

Protecting the Value of the Nation's Greatest Asset

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Iceland

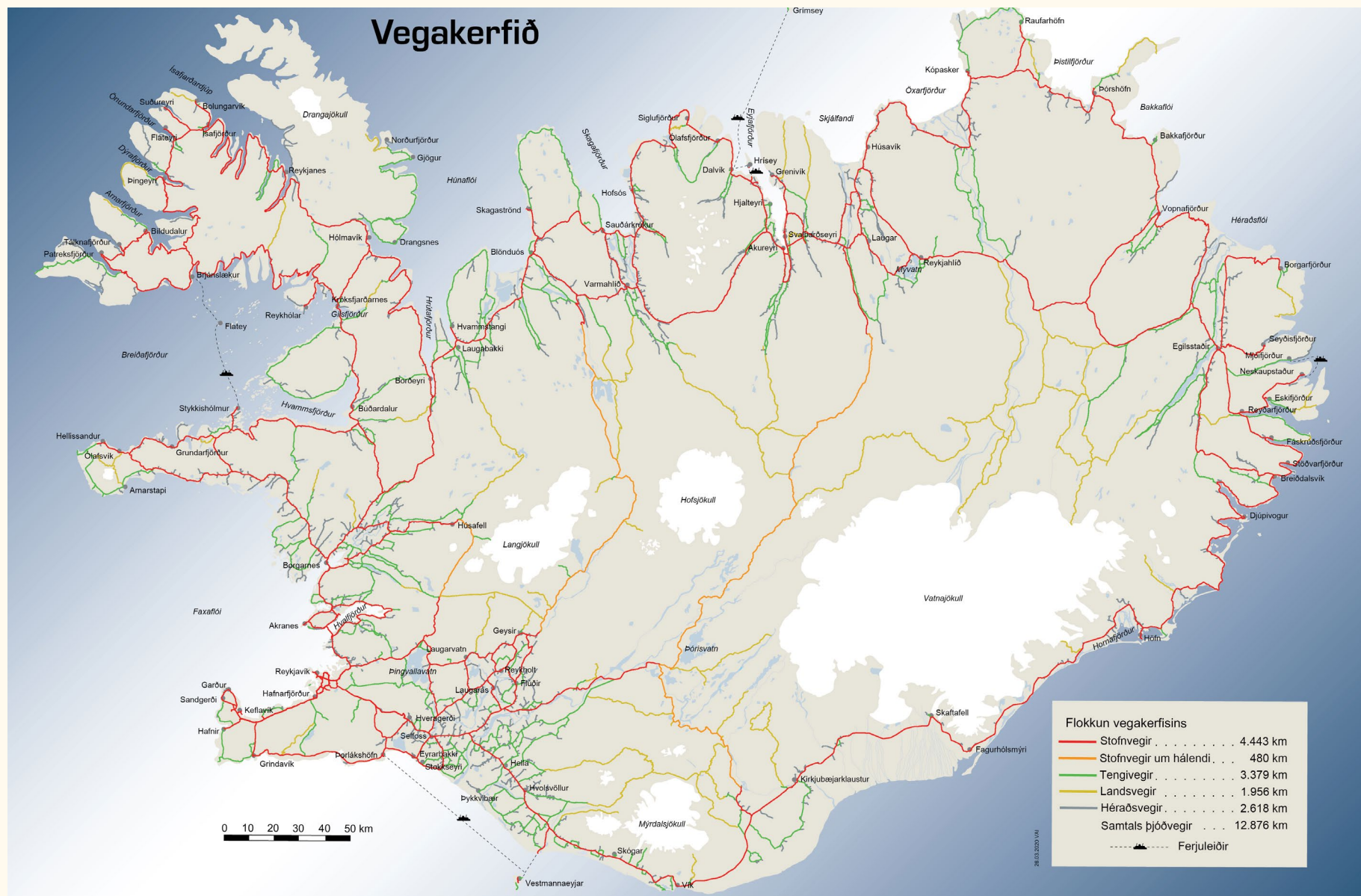


Area 103.000 km²

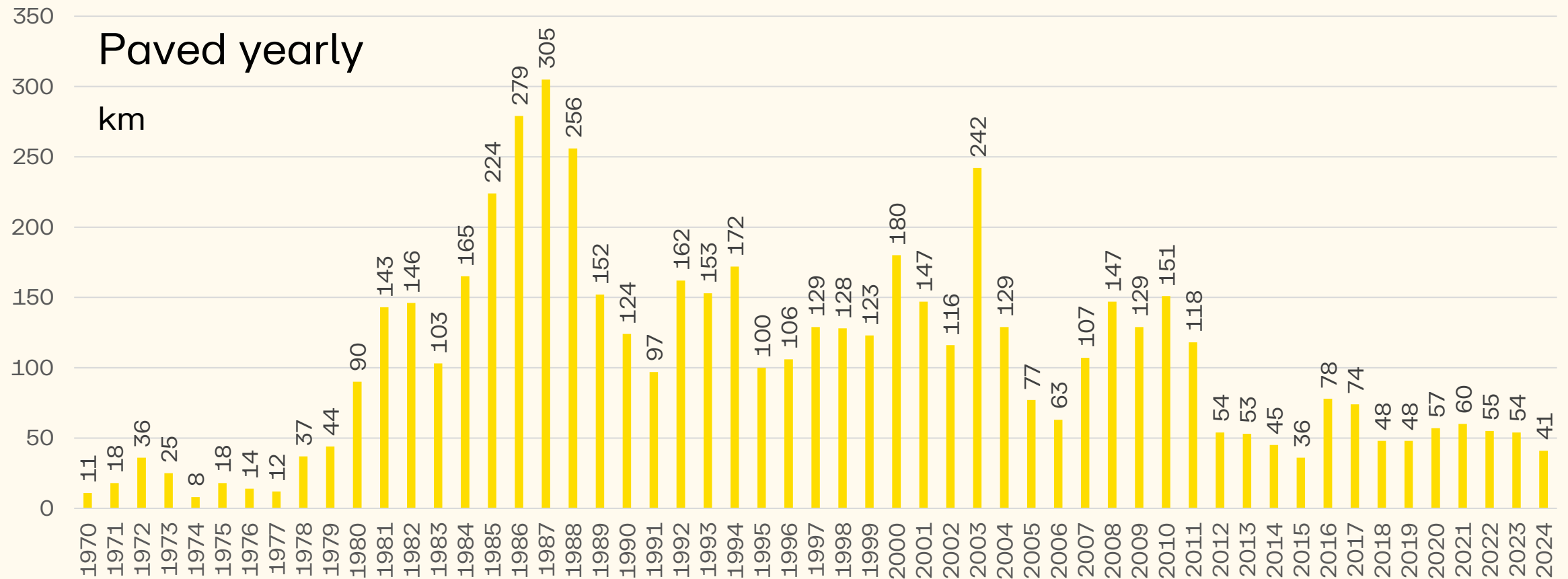
Population 389.444 (1.1.2025)

