



Statens vegvesen

Norwegian Public Roads
Administration

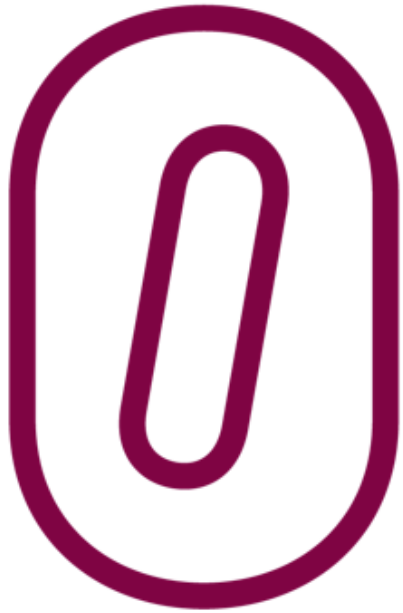


Norway's approach and experience in tackling speeding

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Director of Road Traffic Safety

Division Transport and Society



fatalities and severe injuries

Pillars:

- Ethics
- Evidence-based
- Shared responsibility

An efficient, safe and environmentally friendly transport system in 2050

More value for money



Efficient use of
new technologies



Contribute to Norway's
fulfilment of its climate
and environment goals



Vision Zero for
road fatalities and
serious injuries



Easier everyday mobility
and increased competitiveness
for business and industry



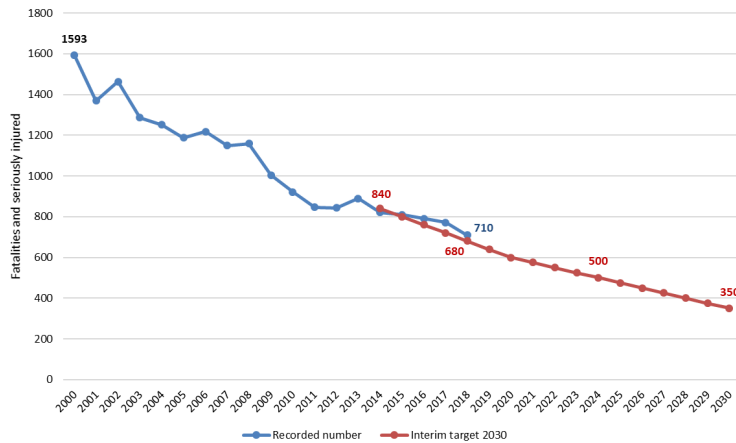
Systematic, evidence-based and long term

Vision Zero



**fatalities
and severe
injuries**

Interim Targets



Key Performance Indicators (KPI)

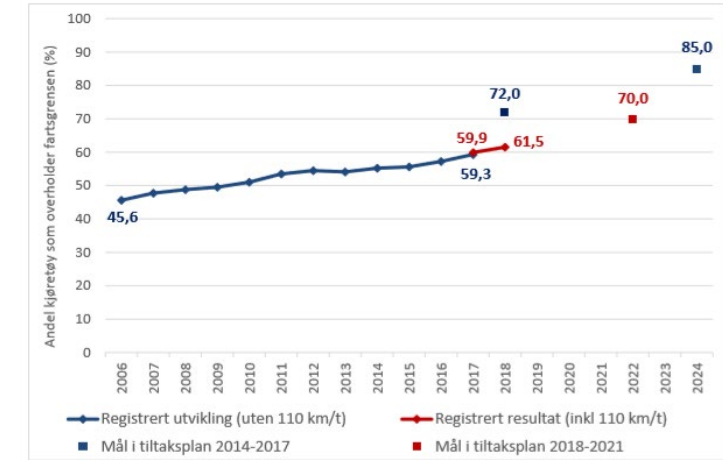
Key Performance Indicators	Status 2017	Target 2022
Seat belt		
Use of seat belt in light vehicles	97,2 %	98 %
Use of seat belt in heavy vehicles	84,3 %	95 %
Speed		
Speed limit compliance	59,9 %	70 %
Young and elderly people		
The risk of being killed or seriously injured for car drivers aged 18–19 year		–30 %
The risk of being killed or seriously injured for pedestrians aged 75+ year		–30 %
Vehicles		
The risk of being killed or seriously injured for motorcycle and moped drivers		–30 %
Percentage of heavy vehicles above 7500 kg approved at periodic roadworthiness test without any serious remarks	23,2 %	30 %
Percentage of motor vehicle traffic on national roads made by cars with Automatic Emergency Breaks (AEB)	14,4 %	25 %
Roads		
Percentage of motor vehicle traffic on national roads with speed limit of 70 km/h or higher on roads with median barriers	49,3 %	54,1 %
Percentage of the national road network with speed limit of 70 km/h or higher that meets the minimum requirements of the NTP 2018–2030 when it comes to preventing serious run-off-the-road accidents		1500 km by 2024

