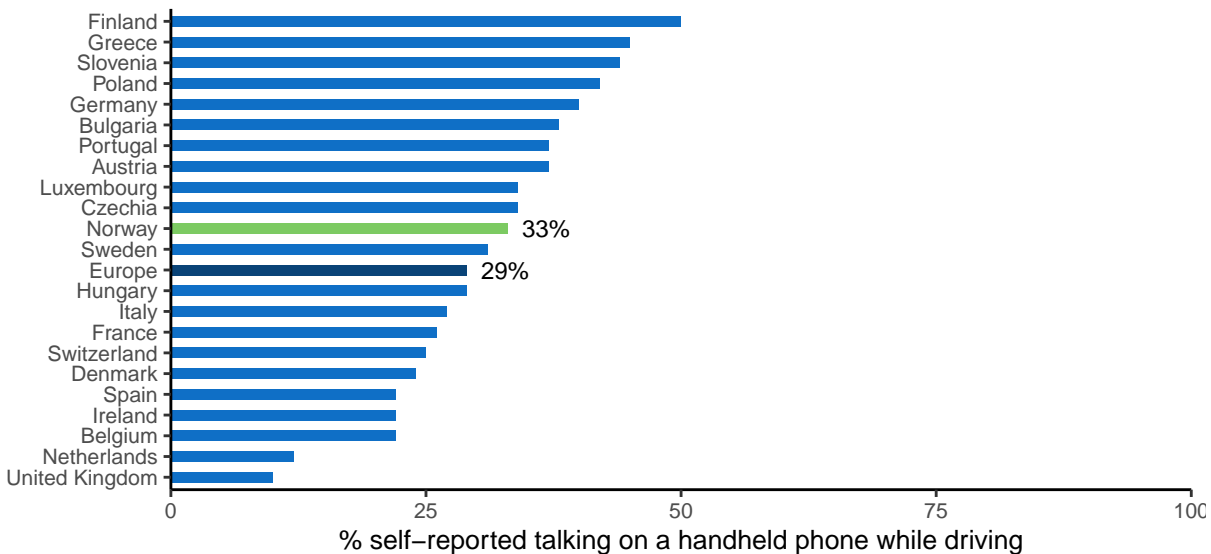
	Seatbelt wearing rate
Car drivers on urban roads	97%
Car drivers on rural roads	98%
Car drivers on motorways	98%
Front seat passengers	96%

**Figure 14.** Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)



**Figure 15.** Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

### 3.1.4 Distraction

**Figure 16.** Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

### 3.2 Infrastructure

The overall road network in Norway shows relatively low road density in comparison with the EU average. Motorway density is extremely low compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Norway, a score of 4.3 (on a value scale from 1 to 7) is given, which is lower than most other countries.

