



TRUCKER'S GUIDE to driving in Norway

PRESENTED BY DONNA DIESEL



Photo: Hege Lystholm

Tips from Donna Diesel

!

CHECKLIST

Drivers

- Bring your driving licence
- Bring your passport
- Bring your European Health Insurance Card
- Bring your commercial driving licence
- Bring along warm clothing and warm footwear
- Bring food and something hot to drink
- Bring along a shovel
- Bring along an ice scraper

Vehicle and trailer

- Snow chains
- Alcohol in the braking system
(older vehicles)
- Tow chain
- Wheel chocks
- Sand
- Full tank of fuel

(For drivers from countries outside the EU/EEA, see page 26 under Driver)

Useful words

Norwegian

Bensin
Blyfri
Bremser
Bremsevæske
Diesel
Gass
Clutch
Hjulkjetting
Høyre
Venstre
Kontrollere
Kjølevæske
Mekaniker
Olje
Flatt batteri
Lade
Punktering
Luft
Sikring
Gasspedal
Strøm
Bensinstasjon
Skifte ut
Reservehjul
Vann
Vegliste

English

Petrol
Unleaded
Brakes
Brake fluid
Diesel
Gas
Clutch
Wheel chain
Right
Left
Check
Antifreeze
Mechanic
Oil
Flat battery
Charge
Flat tyre
Air
Fuse
Accelerator
Power
Petrol station
Replace
Spare wheel
Water
Road lists



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Preface

In this guide, the Norwegian Public Roads Administration has gathered important information that foreign heavy-vehicle operators need to know in order to drive safely in Norway. The guide provides a list of required tyre equipment and wheel chains and a number of relevant laws and regulations applicable to heavy-vehicle driving in Norway.

The Trucker's Guide is translated into English, Finnish, Lithuanian, Polish, Russian and German. The Trucker's Guide is available on our website, vegvesen.no/donnadiese!.

The provisions of laws and regulations that are included in this guide are updated as of May 2014.

Enjoy your trip!



Bodil Rønning Dreyer

Director of Roads and Traffic

The Norwegian Public Roads Administration

About Trucker's guide

TRUCKER'S GUIDE is the name of an information campaign for foreign heavy-vehicle operators driving on Norwegian roads. The reason for launching the campaign is the use of heavy vehicles in the increasing import and export of goods across the Norwegian borders.



The campaign features a cartoon character named Donna Diesel, who presents in an understandable way what commercial drivers can expect on Norwegian roads year round.

Who is Donna Diesel?

Donna Diesel is a Norwegian commercial driver with lots of experience. For many years she has transported goods from various places in Europe to all parts of Norway.

Drama on Norwegian winter roads

During these years she has experienced many things on the roads, but the most dramatic situations always occur on Norwegian winter roads. She has seen trailers overturned and stuck in the mountains. Once she saw a vehicle combination sliding backwards several hundred metres down a steep slope. Luckily no one was hurt, but that was only because the driver was lucky.

Be prepared!

On Norwegian winter roads you cannot trust to luck alone. The only things you can trust are appropriate equipment, responsible driving and being your own best friend behind the wheel. Norway is a difficult country to drive in, with many winding roads and a lot of snow during winter. These are normal conditions since most of the country consists of mountainous terrain. Drivers who are at first impressed with the good roads at the border face a challenging trip ahead of them. Proper equipment can help you avoid many dangerous situations.

! 5 reminders from Donna Diesel	
WRONG	RIGHT
	Distribute your load properly
	Use snow chains
	Use winter tyres
	Take breaks
	Choose the right route



Facts

Facts about Norway (figures as of 7 May 2012)

Land	Area (incl. Svalbard and Jan Mayen): 385 186 km ²
Population	About 5 million
Population density	14.6/km ²
Main language	Norwegian
Capital city	Oslo 613 285
Major cities	Bergen 263 762 Trondheim 176 348
National roads	10 400 km
County roads	44 300 km

Currency

The Norwegian krone (abbreviated Kr or NOK)
1 Euro = about 8 kr / NOK

Coins and banknotes

Coins: 1, 5, 10 and 20 kroner.
Banknotes: 50, 100, 200, 500 and 1000 kroner

Travel information

See vegvesen.no

Standard opening hours

Banks: Weekdays: 08.30 –15.30 (closed on Saturdays). Some banks have shorter business hours during the summer months.

Post offices:

Monday – Friday 08.00 – 17.00.
Saturday 08.00 - 14.00

Shops:

Most shops are open Monday – Saturday, with shorter business hours on Saturdays. Some supermarkets are open on Sundays.

Petrol stations:

On parts of the road network, there may be long distances between petrol stations. This applies especially to mountain passes. There are several 24-hour petrol stations. Most of the 24-hour stations are found along the main roads.

Mobile phones

Mobile telephones may be brought into Norway and used. GSM mobile telephone service covers most areas of the country. You may use only a hands-free mobile unit while driving.

Inspections

- The police and Norwegian Public Roads Administration conduct most of the roadside inspections and routine checks in Norway.
- The Norwegian Customs and Excise Authority impose customs and excise fees.
- The Norwegian municipalities are largely responsible for enforcing parking regulations.

Driving in Norway

SPEED LIMITS:

Cities and urban areas	*	50 km/h
Country roads	**	80 km/h
Motorways	***	80/90/100 km/h

- * In many urban areas 30 km/h
- ** The maximum speed limit for country roads may also be set at 60 or 70 km/h in built-up areas.
- *** For all motor vehicles weighing more than 3500 kg, the maximum speed limit is 80 km/h in Norway, even when a higher speed limit is signposted.

Fines

On-the-spot fines can be imposed by the police, who can also confiscate your driving licence. The size of the fine varies according to the posted speed limit and the severity of the offence.

EXAMPLES:

Speed limit	Violation	Fine in NOK
60 km/h	10 km/h	1600,-
60 km/h	25 km/h	6500,-
70 km/h	10 km/h	1600,-
70 km/h	25 km/h	4900,-

Running a red light is punishable by a fine of NOK 5200. The fine for illegal overtaking is NOK 5200.



Foto: Knut Oppeide

Duty to yield right of way

There is a standard duty to yield to traffic coming from the right. Main roads are normally priority roads. If a main road runs through a city or town, you may have to yield to traffic entering from local roads. This will be marked by the sign «End of priority road».

Lights

The use of low beam lights or daytime driving lights is mandatory at all times.

Blood alcohol limit

The permissible blood alcohol limit is 0.02 per cent. If you drive with a blood alcohol content exceeding this limit, your driving licence may be confiscated and you may be punished by a fine or imprisonment. In addition, you can be banned from driving in Norway.

Safety belts

The use of seat belts is mandatory. This also applies to passengers in the rear seat, if it is fitted with seat belts.

Warning sign in case of breakdown

1. Turn on your emergency lights! If it is dark, turn your lights down to parking lights. IMPORTANT SO THAT YOU YOURSELF CAN BE SEEN!!!
2. All vehicles must have at least one warning triangle.
3. If a vehicle has stopped in a location where it could endanger or hinder other road users, you must warn other road users by using a warning triangle, emergency signals or other means. The warning triangle must be placed at a reasonable distance from the vehicle – if possible at least 150 metres, so that other motorists can see it in time
4. A reflective vest (standard EN471) must always be worn while doing any work outside the vehicle during an emergency stop.

Engines running on idle

It is prohibited to idle the engine unnecessarily.

Diesel fuel

The use of dyed diesel fuel (low tax fuel) is not permitted in buses, lorries, vans or estate cars/station wagons and passenger cars in Norway. The same applies to campers and camping caravans. Violations are punishable by a fine.

Signs marking priority roads



Priority road



End of priority road

Information about road and traffic conditions

The Norwegian Public Roads Administration's Road Traffic Management Centre provides a nationwide list of roads, road and traffic conditions and information on permitted axle loads, distances, routes and ferries.

Telephone: **175** when calling from foreign countries: **+47 815 48 991**. You may also call this number in situations occurring on the road that you think other motorists or the Norwegian Public Roads Administration should be notified about.

Internet

Updated traffic information is available at vegvesen.no/trafikkmeldinger and 175.no

Road lists and other information material can be obtained at toll plazas, Traffic Service Offices and from the Directorate of Public Roads.

Road lists

Road lists – national roads are available at: vegvesen.no/riksvegliste

Road lists – county and municipal roads are available at: vegvesen.no/fylkesvegliste.

Road lists – special transport on national roads are available at: vegvesen.no/spesialtransportliste

The map for heavy transport on national roads is available at: vegvesen.no/tungtransportkart.

Accidents involving wild animals

A large number of animals die from injuries that are the result of being hit by vehicles. The Road Traffic Act and the Norwegian Animal Welfare Act require that you notify the authorities when an animal is clearly injured or in a helpless state.

- Never follow an injured animal.
- If you have hit an animal, never euthanize it yourself. The police (tel. 02800) will decide whether the animal's owner or a veterinary surgeon must be notified.
- Never take an animal that has been killed or injured in an accident away from the scene without permission.
- If an animal is injured, it is important to clearly mark the spot where the accident occurred so that personnel from the municipality can easily locate it.