Proven Measures



Follow up

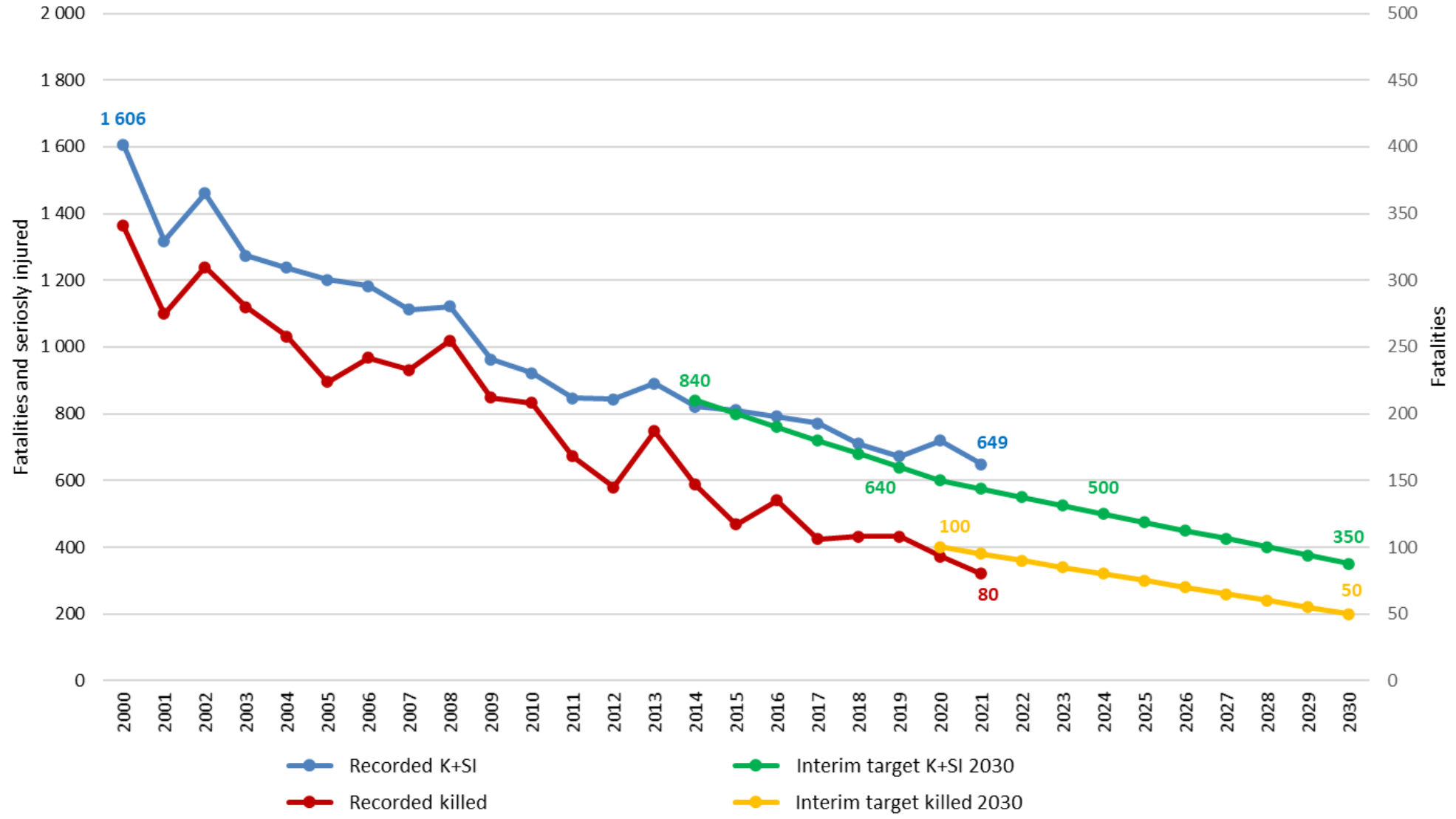
Speed limit compliance



Performance by county

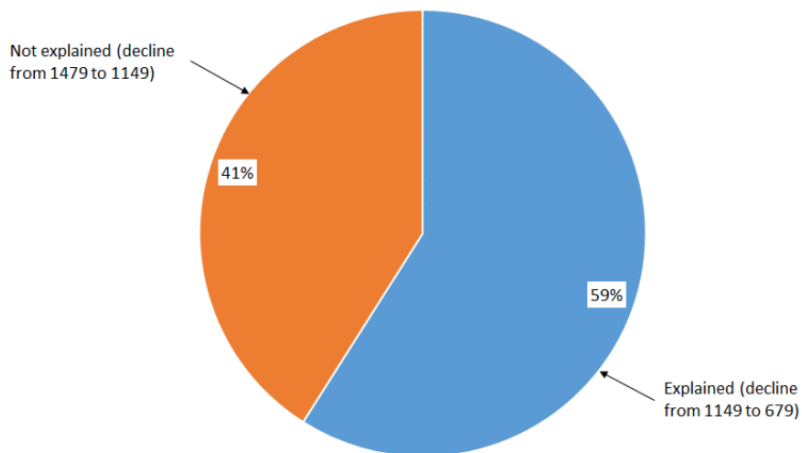
Fylke	Alle veier Drepte/hardt sk per mrd kjtkm ^Δ	Riksveger Drepte/hardt sk per mrd kjtkm	Fylkesveger Drepte/hardt sk per mrd kjtkm	Kommunale veier Drepte/hardt sk per mrd kjtkm
Østfold	13,0	6,8	19,0	14,5
Akershus	10,4	5,1	23,1	7,9
Oslo	20,7	6,2	-	57,7
Hedmark	17,5	16,8	24,1	4,9
Oppland	21,2	17,9	34,3	9,0
Buskerud	15,9	14,6	19,1	12,5
Vestfold	11,7	8,7	16,0	5,3
Telemark	18,2	17,6	23,1	9,3
Aust-Agder	18,3	12,2	28,6	10,5
Vest-Agder	18,2	13,2	24,4	17,3
Rogaland	14,6	9,9	18,2	14,9
Hordaland	18,5	13,8	24,8	12,3
Sogn og Fjordane	23,6	31,2	19,9	13,0
Møre og Romsdal	13,8	11,0	18,8	8,1
Trøndelag	13,2	11,5	17,8	8,4
Nordland	18,1	21,4	17,5	11,5
Troms	13,6	17,1	13,5	6,4
Finnmark	12,5	15,5	11,7	4,1
Norge samlet	15,6	11,5	20,7	15,4

