TRUCKER’S GUIDE to driving in Norway 2008/09

Presented by Donna Diesel!

vegvesen.no/donnadiesel
Tips from Donna Diesel

CHECKLIST

Driver
- Bring warm clothing and shoes
- Bring food and something hot to drink
- Bring a shovel
- Bring an ice scraper

Vehicle
- Snow chains
- Alcohol in the brake system (older vehicles)
- Tow chains
- Wheel chocks
- Sand
- A full tank of fuel

Useful words

<table>
<thead>
<tr>
<th>Norwegian</th>
<th>English</th>
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</thead>
<tbody>
<tr>
<td>Bensin</td>
<td>Petrol</td>
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<tr>
<td>Blyfri</td>
<td>Unleaded</td>
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<tr>
<td>Bremser</td>
<td>Brakes</td>
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<tr>
<td>Bremsevæske</td>
<td>Brake fluid</td>
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<td>Diesel</td>
<td>Diesel</td>
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<tr>
<td>Gass</td>
<td>Gas</td>
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<tr>
<td>Clutch</td>
<td>Clutch</td>
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<tr>
<td>Høyre</td>
<td>Right</td>
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<tr>
<td>Venstre</td>
<td>Left</td>
</tr>
<tr>
<td>Kontrollere</td>
<td>Check</td>
</tr>
<tr>
<td>Kjølevæske</td>
<td>Antifreeze</td>
</tr>
<tr>
<td>Mekaniker</td>
<td>Mechanic</td>
</tr>
<tr>
<td>Olje</td>
<td>Oil</td>
</tr>
<tr>
<td>Flatt batteri</td>
<td>Flat battery</td>
</tr>
<tr>
<td>Punktering</td>
<td>Flat tire</td>
</tr>
<tr>
<td>Sikring</td>
<td>Fuse</td>
</tr>
<tr>
<td>Gasspedal</td>
<td>Accelerator</td>
</tr>
<tr>
<td>Strøm</td>
<td>Power</td>
</tr>
<tr>
<td>Bensinstasjon</td>
<td>Petrol station</td>
</tr>
<tr>
<td>Skifte ut</td>
<td>Replace</td>
</tr>
<tr>
<td>Vann</td>
<td>Water</td>
</tr>
</tbody>
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Are you prepared to meet the winter?
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The 90s saw a dramatic increase in the number of heavy vehicles crossing Norwegian borders, particularly vehicles from countries like Russia, the Czech Republic, Hungary, Poland, and the Baltic states. However, many foreign heavy vehicle drivers were unaware of the conditions awaiting them on Norwegian roads, particularly during winter. This lack of awareness has led to serious accidents, closed roads, long queues, and substantial expenses incurred by both business and industry and Norwegian authorities.

In 2000, the Norwegian Public Roads Administration initiated a project aiming to reduce the number of accidents involving heavy vehicles on Norwegian winter roads. By providing information to heavy vehicle drivers from the abovementioned countries, the Norwegian Public Roads Administration hoped to prepare drivers for the challenges ahead of them on Norwegian winter roads. This information was conveyed by the use of a comic strip, wherein the main character is a female heavy vehicle driver named Donna Diesel, hence the project’s name – Donna Diesel.

Heavy vehicle inspections show that the technical condition of vehicles originating in these countries is much improved, but we still have a long way to go before foreign heavy vehicles are sufficiently prepared for driving on Norwegian winter roads without getting into trouble, particularly in terms of tires and snow chains. In this trucker’s guide, the project group has collected a lot of the information foreign heavy vehicle drivers need to drive safely in Norway, and by distributing the guide, the Norwegian Public Roads Administration hopes to guide everyone involved in the transport industry in Norway. In here, you will find maps indicating the recommended routes for different regions of the country, and lists of all the roads that are closed during the winter season, ferry crossings, and what you need in terms of tire equipment and snow chains, as well as some of the laws and regulations that apply to transport activities in Norway.

The Trucker’s Guide has been translated into several languages: English, German, Russian, Polish, and Finnish, and it will also be posted online on the Norwegian Public Roads Administration website: vegvesen.no.

This guide will not be updated continually, and may not reflect the latest amendments to rules and regulations. Consequently, no rights or obligations may be inferred from this guide.

You may also find Trucker’s Guide online, at: www.vegvesen.no/donnadiesel

Have a nice trip!

Kjell Bjørvig
Director of Roads and Traffic
Norwegian Public Roads Administration
About Donna Diesel

DONNA DIESEL is the name of an information campaign directed at foreign heavy vehicle drivers operating on Norwegian winter roads. The motivation behind this campaign was the marked increase in heavy vehicle traffic crossing Norwegian borders. Many of these foreign drivers were not familiar with the rules and regulations governing heavy vehicle transport in Norway, many of the vehicles were often in poor technical condition, and the drivers were unprepared for the challenges associated with driving on Norwegian winter roads.

The campaign centres on a cartoon character named Donna Diesel, and presents the challenges facing foreign drivers on Norwegian winter roads in an easily accessible way.

Who is Donna Diesel?
You might wonder who Donna Diesel is. She is a Norwegian heavy vehicle driver with long-standing experience. For many years she has been transporting goods from all of Europe to locations across the country.

Drama on Norwegian winter roads
In recent years, Donna has experienced a lot on her travels, but the most dramatic situations always happen on Norwegian winter roads. She has seen trucks capsized by the side of the road and others stuck in the mountains. Once, she witnessed a truck slide backwards several hundred metres down a steep slope. Luckily, nobody was hurt in the process, but that was simply because the driver got extremely lucky.

Be prepared!
On Norwegian winter roads you cannot trust your luck. The only things you can trust are quality equipment, responsible driving, and you being your own best friend behind the wheel. Norway is a difficult country to drive in, with many winding roads and plenty of snow. These conditions naturally follow from the mountainous terrain that makes up most of the country. Anyone who is fooled by good roads at the border will have a rough ride ahead. However, having the proper equipment can help prevent many dangerous situations.

Ask Donna Diesel for help
Donna hopes she can be of help to you. That way you can be king of the road – all the way there.

Donna’s job during the winter season is to guide YOU, and to show you how you can be successful on Norwegian winter roads. Donna Diesel may be a stern lady, but her smile is never far away.

Ask Donna before you begin your trip, and feel free to contact her during your trip as well. She can assist you and help you along if necessary.

www.vegvesen.no/donnadiesel

5 reminders from Donna Diesel

<table>
<thead>
<tr>
<th>DON’T</th>
<th>DO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribute your load correctly</td>
<td>Use snow chains</td>
</tr>
<tr>
<td>Use winter tires</td>
<td>Take breaks</td>
</tr>
<tr>
<td>Choose the right road</td>
<td></td>
</tr>
</tbody>
</table>
Map with page references
See page 35 for detailed maps of Norway's largest cities.
Facts about Norway

**Area** 385,852 km²
**Population** 4.78 million
**Population density** 14.6/km²
**Main language** Norwegian
**Capital** Oslo 568 809
**Large cities** Bergen 249 527
**Primary roads** 8,873 km
**Main roads** 27,360 km

**Currency**
1 Euro = approx. NOK 8

Coins and bills
Coins: 50 øre, 1, 5, 10 and 20 kroner.
Bills: 50, 100, 200, 500 and 1000 kroner.

Travel information
The Norwegian Haulier’s Association
Thorvald Meyersgt. 72
N-0506 Oslo
Phone: +47 22 03 32 00
Fax: +47 22 20 56 15

Contact person: Anne Lise Torgersen

Standard opening hours
Banks:
08:30 – 15:30. Thursdays until 17:00. Some banks will have extended opening hours during summer.

Post offices:
Monday – Friday, 08:00 – 17:00.
Saturdays 08:00 – 13:00.

Shops:
Most shops are open Monday through Saturday, with reduced opening hours on Saturdays. Some supermarkets are open on Sundays.

Phone calls
Public pay phones take 1, 5, and 10 kroner coins, as well as phone cards that you can buy in kiosks, supermarkets, etc. The international dialling code for Norway is +47.

Mobile phones
Mobile phones may be freely brought into the country and used. Standard GSM phone service covers most areas of the country. When you are driving, a hands-free device must be used.

Inspections and law enforcement
- The police and the Norwegian Public Roads Administration are responsible for most roadside inspections and checkpoints in Norway.
- The Norwegian Customs and Excise authority are responsible for collecting customs and excise, and similar fees.
- The Norwegian municipalities are largely responsible for enforcing parking regulations.

Lights
The use of daytime lights/low beams is mandatory at all times.