Permissible vehicle width

The permissible width of vehicles using public roads in Norway is 2.55 m.

Maximum axle load on public roads in Norway

- 1) A load of 11.5 tonnes is permitted on one drive axle
- 2) A maximum load of 19 tonnes is permitted for vehicles equipped with twin-mounted wheels and pneumatic springs or equivalent suspension in accordance with R.dir 96/53/EF, or if each drive axle has twin-mounted wheels and no individual axle carries a load exceeding 9.5 tonnes. For loads from two axles and triple bogies, see Table 1 in the national roads list.

Total weight

The total weight of the individual vehicle or of the vehicle combination must not exceed the limits set in the weight tables. See Table 2 and Tables 3a and 3b in the national roads list.

Signs indicating the danger of animals crossing the roadway



Elk



Reindeer



Deer



Cows



Sheep

Choose the right route

Norway has a very complex network of roads with large differences in road quality. Ferry crossings are an important part of many routes. Many of our roads are toll roads where you will encounter toll plazas. There are fees for using ferries and toll roads. Every winter we see commercial drivers choosing alternative, and often longer and more difficult routes than necessary to reach their final destination. Unfortunately, wrong routes are chosen, and if the vehicle has poor wheel equipment and is not carrying chains, accidents can easily occur, sometimes with disastrous consequences.

Shortcuts can be full of obstacles that are not marked on maps. These may include narrow roads with sharp bends and poor road surfaces.

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

Stretches with limited passability

Some of the road network in Norway – national roads included – can be very challenging during the winter season. This is particularly the case for hilly stretches of road and especially during periods of heavy precipitation. In these situations, heavy vehicles with only single-axle drive (even when equipped with winter tyres and/or chains) have major problems in reaching their destinations. Often, heavy vehicles get stuck or veer off the road.

These stretches of road should be avoided, if possible, during periods of heavy precipitation and icy road conditions. These roads may also be temporarily closed to heavy vehicle traffic during periods when driving conditions are difficult. These stretches of road are listed on the following pages

Vehicles that get stuck, obstructing other motorists, may be towed and impounded until the public authorities have received payment for costs incurred in this regard.



Remember that the shortest route on the map may not necessarily be the quickest!



Remember that the route recommended by your GPS is not always suitable for heavy vehicle transport (in terms of weights and dimensions). Always check these on the map.

Test your GPS for places you know well! This will give you an idea of how wrong the instrument can be. That way you will become aware of this before it is too late in an unfamiliar place.

The map “Heavy traffic on national roads and primary county roads in Norway” is available at: vegvesen.no/tungtransportkart.

Types of vehicles unsuited for winter conditions in Norway

Some types of vehicles are better suited for Norwegian winter roads than others. A wrongly loaded semi-trailer is one example of a vehicle poorly suited to winter conditions. If it is not possible to ensure sufficient road grip using the required number of snow chains, the vehicle must be parked while waiting for the driving conditions to improve.

The Norwegian Public Roads Administration recommends a differential lock as standard equipment on the towing vehicle's drive axle. When combined with proper tyres and the use of chains when necessary, it will be easier to climb icy hills.

Towing vehicles with multiple-axle drive (4x4 or 6x4) will in most cases offer the best traction and the best chance of not getting stuck.

Convoy traffic

If the weather is so adverse that it is unsafe to drive, some stretches of road may on short notice be closed to two-way traffic for a period of time. If this happens, a number of vehicles are gathered in a convoy, and a snowplough from the Norwegian Public Roads Administration will lead the convoy and clear snow from the road. Whenever a road is closed for the winter or for the night, or whenever it is open only for convoy traffic, there will be signs informing you of this. It might also be a good idea to call the Traffic Management Centre (tel. 175) to find out whether the road you are planning to take is open. It is always important to make sure that you have enough fuel, warm clothing, food and drink, in case you should be stranded or have to wait for a convoy.

To avoid such situations, it is quickest and cheapest to take the main roads, even if this means you have to pay tolls and ferry fees.

Stretches of road where convoy driving is common

E6	Dovrefjell (Dombås – Hjerkind)
E6	Saltfjellet (Mo i Rana – Rognan)
E6	Gratangfjellet (Bjerkvik – Fosbakken)
E6	Sennalandet (Leirbotnvatn – Skaidi)
E6	Hatter (Skaidi – Olderfjord)
E6	Kvæangsfjellet (Nordreisa – Kvæangen)
E10	Bjørnfjell (Trældal X E6 – Bjørnfjell)
E16	Filefjell (Tyin – Borlaug)
E69	Hønsa – Honningsvåg – Skarsvåg

E134	Haukelifjell (Haukeligrend – Røldal)
NR 7	Hardangervidda (Eidfjord – Haugastøl)
NR 9	Hovden – Haukeligrend
NR 13	Vikafjellet
NR 15	Strynefjellet (Grotli – Stryn)
NR 52	Hemsedalsfjellet (Gol – Borlaug)
NR 77	Graddis (Hestbrinken – riksgrensen)
CR 27	Venabygdsfjellet
CR 50	Hol – Aurland
CR 76	Tosenfjellet
CR 813	Beiarfjellet
CR 888	Bekkarfjord – Hopseidet
CR 889	Snefjord – Havøysund
CR 890	Kongsfjordfjellet
CR 891	Båtsfjordfjellet
CR 98	Ifjordfjellet

Roads that are closed during winter

The following roads are normally closed during the winter:

Road	Stretch	Closed between
E69	Skarsvåg – Nordkapp	October - April
CR 13	Gaularfjellet	December - May
CR 51	Valdresflya	December - April
CR 55	Sognefjellet	November - May
CR 63	Geirangervegen	November - May
CR 63	Trollstigen	October - May
CR 243	Aurland	December - May
CR 252	Tyin – Eidsbugarden	October - June
CR 258	Gamle Strynefjellsveg	October - June
CR 337	Brokke – Suleskard (Agder counties)	November - May
CR 341	Smelror – Hamningberg (Finnmark)	November - May
CR 355	Melfjellet (Nordland)	November - May
CR 520	Hellandsbygd – Røldal (Rogaland)	November - June
CR 886	Jarfjordfjellet (Vintervollen Border Jakobselv, Finnmark)	November - May

The times for closing and re-opening these roads may vary depending on the weather conditions. The Norwegian Public Roads Administration's Traffic Management Centre (tel. 175) can provide you with additional information.

In addition, many roads are closed for shorter periods of time due to snowstorms or avalanches. This especially applies to roads in Northern Norway and the mountain passes in South-western Norway.

Driving on icy roads



Heavy vehicles more frequently get into trouble on icy roads than do smaller, more lightweight vehicles. Vehicle combinations are most at risk.

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

- The vehicles are long, heavy and wide.
- The roads may be narrow, winding and steep.

Heavy vehicles frequently require the driver to pull very close to the edge of the road in order to safely meet

oncoming traffic. In order to maintain a safe and steady course in these situations, it is important to watch your speed and have good tyres and brakes.

Winding roads and steep inclines require you to continually adjust your speed and manoeuvre your vehicle so that it is safe for other road users. Your driving must be continually adjusted to the road grip conditions at any given place.

Trailer swerve

In the case of vehicle combinations, the trailer is often the cause of dangerous situations and this is the factor that makes driving on slippery roads extra challenging.

An experienced commercial driver will quickly sense that the vehicle is skidding. When the trailer swerves, however, it is not as easily detected, although you will be able to see the trailer swerving in the wing mirror. This is why it is important that you check in the mirror each time you brake on an icy road surface.

When long and heavy vehicles begin to skid, it is a serious and challenging situation for the driver. It is difficult to regain control and it may take a long time and plenty of road space to do so. Remember that it is better to steer a combination vehicle into a ditch than to collide with oncoming traffic.