Capital area 244.168 (63%)

The Road System

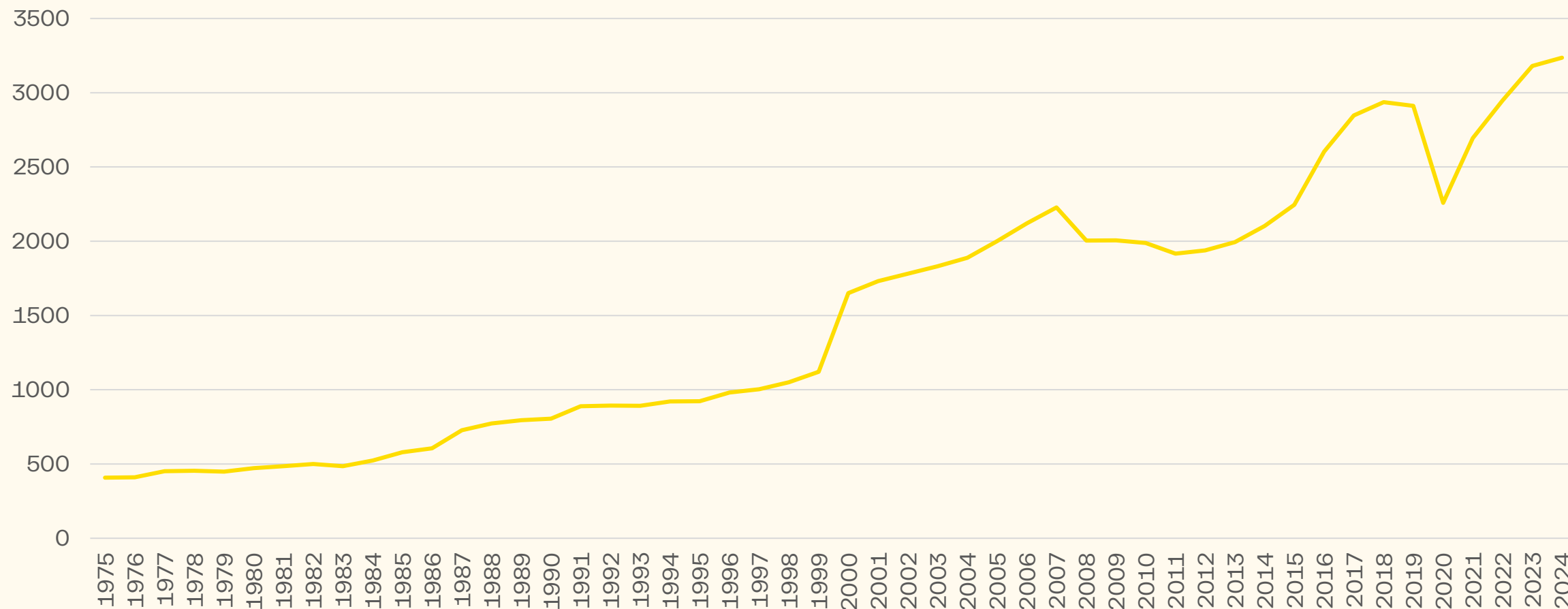


Paved roads – yearly increases 1970 - 2024

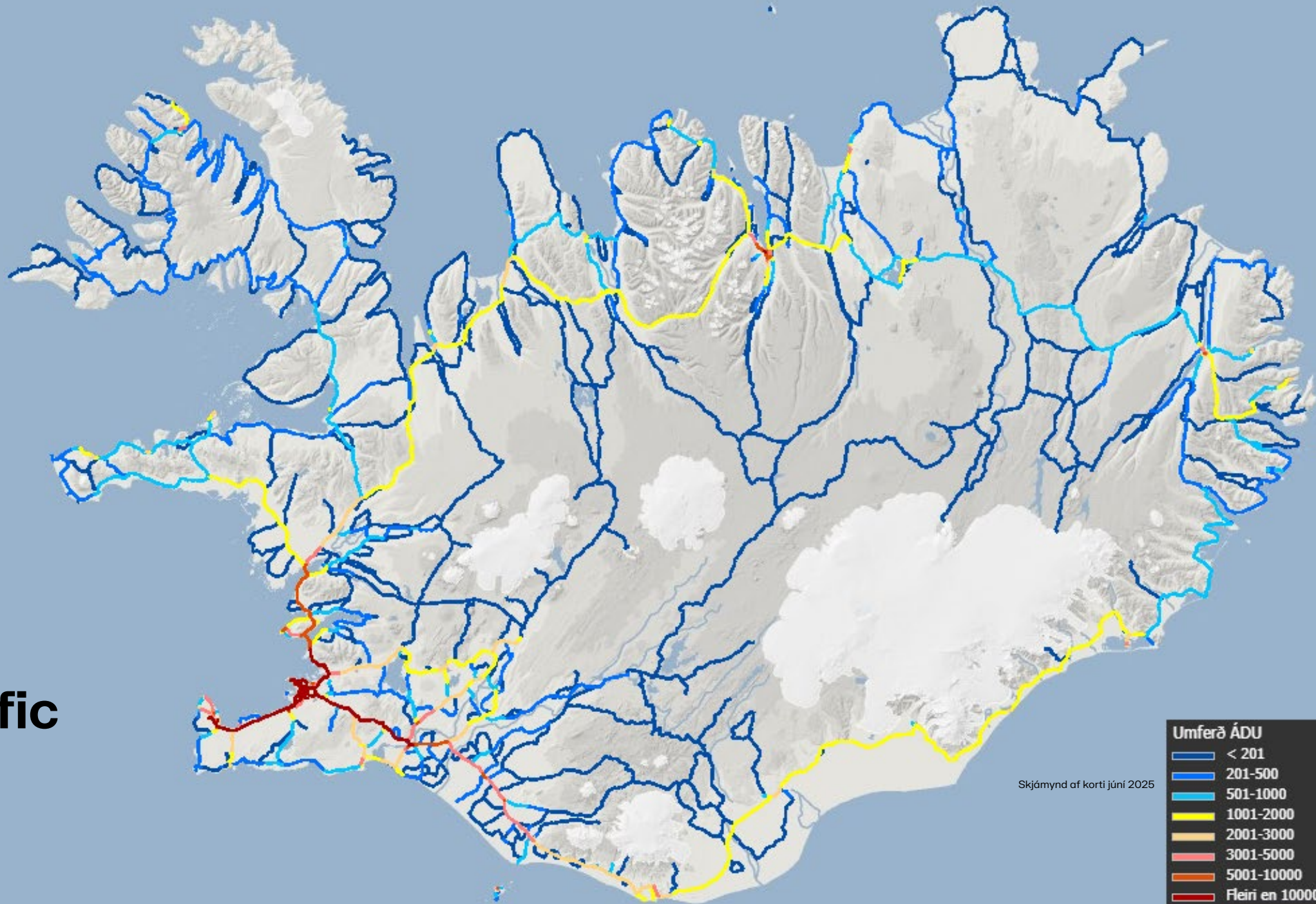


The traffic 1975 – 2024

Millions of kilometers driven. Calculated based on traffic on a 10,324 km section of the road network.
From the year 2000, national roads within urban areas are also included in the calculations, which was not done previously.



Annual Average Daily Traffic (AADT)



Skjámynd af korti júní 2025

2500000

Iceland – Tourism 1960 – 2024

2000000

1500000

1000000

500000

0

1960 1962 1964 1966 1968 1970 1972 1974 1976 1978 1980 1982 1984 1986 1988 1990 1992 1994 1996 1998 2000 2002 2004 2006 2008 2010 2012 2014 2016 2018 2020 2022 2024

