



# National Plan of Action for Road Safety 2018–2021

SHORT VERSION



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## Introduction

The Government's intentions for road safety work are set out in *Meld. St. (white paper) 40 (2015–2016) Trafikksikkerhetsarbeidet – samordning og organisering* ('Road safety work – coordination and organisation') and in *Meld. St. 33 (2016–2017) National Transport Plan 2018–2029 (NTP)*. Our road safety work will be based on the vision of no one being killed or seriously injured within the road transport system. The NTP sets out an interim target for the speed at which we will achieve Vision Zero. Our ambition is for the number of fatalities and serious injuries in road traffic to be reduced to a maximum of 350 by 2030.

This is the fifth four-year road safety plan of action in Norway. The National Plan of Action for 2018–2021 features a total of 136 follow-up measures. Behind these measures are a wide range of different participants. The key participants are the Norwegian Public Roads Administration (NPRA), the police, the Norwegian Directorate of Health, the Norwegian Directorate of Education and Training, the county administrations, seven large city municipalities and the Norwegian Council for Road Safety (Trygg Trafikk). Other parties, including the Norwegian Labour Inspection Authority, the Norwegian Correctional Service and a range of other non-governmental organisations have committed to implementing measures (see appendix 1).

A total of 13 different priority areas have been selected, and these will be the focus of particular attention during the timeframe covered by the plan. These are:

- speed;
- intoxication;
- seat belts in cars and buses and securing children;
- children (0–14 years);
- youth and younger drivers;
- older road users and road users with disabilities;
- pedestrians and cyclists;
- motorcycles and mopeds;
- transportation involving heavy vehicles;
- head-on collisions and run-off-the-road accidents;
- effective data exchange between vehicles and infrastructure, and for automated vehicles;
- vehicle technology;
- road safety work in county administrations and municipalities.

Within each priority area, goals have been set for improvement of the current situation. A list of measures in order to meet the indicator targets, has also been provided.

This is a short version of the Plan of Action, and it has been compiled primarily to show which measures the different operators involved in road safety work have committed to implementing during the plan period.



# 1. Vision, targets and follow-up

The Plan of Action is based on four levels: Vision Zero, interim targets, indicator targets and measures.

## 1.1 Vision Zero

Vision Zero is a vision of a transport system in which no one is killed or severely injured. Vision Zero is the basis for all road safety work in Norway.

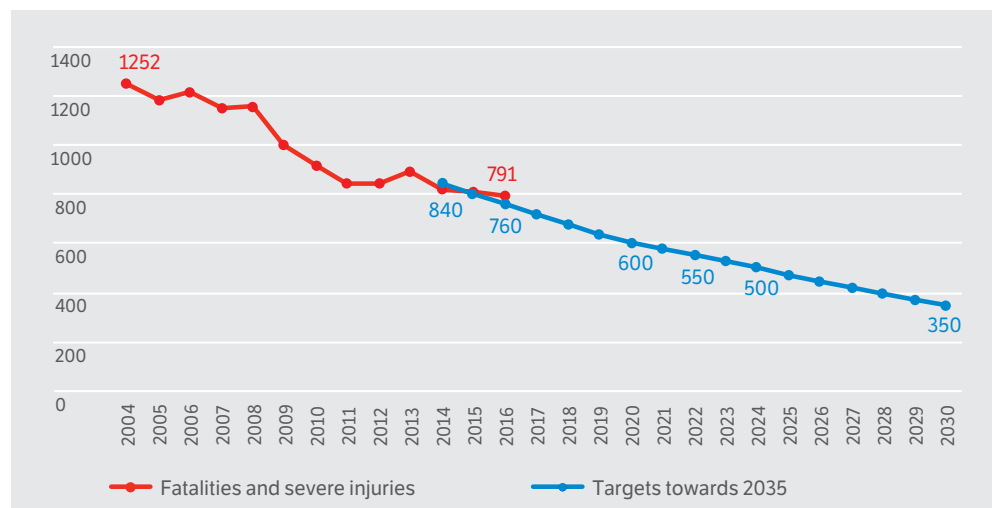
## 1.2 Interim targets

The number of fatalities and severe injuries in road traffic must be no more than 350 in 2030. The target is stated in the National Transport Plan (NTP) 2018–2029, and it illustrates the Parliament’s ambition for how quickly we should approach Vision Zero.

## 1.3 Indicator targets

The Plan of Action includes targets for the development of the current situation in a number of areas where changes are necessary for the desired development of the number of fatalities and serious injuries. Indicator targets have been set out for the 13 different priority areas. The majority of the targets are to be achieved by 2022, or are totals for the period 2018–2021.

**FIGURE 1.1** - Development in the number of fatalities and severe injuries – recorded situation and targets for development up until 2030



