

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	Norwegian kr			
	GPD (including international shipping and oil operations)	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 %

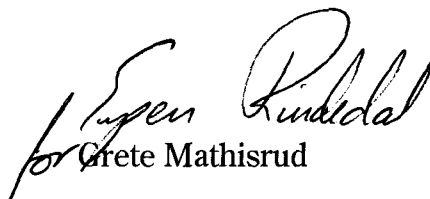
¹⁾ The table does not include investments in roads owned by counties and municipalities.

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,


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for Grete Mathisrud