Development and Interim Target 2030

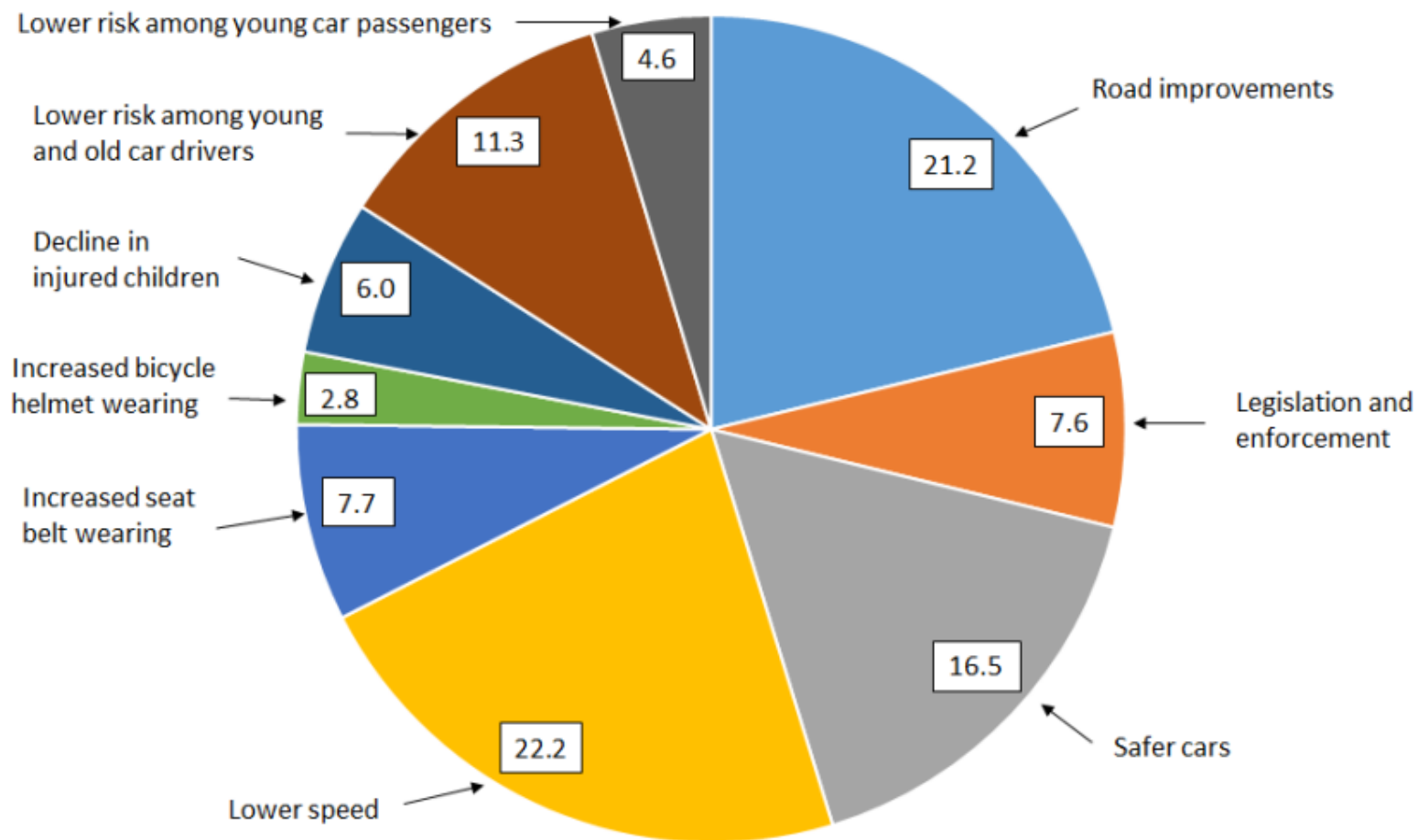


Explaining the decline

Share of decline in number of killed or seriously injured road users explained by factors whose effects have been estimated