**TABLE 1.1 - Overview of indicators and indicator targets**

Priority areas	Indicator	Current status	Indicator target
Speed (section 4.1)	Percentage of vehicles travelling in excess of the speed limit	59,9 % (2017)	70 % (2022)
Intoxication (section 4.2)	Percentage of motor vehicle traffic involving intoxicated drivers with a blood alcohol content of 0.02%.	0,2 % (2016/2017)	0,1 % (2026)
	Percentage of motor vehicle traffic involving intoxicated drivers under the influence of drugs and over the threshold for criminal punishment.	0,6 % (2016/2017)	0,4 % (2026)
Seat belts/securing of children in the car (section 4.3)	Percentage of drivers and front-seat passengers wearing seat belts in private cars	97,2 % (2017)	98 % (2022)
	Percentage of children aged 1–3 years secured in rear-facing car seats	63 % (2017)	75 % (2022)
	Percentage of drivers of heavy vehicles wearing seat belts	84,3 % (2017)	95 % (2022)
Children (0–14 years) (section 5.1)	Number of children (0–14 years) killed in the road system.	4 (2017)	0 (at least one per year for 2018–2021)
Young people and younger drivers (section 5.2)	Risk of being killed or seriously injured for car drivers aged 18–19, per kilometre driven		- 30 % <sup>A</sup>
Older road users and road users with disabilities (section 5.3)	Risk of being killed or seriously injured for car drivers aged 75+ years, per kilometre driven		- 30 % <sup>A</sup>
	Risk of being killed or seriously injured in a traffic accident for pedestrians aged 75+ years, per kilometre walked		- 30 % <sup>A</sup>
Pedestrians and cyclists (section 6.1)	Number of kilometres of national roads and county roads adapted for pedestrians and cyclists	Total for the plan period: 165 km of national roads (2018–2021) B 230 km of county roads (2018–2021)	
	Percentage of cyclists wearing bicycle helmets	58,8 % (2017)	70 % (2022)
	Number of pedestrians using reflectors on lighted roads in the dark	40 % (2017)	50 % (2022)
Motorcycles and mopeds (section 6.2)	Risk of being killed or seriously injured for motorcycle and moped drivers per kilometre driven		- 30 % <sup>A</sup>
Transportation involving heavy vehicles (section 6.3)	Percentage of heavy vehicles with a maximum authorised mass of over 7,500 kg that pass the periodic roadworthiness test without serious remarks	23,2 % (2017)	30 % (2022)
Head-on collisions and Run-off-the-road accidents (section 7.1)	Percentage of motor vehicle traffic on national roads with speed limits of 70 km/h or higher that takes place on roads with median barriers	49,3 % as of 1 Jan 2018	54,1 % as of 1 Jan 2022
	Number of kilometres of national road with speed limits of 70 km/h or higher that have been assessed, and that meet the minimum standards set out in the NTP to prevent serious run-off-the-road accidents		1500 km (to undergo improvement works in 2018–2023) <sup>C</sup>
Vehicle technology (section 8.2)	Percentage of motor vehicle traffic involving cars with autonomous emergency braking (AEB)	14,4 % <sup>D</sup> (2017)	25 % (2022)
	Percentage of motor vehicle traffic involving cars with lane departure warning	39,2 % <sup>D</sup> (2017)	52 % (2022)
	Percentage of motor vehicle traffic involving cars with autonomous emergency braking to prevent collisions with pedestrians and cyclists (pedestrian AEB)	14,4 % <sup>D</sup> (2017)	25 % (2022)
Road safety work in county administrations and municipalities (section 9.1)	Number of municipalities approved as Road safe municipalities	62 <sup>E</sup> as of 1 Jan 2018	125 as of 1 Jan 2022

<sup>A</sup> Reduction for the period 2018–2021 compared to the period 2013–2016

<sup>B</sup> In the NPRA's Action Programme figures are given for the six-year period 2018–2023. The figures in this table cover only the first four years of the efforts, to allow for comparability with the statistics provided for the county road network. However, there is a great deal of uncertainty associated with the estimate.

<sup>C</sup> There is no estimate of how much will be improved in the four-year period 2018–2021. For this reason, we use the figures for the six-year period 2018–2023, taken from the NPRA's Action Programme. A total of 5,700 km is in need of improvement work.

<sup>D</sup> The estimated percentage for 2017 is based on calculations carried out in 2015 (Institute of Transport Economics report 1450/2015 Advanced driver assistance systems – Status and future potential).

<sup>E</sup> 61 municipalities and 1 district





### 1.4 Measures

The Plan of Action gives an overall description of the key road safety measures to be implemented during the period. This applies to the continuation of ongoing road safety measures and the implementation of new ones. A total of 13 different priority areas and 136 follow-up measures have been defined.

### 1.5 Follow-up

Annual results conferences will be held, where a status of road safety development over the last year will be presented. A report will also be issued, showing the status of the interim targets, indicator targets and in-depth indicators in the Plan of Action.

After two years and after four years, status reports will be drawn up to assess the 136 follow-up measures. All follow-up reports will be submitted to the Ministry of Transport and Communications.



## 2. Knowledge base

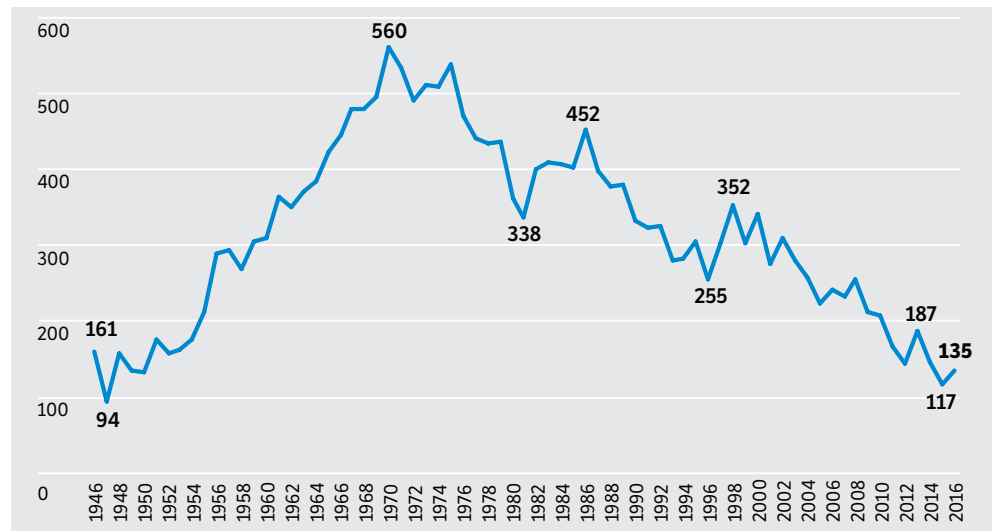
### 2.1 Accident development

Around 1970, a systematic road safety work was initiated in Norway. Figure 2.1 shows that the number of deaths has been reduced from 560 in 1970 to 135 in 2016. This is despite road traffic (number of kilometres driven per year) being more than three times greater than in 1970. Preliminary figures show that 106 people died in road traffic accidents in 2017.

### 2.2 Accident development in Europe

Norway and Switzerland boasted the lowest number of deaths in traffic per million inhabitants in 2016 in Europe. EU statistics show that the number of deaths has been reduced 19 per cent from 2010 to 2016. This means that the EU is behind in terms of the objective of halving the number of deaths in the period 2010–2020.

