



Statens vegvesen



# National Plan of Action for Road Safety 2022-2025

**NORWAY**



Kirsti Huserbråten, Norwegian Public Roads Administration (ANPR)

# Five goals for the transport sector in Norway

An efficient, environmentally friendly and safe 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



*Norway's road safety work will continue to build on a vision of 0 accidents with fatalities or serious injuries*

# Report to the Storting No. 20 (2020-2021) NTP 2022-2033



- *The goals are taken from “Report to the Storting No. 20 (2020-2021) NTP 2022-2033”*
- *The report is a leading document for the National Plan of Action*



Nasjonal tiltaksplan for trafikk-  
sikkerhet på vei 2022–2025



**drepte  
og hardt  
skadde**

**På vei mot nullvisjonen**




210 pages

179 measures


**SHORT VERSION**

National Plan of Action for  
Road Safety 2022-2025



**fatalities  
and severe  
injuries**

**Towards Vision Zero**



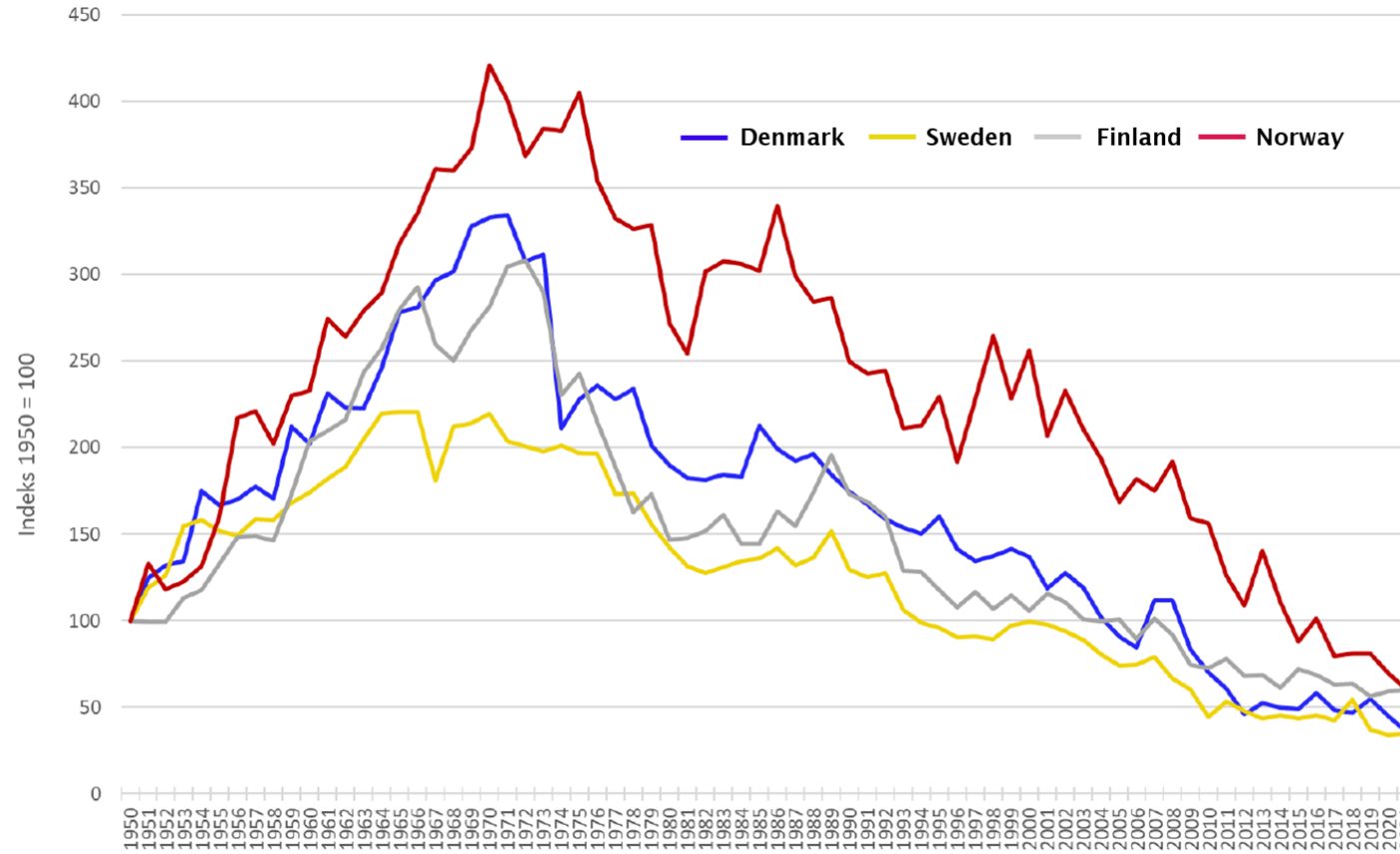
50 pages

Both versions can be downloaded here:

