

Norway

I will try to give some info about the latest developments in Norway.

We have a new conservative/liberal government now that is very much interested in transport issues. They have advanced road infrastructure projects, and they plan to establish a separate road-building company in order to make road building more efficient. It is quite slow in Norway due to long planning processes and lots of interested parties being allowed to influence the decisions. We have for instance 430 municipalities. A road section may thus go through several municipalities whom all have a legitimate saying when it comes to choice of alignments etc.

The government has now raised the speed limit on some motorway sections from 100 to 110 km/h. These are very good roads, so we don't really expect this to have much consequences with respect to safety. Another issue which is a bit delicate now are the trials we have with section speed control, i.e. sections where average speeds are measured. This is not favoured by the new government although it is very much so by the Public Roads Administrations. It is unclear what will happen in the future. There are 5-10 such road sections where average speeds are monitored today.

The road safety plans and national transport plans are produced in similar fashions as before. Road safety is an important goal for the authorities, with specific goals about the reductions of killed and seriously injured. Until 2012 everything went well, but in 2013 the number of killed road users increased, and it seems that we will reach more or less similar numbers of fatalities in 2014. We do not really know the reason for this increase, but we saw that both in 2013 and 2014 we had very warm and dry summers with lots of activity – also on the roads. (I have in fact found a positive correlation between summer temperatures and the number of road fatalities).

About rural roads, you probably know that we lag behind most comparable countries with respect to road infrastructure. This is something the new government is very eager to fix, and in particular, they want to intensify the building of roads with median guardrails to increase safety – and they want motorways allegedly of the same reason.

There are not much news about drink driving. The BAC limit is low (.02) and people respect it. However, we know that many of the killed and seriously injured are DUI-drivers (despite lousy statistics). Also in the field of driver education and GDL there is not so much happening at the moment. The change in our driver education from 2005 onward has been evaluated, with mixed results. Road safety for young drivers have improved, but also for other groups so it is difficult to say whether this is a result of the changes in our driver education or something else.

Finally, you mention VRUs and especially cyclists. There is a lot of interest in cycle issues in Norway now. It seems that e-bike finally is becoming an alternative also among the Norwegian (very training-oriented) cyclists, and there is a marked increase in the sales. There is also a general increase in cycling in Norway. This is something both local and central authorities favour, but again we lag

behind when it comes to cycle infrastructure (compared to both Denmark and Sweden). However, things are happening in Norway as well and cycle infrastructure is improving. By the way, we have several research projects about cycling issues, e.g. on safety in numbers where we compare Norway with Denmark and Sweden, evaluations of campaigns, surveys etc.

I attach links to the English summaries of some recent research reports we have made, FYI.

Best regards,

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<https://www.toi.no/getfile.php/Publikasjoner/T%C3%98I%20rapporter/2013/1278-2013/1278-2013-sum.pdf>

<https://www.toi.no/getfile.php/Publikasjoner/T%C3%98I%20rapporter/2014/1299-2014/1299-2014-sum.pdf>

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Sweden Information on Young Driver Training

We have two mandatory risk educations for the B-license. They are mandatory for all learner drivers irrespective of age. Since you can start your practicing from 16, you can also take these courses from 16. Each course is minimum 3 hours. The first, called Risk one, is theoretical and includes risk factors such as alcohol and drugs, tiredness, distraction, mobile phone use and other risk factors. The second, called Risk two, is combined practical and theoretical and is carried out on a closed range with some type of simulated low friction. The course is "Insight based" which means that you should become aware of the consequences of certain risks, such as speeding, icy/wet roads and not using seat belts. Many providers also offer so called "Safety halls" which is a demonstration hall where you can try the crash sledge, turn over car, investigate crashed cars, measure your crash weight on a scale etc.

There is a questionnaire based evaluation of both courses available at

<http://www.vti.se/sv/publikationer/pdf/en-utvardering-av-den-utokade-riskutbildningen-for-b-korkort--delstudie-4.pdf> . In Swedish but with English abstract and summary. There is also one older

evaluation study with focus on the Risk two course at

<http://www.vti.se/sv/publikationer/pdf/utvardering-av-ny-kursplan-for-halkutbildning.pdf> and an

evaluation of the safety halls at <http://www.vti.se/sv/publikationer/pdf/sakerhetshallar-en-utvardering.pdf>

Best regards

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