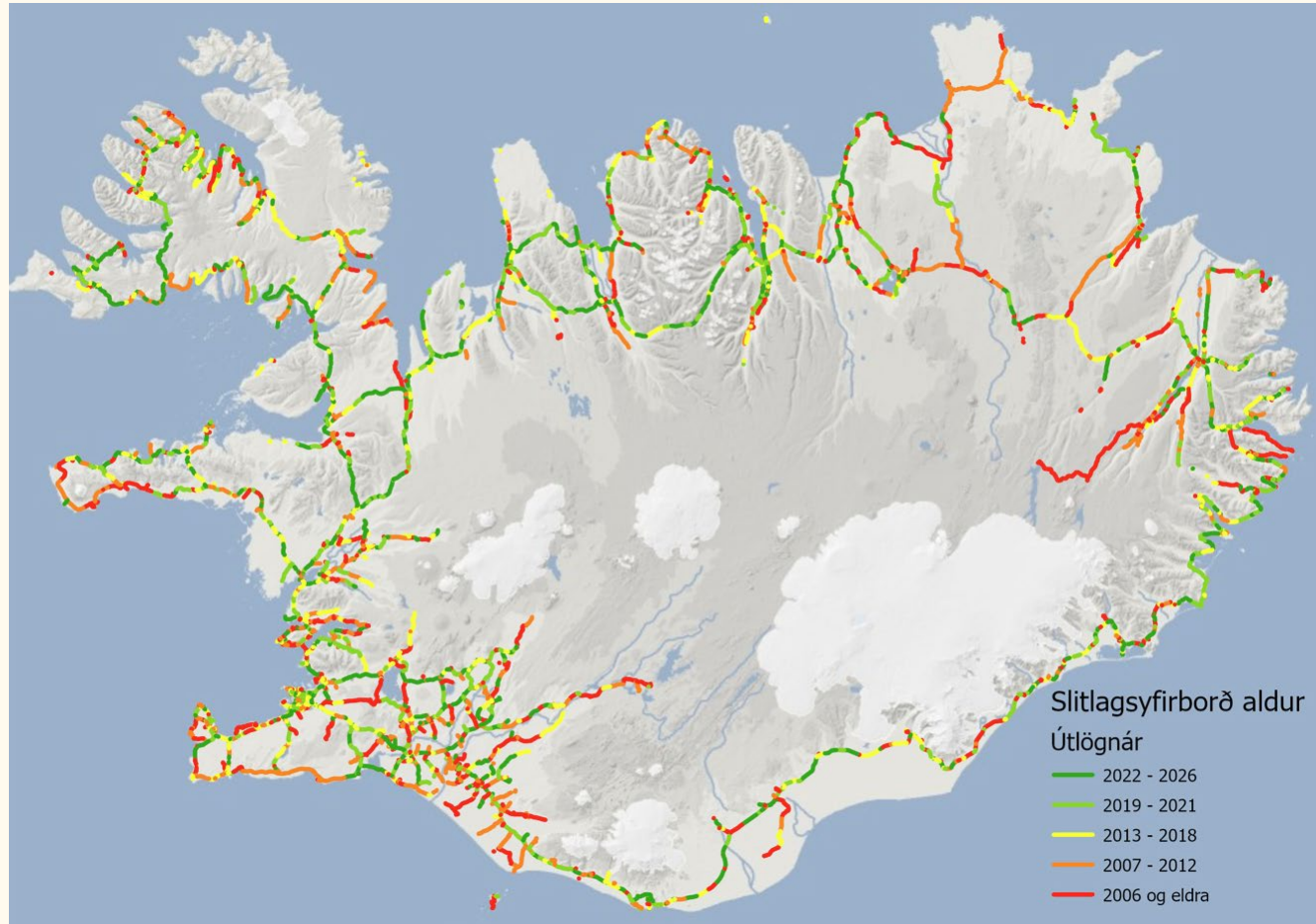
2.287.341

The maintenance backlog

- The backlog consist of 12 categories
- Each category is then split between four regional offices
- The are four major categories are
 - wearing course (road surfaces)
 - base courses
 - bridges
 - tunnels

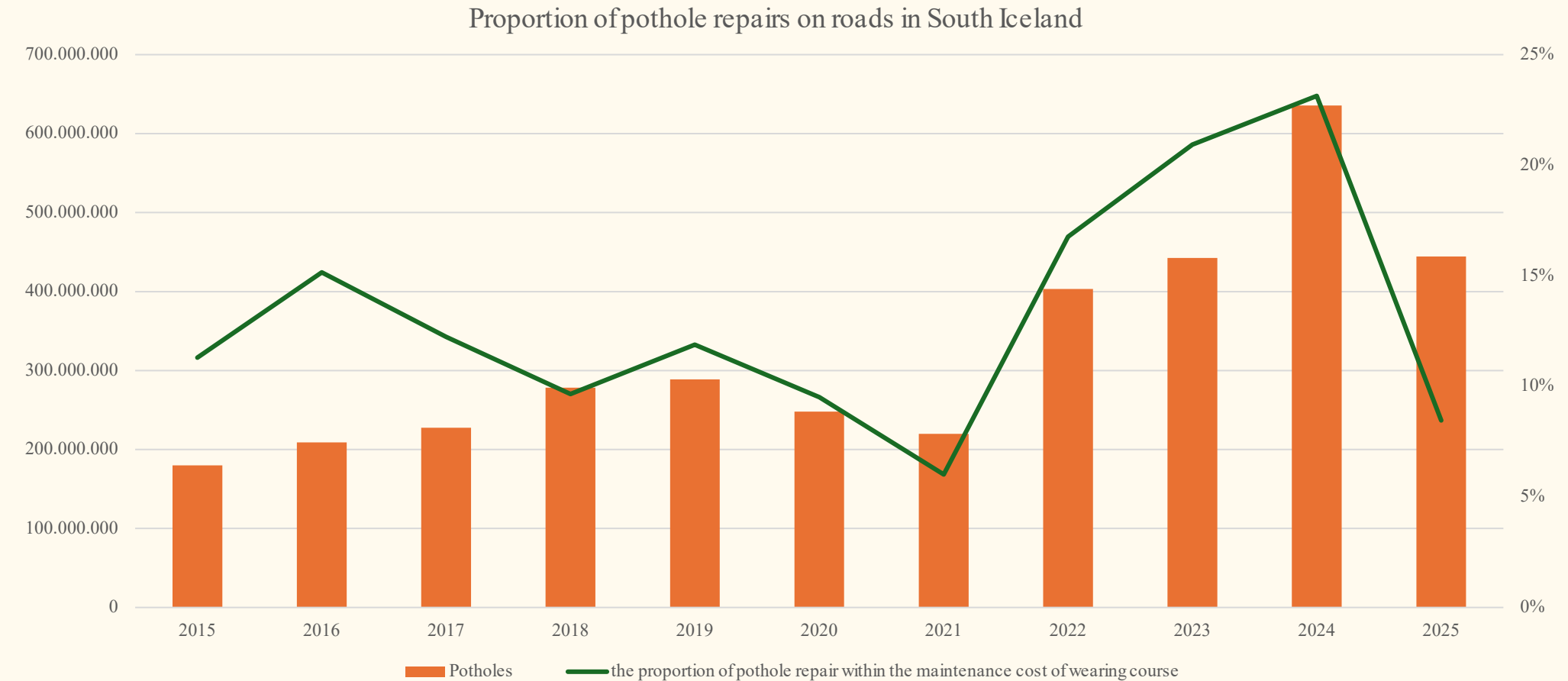


Road surface – wearing course



- Wearing course is divided into asphalt and surface dressing
- 60% of the road network needs maintenance
- With growing tourism traffic the problem gets bigger
- This is particularly evident along Iceland's south coast, which attracts the majority of tourist traffic