<https://www.vegvesen.no/fag/fokusomrader/trafikksikkerhet>

# Development in the number of people **killed** in the NORDIC COUNTRIES

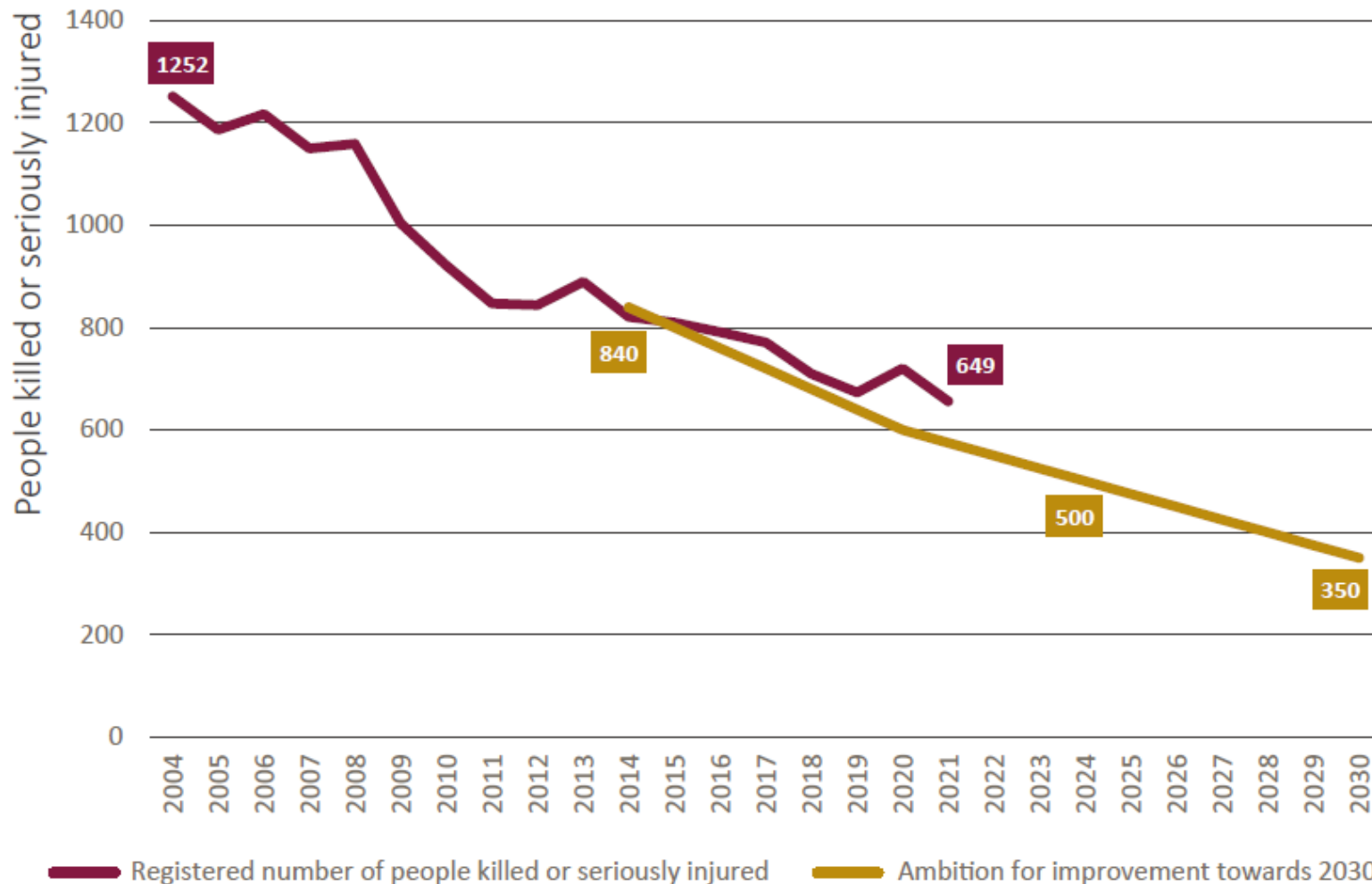
## 1950 – 2021. Index 1950=100



*Roughly the same trend in all countries:*

- Clear downward trend from the peak years around 1970
- All the countries have been under 1950-level for a long time (Sweden first out, Norway last)
- Record low figures for 2021
- The sharp increase of killed people in 2022 an exception?

# Development in the number of people killed or seriously injured in NORWAY 2004 - 2021



- *Red graph shows registered numbers of people killed and seriously injured*
- *Yellow graph shows our ambition for improvement towards 2030*
- *The national plan of action should help us to approach this ambition!*

# Long history

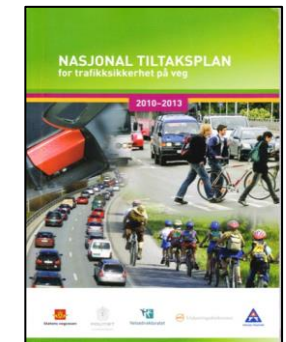
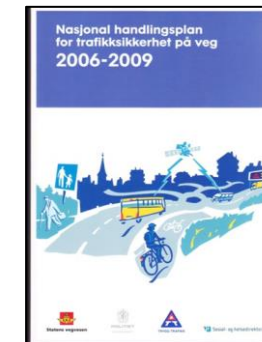
- The sixth time a four-year plan of action for road safety is drawn up in Norway
- The first plan made 20 years ago

Nasjonal tiltaksplan for trafikk-sikkerhet på vei 2022–2025

drepte og hardt skadde

På vei mot nullvisjonen

Statens vegvesen POLITIET TRYGG TRAFIKK KS Helsedirektoratet Utdanningsdirektoratet



## The purpose of the plan

- *Prepare a wide range of coordinated and professionally anchored measures*
- *Strengthen cooperation between the key parties working with road safety*
- *Present how the parties should contribute to a reduction in the number of people killed and seriously injured*
- *Set targets for the development of conditions within areas of great importance for road safety*



Photo: Henriette Erken Busterud, NPRA