Blood alcohol limit
The permissible Norwegian blood alcohol limit is 0.02 percent. Persons caught driving with a blood alcohol level exceeding this limit may have their driving license confiscated, and they may be further punished by fine or imprisonment. In addition, one can be excluded from driving a motor vehicle in Norway.

Duty to yield
A general duty to yield to traffic from the right applies. Main roads are usually priority roads.

[Diagram of priority roads and end of priority road]

If a main road runs through a city or town, you may have a duty to yield to traffic from local roads. Such situations are marked by the sign “End of priority road”.

Seat belts
The use of seat belts is mandatory. This also applies to the back seat, if this is fitted with seat belts.
Fire extinguishing equipment
All vehicles are required to carry fire extinguishing equipment. This equipment must be easily accessible and visible. Make sure the fire extinguishing equipment is fully operational and ready to be used.

Warning of emergency stop
1. All vehicles must carry at least one warning triangle, pursuant to the regulations relating to vehicle requirements.

2. If a vehicle has stopped in a location where it could endanger or hinder other road users, and the vehicle cannot immediately be moved to a more suitable location, the driver must warn other road users of this fact, using a warning triangle, emergency signals, or other means. The warning triangle must be placed at a distance from the vehicle, if possible at least 150 metres, so that other motorists may see it in time.

Engines running on idle
Idling the engine unnecessarily is prohibited.

Diesel fuel
The use of dyed diesel (low tax fuel) is not permitted in buses, trucks, vans, or station wagons/passenger cars in Norway. The same applies to camper vans and mobile homes. Violations are punishable by fine.
Driving in Norway

Speed
Speed limits
Towns/Densely populated areas ........*50 km/h
Country roads........................................80 km/h
Highways.........................................***80/100 km/h
* In many areas 30 km/h
*** The speed limit for motor vehicles exceeding 3,500 kg is 80 km/h in Norway, even when signs indicate a higher speed limit.

Check the signs. On highways and larger roads, the speed limit will always be posted with signs.

Fines
Fines may be enforced on site. In case of serious violations of the speed limit, driving licenses may be confiscated. The size of fines issued depends on the applicable speed limit and the severity of the offence.

Example:

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>Violation</th>
<th>Fine, in NOK</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>10 km/h in excess</td>
<td>NOK 1,600</td>
</tr>
<tr>
<td>60 km/h</td>
<td>25 km/h in excess</td>
<td>NOK 6,500</td>
</tr>
<tr>
<td>70 km/h</td>
<td>10 km/h in excess</td>
<td>NOK 1,600</td>
</tr>
<tr>
<td>70 km/h</td>
<td>25 km/h in excess</td>
<td>NOK 4,900</td>
</tr>
</tbody>
</table>

The offence of running a red light is punishable by a fine of NOK 5,200.

Driving downhill
Norway has many roads with long climbs or descents. These will often be signposted. When driving downhill, you must be careful not to overheat the brakes, causing brake failure.

• Reduce your speed before beginning the descent
• Use a low gear
• Use auxiliary brakes if available
• When the low gear and auxiliary brakes are not enough to keep the speed down, the foot brake is used for short periods at a time.

General information about wheels and tires
The overall goal for any driver on Norwegian winter roads is to make sure the vehicle has sufficient grip and does not slide uncontrollably.
A vehicle may not be used unless it has sufficient grip under the circumstances. If necessary, studded tires, snow chains, etc., must be used.

Winter tires are special tires, manufactured specifically for use in the winter season, with a tread depth of at least 3 mm. Only winter tires may be studded, with the exception of motorcycle tires.

- Wheels on the same axle must be fitted with tires exhibiting approximately equal qualities.
- The wheels must be sufficiently balanced, both dynamically and statically.
- In general, summer tires are unsuitable for driving in the winter season, due to their rubber compound and tread pattern.
- Studded tires are not required by Norwegian regulations for driving in the winter season. However, in some conditions, driving with studded tires may yield a better grip.
- On vehicles exceeding 3,500 kg, a tread depth of 5 mm is recommended during the winter season.

The winter season is defined as the period between November 1 and the first Monday after Easter Monday. In the three northernmost counties, Nordland, Troms and Finnmark, the winter season is defined as the period between October 16 and April 30.

**Tread requirements**

For motor vehicles designed for speeds exceeding 30 km/h, the following applies:

Tires fitted on cars, motorcycles, tractors, and other motor vehicles, as well as trailers and trailing vehicles must have a tread depth of at least 1.6 mm.

However, for driving during the winter season, a tread depth of at least 3 mm is required.

**Studded tires**

Studded tires and chains are permitted during the winter season.

If a vehicle with a maximum allowed weight of less than 3,500 kg, a trailer/trailing vehicle designed for speeds exceeding 50 km/h and fitted with service brakes, or a motorcycle is equipped with studded tires, the vehicle must have studded tires on all wheels. The car may, however, still have studded tires on one axle and chains on the others.

**Chains**

Whenever snow or icy conditions on the road can be reasonably expected, and throughout the winter season, vehicles with a maximum allowed weight exceeding 3,500 kg must bring chains that are fitted to the vehicle's wheels and that are designed in such a way that the chains are always in contact with the road surface. The chains must be made of metal/steel, be suitable for the relevant conditions, and be able to withstand the stresses of driving on winter roads.

It is always best to fit the chains to the tires **BEFORE** you begin driving on an exposed stretch of road. It is much harder to fit chains once you have gotten stuck. It is also important that you learn how to fit your tires with chains before you begin a long journey. It is a bit too late to learn once you get stuck in the Norwegian mountains.

- Motor vehicles with a maximum allowed weight exceeding 3,500 kg are required to carry at least three chains, of which one must fit the vehicle's front wheels and two must fit the drive wheels.
- Combination vehicles comprising a motor vehicle and trailer, where both vehicles have a maximum allowed weight exceeding 3,500 kg, are required to carry at least seven chains, if the motor vehicle is equipped with dual wheels on the drive axle. One chain must fit the front wheels of the motor vehicle, four chains must fit the drive wheels of the motor vehicle, and two chains must fit the wheels of the trailer. If the motor vehicle is equipped with single wheels on the drive axle, or if dual chains are used to fit the dual wheels, five chains will suffice, of which two must fit the drive wheels of the motor vehicle.

**REMEMBER!**

The driver is responsible for making sure the vehicle has the proper wheel equipment!
Motor vehicles equipped with automatically operated tire chain systems (so-called “on-spot chains”) are permitted to have this system replace two chains in cases where the motor vehicle is equipped with dual wheels on the drive axle.

Chain stations
Before and after difficult stretches of road, the Public Roads Administration has established places to attach tire chains, called «chain stations.» These are marked with special signs. The chain stations are cleared of snow and are large enough that large trucks can park there while drivers attach or detach tire chains. The chain stations are always in a flat area, so that drivers have the opportunity to stop and re-tension the tire chains after having driven for a while.

If you arrive at a chain station it might be a good idea to call the Public Roads Administration information hotline to get information about the conditions ahead.

It is always best to fit the chains to the tires BEFORE you begin driving on an exposed stretch of road. It is much harder to fit chains once you have gotten stuck.

It is also important that you learn how to fit your tires with chains before you begin a long journey. It is a bit too late to learn once you get stuck in the Norwegian mountains.
How to attach tire chains

1. Roll the chain out on the ground. Make sure the chains are not twisted or tangled.

2. Lift the chain onto the wheel with the tightening ridges on the outside and in the “loose” position. Hit/push the end of the chain under the back of the wheel, and back the vehicle up approx. ¼ turn of the wheels.

3. First, connect the chain on the inner side of the wheel.

4. Then tighten the chain around the wheel by hand, by pulling the chain on the outer side of the wheel. Then, hook one end of the chain into the other.

5. Tighten by inserting a tightening lever into the groove on the ridge and twisting it 90 degrees, so that the chain loop slips into the “tight” position (6).

6. Check degree of tightness.

7. If you need to tighten two ridges, these must be placed diagonally in relation to each other.

How to attach chains on combination vehicles:

- Truck
- Trailer
- Towing vehicle
- Semitrailer

Please note: After driving for approx. 100 – 200 metres, chains need to be re-tensioned.
Choose the right road
Norway has a very complex network of roads, with substantial differences in the quality of the roads. Ferry crossings make up an integral part of the stretch on a number of routes. Many of our roads are also toll roads, where you will have to pay a charge, like on the ferries. Every winter, we see truck drivers choosing alternative routes, that are often longer and more difficult, to reach their final destination. Unfortunately, wrong choices are often made, and if, in addition, the vehicle is ill equipped to drive on wintry roads, lacking tire chains, for example, accidents can easily occur, sometimes with devastating consequences.