Road surface – wearing course - potholes

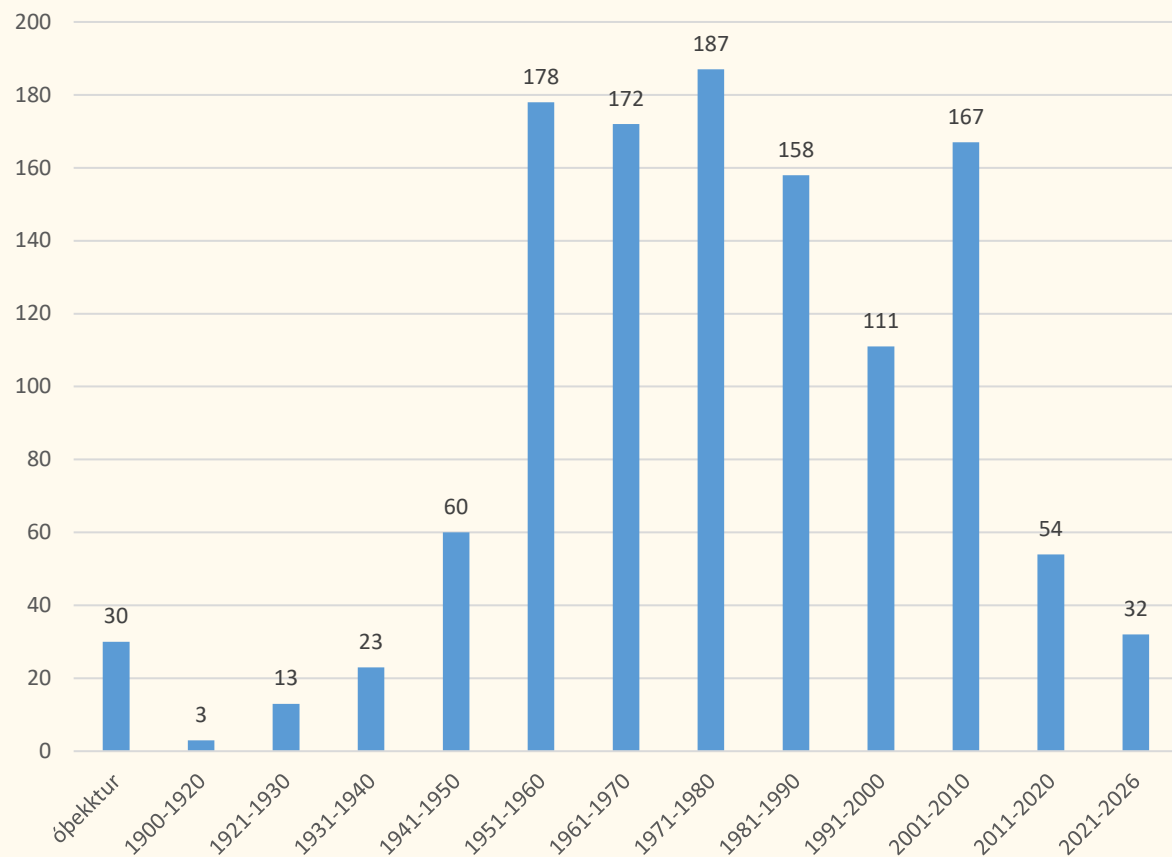


Base course

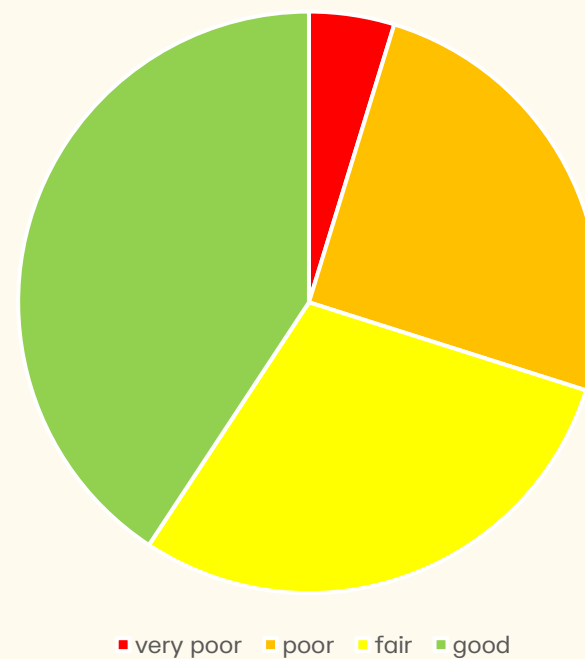
- 1252 km of roads have a low bearing capacity or 27%
- Expensive projects
- Last year we repaired 54 km



