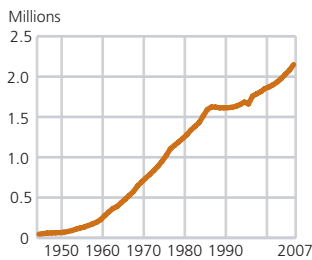


# On the road

## Number of private cars



## Mile after mile

In 1946, Norwegians travelled an average of 4 km per day (within Norway). Almost half of the journey (1.8 km) was by rail. Today we travel ten times further – 40 km. The main increase is in the use of private cars and planes, while figures for rail and sea transport have remained more or less the same in the past 50 years or so. In fact, we travelled just as much by rail in 1946 as in 2007. Today the number of domestic flights has stabilised while car use continues to grow.

## Passenger kilometres per inhabitant per day

	Total	Private car	Other road transport	Air	Rail <sup>1</sup>	Sea transport
1946	4.05	0.93	0.88	0.00	1.83	0.40
1952	5.40	1.31	2.04	0.01	1.86	0.45
1960	8.94	3.65	3.51	0.08	1.99	0.49
1965	12.84	7.43	3.93	0.25	1.78	0.50
1970	18.31	12.61	3.44	0.45	1.37	0.45
1975	24.14	17.99	3.45	0.70	1.55	0.45
1980	27.30	20.41	3.61	0.99	1.84	0.44
1985	31.44	24.34	3.57	1.42	1.69	0.42
1990	34.80	27.58	3.49	1.72	1.57	0.45
1995	35.28	27.44	3.49	2.24	1.68	0.43
2000	38.29	28.57	4.47	2.69	2.05	0.52
2006	39.80	30.40	4.33	2.62	1.95	0.50

<sup>1</sup> Incl. tramways/suburban railways.

## Road length per vehicle in metres

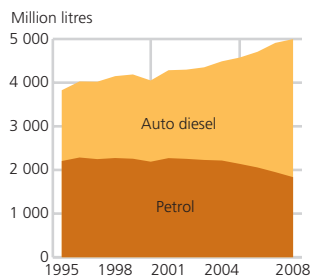
1945	452
1960	97
1970	65
1980	48
1990	38
2000	33
2007	28

## Bumper to bumper

The number of vehicles (including vans, trucks and buses) now totals 2.7 million, of which 2.2 million are private cars. From 1960 – when sales restrictions on cars were lifted – up to 1987 there was a continuous growth in the number of vehicles, with a strong increase again in the second half of the 1990s.

Today, 80 per cent of households own a car, and one out of four have two or more cars.

## Sales of petrol and auto diesel



Car density is 450 private cars per 1 000 inhabitants and is highest in Hedmark (514) and lowest in Oslo (374) and Finnmark (415). Another way of measuring 'car density' is to consider the number of cars in relation to the total road length. In 1945, there was almost half a kilometre of roadway for each car. Today that figure has been reduced to 28 metres. If all the cars in Oslo were on the road at the same time, each car would have a mere five metres of roadway.

Petrol was the main fuel used up to 2003. Diesel sales have been increasing however since 2004, and now make up 63 per cent of fuel sales.

## On two wheels

Not only is the number of cars on the increase, the number of two-wheeled vehicles is also rising. Sales reached a peak in the mid-1980s and then levelled out. At the same time the number of heavy motorcycles rose while mopeds declined in popularity. However, there has been a strong growth in moped sales in recent years. It is no longer the traditional moped that is popular, but mainly scooters and off-road mopeds.

## The price of mobility

There is a price to pay for increased mobility: since 1940, more than 21 600 people have died on Norwegian roads. The number of fatal traffic accidents soared during the entire post-war period, reaching a peak at the beginning of the 1970s when almost 500 persons were killed annually. A marked decrease in the number of accidents was then seen. After an increase in the 1990s, the number dropped again only to increase in recent years. As was the case almost 70 years ago, the large majority (approximately 70 per cent) of fatal road accident victims are now men.

The number of people injured showed a similar increase up to around 1970. However, as with the number killed, the injury figures have not fallen again; they have remained fairly stable at around 11-12 000 a year.

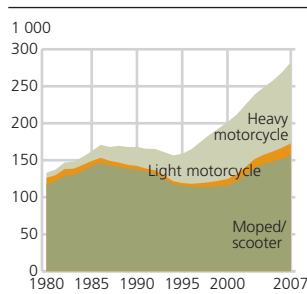
## Greece and Poland come out worst

In Norway, 5 persons per 100 000 inhabitants are killed annually, which is similar to the other Nordic countries.

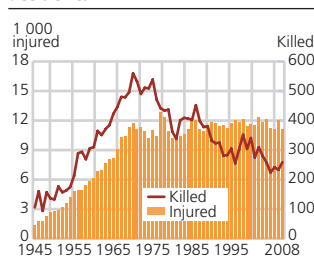
However, further south in Europe we find that the number of fatal traffic accidents increases. The figure is highest in Greece, with 15 killed per 100 000 inhabitants even though car density is far lower than in Norway. The figure for Italy, which has the highest car density in Europe, is close to the average. Poland on the other hand has low car density but a high number of fatal accidents.

Statistics Norway

Number of two-wheeled vehicles



Number killed or injured in road accidents

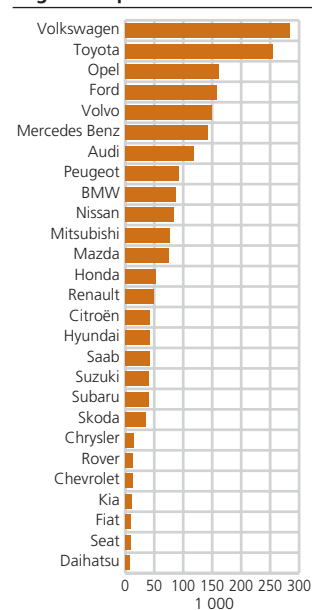


Road fatalities per 100 000 inhabitants in selected European countries. 2006

Greece	15
Poland	14
Portugal*	12
Italy**	10
Spain	9
France	8
Germany	6
Denmark	6
Finland	6
<b>Norway</b>	<b>5</b>
United Kingdom	5
Sweden	5
Netherlands	5

\*2005. \*\*2004.  
Source: IRTAD.

The most common car makes. Registered private cars. 2007



Private cars per 1 000 inhabitants in selected countries. 2006

Italy	607
Germany	565
Spain	517
Frankrike	477
France	475
Sweden	465
USA	454
<b>Norway</b>	<b>450</b>
Greece	415
Portugal	403
Denmark	365
Poland	330

Source: Norwegian Road Federation.