**FIGURE 2.1** – Development of the number of deaths (Source: NPRA/Statistics Norway)



**FIGURE 2.2** – Number of fatalities in road traffic per million inhabitants in 2016 in Norway, compared to other European countries. Source: ETSC and NVF (March 2017)

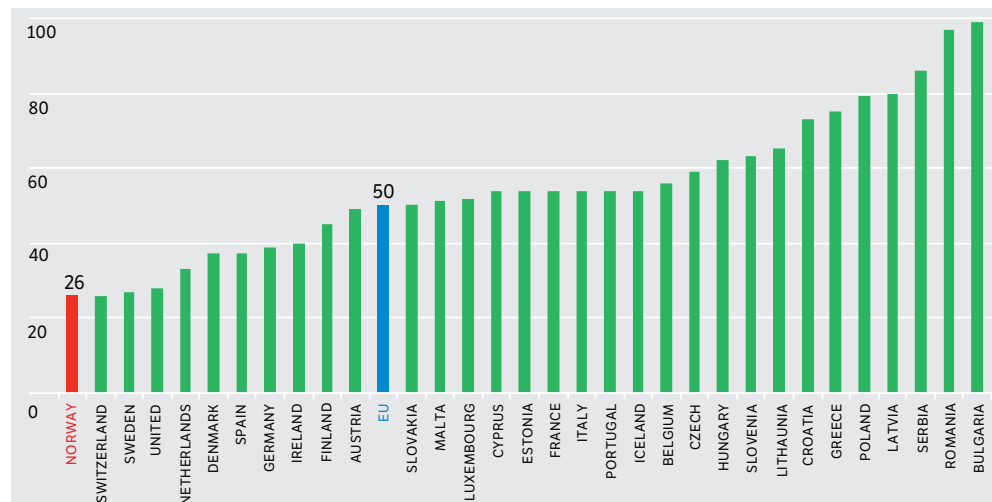


Foto: Knut Oppeide, Strømsvegvesen

### 3. Political guidance

The basis of the Plan of Action is the political guidance provided in Meld. St. 40 (2015–2016) *Trafikksikkerhetsarbeidet – samordning og organisering* (Road safety work – coordination and organisation) and Meld. St. 33 (2016–2017) National Transport Plan 2018–2029.

In both white papers, descriptions of road safety work are only made at a more general level, and it is stated that the concrete measures will be discussed in the National Plan of Action for Road Safety 2018–2021.

In Meld. St. 40, the Government sets out six focus areas:

1. Support for cross-sectoral road safety work at higher levels.
2. Better utilisation of supervisory and control efforts through strengthened inter-departmental cooperation.
3. More effective collection of, easier access to, and better utilisation of information provided by accident investigations.
4. Guidelines for the registration of road traffic accidents and increased exchange of injury and accident data.
5. Enhanced coordination of R&D efforts.
6. Future priority areas: a determined effort to tackle the most serious accident types and to focus on risk groups.

In Meld. St. 33, the Government sets out efforts concerning safe roads, risk behaviour in traffic, particularly vulnerable groups, technology and heavy vehicles.



## 4. Risk behaviour in traffic

Vision Zero requires road users to take responsibility for their own behaviour, by being vigilant and avoiding deliberate violations of applicable regulations. Statistics from the NPRA's accident analysis groups, based on fatal accidents occurring during the period 2005–2016, show that:

- Excessive speed was a probable contributing factor in 42 per cent of all fatal accidents.
- Intoxication was a probable contributing factor in at least 21 per cent of fatal accidents.
- Of those killed in cars, 40 per cent were not wearing a seat belt or were incorrectly secured.

The Institute of Transport Economics have calculated that if all drivers were to adhere to the speed limits, did not drive whilst intoxicated, and wore seat belts, the number of people killed would fall by 47 per cent, whilst the number seriously injured would drop by 41 per cent<sup>1</sup>.

<sup>1</sup> The Institute of Transport Economics: Arbeidsdokument 4023-R Beregningsoppdrag Nasjonal tiltaksplan for TS på veg ('Working document 4023-R calculations for the national action plan for road safety on roads') (Alena Høye)

### 4.1 PRIORITY AREA – SPEED

1. The police will be increasing efforts to prevent speeding offences by increasing the use of police laser speed guns.
2. The police will streamline work on speed checks by switching to digital fines, which can be imposed on the spot.
3. The NPRA is to revise the current criteria for section and spot speed control cameras. The road network will be reviewed to find new stretches of road and locations that fulfil the new criteria.
4. In collaboration with the NPRA, the police will consider ways to better utilise the potential for effective use of speed cameras.
5. The NPRA will conclude its work on the new speed limit criteria in 2018. The new speed limit criteria will be implemented on the national road network by 31 December 2019.
6. In 2018 the NPRA will begin preparations for a new speed campaign, with the intention of implementing the campaign from 2019.



## 4.2 PRIORITY AREA – INTOXICATION

7. The police will test all drivers who are stopped for police roadside inspections for intoxication.
8. The police will increase the use of saliva analyses (currently carried out with analysis equipment such as Dräger DrugTest5000) in order to detect the use of intoxicants other than alcohol.
9. The NPRA will consider the implementation of requirements for alcohol interlock equipment in all vehicles used for driving tests.
10. MA-rusfri trafikk ('The Norwegian motorists' association - intoxication-free traffic') will, in collaboration with the Norwegian Council for Road Safety, establish a new knowledge base for a drunk driving programme that makes use of alcohol interlock devices as an alternative to the suspension of the driving permit of those convicted of driving under the influence.
11. MA-rusfri trafikk will, in collaboration with the Norwegian Council for Road Safety, investigate how alcohol interlock devices could be implemented as an alternative condition for people with alcohol problems who wish to retain their driving permit.
12. NHO Transport will work to clarify legislation and regulations on the use of alcohol interlock devices, as well as stricter monitoring.
13. The NPRA will carry out a thematic analysis of intoxication-related fatal accidents.
14. The campaign organisation AV-OG-TIL will, in collaboration with the police, implement two annual awareness campaigns on drink driving.
15. MA-Ungdom ('Norwegian motorists' association – youth division') will continue its DeathTrip programme and increase visibility of it through Death-Trip on the Road.
16. MA-Ungdom will implement its own teaching programme for young people about intoxication and traffic.
17. The police will consider the use of the intervention talks model in collaboration with intoxication services in the municipality, to provide guidance and treatment for those regularly coming into contact with the service or authorities.
18. The Norwegian Correctional Service will continue its efforts to combat relapses in driving under the influence through the criminal sanction programme Program mot ruspåvirket kjøring ('Anti-drink-driving programme').
19. Through the 'På vei' programme ('On the way'), the Norwegian Correctional Service will work to provide structured content in the implementation of sanctions for those convicted under the Road Traffic Act, in order to prevent relapses.
20. The police will take the initiative to establish Samhandlingsforum for rusfri trafikk ('Interaction forum for intoxicant-free traffic') in collaboration with the Norwegian Directorate of Health, the NPRA, MA-rusfri trafikk and other relevant operators. The forum will be a meeting point to discuss strategy, the need for coordination, and the implementation of measures.