Bridges

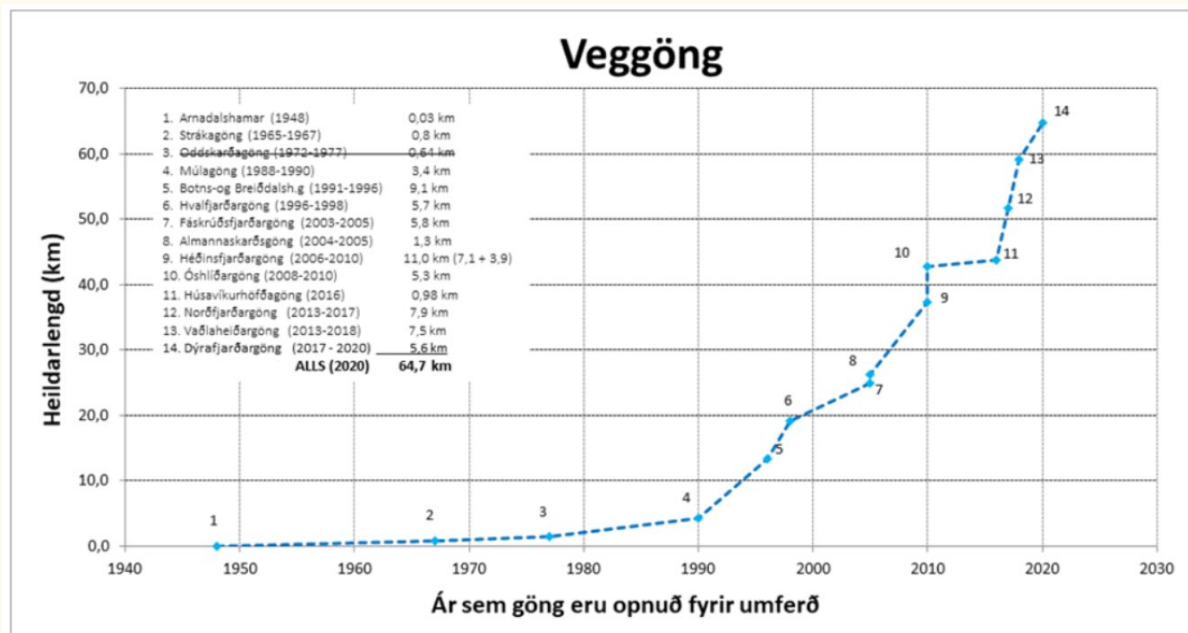


Bridge condition assessment



Road tunnels in Iceland

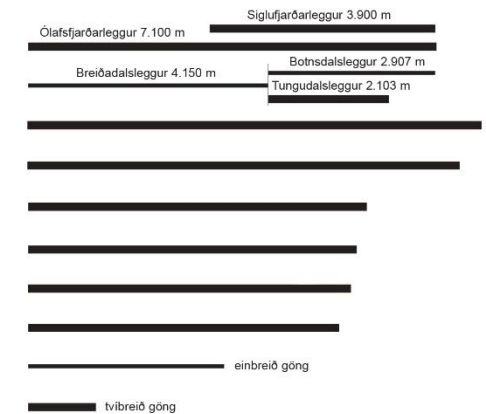
- 14 road tunnels
- ~ 65 km of tunnels
- 1990 – 2020, ca. 2 km of tunnels/yr



Veggöng

1	Héðinsfjarðargöng 2010	11.000 m
2	Breiðadals- og Botnsheiði 1996	9.160 m
3	Norðfjarðargöng 2017	7.900 m
4	Vaðlaheiðargöng 2018	7.500 m
5	Fáskrúðsfjarðargöng 2005	5.900 m
6	Hvalfjörður 1998	5.770 m
7	Dýrafjarðargöng 2020	5.600 m
8	Bolungarvíkurgöng 2010	5.400 m
9	Ólafsfjarðarmúli 1991	3.400 m
10	Almannaskarð 2005	1.300 m
11	Húsavíkurhöfðargöng 2017	992 m
12	Strákagöng 1967	800 m
13	Oddsskarð 1977	640 m
14	Arnarneshamar 1948	30 m

mælikvarði 1: 100.000



Tunnel maintenance

- International standards
- Monitoring and safety systems
- Mechanical equipment
- Telecommunications
- Tunnel lighting
- Road systems