Shortcuts can be full of obstacles you cannot see from a map. For example, they may include narrow roads with sharp turns and/or poor road surfaces.

In some of our mountain passes, the weather conditions are so adverse and unstable that the Norwegian Public Roads Administration closes them in the winter. Other passes are open during the day, but closed at night.

Challenging/unsuitable roads
Some of Norway’s roads – main roads included – can be quite challenging during the winter season. This particularly applies to stretches of road with steep climbs and/or descents, especially during periods with heavy precipitation. In these situations, heavy vehicles with single-axle drive (even if equipped with winter tires and/or chains) may experience difficulties. Often, heavy vehicles get stuck or drive off the road.

These stretches of road ought to be avoided, if possible, during periods of heavy precipitation and icy roads. These roads may also be temporarily closed for heavy vehicles during periods of difficult conditions.

Vehicles that get stuck, blocking or hindering other motorists, may be towed and impounded until public authorities receive payment for costs incurred in this regard.

Specific stretches of road heavy vehicles should avoid during periods of heavy precipitation/icy roads are listed according to region. In these areas heavy vehicles are particularly vulnerable to getting stuck or sliding off the road.

Remember that the shortest route on the map may not necessarily be the quickest!
Stretches of road with limited accessibility

REGION: SOUTHERN NORWAY

Vest Agder district
Main road Stretch
E39 ......... Vigeland - Lyngdal

Aust-Agder district
Main road Stretch
E18 ............ Grimstad - border of Vest-Agder County
Rv. 41 ....... Høyken - Hynnekleiv
Rv. 42 ....... Hynnekleiv - Vegudsdal - Evje
Rv. 9 ........... Bjørnarå - Bykle nord

Lower Telemark district
Main road Stretch
E18 ............. border of Vestfold County - Moheim
Rv. 353 ........ Rugtvedt - Rafnes

Upper Telemark district
Main road Stretch
E134 ............ County border - Finnlia
E134 .......... Nutheim
E134 .......... Libergbakken
E134 .......... Ruibakken
E134 .......... Kjerringдалen
E134 .......... Vinje kirke
E134 .......... Rjukanbakken
Rv. 9 .......... Haukelilia
Rv. 37 .......... Maristien
Rv. 37 .......... Busnesbakken
Rv. 38 .......... Skafsåberga
Rv. 41 .......... Kviteseidkleiven
Rv. 41 .......... Busnesbakken
Rv. 45 .......... Eidsborberga

REGION: EASTERN NORWAY

Western Oppland district
Main road Stretch
E16 ............ Bagn – Bjørgo
E16 ............ Øye – Filefjell
Rv. 33 .......... Flaggfjell – Tonsåsen
Rv. 35 .......... Vang Olimb
Rv. 4 .......... Amundrad – Lyngna
Rv. 4 .......... Stryken - Grua

Gudbrandsdal district
Main road Stretch
Rv. 15 .......... Dønfold – Billing
E136 ............ Entire stretch
Rv. 27 .......... X E6 – Ringebufløyet
Rv. 51 .......... Randsbakkene
Rv. 55 .......... Bøvertun – Krossbu
E6 ............ Dombås town centre – Hjelleseter (Dombåsbakkene)
Rv. 250 .......... Dokka – Vingrom
Regions of Norway:

**Hedmarken Østerdalen district**
- **Main road**
  - Stretch: Gardbekkegga (Rv. 3)
  - Stretch: Lonåsen – Skårdalen (Fossbakklia) (Rv. 3)
  - Stretch: Kilen – Knetten (Rv. 25)
  - Stretch: Nesvollberget – Støa (Swedish border) (Rv. 25)
  - Stretch: Misterlia (Rv. 217)

**Østfold district**
- **Main road**
  - Stretch: Askim – Trøgstad (Mønsterbakkene) (Rv. 115)

**REGION: WESTERN NORWAY**

**Sogn district**
- **Main road**
  - Stretch: Filefjell (Tyin – Borlaug) (E16)
  - Stretch: Hemsedalfjellet (Galdane Borlaug) (Rv. 52)

**Fjordane district**
- **Main road**
  - Stretch: Utvikfjellet (Rv. 60)

**Voss og Hardanger district**
- **Main road**
  - Stretch: Oppheim – Vinje (Vinjedalen) (E16)
  - Stretch: Jøsendal - Røldal (E134)

**REGION: CENTRAL NORWAY**

**Møre og Romsdal district**
- **Main road**
  - Stretch: Valgermo – Kjelbotn (E39)
  - Stretch: Brustuglia (Brøstvegen – Hersel) (E136)
  - Stretch: Tjellekleiva (Rv. 62)
  - Stretch: Snøvassmøelen (Rv. 70)
  - Stretch: Gråura (Møre- and Romsdal) (Rv. 70)
  - Stretch: Strandafjellet (Lade – Ringstadkrysset) (Rv. 60)
  - Stretch: Hamregjøltunnelen – Hellesylt (Rv. 60)

**Sør-Trøndelag district**
- **Main road**
  - Stretch: Forve – Høgkjølen (E39)
  - Stretch: Gråura (Sør-Trøndelag) (Rv. 70)
  - Stretch: Stuggudal – Brekken (Rv. 705)
  - Stretch: Gjølme – Sunde (Rv. 714)
  - Stretch: Momyr – Reppkleiv (Rv. 715)

**Nord-Trøndelag district**
- **Main road**
  - Stretch: Asp – Grong (Kne) (E6)
  - Stretch: Asp – Grong (Heimsjøen) (E6)
  - Stretch: Asp – Grong (Vegset – Snåsaheia) (E6)
  - Stretch: Gudå - Swedish border (E14)
  - Stretch: Nustafoss – Sneïåsen (Nustafoss – Sneiåsen)
  - Stretch: Gudå – Swedish border (Teveldal – Swedish border) (E14)

Stretches of road with limited accessibility
## Stretches of road with limited accessibility

### REGION: NORTHERN NORWAY

#### Helgeland district

<table>
<thead>
<tr>
<th>Main road</th>
<th>Stretch</th>
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<tbody>
<tr>
<td>E6</td>
<td>Majavatn – Fallmoen (Svenningdalenu)</td>
</tr>
<tr>
<td>E6</td>
<td>Mosjøen – Osen</td>
</tr>
<tr>
<td>E6</td>
<td>Messingslett bru – Krokstrand (Dunderlandsdalenu)</td>
</tr>
<tr>
<td>E12</td>
<td>Gruben – Utsikten</td>
</tr>
<tr>
<td>Rv. 12</td>
<td>Ytteren – Utskarpen (Bustnesla)</td>
</tr>
<tr>
<td>Rv. 17</td>
<td>Nord-Trøndelag County border – X Rv 801</td>
</tr>
<tr>
<td>Rv. 17</td>
<td>Nesna – Utskarpen (Sjonfjellet)</td>
</tr>
<tr>
<td>Rv. 73</td>
<td>Stokkvågen – Kilboghamn</td>
</tr>
<tr>
<td>Rv. 73</td>
<td>Hattfjelldal – Swedish border by Krutfjellet (Krutådalenu)</td>
</tr>
<tr>
<td>Rv. 76</td>
<td>Brenna X E6 – Skillebotn (Tosnevegen)</td>
</tr>
<tr>
<td>Rv. 78</td>
<td>Holandsvik – Leirosen</td>
</tr>
<tr>
<td>Rv. 809</td>
<td>Bjørn – Solfjelløen (Bjørnsfjellet at Donna)</td>
</tr>
<tr>
<td>Rv. 828</td>
<td>Nord-Herøy – Bjørn (Skaret)</td>
</tr>
</tbody>
</table>

#### Salten district

<table>
<thead>
<tr>
<th>Main road</th>
<th>Stretch</th>
</tr>
</thead>
<tbody>
<tr>
<td>E6</td>
<td>Sørelva – Storjord (Lønsdal)</td>
</tr>
<tr>
<td>E6</td>
<td>Rognan – Fauske (Setså and Kvænflåget)</td>
</tr>
<tr>
<td>E6</td>
<td>Vargåsen – Sommerset (south of Daumannviktunnelen)</td>
</tr>
<tr>
<td>E6</td>
<td>Mørsvikbotn – Bognes (Kråkmofjellet and Hamarøy)</td>
</tr>
<tr>
<td>Rv. 17</td>
<td>Jektvik ferry landing – Glomfjord (Jektvik and Holandsfjorden)</td>
</tr>
<tr>
<td>Rv. 17</td>
<td>Kjellingstraumen – Tuv (Ertenvågdalen and Valnes)</td>
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<tr>
<td>Rv. 77</td>
<td>Storjord – Kjernfjell (Graddisvegen)</td>
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#### Central Hålogaland district