#### **4.3 PRIORITY AREA – USE OF SEAT BELTS IN CARS AND BUSES AND SECURING CHILDREN**

21. The NPRA will carry out a thematic analysis of incorrect usage of seat belts.
22. The Norwegian Directorate of Health and the NPRA will work together to develop new guidelines regarding medical certificates to waive the seat belt requirement on medical grounds.
23. The Norwegian Taxi Association will carry out campaigns to increase the use of seat belts amongst taxi passengers.
24. The NPRA will continue its bus seat belt campaign in collaboration with NHO Transport, the Norwegian Transport Workers' Union and the Union of Norwegian Transport Employees.
25. The Norwegian Council for Road Safety will implement an annual campaign on securing children (1–3 years) in rear-facing seats in cars, as well as providing subsequent counts.
26. The Norwegian Council for Road Safety will provide information on how to properly secure children in cars (4–7 years).
27. The Norwegian Council for Road Safety will further develop its information service on how to secure children in cars.
28. The Norwegian Council for Road Safety will hold courses for health visitors and/or the police on how to secure children in cars, in every county in Norway, at least every other year.
29. The county administrations and the City of Oslo will implement measures to ensure that children are secured properly, in accordance with statutory requirements, when travelling to and from school.

#### **4.4 OTHER MEASURES TO PREVENT RISK BEHAVIOUR**

30. The NPRA will implement a national road safety campaign to increase traffic awareness. This will start in 2018 and continue for several years.

## 5. Population groups

Accident statistics show that the risk of being killed or seriously injured in traffic is different for different population groups. During the plan period, special efforts will be made concerning children, young people, younger drivers and the elderly. Furthermore, there is a need to prioritise road safety measures amongst road users accustomed to foreign traffic cultures.

- Children are vulnerable and require different framework conditions when travelling to those required by adults. Good attitudes in terms of road user behaviour learnt in childhood will follow children into youth and adult life.
- The 16–21 years age group experiences the highest proportion of deaths and serious injuries in road traffic. For those aged 16–17, accidents involving mopeds and light motorcycles is a major challenge, whilst serious accidents involving cars are the dominant source of such accidents after the age of 18.
- The risk of car drivers aged 75 years or over being killed or seriously injured (per kilometre driven) is approximately three times higher than that of car drivers aged 25–64 years.
- The accident statistics show that some groups of immigrants with Norwegian driving licenses have a higher risk of being involved in an accident than that of people born in Norway.



Foto: Trygg trafikk



## 5.1 PRIORITY AREA – CHILDREN (0–14 YEARS)

31. The Norwegian Council for Road Safety will, in collaboration with the Norwegian Directorate of Education and Training, the National Parents' Committee for Kindergartens, and the Norwegian National Centre for Food, Health and Physical Activity at Western Norway University of Applied Sciences, develop support materials for traffic training in accordance with the Framework Plan for Kindergartens.
32. The Norwegian Council for Road Safety will further develop course content for kindergarten teacher training in accordance with the Framework Plan for Kindergartens and associated regulations, as well as offering courses at all campuses providing kindergarten teacher training.
33. The Norwegian Council for Road Safety will further develop Barnas Trafikkklub ('Children's traffic club') and provide courses and networking meetings for kindergarten employees, in accordance with the Framework Plan for Kindergartens.
34. The Norwegian Automobile Federation will continue distribution of NAFFEN traffic boxes to the departments for older children at kindergartens around the country.
35. The Norwegian Council for Road Safety will, in collaboration with the Norwegian Directorate of Education and Training, the National Parents' Committee for Primary and Secondary Education, and the Norwegian National Centre for Food, Health and Physical Activity at Western Norway University of Applied Sciences, develop support materials for integrated traffic education at schools, in accordance with new curricula.
36. The Norwegian Council for Road Safety will offer courses, networking meetings and follow-up measures for school staff, as well as further developing course content in accordance with new curricula.
37. The Norwegian Council for Road Safety will offer courses at all campuses providing teacher training, and further develop course content in accordance with new curricula for 5-year primary and lower secondary teacher education 1–7 and 5–10.
38. The Norwegian Automobile Federation will, in collaboration with the Norwegian Cyclists' Association, continue the Sikker på sykkel ('Safe cycling') skills training programme for children between 10 and 12 years (school years 4–6).
39. The Norwegian Cyclists' Association will, by organising the Sykkelvevnlige skole ('Cycle-friendly school') programme, support schools in making cycling to school an appealing and safe option for pupils.
40. The Norwegian Council for Road Safety, the Norwegian Automobile Federation, the Norwegian Cycling Federation, and the Norwegian Cyclists' Association will establish an interaction forum to ensure good coordination and a clear division of responsibilities between cycling training and skills training for cycling at school.
41. The NPRA, county administrations and the large city municipalities will implement physical measures to prevent accidents involving children and young people on their way to and from school.
42. The NPRA will update the publication Trafikkløsninger i skolens nærområde – eksempler og aktuelle tiltak ('Traffic solutions for areas in the vicinity of schools – examples and practical measures').
43. County administrations will support and encourage municipalities and voluntary organisations to secure school roads and the surrounding area, and to foster good attitudes amongst children and young people.
44. Large city municipalities will support and encourage schools and voluntary organisations to secure school roads and the surrounding area, and to foster good attitudes amongst children and young people.
45. The Norwegian Safety Forum will, in collaboration with the Norwegian Council for Road Safety, encourage schools to make use of the mapping tool Trygghets-

vandring ('Safety walk'), which will help reduce the risk of personal injury, in relation to the traffic conditions in the surrounding environment.

46. The Norwegian Council for Road Safety, the NPRA, the Norwegian Directorate of Health, the National Parents' Committee for Primary and Secondary Education, Eco-Agents, the Norwegian Cyclists' Association, and the police will further develop the Hjertesone ('Heart-zone') project and share good examples.
47. The Norwegian Council for Road Safety, in collaboration with the NPRA, the Norwegian Directorate of Education and Training, the National Parents' Committee for Primary and Secondary Education, and the Ombudsman for Children, revise the brochure Særlig farlig skolevei ('Very dangerous route to school'), and distribute it to all municipalities in the country and to all transportation companies organising transportation to or from schools.
48. The Norwegian Council for Road Safety will support kindergartens by providing professional recommendations and templates for road safety procedures and plans, through measures such as working with Traffic safe municipalities and Barnas Trafikkklubb (Children's Traffic Club), and through course-based activities.
49. The Norwegian Council for Road Safety will support schools by providing professional recommendations and good examples of road safety procedures and plans through means such as working with Traffic safe municipalities and course-based activities.