Funding maintenance

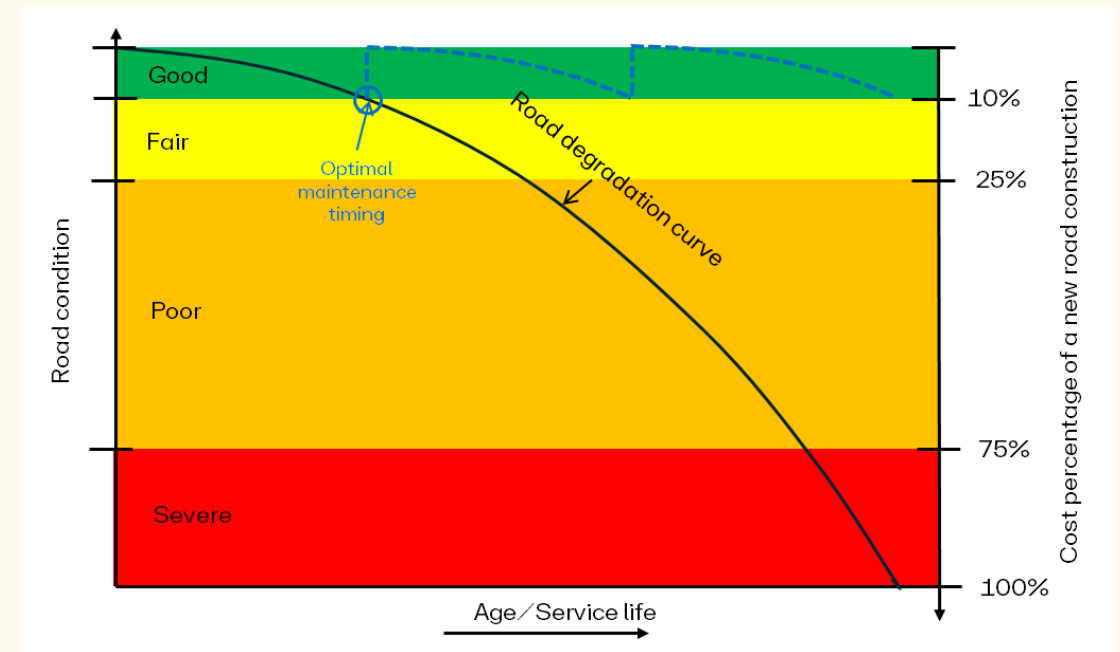
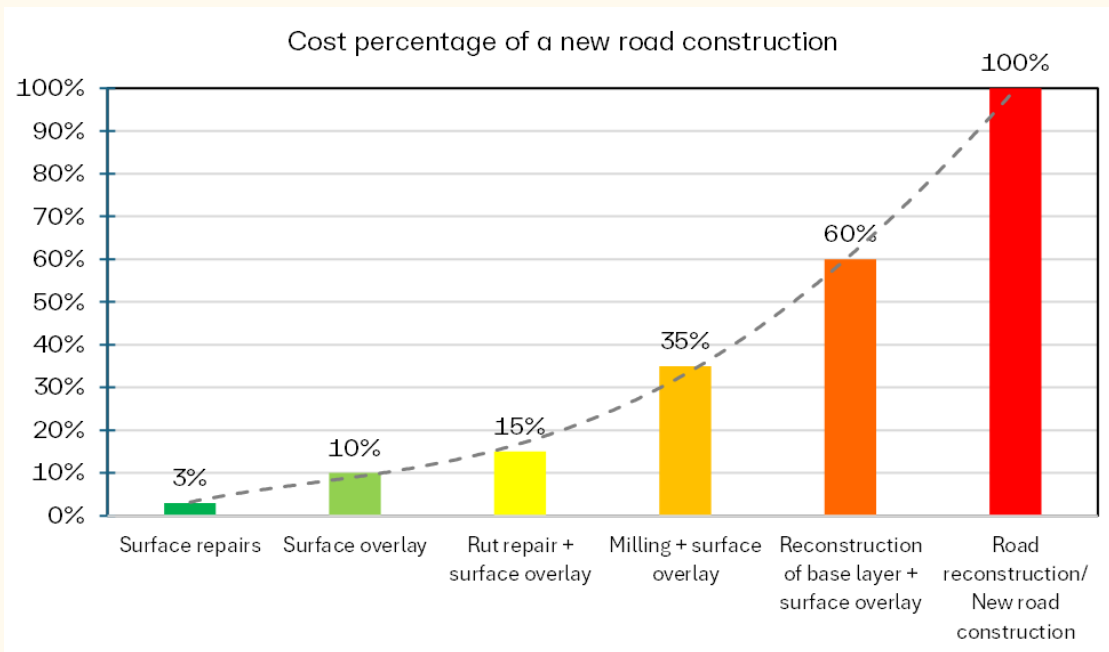
- Traffic has increased by 70-100% depending on the region during the last 10-15 years
- The road network is growing, as a result of projects aimed to widening roads and separating opposing traffic flows
- The length of roads with a bound surface is **6.091 km**.
 - More than half will require new surface dressing within the next five years to prevent further deterioration