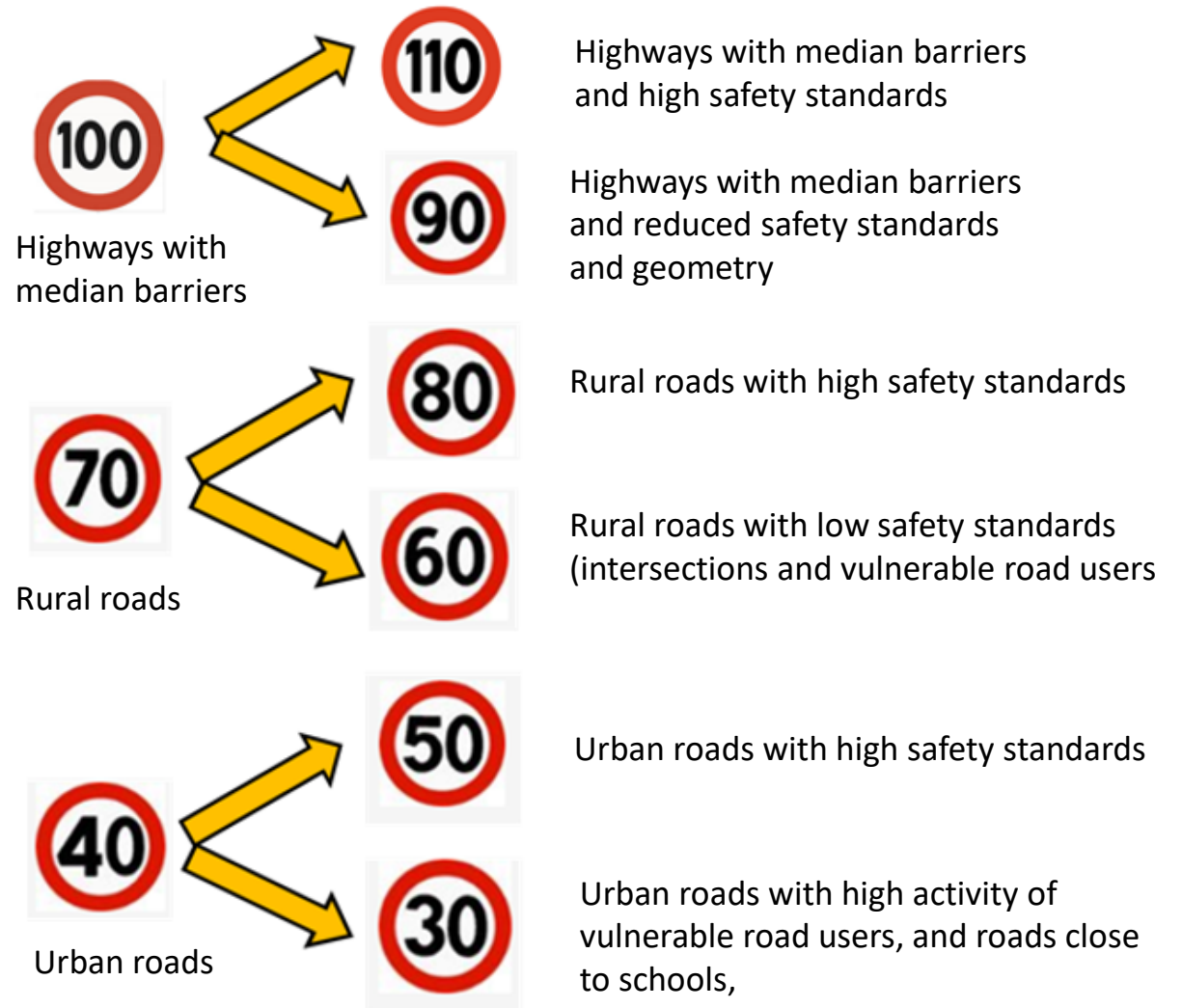
Contributions of factors explaining decline in number of killed or seriously