## 5.2 PRIORITY AREA – YOUNG PEOPLE AND YOUNGER DRIVERS

50. The Norwegian Council for Road Safety will, in collaboration with NPRA, further develop and distribute educational resources for those taking the optional trafikkk ('traffic') course.
51. The Norwegian Council for Road Safety will, on an annual basis, produce and distribute the traffic magazine Underveis ('En route') to pupils in the 10th grade.
52. The Norwegian Council for Road Safety will develop and initiate measures focusing on young people at upper secondary schools, based on youth-to-youth dissemination and experiences from the road safety competition #Er du sikker?, RLA (Real Life Auto), and other educational resources.
53. County administrations and the City of Oslo will implement measures to encourage good road safety behaviour in young people at upper secondary school.
54. The county administrations and City of Oslo will, in collaboration with the Norwegian Council for Road Safety, the NPRA and other partners, work actively on road safety during the Russ celebration (the last year of gymnasium).
55. The NPRA will, in collaboration with the Norwegian Driving School Association, Trafikkforum, and other relevant road safety partners, establish a cooperation forum



to develop proposals for binding measures focused on driving instructors, pupils, parents and guardians, to help ensure more driving practice is attained before the driving test.

56. During this period Trafikkforum will carry out research into the driving instruction sector in order to survey its place in the division of responsibility in terms of the intentions of the driver training model.
57. The NPRA will develop new requirements for education and training, and implement a re-approval system for driving instructors.
58. The Norwegian Council for Road Safety, in collaboration with the NPRA, the police and the Probation Services, will conduct tests involving behaviour recorders and courses for those who lose their driving permit during the provisional period.
59. The Norwegian Council for Road Safety will establish a cooperation forum for public and private sector operators to reduce the number of accidents involving young car drivers.
60. The Norwegian Council for Road Safety will, in collaboration with Drive for Life, facilitate county-wide measures aimed at particularly at-risk young car drivers.

### **5.3 PRIORITY AREA – OLDER ROAD USERS AND ROAD USERS WITH DISABILITIES**

61. The Norwegian Pensioners Association will organise and hold road safety courses aimed at older pedestrians, based on material developed by the NPRA. The NPRA will provide professional updating and adaptation of existing course materials.
62. The NPRA will work to increase participation in the refresher course Drivers 65+, with the objective of the number of participants each year corresponding to 30 per cent of people aged 70 with a driving license.
63. The Norwegian Automobile Federation will continue to provide refresher courses for elderly drivers.
64. During the period 2018–2023, the NPRA will upgrade 40 public transport hubs and 380 bus stops outside of the nine largest urban areas, to conform with a universal design.

### **5.4 OTHER PRIORITY MEASURES AIMED AT SPECIFIC POPULATION GROUPS**

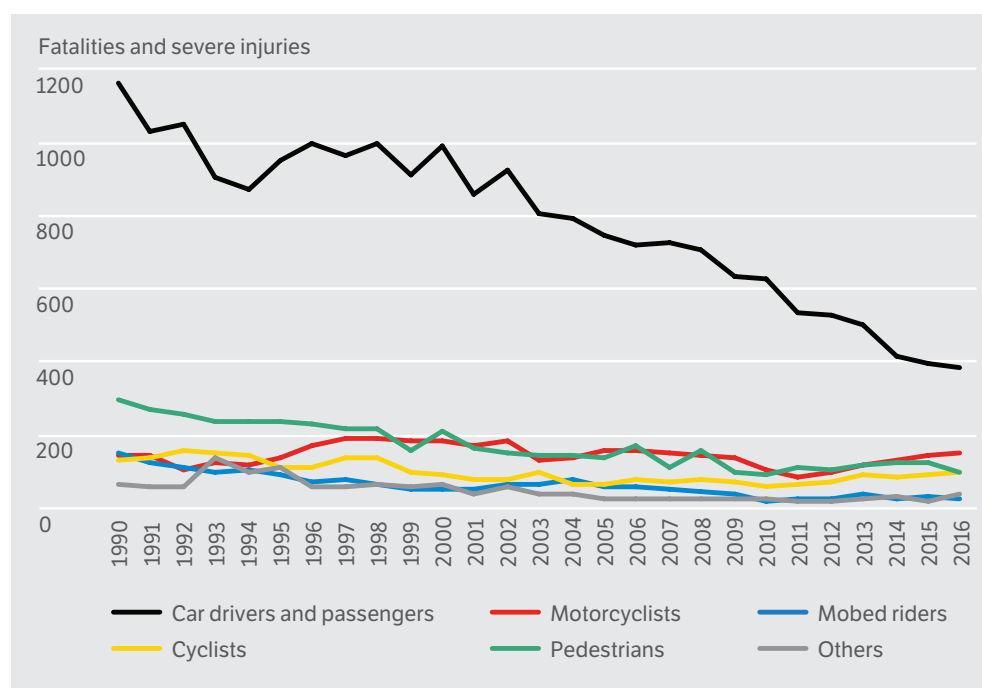
65. The Norwegian Council for Road Safety will take the initiative of establishing a professional network to promote and coordinate road safety measures targeted at immigrants.
66. The NPRA will develop a 45-minute basic course on road safety, with the intention of it being included as a course in the Information for adult asylum seekers in reception centres' scheme.
67. The NPRA will work with Skills Norway to develop a teaching programme on road safety adapted for the training provided as part of the Introduction to Norwegian language and social conditions for new immigrants programme. The teaching programme will be offered in all municipalities providing this kind of programme.
68. In 2018 the Red Cross will investigate the options for the Habil project to be expanded to become a nationwide project.
69. The Norwegian Council for Road Safety will further develop and translate learning resources into six languages (Tigrinya, Arabic, Pashto, Dari, Kurmanji, and English) and provide the resources to municipalities with recently-arrived pupils in reception centres and at primary or secondary school.

## 6. Road user groups / vehicle groups

There are a range of challenges associated with the different groups of road users. Figure 6.1 shows that over time, there has been a positive development in all groups of road users. However, over the last five years, the number of people killed or seriously injured on bicycles and motorcycles has increased somewhat, whilst the number killed or seriously injured in cars has been reduced dramatically.