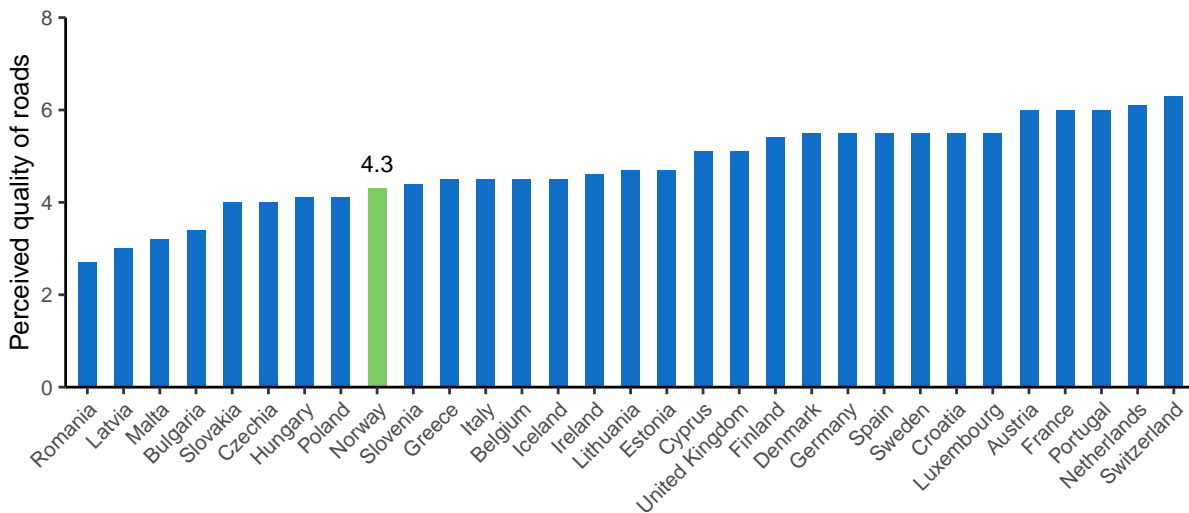
### 3.2.1 Road density

**Table 17.** Road density. Source: EUROSTAT (2017)

	Norway	European Union
<b>Motorways</b>	3 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	297 km road/1000 km <sup>2</sup>	942 km road/1000 km <sup>2</sup>

### 3.2.2 Road quality

**Figure 17.** Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



### 3.3 Vehicle fleet

The size of the Norwegian vehicle fleet, expressed per 100 inhabitants, is smaller than the EU average. The number of trailers and semi-trailers per 100 inhabitants on the other hand, is considerably larger than the EU average. Regarding the age of the vehicles, Norwegian passenger cars appear to be slightly younger than the EU average, with 44% passenger cars over 20 years.

**Table 18.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Norway	European Union
<b>All vehicles (except trailers and motorcycles)</b>	54	63
<b>Total utility vehicles</b>	1	9
<b>Lorries</b>	1	7
<b>Road tractors</b>	0	1
<b>Trailers and semi-trailers</b>	28	4
<b>Motorcycles</b>	4	6
<b>Passenger cars</b>	52	54
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	0	1

**Table 19.** Age of registered passenger cars. Source: EUROSTAT (2019)

	Norway	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	11%	12%
<b>From 2 to 5 years</b>	18%	15%
<b>From 5 to 10 years</b>	28%	21%
<b>From 10 to 20 years</b>	36%	42%
<b>Over 20 years</b>	8%	11%



## 4 Road safety policy and measures

### 4.1 Legislation

National road safety legislation in Norway is different in several respects from that in most EU countries. Both the maximum speed on rural roads (80km/h) and on motorways (100 km/h) is lower than in most EU countries. Unlike most EU countries there is no age restriction to transport children on motorcycles and helmet fastening on motorcycles is not required. The legislation regarding drink driving is somewhat stricter: the general alcohol limit in Norway is 0.2 g/l while in the majority of EU countries the limit for the general population is 0.5 g/l.

**Table 20.** National road safety legislation. Source: WHO (2018)

	Norway	EU countries
<b>Speed limits for passenger cars</b>		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	80 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	100 km/h	No limit <sup>1</sup> ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
<b>Allowed BAC (blood alcohol concentration) levels</b>		
General population	0.2 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
<b>Transport of children</b>		
Child restraint required	Up to 135 - 150 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
<b>Motorcycle helmets</b>		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
<b>Mobile phone restriction</b>		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