Trailer swerve is frequently caused by:

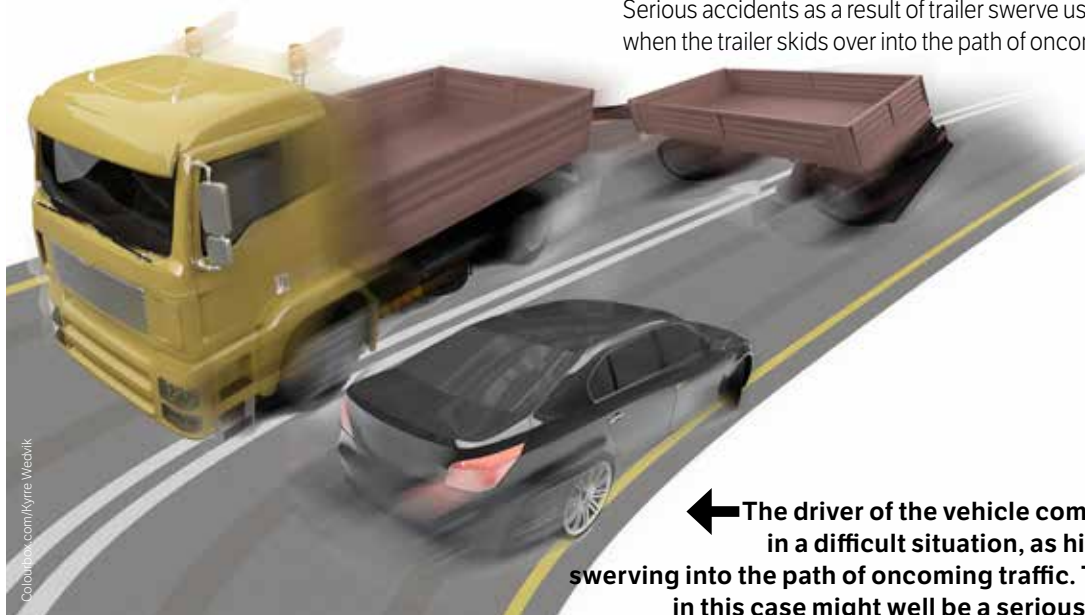
- High speed
- Turning
- Braking
- A lot of slush on the road surface
- Tyres unsuited for winter conditions
- The wheels on the right-hand side going off the edge of the road
- Malfunction of the ABS brake system

Incorrect adjustment of brakes between the tractor unit and the trailer, uneven weight distribution of the cargo and uneven road surfaces are also factors that can cause both trailer and tractor unit to swerve.

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

Safe operation of heavy vehicles on slippery roads requires you to be cautious, assess road conditions and road and traffic circumstances. It is also important to ensure that the vehicle is in good mechanical condition.

Serious accidents as a result of trailer swerve usually occur when the trailer skids over into the path of oncoming traffic.



← **The driver of the vehicle combinations in a difficult situation, as his trailer is swerving into the path of oncoming traffic. The result in this case might well be a serious collision.**

Slippery descents

On long descents during winter, drivers will often find that the road surface at the bottom of the hill is more slippery than at the top. Therefore, before starting your descent, you need to:

- carefully assess the road conditions
- decide whether you need to attach snow chains
- determine the appropriate speed
- make sure the "ROAD IS CLEAR!"

If you use chains, you must take into account the weight distribution of your cargo.

A heavy load towards the front of the vehicle, combined with powerful auxiliary brakes that apply force only to the drive wheels, may cause the drive wheels to skid. To avoid this problem, you can attach chains to the front drive wheels. (See Figure 1)

A heavy load towards the rear of the vehicle may cause skidding and make the vehicle difficult to steer. To prevent this, you must sometimes attach chains to one of the front wheels to aid in steering. This is especially relevant for vehicles with bogies and semitrailers.

Raising the bogie axle behind the drive axle makes it more difficult to steer the vehicle on slippery road surfaces (see Figure 2).

When operating vehicle combinations on slippery roads, you should load most of the cargo on the tractor unit and not on the trailer, because this will help reduce the risk of jack-knifing.

It may be necessary to attach chains to the trailer's wheels in vehicle combinations in order to avoid trailer swerve and to ensure sufficient stability and braking on downhill gradients (see Figure 3).

It should be remembered that the drive braking system will be more effective than the auxiliary brake because the auxiliary brake only works on the drive wheels. But keep in mind the dangers of overheated brakes and brake failure. If you use chains to ensure road grip on downhill gradients, you need to take into account the weight distribution of your cargo.



IMPORTANT! Do not start uphill or downhill if you see that the road is blocked by other motorists having problems on the road.



REMEMBER!

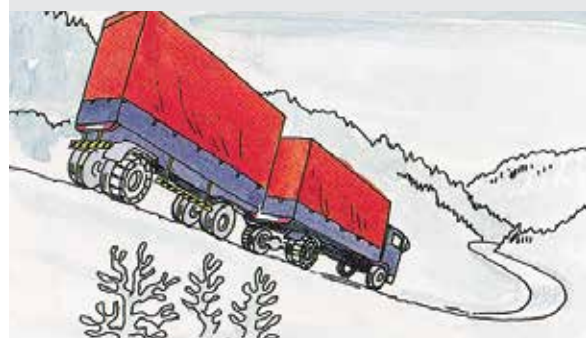
- Safety during descents depends a lot on how you prepare yourself BEFORE you begin the descent.
- The road conditions may be so slippery that you should not start downhill before the road is sanded.
- Only low speed in the beginning and proper use of auxiliary brakes and gears can save your brakes, prevent overheating and brake failure.



If the cargo is loaded towards the front, it may be necessary to use chains on the back wheels.



Heavily loaded bogies may be difficult to steer on slippery roads.



Using chains increases road grip and stability when braking.

Tyre equipment requirements

The winter season is between 1 November and the first Sunday following Easter Monday. From Nordland county and further north, the equivalent period is between 16 October and 30 April. All other calendar periods are considered to be part of the summer season.

Tread depth

- During the summer season, all vehicles must have tyres with a tread depth of at least 1.6 mm. During the winter season, all vehicles weighing more than 3500 kg must have tyres with a tread depth of at least 5 mm. All other vehicles must have tyres with a tread depth of at least 3 mm.
- The Norwegian Public Roads Administration recommends having good winter tyres with high tread depth at all times when driving on roads during the winter months.

Studded tyres

- Only winter tyres are permitted to be studded, with the exception of motorcycle tyres.
- Studded tyres will provide better road grip on snowy/icy roads.
- Studded tyres and chains are permitted during the winter season.
- **If road conditions so require, studded tyres or chains may also be used outside these periods.**
- If the vehicle has studded tyres, it must be fitted with studded tyres on all wheels mounted on the same axle.

General information on wheels and tyres

The vehicle must have sufficient road grip during the winter season in Norway.

The vehicle may not be used unless sufficient road grip can be ensured under prevailing road conditions, if necessary by the use of studded tyres, snow chains etc.

Wheels mounted on the same axle must be fitted with tyres having approximately equal properties. The wheels must be sufficiently balanced, both statically and dynamically.

Winter tyres

- Beginning 1 January 2015 and up to and including 31 March 2015 winter tyres are required on all axles, **including lift axles/retractable axles**, on motor vehicles and their trailers, which each have a maximum permitted weight of more than 3500 kg. The requirement applies to the following groups M1-M3, N2-N3 and O3-O4.
- For those cases where winter tyres are not available, transitional schemes for the winter season

2014/2015 will be established.

- Beginning with the next winter season (2015/2016), the requirement will be in force from 15 November up to and including 31 March.

Snow chains

If you are driving a vehicle with a total permitted weight of more than 3500 kg, you must bring along chains if you expect to be driving on snowy/icy roads. You must bring chains during the winter season, therefore, whatever the road conditions.

It may be wise to bring along more chains than are officially required. They may come in handy in extremely icy conditions, or may be used to replace damaged chains.

The chains must be dimensioned to the vehicle's wheels and must provide continuous contact between the chain and the road surface. They must be made of metal/steel, be suitable for the prevailing road conditions and be stress-resistant.

In motor vehicles equipped with automatically operated chain loops for the drive wheels ("on spot"), these replace two chains in motor vehicles that have twin wheels mounted on the drive axle.

Number of chains and placement of these:

- **A heavy motor vehicle must carry at least three chains**
 - One dimensioned to fit the front wheel
 - Two dimensioned to fit the drive wheels
- **A vehicle combination must carry at least seven chains if the tractor unit has twin wheels on the drive axle**
 - One dimensioned to fit the tractor unit's front wheels
 - Four dimensioned to fit the vehicle's drive wheels
 - Two dimensioned to fit the wheels of the trailer
- **A vehicle combination must carry at least five chains if the tractor unit has single wheels or uses double chains.**
 - Two dimensioned to fit the tractor unit's wheels on the drive axle
 - One dimensioned to fit the tractor unit's front wheels
 - Two dimensioned to fit the wheels of the trailer



REMEMBER! Proper wheel equipment is the driver's responsibility.

Chain stations

The Norwegian Public Roads Administration has set up chain stations along the roadside before and after difficult stretches of road. The stations are sign-posted. The chain stations are snow-cleared and are large enough to permit heavy vehicles to be parked while drivers attach or detach tyre chains. The chain stations are often located along flat stretches of road, so that the drivers have the opportunity to stop and re-tension the tyre chains after having driven for a period of time.

When you stop at a chain station, it is a good idea to call the Norwegian Public Roads Administration's Traffic Management Centre to get information about the conditions of the road you will be driving.



Sign indicating a chain station.



ALWAYS USE PARKING LIGHTS AND A REFLECTIVE VEST WHILE YOU ARE ATTACHING SNOW CHAINS. THIS WILL ENABLE OTHER MOTORISTS TO SEE YOU AT A DISTANCE!



Norwegian Public Roads Administration's Traffic Management Centre

175



REMEMBER!



It is always best to attach the tyre chains **BEFORE** you set out on a challenging stretch of road. It is much harder to do this once you are stuck.

Knowing **HOW** to attach the chains before you set out on a long journey is also important. It is too late to start learning this once you are stranded in the Norwegian mountains.