injured road users from 2000 to 2019



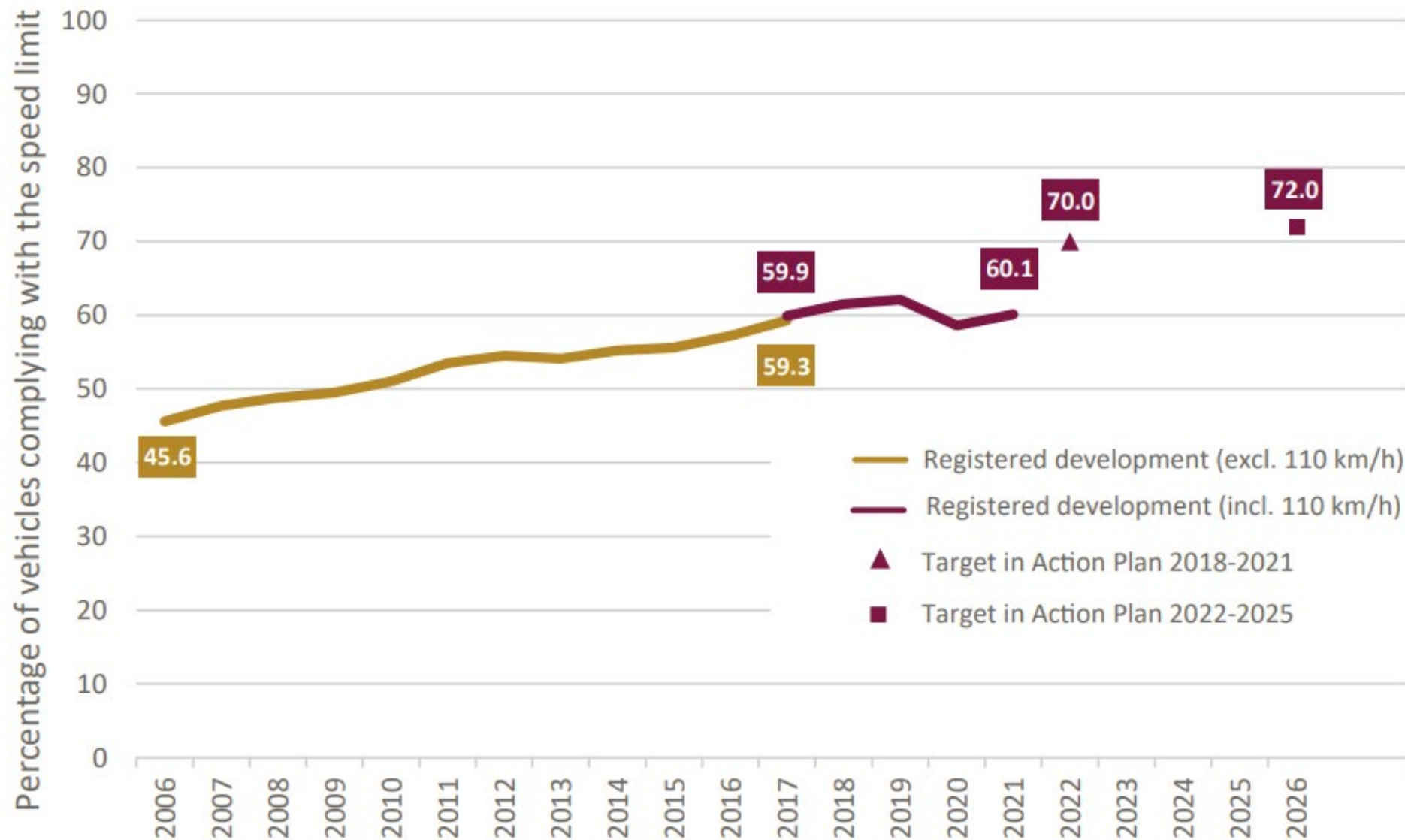
The principles when setting speed limits