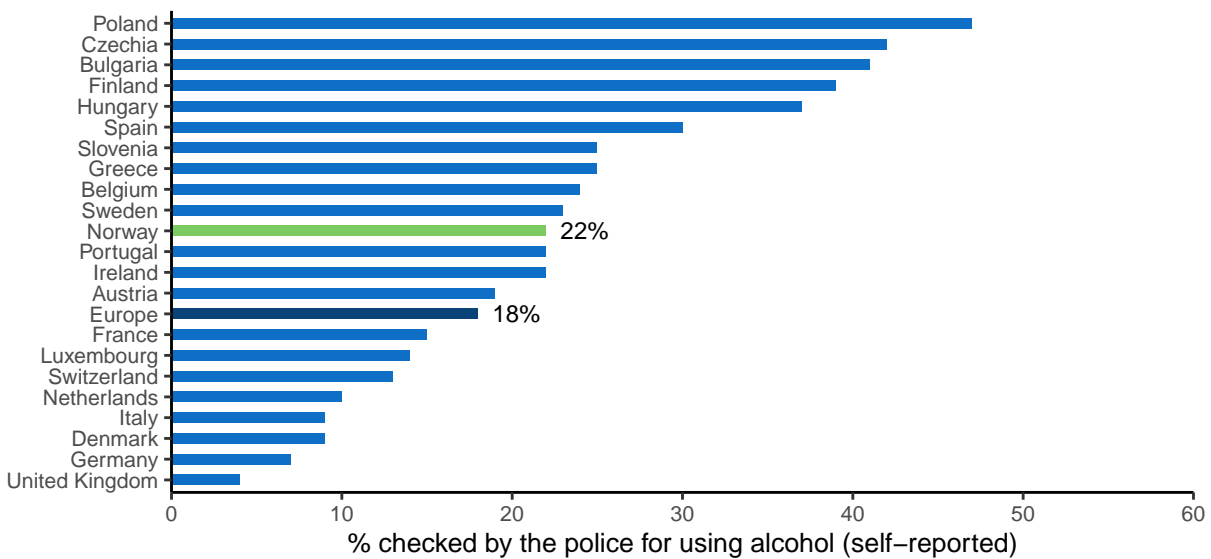
### 4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Norway has the maximum score for all legislation surveyed. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Norway is above the European average.

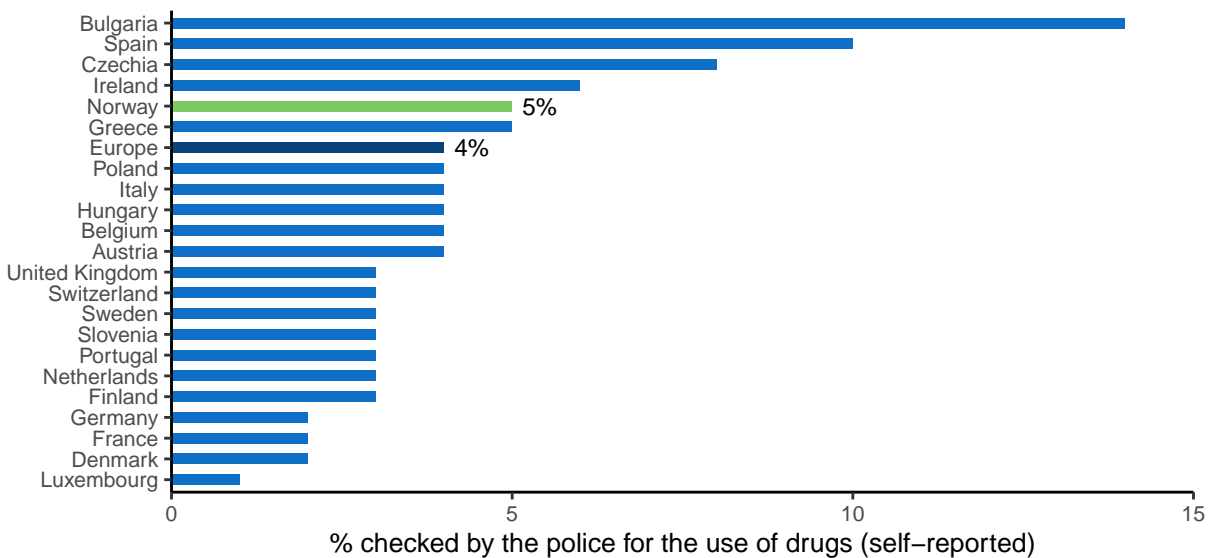
**Table 21.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Norway	European average
<b>Speed legislation</b>	10	6.8
<b>Drink-driving legislation</b>	10	7
<b>Seatbelt legislation</b>	10	7
<b>Child restraint system legislation</b>	10	7
<b>Motorcycle helmet legislation</b>	10	8

**Figure 18.** Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)



**Figure 19.** Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



### 4.3 Road infrastructure

**Table 22.** Infrastructure-related policy. Source: WHO (2018)

	Norway	EU countries
<b>Audits or star rating required for new road infrastructure</b>	Yes	Yes: 10 Partial: 17
<b>Inspections / star rating of existing roads</b>	Yes	Yes: 26 No: 1
<b>Design standards for the safety of pedestrians / cyclists</b>	Partial	Yes: 25 Partial: 2 No: 0
<b>Investments to upgrade high risk locations</b>	Yes	Yes: 20 No: 7
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 23 No: 4
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 23.** Policy related to post-crash care. Source: WHO (2018)