How to attach universal tyre chains



! (NOTE! THERE ARE SEVERAL DIFFERENT TYPES OF CHAINS)

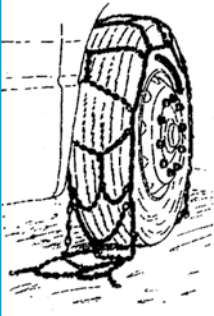
1

Roll the chain out on the ground. Make sure there are no twists or knots in the chain links.



2

Lift the chain onto the tyre with the tightening cams on the outside and in «slack» position.



Push/shove the end of the chain into the underside of the back of the wheel and back the vehicle up about 1/4 turn of the wheel.

3

First, hook up the side chains on the inner side of the wheel.



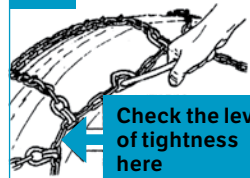
4

Then tighten the chain around the wheel by pulling the outer side chains together. Then hook the outer side chains together.



Tighten by inserting a tightening lever into the groove of the cam and twisting it 90 degrees so that the chain loop slips into the locked position (6).

5



Check the level of tightness here

6



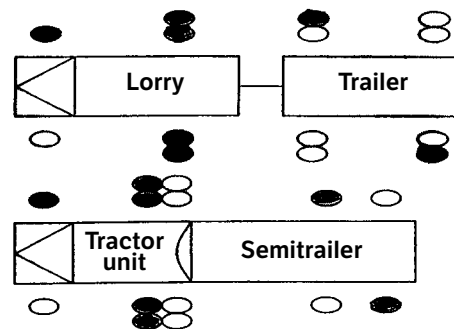
7

If you need to tighten two cams, they must be placed diagonally across from each another.



Positioning can vary in vehicles with ABS and EBS braking systems. Chains must be installed on wheels that have ABS wheel-speed sensors (See instruction manual).

Positioning of chains on vehicle combinations.



Note! After driving about 100–200 metres, the chains need to be re-tensioned.

Slippery uphill climbs

On wintry, icy roads it is important that you carefully assess the road surface before beginning an uphill climb, so that the vehicle will not come to a standstill due to the drive wheels slipping and spinning.

Chains must be put on before beginning the climb. After chains have been used, the wheel nuts should be checked to ensure that they are not loose.

Situations like the one in the bottom right figure must be avoided because:

- there is an increased risk of accidents
- it is more difficult and dangerous to attach tyre chains on an incline
- it is much harder to get going again
- the drive system is put under enormous stress
- transport is unnecessarily delayed
- you obstruct the road and delay other motorists

1.3.3 Chains used to secure loads

There are several types, dimensions and qualities of chains. It is important to choose the right type of chain. Appurtenant shackles, extension links, hooks, tightening devices etc., must be able to withstand the same stress as the chain itself. No chain, as the saying goes, is stronger than its weakest link.

Chains come with long, medium-length and short links. Long-link chains are easily deformed and are therefore more easily weakened. Consequently, short-link or medium-link chains are preferable. One should never attempt to reshape or repair damaged chains, but instead discontinue using them.

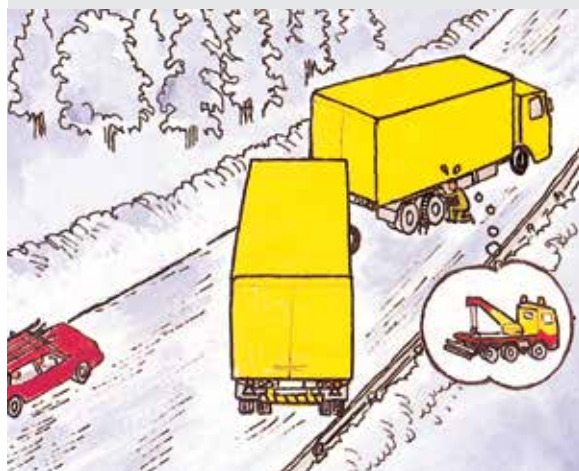


There are boxes of free sand placed in problem locations!



In order to prevent the drive wheels from slipping on uphill climbs, there are several options:

- Chains will give you better traction
- Spreading sand on the road gives better traction
- Placing cargo directly over drive wheels will improve your road grip



When the road slopes laterally, always attach chains first to the wheel that is highest on the hill. Remember to wear a reflective vest.



Note! When you stop on slippery roads, your wheels are hot. Be aware that your vehicle may start sliding even with the brakes on!

Choosing the best traffic lane will give you the best traction, since you will avoid the most slippery parts of the road.

The highest (safe) speed going into a climb will allow you to ease up on the throttle further up the hill, applying less force on the drive wheels. Select a gear that ensures you have relatively high rpm when starting uphill. If the wheels begin to spin, you can ease up on the throttle so that you regain road grip without the rpm decreasing so much that you have to down-gear. (If the vehicle has a bogie, you can ensure greater load on the drive axle by using bogie-lift/load transfer).

Downgearing early (by two gears if necessary) eliminates the need to change gears often during the climb. Missing gears can cause you to stall, and you may find it hard to get going again. If the vehicle has an automatic gearing system, it may be necessary to override this manually when the road is slippery.

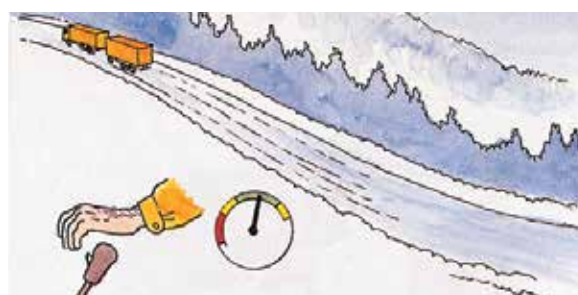
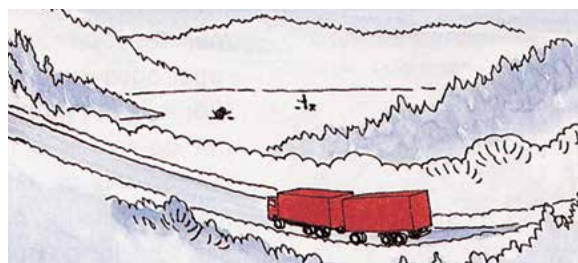
The method used to climb depends on the degree of uphill gradient and on whether the road is narrow and/or winding.

With the differential lock turned on, you may find that as the wheels spin, the vehicle slides towards the edge of the road because of the lateral slope. Try to avoid spinning the wheels and be especially cautious when turning or on bends.

When chains are used on drive wheels under difficult conditions, and especially on inclines, the differential lock should be turned on in order to ensure the best possible uphill traction.

Industrial / parking areas

Industrial areas are often more slippery than regular road surfaces. Also, roads more quickly become free of ice and snow than areas with less traffic. Don't let this come as a surprise. Always assume that the parking or rest areas might be slippery, even though road conditions are good.



If one of the drive wheels is spinning, using the differential lock may result in the other drive wheel having enough traction to pull the vehicle forward.



IMPORTANT: When you engage the differential lock, the drive wheels must be either at a standstill or be turning at the same speed.



**Don't let yourself be fooled!
Be on the lookout – and show respect – for slippery roads!**

! 10 rules for heavy- vehicle operators driving in tunnels

1. Main rule: **Drive with extra care!** An accident in a tunnel can quickly become serious. Notice how the emergency exits are marked and how far it is between them.
2. When the tunnel is closed with a barrier or a red light, or closed to heavy vehicles: **Wait outside the tunnel!**
3. When the tunnel is steep: **Reduce speed, drive in low gear and make certain the rpm is not too high on the descent! DANGER OF ENGINE BREAKDOWN. Use the auxiliary brakes if available!**
4. When you are driving behind another vehicle: **Keep your distance!**
5. For mist on the outside of the windscreen: **Use the windscreen wipers!**
6. For mist on the inside of the windscreen: **Turn on the heater blower!**
7. In an emergency stop: **Use the emergency telephones in the tunnel.** This will make it easier for the operators at the Norwegian Public Roads Administration's Traffic Management Centre to take appropriate action.
8. In an emergency stop: **Do not turn around in the tunnel.** Park the vehicle on the right side of the roadway or in a lay-by. Set out a warning triangle.
9. For a minor fire: **Use the fire extinguishers in the tunnel.** This will automatically activate the fire alarm at the NPRA's Traffic Management Centre and the tunnel will be closed.
10. For a major fire: **Leave the vehicle and walk to the nearest tunnel exit/emergency exit.**





Safe driving in tunnels

There are different safety measures to be taken in tunnels. Some of the safety measures are standard, while others are used in special types of tunnels. As a commercial driver, you need to be familiar with several of these measures.

Stoptlights and barriers

Most tunnels have red stoptlights to signal that the tunnel is closed. In some cases, the tunnel is closed with a barrier. Stoptlights and barriers are activated when an incident occurs in the tunnel, and it is important that you do not drive into a closed tunnel.

