



**DET KONGELIGE
SAMFERDSELSDEPARTEMENT**

Ministry of Transport and Communications

TRANSPORT SITUATION IN NORWAY IN 2009

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Your ref

Our ref
09/144- GM

Date
06.01.2010

Review of the transport situation in ECE countries and emerging development trends - Questionnaire

Dear Ms Éva Molnár

With reference to your e-mail dated 14 October 2009 please find below a summary of the transport situation in Norway for 2009.

1. Traffic trends

Overall there seems to be a slight increase in road traffic in 2009. Traffic statistics from the end of October 2009 showed an increase of 0,6 % for light vehicles compared to the end of October 2008 and an increase of 0,7 % so far in 2009. Due to the financial crises there has been a decrease for heavy vehicles of 3,8 % since the end of October 2008 and 3,9 % so far in 2009. The increase in road traffic has been 0,1 % during the past year, from the end October 2008 to the end October 2009 and has increased by 0,2 % the first ten months of 2009.

The railway statistics are for the moment incomplete, but the overall trend is a slight reduction (about 3 %) in passenger traffic and a somewhat greater reduction in freight traffic.

2. Obstacles to the development of transport

An obstacle in 2009 has been high prices in the market for operations and maintenance. New forms of contracts are being developed and tested. The financial crises have had a cooling effect on prices within the construction sector.

3. Good practices in the transport sector

The budgets allocated to the road sector have increased over the recent years, as well

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as the amount of toll-financing by road taxes. In addition the government implemented a package of measures to prevent the negative impact of the financial crises during 2009. Safety measures, maintenance and investments have been prioritized. Overall this has led to higher mobility and better safety, environmental care and universal design.

Road Safety

In Norway the number of fatalities in road accidents so far in 2009 (Jan-Oct) has been reduced by nearly 20 % from 2008, which was a particular poor year as regards road safety performance. In 2009 the allowance to road safety measures was more than doubled compared to previous years. During 2009 Norway has intensified our general road safety work. We have had a special emphasis on speed related accidents, introducing a major campaign on speed and implementing automatic section control. To counteract the large number of accidents involving youth (18-24 years old) we have launched a dedicated action plan for reducing accidents among youth.

Award program

The Ministry of Transport and Communications has since 2004 had a reward program for the 9 largest city regions. Until 2008 the invited city regions could apply and be rewarded based on actual reductions in car use and/or an increase in public transport use compared with an average of previous five years.

From 2009 the Ministry also opened for the city regions to apply for a binding 4-year agreement with the Ministry within the framework of the award program. The objective of the 4-year agreement is to give the local authorities a more predictable economic incentive to impose new or stronger local measures to reduce private car use, such as restrictive parking policy, congestion charging and real improvements to public transport. Also, the Ministry believes the agreements will strengthen the incentives for the municipalities in the actual city regions to cooperate in establishing a common land use and transport policy for the region. So far the Ministry has entered into 4-year agreements with two city regions, The Kristiansand region and the Trondheim region.

4. Transport infrastructure investments

Year	GPD (including international shipping and oil operations)	Norwegian kr		
		Road infrastructure investment for roads owned by the state financed from appropriations ¹⁾	Toll financing of road infrastructure investment for roads owned by the state ¹⁾	Share of investments from in GDP
2006	2 159 600 000	6 211 100	3 875 000	0,47 %
2007	2 277 100 000	6 614 700	4 170 000	0,47 %
2008	2 548 300 000	6 816 100	5 400 000	0,48 %
2009	2 341 300 000	7 510 200	5 700 000	0,56 %

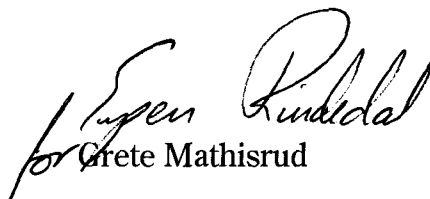
¹⁾ The table does not include investments in roads owned by counties and municipalities.

Investments in road infrastructure are financed within the budgets of its owner, whether it is owned by the state of Norway, the counties or the municipalities. In addition toll financing is used for several projects, always in agreement between local and national authorities.

The investment in railway infrastructure has risen from NOK 2.4 billion in 2008 to 3.2 billion in 2009. This compares to 0.09 %, resp. 0.14 % of GDP.

Yours sincerely,


John Arild Jenssen


for Grete Mathisrud