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<td>Brandvoll – Setermoen (Brandvoll)</td>
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<td>E6</td>
<td>Finnish border – Olderbakken (Skibotndalen)</td>
</tr>
<tr>
<td>Rv. 86</td>
<td>Svanelvmoen – Grylelfjord - Torsken</td>
</tr>
<tr>
<td>Rv. 861</td>
<td>Gibostad – Lysnes (Gibostad)</td>
</tr>
<tr>
<td>Rv. 862</td>
<td>Hungeren – Kvaløyssletta (Cross link)</td>
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#### Central Troms district

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<td>Gibostad – Lysnes (Gibostad)</td>
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#### Northern Troms and Western Finnmark district

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<tr>
<td>E6</td>
<td>Oksfjordhamn – Sekkemo (Kvænangsfjellet)</td>
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<td>E6</td>
<td>Transfjelv – Leirbotnvatn (Rafsvbotnia)</td>
</tr>
<tr>
<td>Rv. 93</td>
<td>Kløfta bridge – Suolovupmi (Klofta)</td>
</tr>
<tr>
<td>Rv. 866</td>
<td>Flåten – Skjervøy (Langbakken)</td>
</tr>
</tbody>
</table>
Types of vehicles unsuited for winter conditions in Norway

Some types of vehicles are better suited for Norwegian winter roads than others. Lightweight tractors pulling heavy semitrailers are one example of vehicles ill-equipped to deal with Norwegian roads during the winter season. In cases of extreme weather and driving conditions and when the nature of the vehicle causes it to have insufficient grip even with the required number of snow chains, the vehicle must park and wait for driving conditions to improve.

Locking differentials are highly recommended for the vehicles drive axle(s). When combined with proper tires, and using chains when necessary, locking differentials significantly increase the chance of making it up hills and climbs when the roads are icy.

Trucks with multiple-axle drive (4x4 or 6x4) will in most cases offer the best traction, and are less likely to get stuck.

Convoys

Several stretches of road sometimes have quite adverse weather conditions during the winter, and during certain periods, roads may be closed on short notice, or they may only be open to convoys. If that happens, a certain number of vehicles are gathered to make a convoy, and a Public Roads Administration snowplow will drive at the front of the convoy, clearing the road of snow.

Whenever a road is closed for the winter or for the night, or whenever it is open for convoys only, there will be signs informing you of that fact. It might also be a good idea to call the Public Roads information hotline: +47 815 48 991 to find out whether the road you are planning to take is open. It is always important to make sure you have enough fuel, warm clothes, food, and drink, should you be stranded or have to wait for a convoy.

These are some of the reasons it might be both quicker and cheaper to take the main roads, even if this means you have to pay tolls and ferries. At least these roads will take you where you are going most of the time.

Stretches of road where convoys are common

<table>
<thead>
<tr>
<th>Road</th>
<th>Stretch</th>
<th>Closed between</th>
</tr>
</thead>
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<tr>
<td>E6</td>
<td>Dovrefjell (Dombås – Hjerkinn)</td>
<td>October – April</td>
</tr>
<tr>
<td>E6</td>
<td>Korgfjellet (Mosjøen – Korgen)</td>
<td>December – May</td>
</tr>
<tr>
<td>E6</td>
<td>Saltfjellet (Mo i Rana – Rognan)</td>
<td>November – May</td>
</tr>
<tr>
<td>E6</td>
<td>Gratangsfjellet (Bjergvik – Fossbakken)</td>
<td>October – June</td>
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</table>

Roads that are closed during winter

The following main roads are, under normal conditions, usually closed throughout the winter season:

<table>
<thead>
<tr>
<th>Road</th>
<th>Stretch</th>
<th>Closed between</th>
</tr>
</thead>
<tbody>
<tr>
<td>E69</td>
<td>Skarsvåg – Nordkapp</td>
<td>October – April</td>
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<tr>
<td>Rv. 13</td>
<td>Gaularfjellet</td>
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<tr>
<td>Rv. 51</td>
<td>Valdresfly</td>
<td>December – April</td>
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<td>Rv. 55</td>
<td>Sognefjellet</td>
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</tr>
<tr>
<td>Rv. 63</td>
<td>Geirangervegen</td>
<td>November – May</td>
</tr>
<tr>
<td>Rv. 63</td>
<td>Trollstigen</td>
<td>October – May</td>
</tr>
<tr>
<td>Rv. 243</td>
<td>Aurland – Erdal</td>
<td>November – June</td>
</tr>
<tr>
<td>Rv. 252</td>
<td>Thy – Eisbugarden</td>
<td>October – June</td>
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<td>Rv. 258</td>
<td>Gamle Strynfjellsveg</td>
<td>November – June</td>
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<tr>
<td>Rv. 337</td>
<td>Brokke – Suleskard</td>
<td>November – May</td>
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<tr>
<td>Rv. 520</td>
<td>Breiborg – Røldal</td>
<td>November – May</td>
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<td>Rv. 886</td>
<td>Jarfjordsfjellet</td>
<td>November – May</td>
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<tr>
<td>Fv. 341</td>
<td>Smelror – Harningsberg (Finmark)</td>
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</tr>
<tr>
<td>Fv. 355</td>
<td>Melfjellet (Nordland)</td>
<td>November - May</td>
</tr>
</tbody>
</table>

The times for closing and re-opening of these roads may vary according to weather. The Public Roads Administration information hotline +47 815 48 991 (175 may only be called from inside Norway) may offer additional information.

In addition, many roads are closed for shorter periods of time due to adverse weather conditions or avalanches. This especially applies to roads in Northern Norway and the mountain passes in Southern Norway.

Toll roads

In Norway, some road projects are funded by money collected on toll roads. This applies to primary and main roads, as well as in urban areas. You can thus find toll roads throughout the country.
<table>
<thead>
<tr>
<th>Region</th>
<th>Route</th>
<th>Distance</th>
<th>Location A</th>
<th>Location B</th>
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<td>Sand</td>
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<td></td>
<td>Svensby</td>
<td>Breivikeidet</td>
</tr>
<tr>
<td></td>
<td>Rv. 91</td>
<td></td>
<td>Lyngseidet</td>
<td>Olderdalen</td>
</tr>
</tbody>
</table>
Permits and documents
Transport activities in Norway are subject to provisions found in Section 10 (2) and (3) of the Occupational Transport Act. Foreign transport agents transporting persons or goods for payment to, from, or between places in Norway, must have a permit to do so, unless exempt due to international law binding to Norway.

Freight transport
For freight transport carried out by a foreign transport agent for payment to, from, through, or between places in Norway, the following provisions apply:

- If the transport agent is established in another EEA country, transport is permitted on the basis of an EEA community permit.
- If the driver is a citizen of a country that is not a member of the EEA, he must in addition be in possession of a driver certificate. This is to document that he legally employed by the transport agent.
- If the transport agent is established in a country that is not a member of ECMT/CEMT, nor has a bilateral agreement on road transport with Norway, the agent must obtain «special permission» from Norwegian authorities, in this case the Ministry of Transport and Communications.

Passenger transport
Similarly, passenger transport carried out by foreign agents for payment to, from, through, or between places in Norway, requires the following:

- If the agent is established in another EEA country, transport is carried out on the basis of the applicable rules in the EEA agreement regarding the type of transport in question.
- If the agent is established in a country that is not a member of the EEA, transport is carried out on the basis of the bilateral agreement on road transport between Norway and the country in question.
- If no such bilateral agreement exists, the individual agent must have a separate permit issued to him/her by Norwegian authorities.
- In addition to this permit, control documents/passenger lists are required for most transports.
- If the passenger transport is part of a scheduled service, a separate scheduled service permit is required. This permit is issued by authorities in the countries of arrival and departure. If the service transits other countries, it will be necessary to obtain a permit for this pursuant to the applicable agreements.

Authorities in charge
Permits to drive on Norwegian territory are issued by the home country of the agent or by the agent(s) to whom this authority has been delegated.
The driver

**The driver must bring:** Driver’s licence, passport, medical insurance certificate (recommended), and an E128 form. Scandinavian citizens are not required to bring a passport.

Drivers who are citizens of countries outside the EU/EEA, but who for a company registered in the EU/EEA, must be in possession of a driver certificate documenting legal employment in the company.

Citizens from all Schengen countries are not required to bring passports.