General speed limits

- 80 km/h on rural roads
- 50 km/h on urban roads



KPI - Compliance with speed limits



National Plan of Action for Road Safety 2022-2025



**fatalities
and severe
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Towards Vision Zero

Follow-up Measures on Speed



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Follow-up measures that the different parties have committed to implement

1. The police, in cooperation with the NPRA, will use regional speed data for knowledge-based speed enforcement activities.
2. The NPRA, in cooperation with the police and county administrations, will carry out a survey to identify national and county roads that meet the criteria for automatic section speed enforcement or automatic spot-speed enforcement.
3. The police, in cooperation with the NPRA, will prepare a comprehensive strategy and plan for more effective use of automatic speed enforcement.
4. The police will improve the efficiency of the automatic speed enforcement process, and work to implement digital issuance and reception of fines.
5. The Norwegian Council for Road Safety will strive to ensure that road safety carries more weight when fundamental choices are made related to the determination of speed limits.
6. The NPRA will continue to develop the national anti-speed campaign.
7. The NPRA will carry out a systematic survey of the road network to identify routes where the road design invites drivers to drive at an unsafe speed, and may thus contribute to an increased risk of accidents.

Speed Enforcement

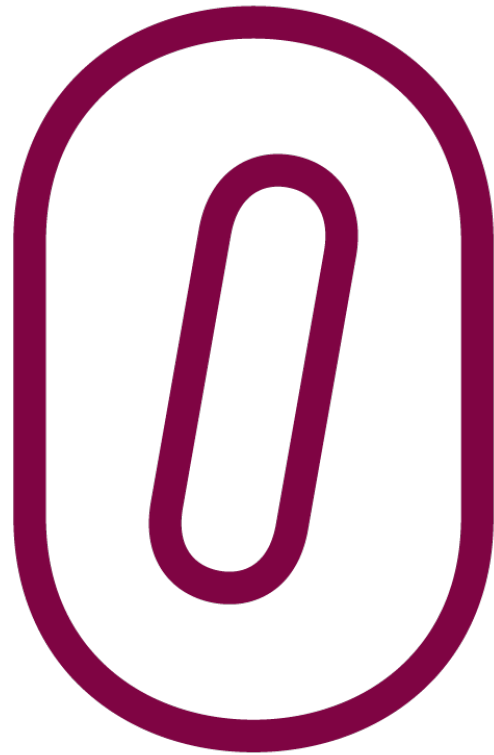


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Speed Campaigns





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