

Message 901

Communication from the Commission - TRIS/(2025) 0965

Procedure for the provision of information EC - EFTA

Notification: 2025/9006/NO

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késéseket - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250965.EN

1. MSG 901 IND 2025 9006 NO EN 01-04-2025 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Departement of Trade Policy
P.O. Box 8090, Dep
NO-0032 Oslo
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3B. Norwegian Ministry of Transport
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4. 2025/9006/NO - T40T - Urban and road transport

5. Proposal for amendments to the Norwegian Act 18 June 1965 nr. 4 on Road Traffic.

6. The possession and use in motor vehicles of commercial products and services which can provide warning messages concerning roadside controls conducted by the police and the Public Roads Administration. Includes commercial services with the same purpose.

7.

Directive (EC) N° 2006/123 on services in the internal market

Information society

The prohibition will apply to all providers, regardless of how the service is provided and the origin/place of establishment, and will therefore not entail any discrimination.

The measure is grounded on road safety objectives. The prohibition is necessary to prevent the warning services from undermining road traffic controls and weakening road safety by facilitating evasion of penalties, as mentioned in Nr.9.

These devices and services are increasingly systematized and commercialized, and has become a significant challenge for road traffic controls as a road safety measure , and cannot be tackled through other measures, e.g. more frequent changes of control locations or hidden controls, as mentioned in Nr. 9. The measure will be effective in achieving the purpose , and provide a clear and predictable regulatory framework. We cannot see that there are sufficient reasons that can justify notifying commercialized systematic information about the time and place of police and other traffic controls, thereby facilitating the evasion of penalties and undermining an important traffic safety measure.

8. The Norwegian Ministry of Transport hereby submits for consultation a proposal to amend the road traffic regulations.

The proposal is to prohibit possession and use in motor vehicles of equipment and commercial services (including apps on mobile phones) that can warn or transmit warnings about traffic controls.

Furthermore it is proposed to prohibit the offering of commercial services that can warn or transmit warnings about traffic controls. One alternative is a legal basis to issue such prohibitions according to the ecommerce Directive (2000/31/EC).

Traffic controls refer to all control activities along the road, carried out by the police and the Norwegian Public Roads Administration. However, warnings concerning stationary speed cameras are exempted.

The proposal further authorizes the ministry to establish detailed regulations regarding the sale of equipment and services intended to warn about traffic controls. The ministry can then issue specific provisions to clarify and/or supplement the prohibitions.

The consultation also provides an alternative proposal which does not prohibit the possession of an application or similar commercial service that warn about traffic controls. Consultation paper: "Skjerpede regler mot risikoatferd i trafikken . Rapport fra arbeidsgruppe . Tema B Forbud mot varsling av trafikkontroller". Can be found here:

<https://www.regjeringen.no/contentassets/fe794720e73f4722b19a8fa6da191a67/rapport-skjerpede-regler-mot-risikoadferd-tema-b-forbud-mot-varsling-av-trafikkontroller2467519.pdf>

9. The proposal is grounded on specific road safety objectives.

"Vison Zero" - a vision of no deaths and serious injuries on Norwegian roads is the basis for the road safety work in Norway, and we have ambitious national targets on the reduction of fatalities and serious injuries in

road traffic, in line with european ambitions.

According to national statistics, speeding is a contributing factor in one third of all fatal accidents and driving under influence of alcohol and drugs is a contributing factor in more than one fifth of all fatal accidents. Thus stronger actions are needed to reduce accidents caused by speeding and driving under influence of alcohol and drugs.

Unannounced and unpredictable traffic controls are documented to be one of the most efficient tools to prevent traffic accidents and combat dangerous traffic behavior such as speeding and driving under the influence of alcohol and drugs. Devices and services that alert about police controls facilitate evasion from such controls and therefore undermines the road safety effect of such control activities.

With systematic warnings of traffic controls, road users are warned in advance about controls. They can temporarily adjust their driving behavior or take another route to avoid being detected. Systematic warnings are very useful information for e.g. persons speeding excessively, driving under the influence of alcohol or drugs or conducting other criminal activities. Police experience drivers with warning devices/services being caught for e.g. driving under the influence when evading controls.

These devices and services are increasingly systematized and commercialized, and has become a significant challenge for the police, and cannot be tackled through e.g. more frequent changes of control locations or hidden controls.

The proposal is assessed and considered justified in the public interest and considered proportional, and a justified restriction on the freedom of establishment, freedom to provide services, and the free movement of goods in the EEA Agreement.

10. References of the Basic Texts: No Basic Text exists

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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