



INSTITUTIONAL FRAMEWORK	
Lead agency	The Norwegian Public Road Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Deaths and serious injuries ≤500 (2014-2023)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	3 969 612
Cars and 4-wheeled light vehicles	3 147 101
Motorized 2- and 3-wheelers	305 265
Heavy trucks	74 622
Buses	16 258
Other	426 366

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

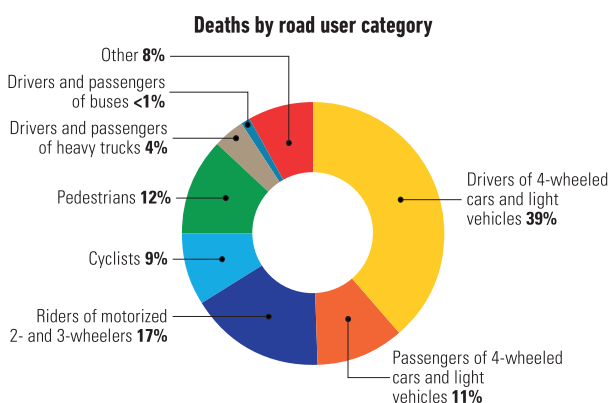
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA	
Reported road traffic fatalities (2016)	135 ^a (82% M, 18% F)
Reported rate per 100 000 population (2016)	2.6 ^a
WHO estimated road traffic fatalities (2016)	143 ^b
WHO estimated rate per 100 000 population (2016)	2.7 ^b

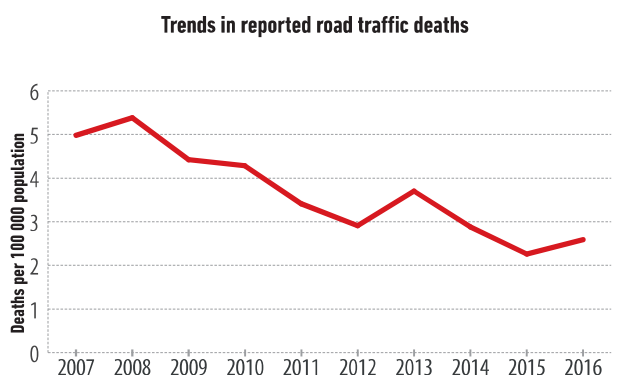
^a Statistics Norway. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.02 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	13% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	99% Drivers ^d , 99% Passengers ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	96-98% Drivers ^e , 95-96% Front seats ^e
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^f
Child restraint required	135-150 cm ^g
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c 2015, Road safety, environmental and technology department, 2015 state of road safety report
^d 2010, Statistics Norway
^e 2016, The Norwegian Public Road Administration (Percentages reflect "urban" and "outside urban" areas, respectively)
^f Provided that the airbag is deactivated if child is in a rear-facing child restraint
^g Child restraints are required for children under 150 cm. By exception, children of height 135-150 cm can be restrained with a seat belt only if sitting in the rear



Source: 2016, Norwegian Public Roads database (STRAKS)



Source: Statistics Norway