# Progress on the work with the plan

**11th of March 2022:**

**Handover of final document to the Minister of Transport:**



**Four phases:**

**1. January - June 2021: Collect proposals for measures:**

- Meeting with various interest organisations
- Theme meetings about the priority road safety areas
- Receiving input from the involved parties

**2. June - October 2021: Prepare a consultation draft**

**3. October - December 2021: Consultation process**

**4. January – March 2022: Prepare final document**

# The plan's priority areas

1. Speed
2. Intoxication
3. Seat belt use and proper securing of children
4. Inattention
5. Children
6. Young people and young drivers
7. Elderly road users
8. Pedestrians and cyclists
9. Motorcycles and mopeds
10. Freight transport by road
11. Head-on collisions and run-off-the-road accidents
12. Operation and maintenance
13. Utilisation of new technology in road safety work
14. Systematic road safety work in private and public enterprises
15. Work to increase the available knowledge base



## Remaining areas with follow-up measures

- Penalties and driving entitlements
- Improved injury care
- Measures aimed at road users of immigrant backgrounds
- Works on and along roads
- Deer-vehicle collisions
- ATVs
- Tunnel safety



Foto: Silje Drevdal, Statens vegvesen



Foto: Knut Opseth, Statens vegvesen

## Involved parties

- “**The Norwegian cooperation model**” is a term that is often used to describe the way we work with road safety in Norway
- The parties can roughly be divided into **five groups**:
  1. Interest organisations
  2. State parties
  3. Ministries
  4. County administrators
  5. Large city municipalities