 - According to the results of load-bearing capacity measurements, **27%** of roads have limited structural capacity
- The maintenance backlog of the tunnel system is growing
- There are **1.188 bridges** on the road network. The average design life is 80 years
 - The average age of bridges on the road network is approximately **47 years**.



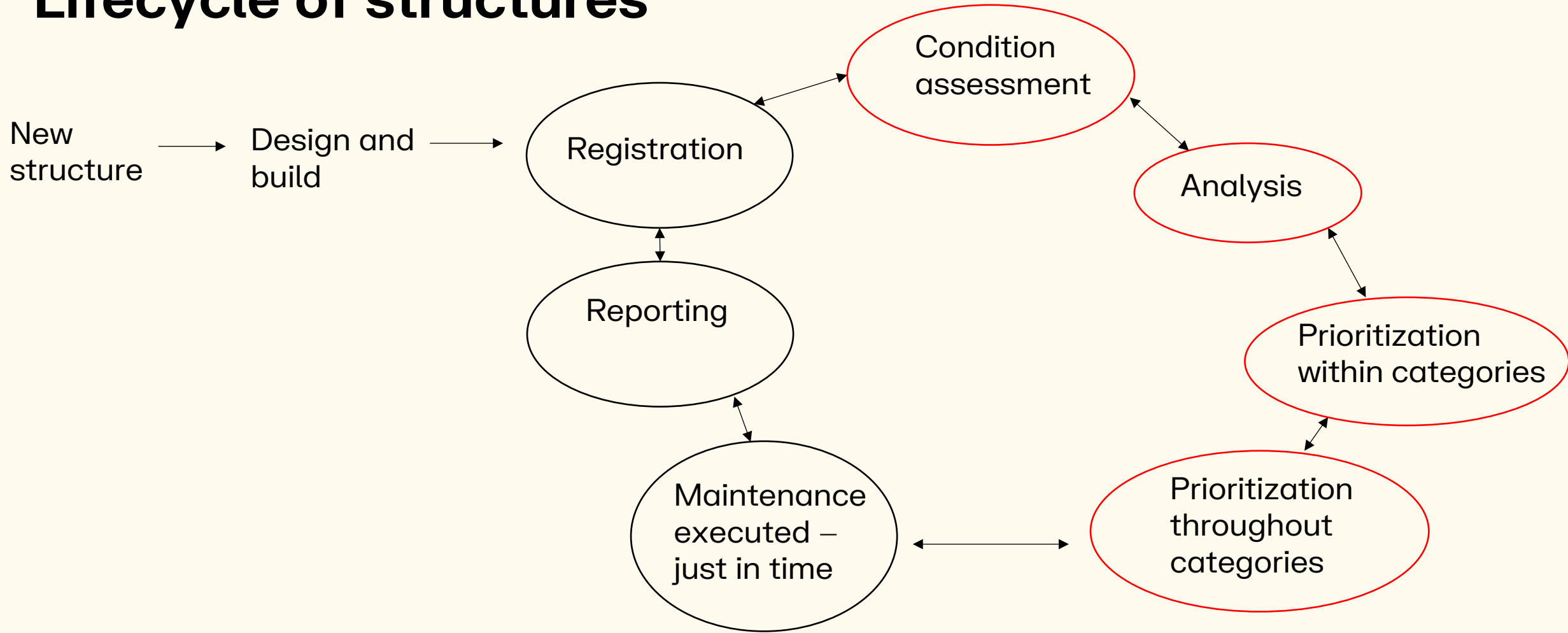
How do we move forward?