Compared to car drivers, the risk of being killed or seriously injured is eight times higher for pedestrians, 13 times higher for cyclists, and 16 times higher for those riding heavy motorcycles (table 6.1).

**FIGURE 6.1** – Development in the number of people killed or seriously injured for different road user groups



**TABLE 6.1** – Comparison of the risk of being killed or seriously injured per million person kilometres for different road user groups (based on the Norwegian National Travel Survey and accident statistics from 2013/2014)

Road user groups	Number of people killed or seriously injured per million person kilometres	Risk compared to risk for car drivers
Car drivers	0.007	1
Car passengers	0.006	0.9
Pedestrians	0.058	8
Cyclists	0.090	13
Moped	0.055	8
Light motorcycle	0.370	53
Heavy motorcycle	0.115	16

### 6.1 PRIORITY AREA – PEDESTRIANS AND CYCLISTS

70. During the period 2018–2021 the NPRA will build approximately 165 km of national roads for pedestrians and cyclists, of which approximately 55 km will be in cities and towns.
71. During the period 2018–2021 the county administrations will build approximately 230 km of county roads for pedestrians and cyclists in the plan period, of which approximately 100 km will be in cities and towns.
72. The large city municipalities will implement physical adaptations and developments/operations to ensure a high level of road safety for cyclists and pedestrians on municipal roads.
73. The NPRA will complete work on implementing cycle path inspections on all government-maintained cycle routes before the end of 2019.
74. The NPRA will analyse accidents involving pedestrians and cyclists at signalcontrolled pedestrian crossings.
75. The county administrations will, through a range of measures and instruments, encourage increased use of bicycle helmets and reflectors.
76. The Norwegian Council for Road Safety will, by the end of the plan period, implement a bicycle helmet campaign.
77. Each autumn the Norwegian Cyclists' Association will carry out a campaign directed at the public and called Synlig syklist ('Visible cyclist').
78. The Norwegian Cyclists' Association will conduct cycling courses for women with minority backgrounds and other relevant target groups.
79. The Norwegian Council for Road Safety will mark the annual reflector day at local and national levels.

### 6.2 PRIORITY AREA – MOTORCYCLES AND MOPEDS

80. The Norwegian Automobile Federation's motorcycle division will expand its Sikker på MC ('Safe on a motorcycle') course, with the goal of 20 of the clubs holding the course in the period 2018–2021.
81. The NPRA will pave the way for the implementation of annual road safety days for motorcycles, preferably supported by the county-based motorcycle forums.
82. The NPRA will initiate the establishment of a road safety team, featuring motorcycle experts who help heighten awareness and dialogue on safe driving of light motor cycles and mopeds.
83. The Norwegian Motorcycle Union will draw up and implement measures aimed at older motorcyclists (65+).
84. The Norwegian Motorcycle Union, in close collaboration with motorcycle dealers, will take responsibility for ensuring motorcyclists and moped riders are provided with good safety information and professional advice when purchasing helmets and other motorcycle and moped safety equipment.



Foto: Knut Opeide, Statens vegvesen

### 6.3 PRIORITY AREA – TRANSPORTATION INVOLVING HEAVY VEHICLES

85. The NPRA will implement a system of risk classifications for transportation companies. The system will contribute to more targeted control measures concerning heavy vehicles.
86. The NPRA will review current legislation in order to implement more efficient sanctions within the control area.
87. The NPRA will, in collaboration with the Norwegian Labour Inspection Authority, the Norwegian Customs Service, the Norwegian Tax Administration and the police, develop a joint action plan for operational collaboration, and establish regional inter-departmental cooperation groups.
88. In 2018 the Norwegian Labour Inspection Authority will test an online tool for the implementation of risk assessments in the transportation sector.
89. In 2018–2019 the Norwegian Labour Inspection Authority will, as a part of its information and control duties, provide guidance and supervision services aimed at those ordering transport services.
90. The Norwegian Labour Inspection Authority will increase awareness of the notification requirement for transportation companies by informing them of the requirement in connection with activities aimed at the transportation industry.
91. The Norwegian Labour Inspection Authority will pave the way for easier recording of serious occupational accidents using digital solutions.
92. The Norwegian Labour Inspection Authority will cooperate with the police to develop better notification practices between the police's operations centres and the Norwegian Labour Inspectorate Authority's regions in the event of serious occupational accidents.
93. The NPRA will consider options for developing concrete measures to influence the road safety culture and safety management in transportation companies.
94. The NPRA will continue to develop the Trygg Trailer venture.
95. The NPRA will update and develop the Truckers Guide informational brochure.
96. The NPRA will carry out a thematic analysis of fatal accidents involving pedestrians and cyclists and blind spots on large vehicles.
97. The NPRA will develop information on the risk associated with blind spots and pedestrians/cyclists, and on relevant measures that could help to reduce this risk.
98. The Norwegian Haulier's Association will continue work on its project Venner på veien ('Friends on the road'), which provides information on topics such as lorries' blind spots.

### 6.4 OTHER PRIORITY MEASURES AIMED AT SPECIFIC ROAD USER/VEHICLE GROUPS

99. The NPRA will, in collaboration with the Norwegian Haulier's Association, NHO Transport, the Norwegian Logistics and Freight Association, the Norwegian Transport Workers' Union, and the Union of Norwegian Transport Employees, work on establishing voluntary supplementary training for professional drivers who transport goods in light vehicles.
100. The NPRA will, in collaboration with the Norwegian Taxi Association, the Norwegian Transport Workers' Union and the Union of Norwegian Transport Employees, develop a programme for occupational skills development for taxi drivers.

## 7. Safe roads

In operations and maintenance, a key objective is maintaining a good level of safety. Most investments in new road projects and upgrading of existing roads will provide increased road safety, even if it is not the primary objective.

The accident statistics for 2013–2016 show that for all road categories combined, 27 per cent of deaths or serious injuries occurred in head-on collisions, 29 per cent in run-off-the-road accidents, and 15 per cent in accidents involving pedestrians. Figure 7.1 shows that the challenges are different for the different road categories.