Emergency telephones

Emergency telephones are available for use by motorists and are marked with signs. Use the emergency telephone if you need assistance or to report an incident. Use the emergency telephone instead of a mobile phone. That way, the operators at the Norwegian Public Roads Administration Traffic Management Centre can identify the tunnel you are in and where in the tunnel you are ringing from.

Fire extinguishers

Use the fire extinguishers to put out fires in the tunnel. When you remove the extinguisher from its mounting, the operators at the Norwegian Public Roads Administration Traffic Management Centre receive a signal and will close the tunnel. Often the signal will also activate fire ventilation that ensures safety for motorists and gives the rescue service the opportunity to access the scene of the fire. The operator will notify the fire brigade and other rescue services.

Emergency lay-bys

Emergency lay-bys are often found in longer or more heavily trafficked tunnels. Use the emergency lay-bys if you need to make an emergency stop in the tunnel. In all emergency lay-bys there are emergency stations equipped with a telephone and fire extinguishers.

Turning points

Turning points are found in some of the longer tunnels. Turning points are mainly designed to give large vehicles an opportunity to turn around in the tunnel in the event of an emergency. At all turning points, there are emergency stations equipped with a telephone and fire extinguishers.

Emergency exits

In some tunnels you will find emergency exits that you can use in the event of an accident or fire. Rescue services can also gain quick access to the tunnel by using the emergency exits. At all emergency exits there are emergency stations equipped with a telephone and fire extinguishers.



Emergency telephone and fire extinguisher in tunnels.



Closing of tunnels with barriers.



Fire extinguisher and stop signal/signs when a tunnel is closed.



Tunnel with marked, lighted emergency exits, emergency niche and emergency telephone/fire extinguisher.

Camera surveillance

Some tunnels have camera surveillance. The cameras provide the operators at the Norwegian Public Roads Administration Traffic Management Centre with information so that they can manage and monitor traffic, and the cameras are used in the event of accidents or fire.

Emergency lighting

Emergency lights are automatically activated when you use the emergency telephone or fire extinguishers, or when the NPRA implements emergency measures. The lights lead you to the nearest regular exit/emergency exit.

Radio

Many tunnels have radio notification, and the operators at the Norwegian Public Roads Administration Traffic Management Centre and rescue services can notify motorists by breaking in on radio broadcasts. Be sure you have your radio on when you drive into a tunnel.

Traffic signs and road markings

Norway has its own traffic signs and separate rules for marking roads in tunnels in order to warn motorists about special conditions in the tunnels. Rumble lines are one example of these.

Lighting

The transition from daylight to a dimmer light in a tunnel can be very challenging. Many tunnels have special lighting to help motorists during this transition. Still, it is important that you keep a safe distance from the vehicle in front of you and that you adjust your speed when driving in and out of tunnels.

Ventilation

Many of the tunnels have ventilation. When a fire extinguisher is removed from its mounting, the ventilator is activated. In the event of fire, the ventilator can be controlled so that it blows in one direction and thereby permits the rescue personnel to quickly get to the scene of the fire.

The operators at the Norwegian Public Roads Administration Traffic Management Centre are trained and have experience in handling incidents in tunnels. If something should happen, you can reach them at telephone number 175 or by using the emergency equipment in the tunnel.

Regulations related to driving limits and resting periods

Driving limits and resting time

A driver is not allowed to operate a vehicle in Norway when in such a state that he cannot be regarded as fit to drive safely. A commercial driver must not be tired or drowsy while operating a motor vehicle in Norway, especially during winter, because driving is a demanding job. It is absolutely vital that drivers remain awake and alert when crossing mountain passes or driving on the narrow, winding roads in Northern or Western Norway.

Unfortunately, many accidents occur because drivers are not alert or fall asleep at the wheel. Consequently, Norwegian authorities prioritize inspections to ensure that regulations relating to driving and resting time are complied with.

In Norway, EU regulations relating to driving and resting time apply for all vehicles based in an EU/EEA country. For vehicles from other countries, the 'European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport' (the AETR agreement) is enforced.

Other regulations on working hours for drivers

In addition to the regulations governing driving and rest periods, separate regulations cover the driver's working hours. These regulations apply throughout the entire EEA area. Working hours consist of driving time and all other work performed in connection with the actual transport. No more than six hours of continuous work can be performed without a rest break. In addition, there are requirements for the amount of free time a driver must have per day and per week. The average weekly number of working hours over 16 weeks must not exceed 48 hours. This applies to regular working hours as well as overtime and includes work done for several employers. Regulations relating to working hours are coordinated with driving and rest period rules, so that a break, for example, qualifies as a break under both sets of regulations. So far, self-employed drivers are not subject to these regulations.

More information on these regulations can be found at vegvesen.no.

SUMMARY

Main rule for all drivers

You must park the vehicle if you are tired or fatigued and are therefore unable to drive safely.

Rules for drivers of heavy vehicles

Daily driving time

- The daily driving period cannot be more than 9 hours. Up to twice a week, you are permitted to extend the period to 10 hours.
- After driving a maximum of 4 hours and 30 minutes, you must take a 45-minute break. You may substitute this with two breaks lasting 15 and 30 minutes respectively. You may not spend the breaks doing other work.

Night rest

- Each day you must rest for at least 11 consecutive hours (or at least 3 + 9 hours).
- You may reduce night rest to 9 hours three times between two weekly rest periods.

Weekly driving period

- You can drive a maximum of 56 hours a week. The week begins on Monday at 00.00 hours and runs until Sunday at 23.59 hours.
- If you drive two weeks in a row, the total driving time cannot exceed 90 hours.

Weekly rest

- You must rest for at least 45 hours after six days of driving
- Every other week, under certain conditions, you can reduce this weekly rest period to 24 hours.

Tachograph

- If you are subject to the rules governing driving and resting time, you must have a tachograph in the vehicle.

This is a brief summary of the rules. There are also exceptions and more detailed rules. The driving and resting regulations apply not only to Norway, but also follow the provisions of EF561/2006 and the AETR Agreement. You can read more about this at vegvesen.no.



Remember to rest!

24-hour rest stop areas



In order to cater to legally imposed requirements for driving and resting times, work is currently underway to establish rest stop areas for heavy transport where drivers can take breaks (45 minutes), night rest and weekly rest periods. As of January 2012, fifteen lay-bys have been established along the national roads in Norway (see list below).

An updated list may be found at vegvesen.no/hvileplass and at iru.org/transpark. Night rest areas are well marked by signs posted on the main road. The rest areas are normally located in the immediate vicinity of service companies offering food service and fuel sale. All of the rest areas have toilet facilities and well-lit parking sites. With a few exceptions, showers are also available, as well as 220V electrical hook-ups for cooler generators. The safety and service level of the rest stop areas is classified according to the EU LABEL scheme, cf. the overview on the web pages referred to above.

Pending the comprehensive establishment of night rest areas along the national roads, many of the ordinary rest areas with toilets can be used for breaks and night rest. It is to be noted that some of these are closed during winter.

Eastern Norway

E6	Svinesundsparken, Halden, Østfold	25 sites
E6	Storebaug Øst, Rygge, Østfold	7 sites
E6	Storebaug Vest, Rygge, Østfold	13 sites
E6	Dovreskogen, Dovre, Oppland	14 sites
E18	Trollbergtjern, Eidsberg, Østfold	6 sites
Rv.3	Tiurn kro, Koppang, Hedmark	10 sites

Western Norway

E16	Steinklepp, Lærdal, Sogn og Fjordane	10 sites
E16	Shell Gudvangen, Aurland, Sogn og Fjordane	20 sites
E16	YX Skulstadmo, Voss, Hordaland	8 sites
E16	Dale, Vaksdal, Hordaland	10 sites
E39	Vikeså, Bjerkreim, Rogaland	10 sites
E39	Esso Skei, Jølster, Sogn og Fjordane	10 sites

Central Norway

E6	Brekkvasselv, Namsskogan, Nord-Trøndelag	10 sites
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Northern Norway

E6	Halsøy, Mosjøen, Nordland	16 sites
E6	Innhavet, Hamarøy, Nordland	5 sites



Compulsory toll tag in Norway



From 1 January 2015 it will be mandatory for all commercial vehicles above 3.5 tonnes to have a toll tag in Norway.

This provision was adopted by the Norwegian Parliament on 10th October 2014. The scheme applies to all commercial vehicles throughout the Norwegian public road network. By 1st January 2015, all vehicles encompassed by this ruling, must have signed a contract with a toll road operator and correctly installed a valid tag on the inside of the vehicle windscreen.

The police, customs authorities and the Norwegian Public Roads Administration will monitor compliance with the provision. If the vehicle does not have a valid contract and toll tag, a fine of NOK 8 000 will be levied. The amount increases to NOK 12 000 if the fine is not paid within three weeks. If the violation is repeated within two years, the fine increases to NOK 16 000.

How to obtain a toll tag

- Sign a contract and order a toll tag at autopass.no (compulsory tag) or easygo.com as soon as possible. The toll tag will be mailed to you.
- From 1st January 2015 it will be possible to sign a contract and obtain a toll tag at border crossings. For more information, please telephone 02050/ from abroad +47 210 31 764 or fjellinjen.no/chat.