**Truck and cargo**

Insurance certificate (recommended), original registration certificate, EEA community permit, and CMR freight letter.

**Third country driving**

Driving between Norway and the other EU/EEA countries is permitted on the basis of the community permit.

Driving between Norway and countries that are not members of the EU/EEA requires, in addition to the community permit, a third country permit for the country in question.

**ECMT/CEMT permit**

The permit gives the right to drive between Norway and another member country, and to transit through Norway and other ECMT/CEMT member countries, unless the permit contains restrictions.

**Customs regulations**

**Luggage**

Once per every 24 hours, transport staff can bring 40 cigarettes or 20 cigars/cigarillos or 100 grams of other tobacco products tax free into the country. In addition, you can bring other merchandise acquired during a stay in another country at a total value of NOK 500 (this does not apply to alcoholic beverages). In addition, you may bring the amount of fuel held in the vehicle’s standard fuel tank, though no more than 600 litres.

**PLEASE NOTE:** Regulations regarding what and how much you can bring with you into Norway are amended regularly. Therefore, it is a good idea to contact Norwegian Customs (telephone: +47 22 86 03 00) before crossing the border, so that you can be informed of any amendments. The regulations may also be found online, at www.toll.no

**ATA carnet**

The use of ATA carnets simplifies procedures for the temporary import of goods used as occupational equipment, during exhibitions, circus performances, theatre performances, etc. The goods must be brought out of the country again within the time limit set by Customs. In cases where the ATA carnet may be used, the document is valid both as a security document for customs and excise, and as a document to be used in lieu of a customs declaration. The carnet can be used both for temporary import and export, and for transit shipments in countries that have acceded the ATA convention. Goods and the appurtenant carnet must be presented to Customs at import and export for notarization and inspection. In Norway, the Chamber of Commerce in Oslo is the guaranteeing organization, also for carnets issued by Chambers of Commerce other places in Norway. For additional information about this scheme, contact the nearest Chamber of Commerce (or the Chamber of Commerce in Oslo, telephone +47 22 55 74 00).

**Transits**

Norwegian Customs have published a separate pamphlet about transits. For more information about this, go to www.toll.no, or contact Norwegian Customs, telephone +47 22 86 03 00.

**Transporting dangerous goods in Norway**

International carriage of dangerous goods on Norwegian roads is to take place in accordance with provisions established in the ADR (the European Agreement Concerning the International Carriage of Dangerous Goods by Road).

- Restrictions apply to transport of dangerous goods in the following tunnels in Oslo:
  - **E 18, Festningstunnelen (the Fortress tunnel)**
  - **Rv. 190, the Vålereng tunnel**
  - **Rv. 162, the Hammersborg tunnel**
  - **Rv. 162, the Vaterland tunnel**

It is illegal to transport dangerous goods through these tunnels during rush hour. The ban is applied between 7:00 AM and 9:00 AM and 2:00 PM and 6:00 PM on weekdays, but there are no restrictions on Saturdays, Sundays, and public holidays.
The ban applies to:

a. Explosive goods, categorized as ADR Class 1 Hazards, Class 1.1, when quantities exceeding 50 kg are transported by one vehicle.

b. The following gases, categorized as ADR Class 2, when transported in tanks or tank containers, and when quantities exceeding 3000 liters are transported by one vehicle:
   - Ammonia, chlorine, and sulphur dioxide, categorized as TC
   - Flammable and chemically unstable gases, categorized as F, TF, or TFC

c. Flammable liquids, categorized as ADR Class 3, packing group 3, when transported in tanks or tank containers, and when quantities exceeding 3000 liters are transported by one vehicle.

The ban also applies if tanks are empty, but not cleaned.

Tunnels, Ålesund-Valderøy

On rv. 658 from where the road crosses E69 in Ålesund to Ytterland, Valderøy in the Municipality of Giske, none of the following may be transported between 06:00 am and 12:00 midnight all days:

a. More than 3000 liters of flammable liquids, ADR Class 3, packing group I or II, when transported by one vehicle;

b. Individual transports of pressurized or liquid gas exceeding quantities of 200 kg;

c. Individual transports of explosive goods exceeding 25 kg, ADR Class 1.1.

The Norwegian Public Roads Administration may, in collaboration with the local Fire Chief, make exceptions in individual cases.

Hvaler tunnel (rv. 108 in Østfold County)

Dangerous goods may not be transported with other persons or vehicles in the tunnel. All passages must be cleared at the gate. Exceptions are: Domestic fuel oil, kerosene, and formic acid.

Restrictions may be applied to other tunnels as well. Amendments will be included in the road list.

- Norwegian Police, the Norwegian Public Roads Administration, Norwegian Customs and Excise, and the Norwegian Directorate for Civil Protection and Emergency Planning may inspect vehicles transporting dangerous goods in Norway. The inspecting authority may prohibit further transport if the vehicle is found to be in violation of ADR provisions.

Weight and dimensions

General requirements

Regulations relating to weights and dimensions permissible in Norway are provided in the Norwegian pamphlet «Vegliste for riksveger,» (Road list of national roads), which gives a detailed description of regulations relating to weights and dimensions. This pamphlet may be obtained from all traffic services offices, weighing stations, and customs inspection points when crossing the Norwegian border. A detailed map entitled «Tungtrafikk på riksveger i Norge» (Heavy vehicle traffic on national roads in Norway) is also included in this guide.

The maximum allowed weight of vehicles in Norway is 50 metric tons. In the regulations relating to weights and dimensions, which is found in «Vegliste for riksveger,» the criteria used to calculate permissible axle loads and total weights on Norwegian roads are listed.

The road list also includes a simplified overview of weights and dimensioned permitted for international vehicles/combinations vehicles. Inside national borders Norwegian regulations may be applied to foreign vehicles/combinations vehicles.

Exceptions for certain types of cargo and combination vehicles

The transport of timber may be carried out by a tractor/trailer combination with a total length of 22 meters. The permissible total weight is 56 metric tons if the combination vehicle is specially designed to transport timber. Relevant roads and conditions are listed in the road list.

Road trains with a total weight of 60 metric tons and a total length of 25.25 meters are permitted.
on some roads. The dimensions and conditions must conform to the 96/53/EF Directive.

**Axle load restrictions**

During the spring thaw, axle load restrictions will be applied to most municipal roads. However such restrictions are usually not applied to county and national roads.

The times for when such restrictions come applicable and when they are rescinded are announced locally. The information hotline, +47 815 48 991 can inform you of the counties in which such restrictions have been applied.

**Overload fees**

When a vehicle with a total permissible weight exceeding 3,500 kg on public roads has been found to violate the regulations relating to axle loads, axle combination loads, or total loads, the owner of the vehicle must pay a fine to the public treasury.

Pursuant to established guidelines, the driver may become liable to pay fines issued by the prosecuting authorities if the overload is found to be significant.

**Calculation of fees for axle loads:**

- For 11.5 metric ton drive axle loads, a free margin of 200 kg is applied.
- Front axle of motor vehicle is subtracted 500 kg
- Other axles/axle combinations are subtracted 1000 kg.

**Fee rates:**

- Of the first 2000 kg NOK 250 per 100 kg is paid
- Of the next 2000 kg NOK 400 per 100 kg is paid
- Of the next 2000 kg NOK 550 per 100 kg is paid
- Of the next 2000 kg NOK 650 per 100 kg is paid
- Of the remaining kg NOK 750 per 100 kg is paid

**Calculation of fees for total weight:**

For combination vehicles and individual vehicles found to weigh in excess of the permitted total weight, the following is subtracted:

- Individual vehicles with a total permitted weight of 7,500 kg or less: 500 kg
- Individual vehicles with a total permitted weight exceeding 7,500 kg: 1000 kg
- Combination vehicles with a total permitted weight overall of 15,000 kg or less: 1000 kg
- Combination vehicles with a total permitted weight overall exceeding 15,000 kg: 2000 kg

**Fee rates:**

A flat rate of NOK 250 per 100 kg is paid.
Total length of vehicles and combination vehicles permitted on public roads

Different types of public roads have different maximum lengths permitted for vehicles operating on them. The lengths permitted on the individual roads are listed on road lists of national roads and road lists of county and municipal roads.

The greatest width permitted is 2.55 meters except where a narrower maximum width is established. Such exceptions are signposted or listed in the road list.

Exceptions:
For vehicles with additions which have automatic temperature adjusters and side walls measuring 45 mm including insulation, the maximum permissible width is 2.60 meters. Exemptions can be made for special transports of greater length, width, and weight than is generally permissible.