**FIGURE 7.1** – Deaths and serious injuries in the period 2013–2016, by road category and accident type

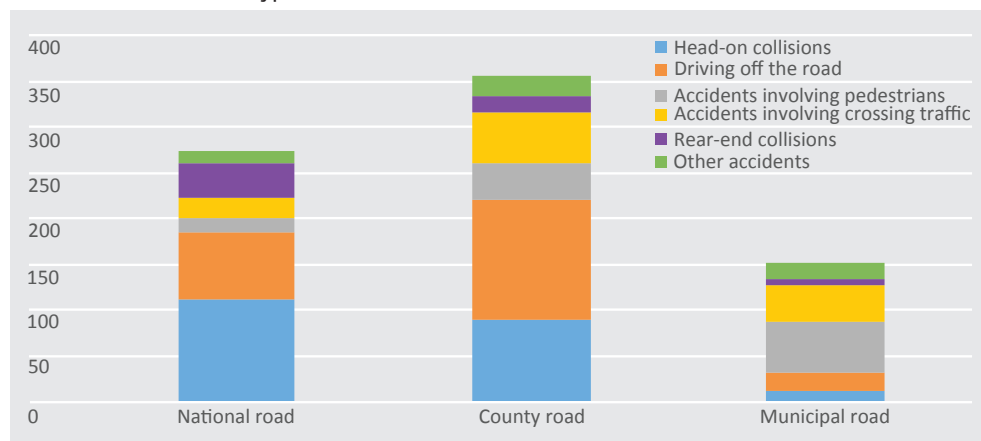


Foto: Knut Oppeid, Statens vegvesen

## 7.1 PRIORITY AREA – HEAD-ON COLLISIONS AND RUN-OFF-THE-ROAD ACCIDENTS

101. During the 2018–2021 plan period, approximately 192 km of four-lane national roads with central medians will be opened to traffic, of which approximately 76 km will be financed from the NPRA budgets, and the remaining 116 km from Nye Veier AS's project portfolio.
102. In 2018–2021 the NPRA will build median crash barriers on approximately 40 km of two- and three-lane national roads.
103. The NPRA will provide reinforced centre markings on all national roads that fulfil the current criteria, at the very latest when the stretch of road is re-asphalted.
104. The county administrations will, with support from the NPRA, review the county road network and select stretches suitable for the provision of reinforced centre markings, based on the current criteria. The county administrations will provide reinforced centre markings on these stretches when they are re-asphalted.
105. During the 2018–2023 period the NPRA will implement measures on 1,500 km of national roads with a speed limit of 70 km/h or higher, in order to meet the minimum standards set out in the NTP in terms of preventing serious run-off-the-road accidents.
106. The county administrations will undertake systematic efforts to ensure that county roads with a speed limit of 70 km/h or higher meet the minimum standards set out in the NTP in terms of run-off-the-road accidents.
107. The NPRA will carry out a thematic analysis to examine run-off-the-road accidents on motorways.
108. Trafikksikkerhetsforeningen ('The road safety association') will provide a course and training programme for employees who install guard rails and want to work towards a certification in installation work.

## 7.2 OTHER KEY PRIORITIES THAT WILL CONTRIBUTE TO TRAFFIC-SAFE ROADS

109. In 2020/2021, the NPRA will carry out upgrading of tunnels over 500 metres in length on the TEN-T road network in accordance with the tunnel safety regulation. Tunnels over 500 metres in length on other national roads will, as far as possible, be upgraded before 2022/2023.
110. The NPRA will follow-up on the requirements of the road safety regulation.
111. Each year the NPRA will carry out at least 100 checks of roadworks warnings in each region.
112. The NPRA will produce a report on its experiences, containing a description of the different measures implemented, in order to prevent collisions with wild animals.



## 8. Intelligent Transport Systems (ITS)

Development and facilitation of ITS will form a key part of road safety work. These solutions use information and communications technology within a traffic or transportation system, with the aim of influencing behaviour and improving transportation solutions and traffic management.

A range of ITS solutions implemented will contribute to better road safety and include solutions for both vehicles and infrastructure. For example, it is widely accepted that automated (self-driving) vehicles have great potential in terms of improved road safety. However, we are still a long way from seeing self-driving vehicles dominating the traffic landscape, and before we reach that point, we will need to implement a range of measures to guide development in the right direction.

### 8.1 PRIORITY AREA – FACILITATION OF EFFECTIVE DATA EXCHANGE BETWEEN VEHICLES AND INFRASTRUCTURE, AND FOR AUTOMATED (SELF-DRIVING) VEHICLES

- 113. The NPRA will upgrade the quality of traffic control centres in order to ensure effective management of events on the road network (VTS – the Road Traffic Management Centre 2020).
- 114. The NPRA will carry out pilots to provide the basis for making decisions on technology with a positive impact on road safety.
- 115. The NPRA will contribute to work on international regulations and to ensure road safety in regulations relating to automated vehicles.

### 8.2 PRIORITY AREA – VEHICLE TECHNOLOGY

- 116. In accordance with Meld. St. 40 (2015–2016) Trafikksikkerhetsarbeidet – samordning og organisering ('Road safety work – coordination and organisation'), the NPRA will contribute to the development a better knowledge base on the road safety effects of tax policy.