For those of you who already have a toll tag

Check on "Min Side" [My Page] on your toll road operator's website that:

- Check that the number on the tag applies to the registration number of the vehicle.
- The tag applies to heavy goods vehicles and not light commercial vehicles.
- The main contract is valid.

Facts about the compulsory toll tag:

- The ruling applies to all heavy goods vehicles above 3.5 tonnes that are used for commercial business in Norway, whether the vehicle is Norwegian or foreign.
- The toll tag must be linked to the vehicle registration number.
- The owner, driver or lessee of the vehicle is responsible for signing a contract and obtaining a toll tag.
- The following tags are valid in Norway: AutoPASS, BroBizz fra Øresund og Storebælt, AutoBizz fra Scandline og GoBox.

For more information about the scheme: autopass.no

Donna's food tips



Alert foods and sleepy foods

Food and beverages contain different things that can make us drowsy or awake. Proteins make you more alert, while sugar and fat alone will make you drowsy. When eaten along with starchy foods (rice, bread, potatoes etc.), protein from white meat (chicken, turkey etc.) will increase your performance and stamina.

If you eat "alert foods", you will soon be ready to drive again. If you eat "sleepy foods", you should rest for at least one and a half hours before you continue driving.

Alert beverages

- Drink liquids every hour so that you don't dehydrate.
- Natural mineral water contains minerals that help the body retain water, so that it won't "run right through you".
- Choose a low-sodium mineral water, i.e. less than 50 mg sodium per litre.

Alert foods

- Eat small amounts of food and frequently, every 3 to 4 hours, amounting to 5 meals a day.
- The food should contain a certain amount of fibre to help stabilize your blood sugar, and thus your performance.
- Replenish your blood sugar levels by primarily eating starchy foods. But this alone is not enough. We also need proteins to keep us awake. Low-fat, protein-rich foods make us more alert, for example lean, white meats.

Sleepy beverages

- Diuretic beverages such as coffee, tea, cola etc.
- Sweet drinks will cause blood sugar fluctuation and drowsiness about 20-30 minutes later.
- Salt-rich drinks (sodium) will raise blood pressure in people who are predisposed to this.

Sleepy foods

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

A lunch idea to keep you alert

The ingredients can be prepared in many different ways: as pierogi, cold buffet foods, hot dishes etc

- Turkey meat with rosemary marinade or sauce (the herb is stimulating).
- A baguette sandwich or boiled rice.
- Fresh salad.
- Beverage: Natural mineral water.
- Dessert: Ice cream (3% fat), carrot cake or fruit/strawberries.

Three simple rules for safe driving

- Get enough sleep.
- Drink enough beverages of the right kind.
- Eat enough food of the right kind.

Many accidents occur because drivers are not alert or fall asleep at the wheel.

Maintaining hydration is crucial to your performance

A woman's body consists of approximately 60 per cent water, a man's body about 70 per cent. This amounts to 42 litres or kg for a woman weighing 65 kg. We continually lose fluids from our bodies. We lose about 1 litre through the skin and about 5 decilitres (dl) per day through our lungs. After a normal night's sleep, we start the day with a fluid deficiency of about 0.7 litres. We need to replace this fluid as soon as we get up.

Have a nice, alert and safe trip!

Fluid deficiency in dl and %	Reduction in performance	Results (Woman 65 kg)
4 dl – 1 %	10 %	A little lethargic, but you might not feel you are thirsty
8 dl – 2 %	20 %	You are thirsty, lethargic and lack energy, but you might not be aware of it
12 dl – 3 %	30 %	Your ability to concentrate is poor, you are lethargic and tired and almost certainly thirsty

Laws, regulations and rules of the road

Permits and documents

Foreign transport operators who wish to perform commercial haulage of persons or goods in Norway must have a permit for this. Pursuant to Section 10 (2) of the Professional Transport Act, such a permit is necessary unless otherwise stipulated by an international legal agreement that is binding for Norway.

Transport of goods

Members of the EEA Agreement

To transport goods in Norway, a transporter who is established in a country that is a member of the EEA must have the following:

- A Community permit.
- A driver certificate if the driver is a citizen of a country that is not a member of the EEA.

Non-members of the EEA Agreement

To transport goods in Norway, a transporter who is not established in a country that is a member of the EEA must have the following:

- A single-trip permit or a third-country permit issued on the basis of a bilateral agreement between Norway and the country in question, or an ECMT/CEMT permit if the country is a member of ECMT/CEMT.
- If the transporter does not reside in a country that has a bilateral agreement with Norway or is a member of ECMT/CEMT, the transporter must be in possession of "special authorization" issued by Norwegian authorities, i.e. by the Ministry of Transport and Communications.

Transport of passengers

For passenger transport carried out for payment by a foreign transport operator, the following requirements apply:

- Community licence if transport of passengers occurs inside the EEA region.
- Bilateral agreement between Norway and the country in question or separate authorization if the transporter is established in a country outside the EEA.
- In addition to a permit, a control document or passenger list is required by Norwegian authorities for most transports.
- For scheduled service transport, a separate scheduled service permit is required. If the service crosses other countries, a permit for this must be obtained pursuant to the applicable agreements.

Responsible authorities

Permits to drive on Norwegian territory are issued by the operator's home country transport authorities or by those to whom this authority has been delegated.

The driver

Must have with him/her: Driving licence, passport,

the European Health Insurance Card (recommended), and a commercial driver certificate.

If you are from a country outside the EU/EEA, but work for a company registered in the EU/EEA, you 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 for travel in Norway. Hauliers from countries outside Scandinavia, however, must bring personal identification. Therefore, drivers are encouraged to bring along their passports.

Lorries and haulage

Your European Health Insurance Card (recommended), an original certificate of registration, an EU/EEA Community permit, and the CMR waybill must be present in the vehicle.

Third country driving

The Community permit authorizes you to drive between Norway and other EU/EEA countries.

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

This permit authorizes driving between Norway and another ECMT/CEMT country and transit through Norway and other ECMT/CEMT member countries, unless the permit contains restrictions.



CABOTAGE

Cabotage is the transport of goods or passengers between places within a country other than the home country in which the transport operator resides.

A foreign-registered transport operator may haul goods or transport passengers between two points in Norway only if there are special reasons to do so. However, transport operators from the EU/EEA may perform cabotage in Norway on a temporary basis.

Transport of goods

A carrier who has a Community permit and has hauled and delivered international cargo in an EU/EEA country may perform cabotage under the following conditions:

- The driver must perform cabotage using the same vehicle as the one used for the border-crossing transport.
- The driver can carry out a maximum of three cabotage trips after the international cargo has been unloaded.
- Unloading upon completion of the last cabotage trip must be done within 7 days after the international cargo has been delivered.

Transport of passengers

Cabotage is permitted for touring coaches and special scheduled transport service if a contract exists between the transport operator and the contracting enterprise. For scheduled transport service, cabotage is permitted when the transport is part of an international route and the intention is to meet transportation needs within an urban area or to and from adjoining urban areas. Beyond this, cabotage can be carried out only on a temporary basis.

CUSTOMS REGULATIONS

Personal belongings

You may bring 40 cigarettes or 100 grams of other tobacco products tax free into Norway within a 24-hour period. In addition, you can bring other merchandise not exceeding a total value of NOK 500. It is not permitted to import alcoholic beverages. In terms of fuel, it is permitted to import a maximum of 600 litres of fuel in the vehicle's normal fuel tank. In addition, you may bring up to 10 litres of fuel per vehicle in an approved spare can.

Declaration of financial instruments

When importing or exporting financial instruments, you must notify the Norwegian customs authorities in advance if the sum exceeds NOK 25 000. The declaration form is available at toll.no and must be filled in and submitted to the customs authorities prior to entering or leaving the country. Breach of the duty to

declare will result in a penalty fee equal to 20 per cent of the total value of the financial instruments.

Note that all persons travelling to and from Norway are obliged to familiarize themselves with the rules that apply to imports and exports. If you are uncertain, please contact Norwegian Customs before crossing the border. Tel: +47 03012, toll.no.

ATA carnet

The use of ATA carnets simplifies procedures for temporary import and export of goods. This applies in particular to occupational equipment, equipment imported for exhibitions, circuses, theatrical performances etc. The goods must be taken out of the country again within the time limits set by Customs. The carnet can be used for both temporary import/export and for transit shipments in the countries that have acceded to the ATA convention. The goods and the carnet must be presented to Customs at the point of import and export for attestation and inspection. The ATA carnet is issued by the chamber of commerce in the country where the goods originate. For additional information about this scheme, contact your local chamber of commerce. Or contact the Oslo Chamber of Commerce (+47 22 12 94 00, chamber.no).

Transits

Norwegian Customs have published a separate pamphlet about transits. More information about this can be found at toll.no, or by enquiry to Norwegian Customs, tel. +47 03012.

If you have been outside Norway for more than 24 hours, you may import goods up to NOK 6000 in value without paying customs and fees. If the time you spent abroad was shorter, you can bring in goods up to NOK 3000 in value without paying customs and fees. This maximum limit is the total sum of all goods you have purchased, including your alcohol and tobacco quota.