# Involved parties/organisations

## Interest organisations

- Association of ATV importers (AIV)
- Av-og-til (temperance campaign organisation)
- Drive for life (Kjør for live)
- Norwegian Youth Road Safety Association
- The United Federation of Trade Unions (Fellesforbundet)
- Finance Norway (Finans Norge)
- Foreldreutvalget for grunnskolen
- Norwegian Motorcycle Dealers' Association (NMCF)
- Importørforeningen MCF
- Norwegian Abstaining Motorists' Association (MA – rusfri trafikk)
- Norwegian Automobile Federation (NAF)
- Norwegian Health Association
- Norwegian Logistics and Freight Association (NHO)
- Federation of Norwegian Transport Enterprises (NHO)
- Norwegian Road Transport Association (NLF)
- NMCU («Norwegian Motorcycle Union»)
- The Norwegian Association of the Blind and Partially Sighted (Blindforbundet)
- Norwegian Cycling Federation
- Norwegian Women's Public Health Association
- Nullvisjonen Agder («Zero vision Agder county»)
- Norwegian Pensioners' Association (NOPHA)
- The National Association for the Traumatically Injured (LTN)
- Norwegian Safety Forum (NSF)
- Norwegian Cyclists' Association
- Trafikkforum (organisation for driving schools)
- Norges trafikkskoleforbund (as above)
- Norwegian Road Safety Association
- Union of Norwegian Transport Employees
- The Norwegian Council for Road Safety (Trygg Trafikk)

## State parties

- Norwegian Public Roads Administration (NPRA)
- The police
- Directorate of Health
- Directorate for Education and Training
- The Norwegian Labour Investigation Authority (Arbeidstilsynet)
- Norwegian Institute of Public Health (FHI)
- The Correctional Service (Kriminalomsorgen)
- The National Centre for Multicultural Education (NAFO)
- Nye veier (“New Roads”)
- Oslo University Hospital
- Nord University
- Norwegian Safety Investigation Authority (SHK)
- The National Institute of Occupational Health in Norway (STAMI)
- Road Supervisory Authority (Vegtilsynet)

Red text = Included with follow-up measures

Blue text = Not included, but has provided input

## Ministries

- The Ministry of Transport
- Ministry of Health and Care Services

## County administrations

- Viken
- Innlandet
- Vestfold og Telemark
- Agder
- Rogaland
- Vestland
- Møre og Romsdal
- Trøndelag
- Nordland
- Troms og Finnmark

## The large city municipalities

- Oslo
- Bærum
- Drammen
- Kristiansand
- Stavanger
- Bergen
- Trondheim
- Tromsø

# Criteria for the follow-up measures



Photo: Colourbox

- 1) The measure must **provide an expected reduction** in number of people killed and seriously injured compared to if the measure had not been carried out
- 2) The measure must be **in accordance with guidelines** given in the National Transport Plan (NTP), and must not be in conflict with other political signals given by the government
- 3) The measure must be **anchored in the management** of the actor responsible for implementation
- 4) The measure must be possible to implement within the **expected financial framework**
- 5) The measure must be possible to implement within the **expected staffing**
- 6) The measure must have an **expected outcome**