	Norway	EU countries
<b>Trauma registry</b>	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
<b>National assessment of emergency care system</b>	Yes	Yes: 9 No: 18
<b>Provider training and certification - Prehospital providers - Formal certification pathway</b>	Yes	Yes: 19 No: 6
<b>Provider training and certification - Nurses - Post graduate courses in emergency and trauma care</b>	Yes	Yes: 21 No: 5
<b>Provider training and certification - Specialist doctors - Emergency medicine</b>	Yes	Yes: 21 Subnational: 0

## 5 Structure and culture

### 5.1 Country characteristics

Population density in Norway is much lower than the EU average, and its population is mainly settled in suburbs and towns. Its GDP per capita is above that of the European Union, and the percentage of GDP that is dedicated to road spending is much larger than the EU average (1.6%).

**Table 24.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Norway
<b>Population-related data (2020)</b>		
Population (2020)	447319916	5367580
Population density (inhabitants/km <sup>2</sup> )	106	17
% Children (0-14)	15%	17%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	18%
<b>Urbanization (2019)</b>		
% living in cities	38%	29%
% living in suburbs and towns	34%	40%
% living in rural areas	28%	32%
<b>Economic data</b>		
GDP per capita (EUR, 2020)	29768.3	59307.1
Unemployment rate (2020)	7%	4%
% GDP dedicated to road spending (2015)	0.7%	1.6%

### 5.2 Structure of road safety management

**Table 25.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	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
<b>Monitoring of the road safety development</b>	Norwegian Association of Local and Regional Authorities
	Ministry of Transport and Communications
	Norwegian National Public Road Administration
<b>Improvements in road infrastructure</b>	Norwegian Association of Local and Regional Authorities
	Norwegian National Public Road Administration
<b>Improvement in vehicles</b>	Accident Investigation Board Norway (AIBN)
	Norwegian National Public Road Administration
<b>Improvement in road user education</b>	Police Department
	The Norwegian Council for Road Safety
<b>Publicity campaigns</b>	Norwegian Directorate of Education and Training
	Norwegian National Public Road Administration
<b>Enforcement of traffic laws</b>	Norwegian National Public Road Administration
	Police Department
	County Governor
<b>Other relevant actors</b>	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)	

### 5.3 Attitudes

**Table 26.** Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.  
Source: ESRA (2018)

	Norway	European average	Ranking among European countries
<b>% of respondents that agree</b>			
<b>Speeding</b>			
I often drive faster than the speed limit	14%	12%	18/22
I will do my best to respect speed limits in the next 30 days	73%	71%	13/22
<b>Drink-driving</b>			
I often drive after drinking alcohol	2%	2%	9/22
I will do my best not to drive after drinking alcohol in the next 30 days	77%	76%	10/22
<b>Use of a mobile phone while driving</b>			
I often talk on a hand-held mobile phone while driving	7%	3%	21/22
I often check my messages on the mobile phone while driving	5%	4%	21/22
I will do my best not to use my mobile phone while driving in the next 30 days	73%	74%	6/22

## 6 Notes

### 6.1 Data sources

#### CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

#### ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

#### ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>  
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

#### IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

#### WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. [https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2018/en/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/)

#### World Economic Forum

Data is retrieved from [http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF\\_GCI\\_2017\\_2018\\_Scorecard\\_EOSQ057.pdf](http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf)

### 6.2 Definitions

#### Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

#### Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

#### Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

### **CARE EU Average and aggregated numbers**

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

### **Fatal crash**

Crash with at least one person killed regardless the injury severity of any other persons involved.

### **Fatalities**

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

### **Lorry, under 3.5 tonnes**

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

### **Pedestrian**

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

### **Powered two-wheelers**

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

### **Seriously injured (at least 30 days)**

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

### **Working week – Daytime**

Monday to Friday 6.00 a.m. to 9.59 p.m.

### **Working week – Night-time**

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

**Weekend - Daytime**

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

**Weekend - Night-time**

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.