ADR

The European ADR Agreement on carriage of dangerous goods by road

Transport of hazardous goods in Norway

International transport of hazardous goods on Norwegian roads is to be done in accordance with provisions laid down in the ADR (European Agreement Concerning the International Carriage of Dangerous Goods by Road).

In some road tunnels there are restrictions relating to certain types of hazardous goods.

See the ADR book:

- Chapter 1.9, paragraph 1.9.5. and subparagraphs
- Chapter 5.4, paragraph 5.4.1.1.1, point k
- Chapter 8.6

Transport of hazardous goods on ferries

Some ferries will not transport hazardous goods. Therefore, you should always check with the shipping company in advance. The same applies to both domestic and foreign ferry crossings.

Before you drive aboard, you need to deliver the transport documents to the shipmaster. There must be a reference to the EMS number and MFAG number in the transport document.

Transport of hazardous goods on ferries in foreign trade (to/from Norway) is regulated through the **IMDG** Code (International Maritime Dangerous Goods Code).

Ferries that are a part of the domestic transport network are authorized to transport dangerous goods that are packed, classified, labelled, documented and loaded pursuant to provisions of the ADR or IMDG.

Weights and dimensions

The Norwegian Public Roads Administration has prepared a list of national roads showing the maximum authorized weight and length of vehicle combinations on each stretch of main road in Norway. In addition, the road list contains regulations governing authorized axle loads, total weight, length and width on public roads in Norway, as well as the criteria for such calculations on the various Norwegian roads.

The list of national roads also includes a simplified overview of weights and dimensions permitted for vehicles/vehicle combinations in international traffic.

The road list for special transport indicates the maximum authorized weights and dimensions for transporting indivisible goods under exemption, as well as the maximum authorized dimensions for transporting indivisible goods without exemption.

The maximum authorized weights and dimensions for each county road and municipal road in Norway may

be found in the lists of county and municipal roads. There are individual road lists for each county.

Lists of national roads, county and municipal roads and special transport, as well as a detailed map "Tungtrafikk på riksveger og primære fylkesveger i Norge" (Heavy vehicle traffic on national and main county roads in Norway) are available at vegvesen.no. See page 8 for a list of direct links.

Weight

The authorized weights for single vehicles and vehicle combinations are regulated in enclosure 1 to the Regulations relating to vehicle use, points 2 and 3. For vehicle combinations, the tractor unit and trailer's authorized weights can be limited by the axle load table, the vehicle weight table and authorized weights or the driving licence. In addition, the authorized weight will vary in accordance with the standard of the road in question.

The maximum authorized weight for a vehicle combination is 50 tonnes, provided the vehicle combination has the sufficient number of axles and sufficient distance from the rear axle of the tractor unit to the leading axle of the trailer (as described in enclosure 1 to the Regulations relating to use of vehicles, point 3). This applies only to roads marked Bk 10.

Axle load restrictions

During the spring thaw, axle load restrictions will apply for municipal roads, and for county and national roads on an exceptional basis.

The times when these restrictions are applied and lifted are announced locally. The Norwegian Public Roads Administration's Traffic Management Centre **tel. 175** (from foreign countries tel.: **+47 815 48 991**) will give you information about the counties in which restrictions have been applied to the municipal road network.

Overload fees

When a vehicle with a total permitted weight of more than 3500 kg is found in violation of the regulations relating to axle loads, axle combination or total loads, the owner of the vehicle must pay a fine to the public treasury.

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

Calculation of fees for axle loads:

- For 11.5 metric-tonne drive axle loads, a free margin of 200 kg is applied.
- 500 kg is subtracted from the weight of the tractor unit's front axle.
- 1 000 kg is subtracted from the weight of the other axle/ combination of axles.



NOTE: Foreign motorists must pay overload fees before they are permitted to continue driving. The overload is unloaded at the point of inspection.

Calculation of fees for axle loads:

- For the first 2000 kg the fee is NOK 250 per 100 kg
- For the next 2000 kg the fee is NOK 400 per 100 kg
- For the next 2000 kg the fee is NOK 550 per 100 kg
- For the next 2000 kg the fee is NOK 650 per 100 kg
- and for additional weight in excess, the fee is NOK 750 per 100 kg

Calculation of fees for total weight:

For combination vehicles and single vehicles weighing in excess of the permitted total weight, the following weights are subtracted:

- Single vehicles with a total permitted weight of up to 7 500 kg: 500 kg
- Single vehicles with a total permitted weight of more than 7 500 kg: 1000 kg
- Vehicle combinations with a total permitted weight of up to 15 000 kg: 1000 kg
- Vehicle combinations with a total permitted weight of more than 15 000 kg: 2000 kg

Fee rate for total weight:

A flat rate of NOK 250 per 100 kg is payable.



Length

The main rule is that the carrier must have weights and dimensions in compliance with the list of national roads and the lists of county and municipal roads. A carrier having weights or dimensions in excess must have an exemption. This exemption is not necessary, however, on roads in Bk10 19.5 m when Directive 96/53/EF as most recently amended by Directive 2002/7/EF is complied with.

Public roads have different length restrictions. The lengths that apply to individual stretches of road are found in the road lists. On roads of the highest standard, the maximum authorized length of a vehicle combination is 19.50 metres for a vehicle combination comprising a tractor unit with a bogie or trailer and 17.50 metres for a vehicle combination with a semi-trailer.

Permitted lengths for vehicles/vehicle combinations pursuant to no. 4 in the national roads list

Vehicle/vehicle combination type	Authorized length in metres		
	19.50 m roads	15 m roads	12.40 m roads
Tractor unit, except bus	12	12	12
Trailer, except semitrailer and bogie used with 24 m timber hauling vehicle combination	12	12	12
Tractor unit with bogie or trailer	19,50	15	12.40
Tractor unit with semitrailer	17,50	15	12.40
Bus with 2 axles	13.50 ¹⁾	13.50 ¹⁾	12.40
Bus with 3 axles or more	15	15	12.40
Articulated bus	18.75	15	12.40
Bus with bogie or trailer	18.75	15	12.40

1) For buses registered before 9 March 2004 the authorized length is 15 m. This remains in force until 1 January 2021.

Height

There is no general limit to height on Norwegian roads. Tunnels, bridges and underpasses are signposted if they do not have a free height of 4.5 m or more. Tunnels, etc., with lower free height than this are marked with traffic signs indicating the maximum authorized heights. Tunnels, etc., on national roads and main county roads with a free height of less than 4.5 m are marked on the map "Tungtrafikk på rik sveger og primære fylkesveger i Norge" (Heavy vehicle traffic on national and main county roads in Norway). vegvesen.no/tungtransportkart

Width

The maximum authorized width is 2.55 m unless a lesser width has been established by public signposting or in the road list.

Exceptions apply for refrigeration units with automatic temperature control and sidewalls measuring 45 mm, including insulation; the maximum authorized width is 2.60 m.

Exceptions for certain types of cargo and vehicle combinations

It is allowed to transport timber with a length of up to 24.00 m on limited stretches of road. The requirement for this is that the vehicle combination consists of a tractor unit and a bogie trailer specially designed to transport timber. The roads for which this applies are found on the national roads list for timber transport and the column for length of timber in the road lists for county and municipal roads.

Road trains/modular vehicle combinations weighing up to 60 tonnes and having a total length of up to 25.25 metres are permitted to use some stretches of road. A description of authorized vehicle combinations and a list of stretches of road authorized for use by combination vehicles can be found at the following link: vegvesen.no/Modulvogntog.

Special transport

Exceeding the maximum authorized weights and dimensions is normally permitted only when transporting indivisible goods (special transport). Such transport is to be carried out only after obtaining a dispensation permit.

It is permissible, however, for certain vehicles/combination-type vehicles to exceed the maximum authorized dimensions without dispensation for transport of indivisible goods. For some vehicles/combination-type vehicles, this rule also applies without a load. The vehicles/combination-type vehicles to which this applies, as well as the dimensions with and without loads, are listed in the road list for special transport. This applies only for roads marked as road groups A and B in the road list for special transport and in the road lists of county and municipal roads.

The width of lorries/towing vehicles must not exceed 2.55 m. Gooseneck semitrailers and platform trailers may be up to 3 metres wide, without loads.

Lorry transports are not permitted to exceed 12 m in length. Cargo of greater length must be transported on a trailer.

When transporting multiple pieces of cargo, the weight and dimension of the vehicle combinations, unloaded, must be within the prescribed weight and length that is otherwise authorized for the type of vehicle in question. Vehicle combinations that are longer than this when unloaded are authorized only to transport indivisible cargo, regardless of the size of the load.

It is not permitted for a vehicle carrying temporary number plates to transport goods.

Transport vehicles registered in Sweden may use Swedish labelling with the exception of "Varning". Pilot vehicles must have signs labelled "Lang transport" or "Bred transport".