- Data driven decision making
- Looking at the whole picture instead of one category at a time
- Prioritizing projects and funding projects strategically





Lifecycle of structures



Where are we now in the process?



Strategically prioritizing within the category – **yes**

Strategically prioritizing throughout categories – **yes** – but we can do better

Just in time – **no yet**

Reporting – **yes** – but there is more to come

If we knew then what we know now...



2017

INNVIÐIR	ENDURSTOFN- VIRÐI, MA.KR.	ÁSTANDS- EINKUNN	FRAMTÍÐAR- HORFUR	UPPSÖFNUÐ VIÐHALDSPÖRF, MA.KR.
 ÞJÓÐVEGIR	770	2		70

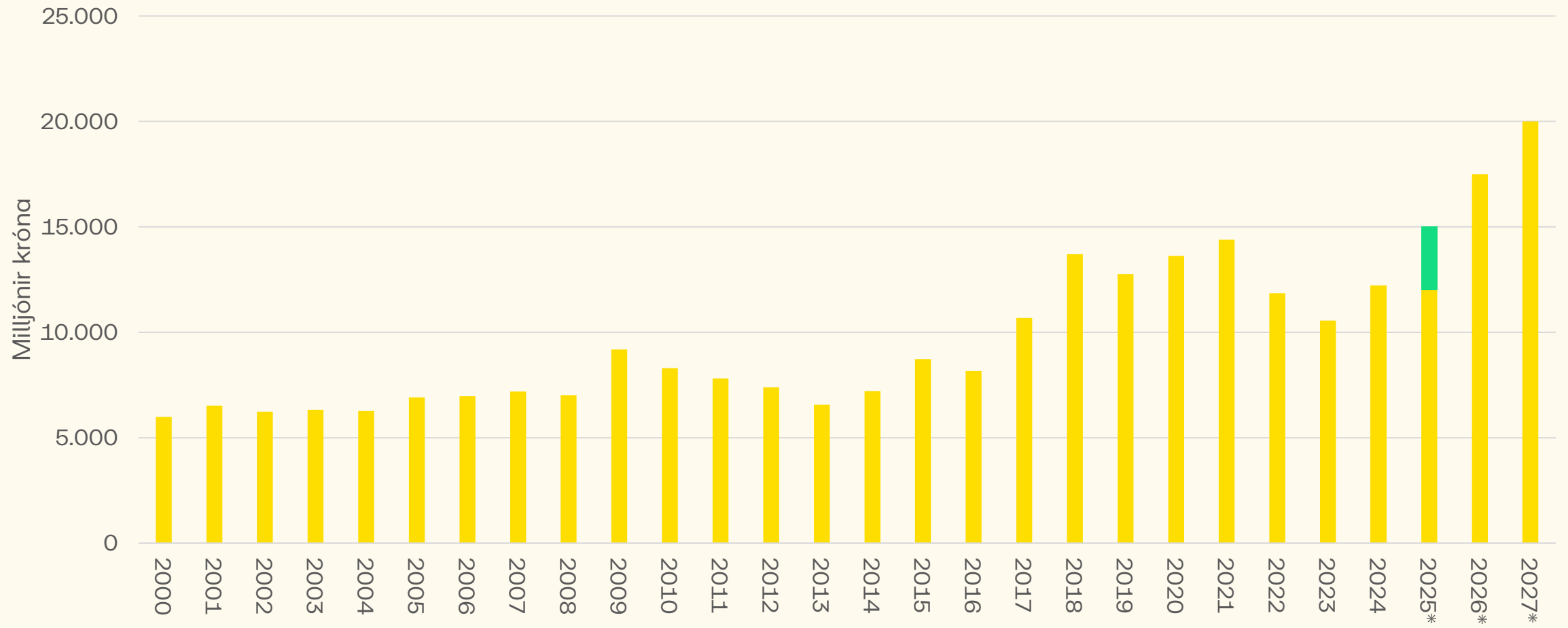
2021

INNVIÐIR	Endurstofn- virði, ma.kr.	Ástands- einkunn	Uppsöfnuð viðhaldspörf, ma.kr.	Framtíðar- horfur
 ÞJÓÐVEGIR	880	2	110	

2025

INNVIÐIR	Endurstofn- virði, ma.kr.	Ástands- einkunn	Uppsöfnuð viðhaldsskuld, ma.kr.	Framtíðar- horfur
 ÞJÓÐVEGIR	1.200	2	200	

State budget, allocation to maintenance 2000 - 2027



What next?

- Data driven decision making
- Strategically prioritizing throughout maintenance categories
- Executing on the right place at the right time
- Enhanced reporting on the condition of the road network
- More forecasting
- With improved predictability, it is possible to enter into framework agreements, thereby increasing flexibility in resource allocation.



Thank you



7/21/2026