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Norwegian Ministry of Transport and Communications

Road safety in Norway

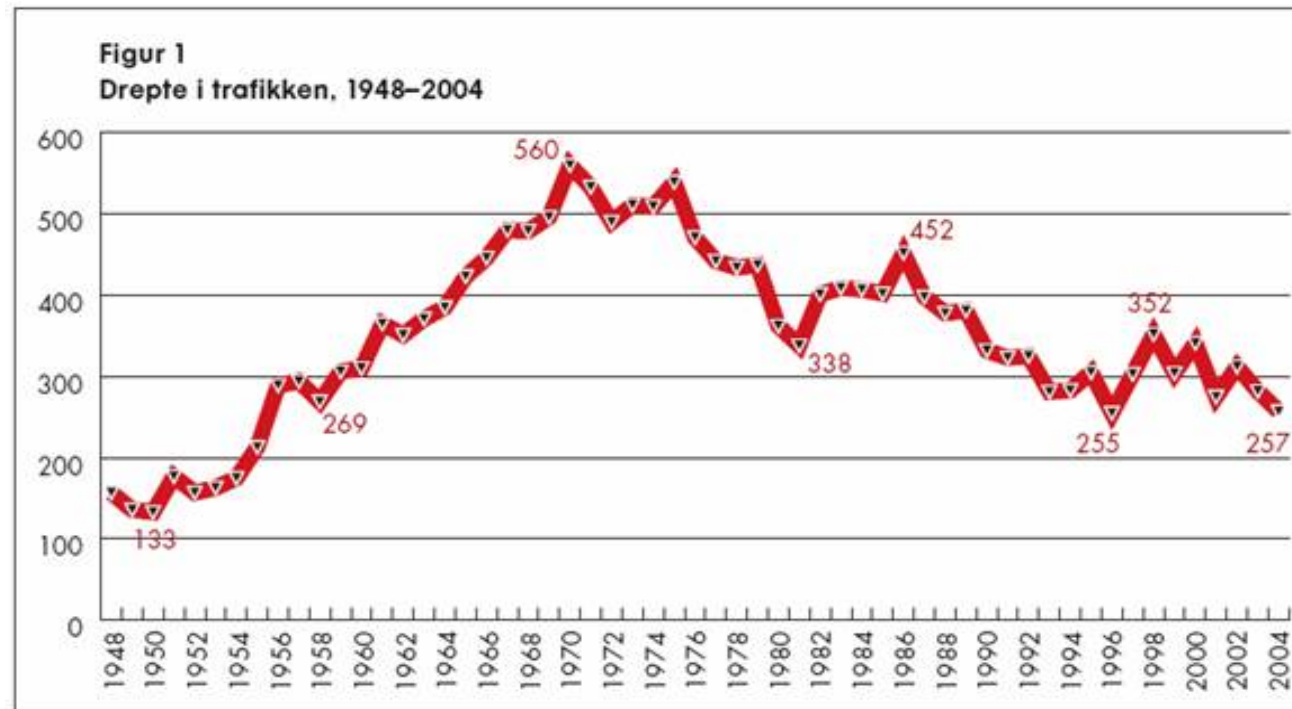
- 1. Where did we start?**
- 2. What did we do?**
- 3. Where are we now - 2007?**
- 4. How to approach Vision Zero?**
- 5. Conclusions?**



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1. Where did we start?



Figur 1: Drepte i vegtrafikken i perioden 1948–2004 (Kilde: SSB)

A politically and socially unacceptable road safety situation



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2. What did we do?

- **Road safety responsibilities**
- **Information and communications**
- **Police controls: speed limits and driver behaviour**
- **Harsh penalties for traffic offences**
- **Traffic Education and Driver licence training**
- **Focus on engineering countermeasures**
- **Nordic co-operation: seat belts, helmets, DTL, etc**

Public debate and engagement, and a political willingness to improve the road safety situation



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3. Where are we now?

- **Better understanding of the complexity of road safety and health problems**
- **New vision = Vision Zero: No fatalities or seriously injured**
- **Public acceptance and demands**
- **Structured approach: National Transport Plan 2010-19**
- **Influence of international society, eg co-operation**

Strong political willingness to move further on.....



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4. How to approach Vision Zero?

- **Public and political focus on road safety (accidents and health)**
- **Systematic (long term) approach**
- **Public acceptance of approach and required countermeasures**
- **Road user behaviour (in accordance with traffic rules)**
- **Infrastructure road safety guidance**
- **Vehicle ITS-assistance services (eg. eSafety Initiative)**

Everybody agrees that nobody should be killed or seriously wounded in road accidents.



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Conclusions

Road safety is:

- **Long term and continuous work**
- **Knowledge and understanding**
- **Public and political attention important**
- **Targets and visions**
- **Road user responsibility and awareness**
- **Accident figures reduction – challenge**
- **International co-operation**