Permitted lengths according to vehicle type

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>18.75 m roads</th>
<th>15 m roads</th>
<th>12.40 m roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor vehicle with trailer</td>
<td>19.50 (2)</td>
<td>15</td>
<td>12.40</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Motor vehicle with trailer</td>
<td>19.50 (2)</td>
<td>15</td>
<td>12.40</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Motor vehicle with semitrailer</td>
<td>17.50</td>
<td>15</td>
<td>12.40</td>
</tr>
<tr>
<td>Motor vehicle</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Bus</td>
<td>15 (3)</td>
<td>15 (3)</td>
<td>12.40</td>
</tr>
<tr>
<td>Bus with trailer</td>
<td>18.75</td>
<td>15</td>
<td>12.40</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Articulated bus</td>
<td>18</td>
<td>15</td>
<td>12.40</td>
</tr>
</tbody>
</table>

1 - GENERAL INFORMATION

Motor vehicles and combination vehicles (except timber trucks and trailers) must be able to complete a lap between two concentric circles, one of which has a radius of 12.5 meters and the other a radius of 5.2 meters. Semitrailer combinations with a length of 17.5 meters and a distance from the kingpin to the center of pivot of less than or equal to 8.15 meters are considered to have met this requirement.

2) Combined body length may not exceed 15.65 meters. Distance from front of body on tractor to rear of body on trailer may not exceed 17.15 meters. Cf. also Appendix 1 to regulations relating to the use of motor vehicles (Road list of national roads), Part A, no. 4.

3) 12.40 meters for buses equipped for a combined transport of passengers and cargo in excess of baggage, and that does not hold a national or international scheduled service certificate. For 2-axle buses registered later than 9 April 2004, the maximum length permitted is 13.50 meters.
Foreign special transport requirements

Upon entry to Norway the following may be inspected:

Transports that have not obtained dispensation permits must conform to the weights and dimensions established in the road list of national roads or road list for special transports.

The width of trucks/tractors must not exceed what is permissible according to Item 5 of the road list of national roads: 2.55 meters (exemptions can be made for wider loads for demonstrations, etc., but in such cases no cargo is permitted). Gooseneck semi-trailers may be up to 3 meters wide, cf. Item 2 of the road list for special transports.

The transport of loads where the combined length of cargo and truck exceeds the maximum permitted length of 12 meters is prohibited, cf. Item 4 of the road list of national roads. Outsize cargo must be transported on a trailer.

When transporting several pieces of cargo, the weight and dimension of the truck less cargo must be within what is permissible limits, cf. Item 4 of the road list of national roads. Trucks exceeding these limits may only transport one piece of indivisible cargo, regardless of the size of the piece, cf. Items 5-6, no. 1b, final paragraph of the regulations relating to the use of motor vehicles.

Vehicles that only carry trade plates may not be used to transport goods, cf. Section 2-7 in the regulations relating to the use of motor vehicles.

Swedish labelling is permissible in Norway, with the exception of «Varning». The labels «Lang» or «Bred transport» must be used.

The transport agent must be able to present a valid transport permit issued by the authorities of his home country, with certain exceptions. The rules are complex and have been described in a pamphlet issued by the Norwegian Public Roads Administration, the Directorate of Public Roads.

Dispensation:
If you are need to transport loads/cargo that are outside the permissible limits for height, length or weight, please contact the Norwegian Public Roads Administration, Stor-Oslo district office.

Norwegian Public Roads Administration
Region: Eastern Norway
Stor-Oslo district
P.O. Box 8037 Dep
N-0030 Oslo, Norway
Telephone: +47 815 22000
Fax: +47 24 05 80 01

The application must be submitted no later than 3 days prior to the date on which the transport is to take place.
Regulations relating to cargo

Poorly secured cargo is the culprit behind many accidents. For this reason, the Public Roads Administration frequently carries out inspections all across the country.

1.1 Road Traffic Act
Section 23: The driver’s responsibility for the state of the vehicle
Before the driving commences, the driver must make sure that the state of the vehicle is safe and in accordance with regulations, and that the cargo is loaded safely and in accordance with regulations.

1.2 Road rules
Section 20: Vehicle loads
1. Persons or cargo must not be placed in such a way that:
   a) the driver is prevented from safely maneuvering the vehicle
   b) danger or damage may occur
   c) operation is unnecessarily obstructed or disturbed
   d) license plates are covered
   e) the rear view through the vehicle’s mirrors is obstructed

No part of the load, including tarpaulins, may extend beyond the limits of the vehicle. Dispensations from this requirement may be granted by police for transports within urban areas, by the District Road Administration for transports within a single region or by Region: Eastern Norway for transports through several regions.

The cargo must be tied or arranged such that it cannot shift, fall off, drag along the road, or cause unnecessary noise.

Cargo must be distributed as evenly as possible, as too much weight towards the rear of the vehicle may negatively affect the steering abilities of the vehicle.

2. When a vehicle carries cargo protruding beyond the front or back of the vehicle, the end of the protruding item in question must be clearly marked. Vehicles frequently carrying such items must use a device approved by the Director General of Public Roads. Other vehicles may use other approved devices or a white piece of cloth.

3. When a vehicle is towing another, the tow rope must be clearly marked with a white piece of cloth or other easily visible material in a satisfactory manner.

1.3 Vehicle regulations
Section 141 Loading and securing cargo
1. Cargo is to be loaded and distributed inside the vehicle in such a manner that the driver’s view is not obstructed and he is not prevented from maneuvering the vehicle safely. Covering the license plate, lights, or other mandatory signs is not permitted.

2. Cargo must be distributed as evenly as possible across wheels of the same axle, and with a suitable and expedient distribution between axles.

For vehicles with driving wheels, a minimum of 20 percent of the vehicle’s total weight must rest on these wheels.

3. No part of the cargo may protrude beyond the sides of the vehicle without a special permit. For transports within a single urban area, this permit is granted by police, for transports within a single region by the District Road Administration and for transports through several regions by Region: Eastern Norway.

No cargo may protrude beyond the front limits of the vehicle’s original design. However on single transports, items may protrude outside the front of the vehicle by up to 1 meter.

4. Cargo must be secured if necessary due to the weight or other qualities of that cargo in such a manner that said cargo cannot endanger life and limb, cause damage to property, drag along the road, fall off the vehicle, or cause unnecessary noise.

Chains, cables, ropes, tarpaulins or other means serving to secure or protect the cargo must be of sufficient strength, be tightly and securely fastened, and not hang freely outside the vehicle or drag on the road.
1.3.2 Lashing
Lashing means holding or pinning cargo against or in contact with the base (the bed of the truck) and any enclosing devices through the use of chains, cables, synthetic fiber straps, ropes, etc., with appurtenant mountings and tightening devices. Lashing is often used in combination with enclosures.

Vehicles must be equipped with a sufficient number of fastening devices for lashing. The fastening devices must be able to withstand at least the same amount of pressure as the lashing device. The fastening devices must fit the lashing devices used the lashing devices used.

The lashing devices, with appurtenant mountings, fastening devices, and tightening devices, must meet the requirements for fastening strength as described in Item 3.2.

1.3.3 Chains
There are several types, dimensions, and qualities of chains on the market. It is thus important to choose the right type of chains. Appurtenant shackles, extension links, hooks, tightening devices, etc. must be able to withstand the same strains as the actual chains themselves. As you know, no chain is stronger than its weakest link.

Chains come with long, medium, and short links. Long-link chains are easily deformed, and thus more easily weakened. Consequently, short-link or medium-link chains are preferable. One must not attempt to reshape or repair deformed or damaged chains, but discontinue their use and have them replaced.

Driving limits, breaks, and rest periods
No driver is allowed to operate a vehicle in Norway when he is in such a state that he cannot be regarded fit to drive safely. A driver must not be tired or weary operating a truck in Norway, especially during the winter, because it’s a demanding job. It is absolutely vital that drivers be awake and alert when crossing mountain passages or operating narrow and winding roads in Northern or Western Norway. Unfortunately, many accidents occur because drivers are not alert or have fallen asleep. Consequently, Norwegian authorities prioritize inspections checking that drivers uphold the regulations relating to driving limits and breaks.

In Norway, EU regulations relating to driving and resting times apply to all vehicles based in an EU/EEA country. For vehicles from other countries, the European Agreement on driving and resting times for crew on vehicles in international road transport (the AERT agreement) is enforced.

Remember to rest!

Other regulations – working hours for drivers
In addition to the regulations governing driving and rest periods, separate regulations cover the driver’s working hours. These regulations are common to the whole EEA area. The term “working hours” covers a combination of driving and other work done in connection with the actual transport. No more than six hours may be worked continuously without a break. In addition, there are requirements as to the amount of free time a driver must be able to enjoy per day and per week.