# Priority areas

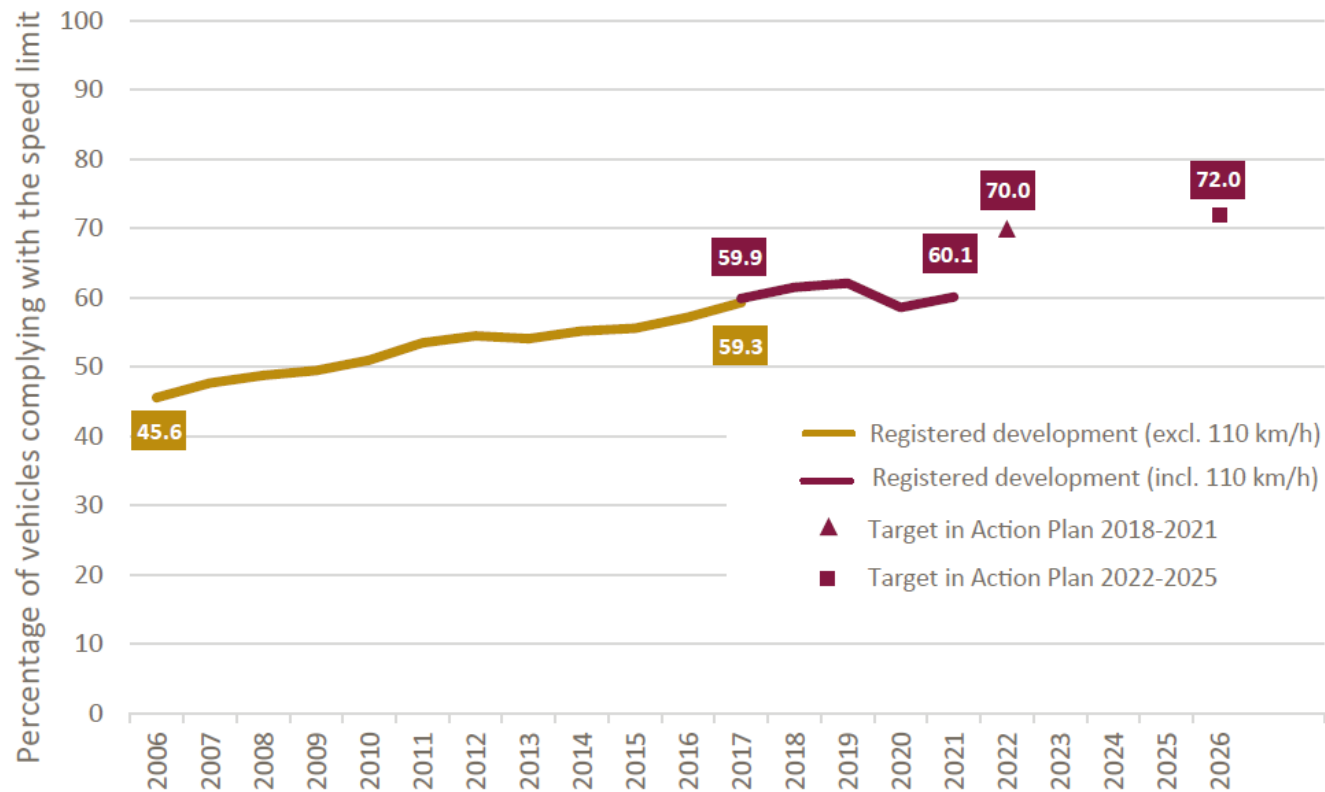
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# Focus area Speed

Target for driving within the speed limits:

***By 2026, 72 percent of vehicles should comply with the speed limit.***





## 7 follow-up measures within the focus area Speed

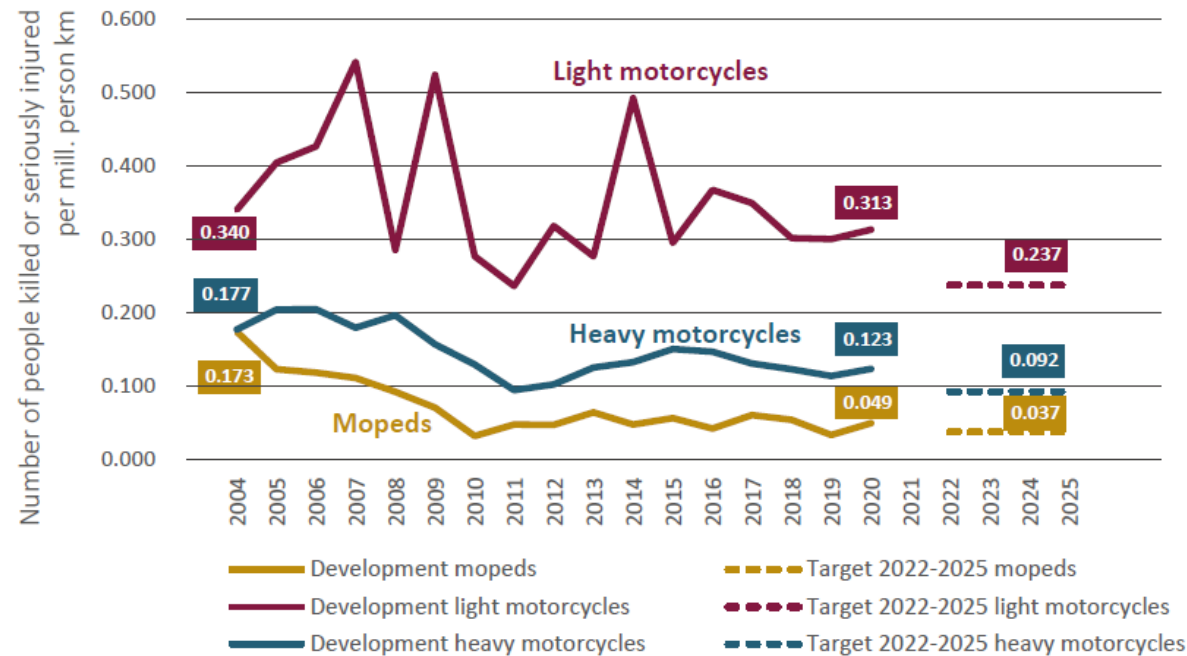
### Follow-up measures that the different parties have committed to implement

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.