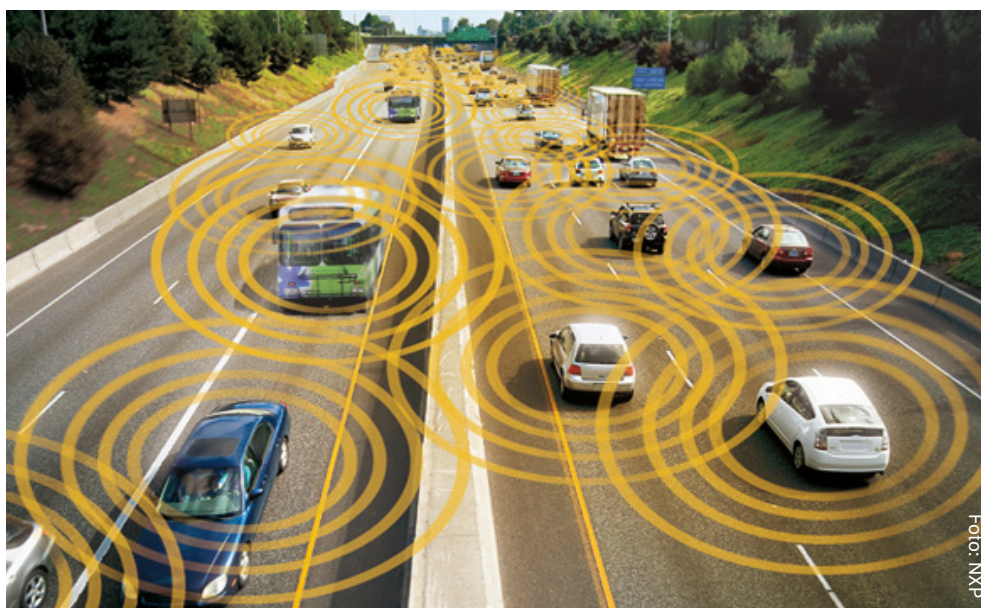


Foto: NXP

## 9. Systematic road safety work in the public and private sectors

The county administrations and municipalities are key players in road safety work, with a range of duties that have an impact on road safety. The county administrations own county roads and are responsible for advising on and coordinating measures to promote road safety in the county. The municipalities are responsible for land planning, owners of municipality roads, employers and owners of kindergartens, primary and secondary schools. Under the Public Health Act, the municipalities have a duty to promote the health of the population and contribute to the prevention of harm. Additionally, municipal employees drive a large number of cars in their work for the municipality.

There are also an abundance of private businesses that require lot of driving. In many companies there is a significant need to implement organisation measures to improve safety management.

### 9.1 PRIORITY AREA - ROAD SAFETY WORK IN COUNTY ADMINISTRATIONS AND MUNICIPALITIES

117. The Norwegian Council for Road Safety will prepare recommendations on how the guidance provided in Barnas Transportplan ('The children's transport plan') can be monitored at regional and local level.
118. Large city municipalities will encourage the children's and youth municipal board/youth city council/youth municipal council to work actively on road safety for children and young people.
119. The county administration will encourage youth county councils and other relevant cooperation venues to work actively on road safety work aimed at young people.
120. The NPRA will, in collaboration with the Norwegian Council for Road Safety and the county administrations, revise Handbook V722 Municipal road safety plans.
121. The county administrations will work to ensure that all municipalities have municipal road safety plans.
122. The county administrations will establish a forum for sharing experiences and best practices in terms of county administration road safety work.
123. The county administrations and large city municipalities will facilitate active cooperation between operators and organisations in order to join forces and carry out targeted work focusing on road safety at regional and local levels.
124. The county administrations and large city municipalities will develop plans and/or strategies relating to road safety, ensuring a high degree of involvement and political support, as well as ensuring that the work carried out is linked to the relevant national plans.
125. The county administrations and large city municipalities will ensure that road safety is a theme in area and transportation plans for urban areas that are relevant for urban environment agreements/urban growth agreements, and that goals, strategies and measures are determined for road safety.
126. The Norwegian Council for Road Safety will, in collaboration with county administrations, work to ensure that by 1 January 2022, 125 municipalities have been approved as traffic-safe municipalities, and that municipalities that have already been approved are reapproved.
127. The Norwegian Council for Road Safety will help to ensure that county administrations can be approved as traffic safe county administrations.
128. The Norwegian Safety Forum will, in collaboration with the Norwegian Council for Road Safety, help to ensure that municipalities approved as safe communities ensure road safety, preferably through the Traffic safe municipality approval scheme.
129. The Norwegian Council for Road Safety will, in collaboration with the Norwegian Association of Local and Regional Authorities and the NPRA, develop an online introductory course on road safety for municipal and county administration employees.

## 10. Penalties and driving entitlement

130. Through the Etterforskningsløftet ('Investigation promise') project, the police will enhance the quality and efficiency of investigations into traffic offences and serious road traffic accidents.
131. The Norwegian Directorate of Health, the police and the NPRA will propose changes to the roles of a number of different operators and interactions on matters relating to driving licenses, including medical certificates and the digital exchange of data.





Foto: Steinar Svendsbakken, Statens vegvesen

## 11. Improved damage management

132. The Norwegian Directorate of Health will lead and coordinate national first aid efforts under the banner Sammen redder vi liv ('Together we save lives') – a national voluntary effort to promote life-long first aid training amongst the population.

## 12. Work on strengthening the knowledge base

133. The NPRA has been tasked by the Ministry of Transport and Communication with leading an inter-agency forum to assess future research needs regarding road safety. The forum will feature representatives from the National Mobile Police Service, the Norwegian Directorate of Health, the Norwegian Directorate of Education and Training, the Accident Investigation Board Norway and other operators as required.
134. The NPRA will revise the STRAKS register of traffic accidents causing personal injury. The register will be moved to a new technological platform and the quality and security of the data will be improved.
135. The NPRA will, in collaboration with the Norwegian Directorate of Health and the police, investigate the need for new guidelines on the registration of road traffic accidents and increased exchange of injury and accident data.
136. The NPRA will reorganise accident analysis work with the intention of carrying out analysis work in a way that is more professional, cohesive and effective.

## Appendix 1

### Participants – National Plan of Action for Road Safety 2018–2021

- The Norwegian Public Roads Administration (NPRA)
- The police
- The Norwegian Directorate of Health
- The Norwegian Directorate of Education and Training
- The county administrations
- Seven large city municipalities
- The Norwegian Council for Road Safety (Trygg Trafikk)
  
- The Accident Investigation Board Norway
- The Norwegian Labour Inspection Authority
- The Road Supervisory Authority
- Nye veier AS
- The Norwegian Armed Forces
- The Norwegian Correctional Service
- Insurance companies
  
- Norwegian Driving School Association (ATL)
- AV-OG-TIL
- Royal Norwegian Automobile Club (KNA)
- Norwegian Abstaining Motorists Association (MA)
- No to Head-on collisions (NtFk)
- NHO Logistics and Transport
- NHO Transport
- Norwegian Automobile Federation (NAF)
- Norwegian Cycling Federation (NCF)
- Norwegian Haulier's Association (NLF)
- Norwegian Motorcycle Union (NMCU)
- Norwegian Taxi Association (NT)
- The Norwegian Transport Workers' Union (NTF)
- Norwegian Pensioners Association (Pf)
- Norwegian Association of People with Injuries (LTN)
- Red Cross
- Norwegian Safety Forum (Skafor)
- Norwegian Cyclists' Association (SLF)
- Trafikkforum
- Trafikksikkerhetsforeningen
- The Union of Norwegian Transport Employees (YTF)





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**POLITIET**



TRYGG TRAFIKK



Utdanningsdirektoratet



Helsedirektoratet