A 16 week average must not exceed 48 hours per week. This applies to regular working hours as well as overtime, and includes work carried out for several employers. Regulations related to working hours are coordinated with driving and rest periods, so that a break, for example, is considered a break according to both sets of regulations. Self-employed drivers are hitherto not subject to these regulations.
## Summary, driving and rest periods

<table>
<thead>
<tr>
<th>DEFINITION/KEYWORD</th>
<th>PROVISION/CONTENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Week</td>
<td>The period between Monday 12:01 am and Sunday, 12:00 midnight</td>
</tr>
<tr>
<td>Break</td>
<td>Any period of time during which the driver is not permitted to operate a vehicle or carry out other work. This period must be used for rest only.</td>
</tr>
<tr>
<td>Rest period</td>
<td>Any uninterrupted period of time the driver has at his/her free disposal.</td>
</tr>
<tr>
<td>Max. driving time before a break</td>
<td>4.5 hours, at which a break must follow</td>
</tr>
<tr>
<td>Maximum driving time per day</td>
<td>Daily driving time must not exceed 9 hours. However, daily driving times may be extended to 10 hours up to twice per week</td>
</tr>
<tr>
<td>Max. driving time per week</td>
<td>56 hours</td>
</tr>
<tr>
<td>Maximum driving time per two consecutive weeks</td>
<td>90 hours</td>
</tr>
<tr>
<td>Break from driving</td>
<td>After a driving period of up to 4.5 hours, the driver must take a break lasting at least 45 minutes. This break may be followed by another lasting at least 15 minutes, followed by another lasting at least 30 minutes.</td>
</tr>
<tr>
<td>Night rest period (per 24-hour period)</td>
<td>At least 11 hours of continuous rest. The continuous rest period may be split in two, with the first period lasting no less than 3 hours and the second no less than 9. The continuous rest period may be reduced, but periods lasting no less than 9 hours must be taken at least 3 times a week.</td>
</tr>
<tr>
<td>Night rest period (several drivers per vehicle)</td>
<td>Each driver must have a continuous rest period lasting no less than 9 hours within each 30-hour period.</td>
</tr>
<tr>
<td>Week rest period</td>
<td>Continuous rest period lasting no less than 45 hours, at the driver’s disposal. May be reduced to 24 hours. Reduced week rest periods must be compensated for within the end of the third week of the week in question.</td>
</tr>
</tbody>
</table>
Night rest stops

Night rest stops are areas that facilitate for trucks and combination vehicles being able to park so that drivers can have their night (11 hours) or week rest (45 hours).

Night rest stops have well-lit parking areas reserved for heavy vehicles whose drivers are required to have their night rest. They may also have parking areas intended for shorter stops. Drivers must have access to a toilet/shower and simple meals day or night. Some night rest stops offer a wide range of services, such as internet access, 220V power outlets for coolers, sand, proper meals, and long opening hours. Night rest stops are primarily located along primary roads and are signposted.

List of night rest stops (cf. map, page 43 for locations)

1 Gudvangen, phone 57 63 39 31 8:30 am – 8:00 pm (11:00 – 8:00 pm) Diesel
2 Skei phone 57 72 82 34 7:00 am – 10:00 pm (9:00 – 10:00 pm) Diesel, Ad-Blue, Internet
3 Skulestadmoen phone 56 52 31 20 6:00 am – 12:00 midnight, all days Diesel, Ad-Blue

Night rest stop on E16, Gudvangen, western Norway.
Alert foods and sleepy foods
Food and drink contain various components that can either make us more tired or more alert. Food and drink greatly influence our ability to remember and our abilities to pick up signals from our surroundings (“That's a moose!”). Proteins make you more alert, whereas sugar and fat alone will make you drowsy. Along with starchy foods (rice, potatoes, bread, etc.) proteins from various white meat, for example, such as chicken or turkey, will improve your performance and stamina. If you eat alert foods, you will be ready to drive again pretty quickly. However, if you eat “sleepy foods”, you should rest for at least one and a half hours before driving.

Alert beverages
- Drink fluids every hour so that you don’t get dehydrated.
- Naturally occurring mineral water contains minerals that helps your body retain water, so that it doesn’t simply “run through you”.
- Choose a mineral water with a low sodium content, i.e. less than 50 mg of sodium per liter.

Alert foods
- Eat little and often, i.e. approx. every 3-4 hours. Eat five meals a day
- The food should contain a certain amount of fiber to help stabilize your blood sugar, and thus also your level of performance.
- You should primarily replenish your blood sugar levels by eating starchy foods. That alone, however, is not enough. In addition, we need proteins to stay alert. Low-fat food with a high protein content will help you stay alert, such as lean, white meat.

Sleepy beverages
- Diuretic beverages will only exacerbate the problem: i.e. coffee, cola, tea, etc.
- Sweet drinks alone will cause your blood sugar levels to spike, and will result in increased drowsiness after approx. 20-30 minutes.
- Sodium-rich beverages will increase blood pressure in people who are predisposed for this condition.

Sleepy foods
- Large amounts of food, fatty foods, and sweet foods will make you drowsy and lazy – and sleepy behind the wheel.

A lunch idea to sharpen your senses
These ingredients may be combined in many different ways, such as pirogs, sandwiches, warm dishes, etc.
- Turkey meat, with rosemary marinade or sauce (the herb is stimulating)
- Baguette or boiled rice
- Fresh lettuce
- Beverage: Naturally occurring mineral water
- Dessert: Ice cream (3 percent fat), carrot cake, or fruit/strawberries.

Three simple safety tips
- Enough sleep
- Enough to drink, and of the right kind
- Enough to eat, and of the right kind

Many accidents occur as a result of drivers falling asleep at the wheel. A second of sleep is a second too much!

Keeping hydrated is vital to maintaining your level of performance
A woman’s body contains approximately 60 percent water. A man’s body contains approximately 70 percent. That equals 42 liters, or kilograms, of a woman weighing in at 65 kilograms. We continuously lose fluids from our bodies. Through the skin we lose about 1 liter a day, and through our lungs we lose about half a liter. After a good night’s sleep we start our day with a fluid deficiency of approximately 0.7 liters. We should replace those fluids as soon as we get up.

Have a nice, alert, and safe trip!

<table>
<thead>
<tr>
<th>Fluid deficiency, in liters and %</th>
<th>Reduction in performance</th>
<th>Potential consequences (Woman, 65 kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4 liters – 1 percent</td>
<td>10 percent</td>
<td>A little listless, but you might not necessarily feel thirsty.</td>
</tr>
<tr>
<td>0.8 liters – 2 percent</td>
<td>20 percent</td>
<td>You are thirsty, listless, and lacking in energy, but you might not think too much of it.</td>
</tr>
<tr>
<td>1.2 liters – 3 percent</td>
<td>30 percent</td>
<td>Your ability to concentrate is poor, you are listless and tired, and probably quite thirsty.</td>
</tr>
</tbody>
</table>
Driving on icy roads

Heavy vehicles more frequently experience problems on icy roads compared to smaller, more lightweight vehicles, and combination vehicles are the most at risk.

Two conditions in particular make operating heavy vehicles on icy roads more difficult:

- Vehicles are long, heavy, and wide.
- Roads may be narrow, winding, and steep.

Heavy vehicles often require the driver to maneuver them very close to the edge of the road in order to let oncoming vehicles pass. In order to be able to maintain a steady course in these conditions it is vitally important to have good-quality tires and brakes.

Winding roads and steep hills require drivers to continually adjust their speed and to maneuver their vehicles in such a manner that it is safe for other motorists and pedestrians. The driver must thus continually be aware of the grip of the road.

Trailer swerve

In the case of combination vehicles, the trailer is often the cause of dangerous situations. Trailers thus pose an added element of risk to driving on slippery roads.

An experienced driver will in some vehicles detect slippage quite early. However, if the trailer begins to slip it is not as easily detected. The driver will be able to see the trailer swerving to one side in the mirror.

When long and heavy vehicles begin to slip it is a serious and challenging situation for the driver. It is hard to regain control, and it could possibly take a long time and require the driver to use much of the road.

Trailer swerve is often caused by:

- High speeds
- Turning
- Braking
- A lot of slush on the road
- Tires being unsuited for winter conditions
- The right wheels moving outside the edge of the road
- A malfunction in the antilock brake system.

Incorrect adjustment of brakes between the tractor and trailer, uneven weight distribution in cargo, and uneven road surfaces are conditions that also often cause both tractors and trailers to begin to slip.