With certain exceptions, the carrier must present a valid carrier permit issued by authorities of his home country. The rules are complex and are described in a pamphlet published by the Norwegian Public Roads Administration, the Directorate of Public Roads.

Dispensation:

If you need to transport a load/cargo that is taller, wider or heavier than authorized, contact the Norwegian Public Roads Administration, Akershus and Oslo Division:

Postal address:

Norwegian Public Roads Administration
Division Akershus and Oslo
Post Box 8037 Dep
0030 Oslo

Street address:

Østensjøveien 34
0667 Oslo

Telephone: 815 22 000
Telefax: 24 05 80 01

The application must be submitted no later than 3 days prior to the date the transport is to take place.

Regulations relating to cargo

Poorly secured cargo is the cause of many accidents. Because of this, the Norwegian Public Roads Administration carries out frequent inspections throughout the country.

1.1. Road Traffic Act

The driver's responsibility for the state of the vehicle

Before beginning to drive, the driver must make sure that the vehicle is safe and in compliance with regulations, and that the cargo is loaded safely and in compliance with regulations.

1.2. Regulations relating to the use of motor vehicles

Placing and securing cargo

1. Cargo must be loaded and distributed in such a manner that the driver's view is not obstructed and he is not prevented from manoeuvring the vehicle safely. The registration number, mandatory markings and lights must not be obstructed.

Cargo must be distributed as evenly as possible across wheels on the same axle and with a proper and expedient distribution between the axles.

For vehicles equipped with steerable wheels, at least 20% of the vehicle's total weight must rest on these wheels.

The cargo must be secured in such a way that it cannot endanger life and limb, cause damage to property, drag along the road, fall off the vehicle or cause unnecessary noise. The same applies to chains, cables, ropes, tarpaulins or other devices used to secure or protect the cargo.

When transporting sheets wider than the load carrier, diagonally inclined loading racks must be used so that the load can be contained within the width of the vehicle.

The goods carrier must be fastened to the vehicle in



such a way that, fully loaded, it can withstand the minimum required conditions listed in subpoint 2 below.

Cargo that can create dust, fall or whirl off the vehicle must be dampened, covered with a tarpaulin or net or other device designed to prevent materials from falling off the vehicle during transport. This does not apply to transport of bulk cargo that is to be spread at the same time, for example for gravelling of roads.

2. During transport, cargo must be secured in such a manner that no part of the cargo can shift position or fall off. As a minimum, the fastening and tightening devices must be able to withstand the following forces:
 - a) In a forward direction along the vehicle: Impetus equal to the weight of the entire cargo.
 - b) To the rear and sides of the vehicle: Impetus equal to half the weight of the cargo.
 - c) In a forward direction along a trailer pulled by a tractor or motorized unit that is constructed to travel at speeds not to exceed 30 km/h: Impetus equal to half the weight of the cargo.

The cargo must be secured by blocking, anchoring or lashing, or by a combination of these methods. Cargo may be secured in another manner provided that calculations or practical tests are able to substantiate that the applied method will in all likelihood fulfil the requirements in this section.

If possible, based on the nature and dimensions of the cargo, all lashing of goods to an open cargo bed should be done within the vehicle's side panels or the like. If this is not possible, all parts of the lashing devices must be fastened in such a way that loose ends are prevented from causing damage to other traffic.

For information on securing cargo, reference is also made to: European Best Practice Guidelines on Cargo Securing for Road Transport.

http://ec.europa.eu/transport/road_safety/vehicles/doc/cargo_securing_guidelines_en.pdf

Trygg Trailer

vegvesen.no/tryggtrailer

Trygg Trailer is a cooperative project between the Norwegian Public Roads Administration and transport purchasers. The companies receive information from the NPRA about requirements pertaining to winter tyres and snow chains and are able to conduct a simple check of the vehicle combinations that come to the company.

For you, as a driver, this entails that the company can refuse to allow you to transport loads if your vehicle does not have the proper tyres and chains. The company will also follow up this initiative with the owner/haulage company and will notify them that they do not want such vehicles to transport goods for them.

The participating companies will distribute useful information and material to you, as a professional driver.



Distances in km along E6 or closest main road

Alta	735	735	395	821	1186	758	922	566	142	248	131	572	449	174	935	1024	519	238	1910	859	1035	638	723	405	1416	498	850	
Andenes	395	344	344	400	766	338	502	176	877	929	863	1251	474	908	515	604	299	973	1491	439	615	101	185	475	996	1177	312	
Bardufoss	821	400	429	429	795	367	531	175	537	643	523	967	277	569	544	633	128	633	1518	468	644	247	331	134	1025	893	459	
Bodø	1186	766	491	491	491	62	140	326	962	1069	948	1392	464	995	240	329	302	1059	1215	161	340	504	288	560	721	1318	416	
Brønnøysund	758	338	367	62	429	429	309	693	1329	1381	1315	1703	843	1359	252	163	668	1425	924	328	92	670	655	926	429	1628	781	
Fauske	922	502	531	140	309	165	165	428	1064	1116	1050	1438	579	1095	183	273	240	996	1152	101	278	442	227	498	659	1257	353	
Glomfjord	566	176	175	326	693	264	428	708	708	780	693	1082	305	738	441	560	130	803	1417	365	218	405	390	662	665	1364	241	
Harstad	142	877	537	962	1329	900	1064	708	708	780	693	1082	590	143	1077	1166	661	208	2052	1000	1177	782	864	548	1558	467	992	
Hammerfest	248	929	643	1069	1381	1006	1116	780	217	130	130	324	449	74	1129	1271	766	266	2156	1102	1229	886	917	653	1664	250	1044	
Karasjok	131	863	523	948	1315	886	1050	693	273	324	452	452	322	203	1062	1152	647	370	2038	985	1163	766	850	533	1544	378	978	
Kautokeino	572	1251	967	1392	1703	1330	1438	1082	541	324	452	452	769	398	1451	1594	1090	590	2480	1422	1551	1210	1239	977	1988	174	1366	
Kirkenes	449	474	277	464	843	405	579	305	590	449	322	769	523	523	592	670	175	635	1542	505	691	329	461	382	1055	698	589	
Kiruna	174	908	569	995	1359	932	1095	738	143	74	203	398	523	1107	1197	692	193	2083	1028	1208	812	895	579	1590	324	1023		
Lakselv	935	915	544	240	252	177	183	441	1077	1129	1062	1451	592	1107	90	417	1173	977	76	101	419	404	675	482	1377	530		
Mo i Rana	1024	604	633	329	163	267	273	560	1166	1271	1152	1594	670	1197	90	506	1263	887	1391	887	164	69	709	286	259	897	619	
Mosjøen	519	299	128	302	668	240	404	130	661	766	647	1090	175	692	417	506	506	757	2147	757	516	1272	955	177	1037	414		
Narvik	1910	1491	1518	1215	924	1152	1160	1417	2052	2156	2038	2480	1542	2083	977	887	1391	2147	1037	1037	955	1594	1379	1650	497	2409	1506	
Nordkapp	859	439	468	161	328	101	266	365	1000	1102	985	1422	505	1028	76	164	331	1044	1037	177	518	504	776	549	1351	454		
Oslo	1035	615	644	340	92	278	218	541	1177	1229	1163	1551	691	1208	101	69	516	1272	955	177	518	504	776	549	1351	454		
Polarsirkelen	638	101	247	504	670	442	405	79	782	886	766	1210	329	812	419	709	202	877	1594	388	518	84	462	885	1099	1137	212	
Sandnessjøen	723	185	331	288	655	227	390	163	864	917	850	1239	461	895	404	493	765	378	1099	1137	212	84	462	885	1099	1137	212	
Sortland	405	475	134	560	926	498	662	305	548	653	533	1544	378	1099	1137	212	84	462	885	1099	1137	212	84	462	885	1099	1137	212
Svolvær	1416	996	1025	721	429	659	665	922	1558	1664	1544	1988	1055	1590	482	393	897	1655	497	549	461	1099	885	1155	902	589	011	
Tromsø	498	1177	893	1318	1628	1257	1364	1007	1558	250	378	174	698	324	1377	1523	1017	517	2409	1351	1478	1164	462	885	1099	1137	212	
Trondheim	488	1177	893	1318	1628	1257	1364	1007	1558	250	378	174	698	324	1377	1523	1017	517	2409	1351	1478	1164	462	885	1099	1137	212	
Vadsø	850	312	459	416	781	353	241	291	992	1044	978	1366	589	619	530	619	414	1088	1506	454	631	212	130	589	1011	1292		
Å i Lofoten																												



Emergency telephone numbers:

FIRE

FIRE
FEUER

POŽAR

110

Fire and hazardous
pollution

POLICE

POLICE
POLIZEI

POLICJA

112

Police and
rescue centre

MEDICAL
EMERGENCY

113

Doctor
Ambulance



Roadside assistance

**Call the Road Traffic Management
Centre at tel. 175**

(From foreign countries: +47 815 48 991)

**Notify the police (in a non-emergency situation)
tel. 02800**



Statens vegvesen



Norwegian Public Roads Administration
Tel. 02030
vegvesen.no