# Focus area Motorcycle and moped

Target for risk development:

*During the plan period 2022-2025, the average risk of being killed or seriously injured on a heavy motorcycle, light motorcycle and moped, respectively, should be 25 percent lower than the average for the period 2017-2020 (per person km).*



## 15 follow-up measures within the focus area Motorcycle and Moped

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

87. The Norwegian Public Roads Administration (NPRA) will lead a *National Forum for Motorcycle Safety*, with the purpose of gathering and involving central and competent professional communities.
88. The county administrations will facilitate coordinated efforts against motorcycle accidents.
89. The NPRA, in cooperation with *Norsk Motorcykkel Union* (Norwegian Motorcycle Union) (NMCU) and other relevant parties, will draw up an implementation plan for ATV, moped and motorcycle measures, based on, inter alia, the measures in the *National Plan of Action for Road Safety 2022-2025*.

90. The NPRA will carry out targeted technical and administrative inspections in schools and other places where moped drivers can be found.

91. *year where members have the capacity and premises to host such an event.*
92. *MCSikkerhet.no*<sup>91</sup>, in cooperation with the industry organisations for driving schools, *Trafikkforum* and *Norges Trafikkskoleforbund*, the NMCU, *Norges Automobil-Forbund* (Norwegian Automobile Federation) and the NPRA, will further develop the concept of short and easily understandable films based on knowledge about accidents.
93. *Nord University*, in cooperation with the research organisation *SINTEF* and the Norwegian

94. The NMCU will prepare materials describing the challenges of group riding and providing advice on how to ride.

95. The NPRA will help ensure that foreign motorcyclists are informed of particular challenges related to Norwegian roads, for example by receiving information when they arrive in the country.
96. The NMCU, in close cooperation with *Norsk MC-Forhandlerforening* (NMCF) (Norwegian Motorcycle Dealers' Association), will take responsibility for ensuring that motorcyclists and moped riders are provided with good safety information and professional advice when purchasing helmets and other safety equipment.
97. The NMCU, in cooperation with the NPRA, will implement measures aimed at motorcyclists aged 45-54 years, based on special analyses of the accident risk for this target group.
98. *Norges Automobil-Forbund* (Norwegian Automobile Federation) will continue running their *Sikker på MC* ("Safe on a motorbike") course, a nationwide low-threshold course for new and experienced motorcycle riders with a focus on good riding strategies.
99. The NMCU, in cooperation with the road owners, will initiate, and participate in, road inspections and thematic inspections with a particular focus on critical issues relating to the road, the side terrain and optical guidance for motorcycles.
100. The NPRA will commence work to survey side terrain route by route for the potential establishment of motorcycle protection devices or facilitation of forgiving terrain. The county administrations will be invited to participate.
101. The NPRA will carry out a pilot to test measures to prevent motorcycle off-the-road accidents, including clearly visible and flexible delineator posts to improve optical guidance at unexpected curves.

# Following up the Plan of Action

- Following up system both on national, regional and local level
- Annual performance reports will be prepared showing progress

National

Regional

Local

- The various state parties have different strategies for ensuring the implementation of their measures
- National implementation of the interest organisations measures.

- The county administrations' 18 measures are detailed at the county level in the county administrations' regional plans.
- The County Road Safety Committee (FTU) should play an active role in following up the measures implemented by the county administrations
- Regional implementation of the interest organisations' measures.

- The large city municipalities' 7 measures are addressed and specified in the 8 large city municipalities' plans.
- Several of the measures and indicator targets in the plan are also relevant for the other 348 municipalities and are recommended to be considered in the work on municipal road safety plans.
- Local implementation of the initiatives of the interest organizations.



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**Thank you for your attention**