For semitrailer combinations it is especially important to make sure the trailer pivots well on the turntable, so that inertia does not prevent the tractor from turning properly.

Safe operation of heavy vehicles on slippery roads requires a high level of precaution, assessment of road surface conditions, as well as roads and traffic conditions, and for the vehicle to be in good technical condition.

Serious accidents as a consequence of trailer swerve usually occur when the slipping trailer swerves into oncoming traffic.

The driver of the combination vehicle is in a difficult situation, where his trailer is swerving into the lane of oncoming traffic. The result could in this case be a serious accident.
Slippery descents
On long descents drivers will often find that the bottom of the hill is more slippery than the top. Before beginning his descent, the driver must thus:

• Carefully assess the road surface conditions
• Determine whether chains should be fitted.
• Determine the appropriate speed

By using chains to secure a better grip in long descents, the driver must consider the weight distribution of his cargo.

A heavy load towards the front of the vehicle, combined with powerful auxiliary brakes that only apply force to the drive wheels, may cause the drive wheels to begin to slip. To avoid this problem, the driver may fit chains on the drive wheels (Figure 1).

A heavy load towards the rear of the vehicle may cause difficulty steering. In order to prevent this problem, it may become necessary to fit chains to one of the front wheels to aid in steering. This might be especially relevant for semitrailer combinations and trucks with bogie rear axles.

Raising the bogie axle behind the drive axle does not improve steering on slippery roads (Figure 2).

When operating combination vehicles on slippery roads, most of the cargo should be loaded on the tractor vehicle and not on the trailer. This will help reduce the risk of the vehicle jackknifing.

One should be aware that the drive brake system will have better effect than the auxiliary brake system on slippery roads, as the auxiliary brake only applies to the drive wheels. However, keep in mind the dangers of overheated brakes and brake failure.

In difficult driving conditions it may be necessary to fit chains on the wheels of the trailer in combination vehicles, as this could reduce the risk of the trailer swerving, as well as providing added stability and grip on long descents (Figure 3).

IMPORTANT!

• Maintaining safety on long descents is dependent on how you act BEFORE you begin your descent.
• The road may be so slippery that you should not attempt to drive down before the road is sanded.
• Only a low speed in the beginning and the proper use of auxiliary brakes and gears can save your brakes, preventing overheating and brake failure.
ABS brakes, antilock brakes

In order to reduce the risk of slippage and swerving, ABS brakes were made mandatory as of 1 October 1992 for the following types of vehicles:

- Buses (except city buses) with a registered total weight exceeding 12,000 kg
- Trucks and tractors with a registered total weight exceeding 16,000 kg equipped to tow a trailer with a registered total weight exceeding 10,000 kg
- Trailers with a registered total weight exceeding 10,000 kg
- ABS brakes are mandatory for cars and trailers with a total weight exceeding 3,500 kg registered after 31 March 2001.
- Trailers with air brake systems and a total weight exceeding 3,500 kg must have ABS brakes if towed by a car or trucks fitted with ABS brakes. This provision came into force on 1 November 2006.

**PLEASE NOTE!**
When the ABS warning light comes on while driving it may indicate a problem with the antilock system, and you should not continue driving until the problem has been fixed.

Slippery uphill climbs

On wintry, icy roads it is important that the driver carefully assesses the road surface conditions, so that the vehicle does not stall due to its drive wheels slipping and spinning.

Chains must be fitted before beginning the climb. After using chains, there is a certain risk that wheel nuts may loosen.

**Situations like the one on the figure to the left should be avoided because:**
- the risk of accidents increases dramatically
- it is more difficult and dangerous to fit chains to the tires
- it is much harder to get going again
- the drive system is put under enormous strain
- transport is unnecessarily delayed
- you obstruct the flow of traffic and delay other motorists.

**PLEASE NOTE!**
When you stop on slippery roads your wheels are hot. Be aware that your vehicle may start sliding even though the brakes are on!

In order to prevent drive wheels from slipping on long climbs, several options may be tried:
- Chains will give you better traction
- Sand on the road will give better traction
- Placing your cargo directly over drive wheels will improve your traction

Always fit chains to the tire that is the highest up when the road slopes laterally.
By choosing the **better line** you can improve your traction, as you will avoid the most slippery parts of the road.

The **greatest** possible speed going into the climb can allow you to ease up on the throttle further up the hill, using less force.

Switching to a low gear **early**, you eliminate the need to change gears frequently while climbing. Missing gears can cause you to stall, and you may find it hard to get going again.

The methods available to the driver depends on the incline of the slope, and on whether the road is narrow and/or winding.

By using locking differentials, you may find the vehicle sliding towards the edge of the road if you spin your tires, due to the lateral slope of the road. Try to avoid spinning the wheels and be particularly cautious when turning.

When chains are used on drive wheels under difficult conditions, the locking differential must be used in order to maintain traction and avoid stalling.

**Industrial lots/parking areas**

Industrial lots or parking areas are often far more slippery than the road. Also, roads clear the ice more quickly than areas with less traffic. Don’t be surprised. Always assume the parking area or rest stop might be slippery, even though conditions are good out on the road.

Don’t be fooled! Be on the “lookout” for – and respect – slippery road conditions!

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**IMPORTANT!**

When engaging the locking differential all drive wheels must either stand still or spin at the same speed.
Area maps of Norway’s largest cities
Map legend

Various symbols

- Detour, heavy vehicles
- Stretch of road closed during winter
- National border
- County border
- Railroad
- Ferry crossing
- Ferry landing
- Toll station
- 18.75 meter roads
- 15 meter roads
- 12.40 meter roads
- E 18 3 285
- Road numbers
- Night rest stops

Tunnels and underpasses with heights under 4.5 meters

- Road underpass, railroad underpass, pedestrian bridge crossing
- Tunnel
- Bridge
- Other height restrictions
- 3,80 (5)
- Height
- Number of identical height restrictions
- Ferry landing
- Manned toll collection point
  Opening hours may vary
  Contact:
  Svinesund border inspection point
  Phone no. +47 69 21 16 20
  for additional information
Dangerous goods in tunnels

For some tunnels restrictions apply to certain types of dangerous goods.

Oslo

Restrictions apply in the following tunnels:
• E 18, Festningstunnelen (the Fortress tunnel)
• Rv. 190, the Vålereng tunnel
• Rv. 162, the Hammersborg tunnel
• Rv. 162, the Vaterland tunnel

It is illegal to transport dangerous goods through these tunnels during rush hour. The ban is applied between 7:00 am and 9:00 am and 2:00 pm and 6:00. The ban also applies if tanks are empty, but not cleaned.

The ban applies to:

a) Explosive goods, categorized as ADR Class 1 Hazards, Class 1.1, when quantities exceeding 50 kg are transported by one vehicle.

b) The following gases, categorized as ADR Class 2, when transported in tanks or tank containers, and when quantities exceeding 3000 liters are transported by one vehicle:
   - Ammonia, chlorine, and sulphur dioxide, categorized as TC
   - Flammable and chemically unstable gases, categorised as F, TF, or TFC

c) Flammable liquids, categorized as ADR Class 3, packing group 3, when transported in tanks or tank containers, and when quantities exceeding 3000 liters are transported by one vehicle.

The Norwegian Public Roads Administration may, following a recommendation from the Directorate for Civil Protection and Emergency Planning, make exceptions in individual cases.

Tunnels, Ålesund - Valderøy, rv. 658

On rv. 658 from where the road crosses E69 in Ålesund to Ytterland, Valderøy in the Municipality of Giske, none of the following may be transported between 06:00 am and 12:00 midnight all days:

a) More than 3000 liters of flammable liquids, ADR Class 3, packing group I or II, when transported by one vehicle;

b) Individual transports of pressurized or liquid gas exceeding quantities of 200 kg;

c) Individual transports of explosive goods exceeding 25 kg, ADR Class 1.1.

The Norwegian Public Roads Administration may, in collaboration with the local Fire Chief, make exceptions in individual cases.

For transports of dangerous goods on national and county road ferry crossings: Cf. “Regulations relating to transport”
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Distances in km along E6 or closest main road
Have a nice drive!
Emergency phone numbers

FIRE
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FEUR
ПОЖАРНАЯ ОХРАНА
POŻAR

110

POLICE
POLITI
POLIZEI
ПОЛИЦИЯ
POLICJA

112

MEDICAL EMERGENCY

113

Roadside assistance

Roadside assistance may be acquired 24-hours from:

Viking Redningstjeneste
+47 22 08 60 00

Falck Tungbilsentral
+47 810 30 666