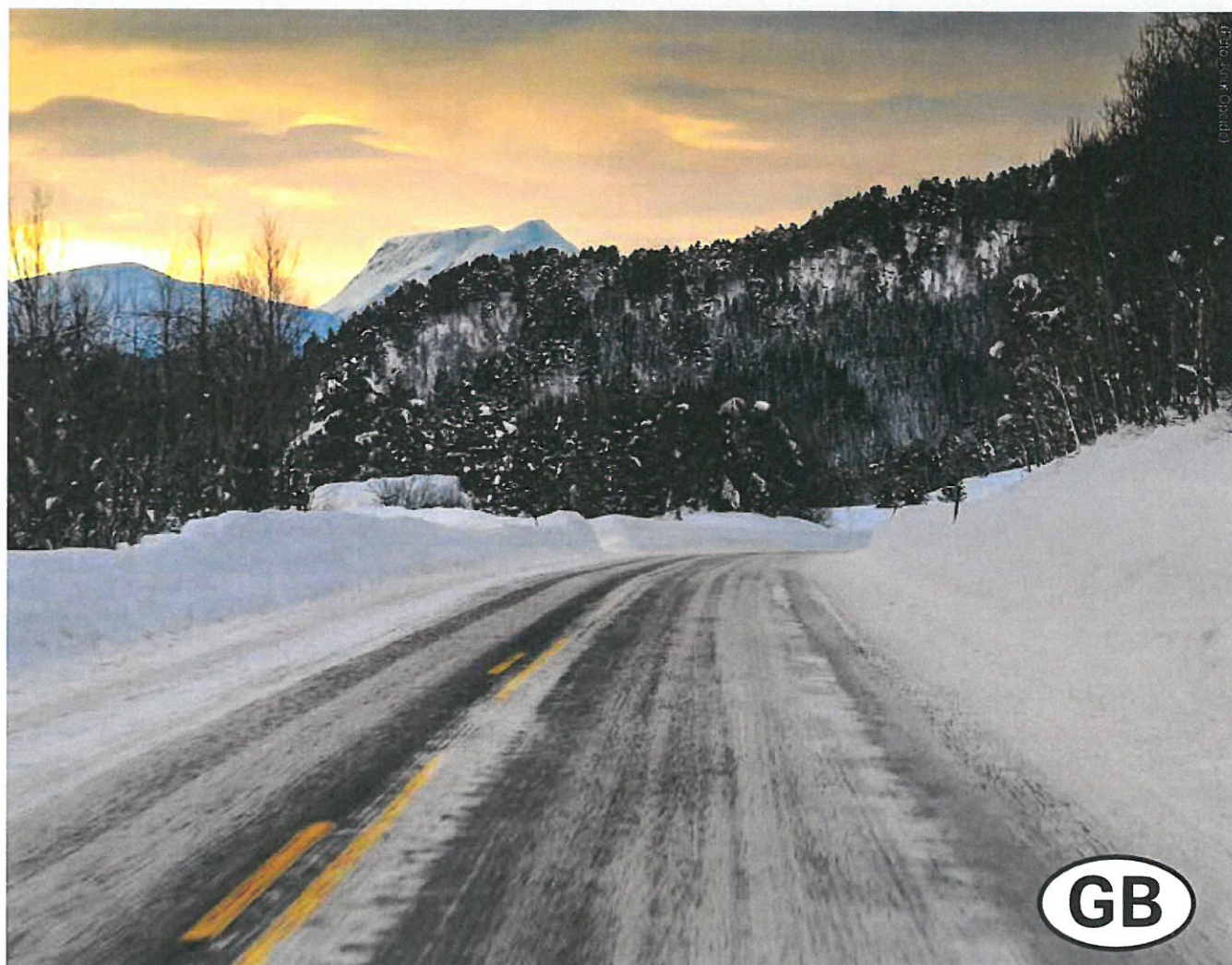




TRUCKER'S GUIDE to driving in Norway





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The Norwegian Public Roads Administration accepts no liability for errors or omissions in the Trucker's Guide.

Printed by: Kai Hansen Trykkeri AS





CHECKLIST

DOCUMENTATION:

- ☐ Passport
- ☐ Driving licence
- ☐ Certificate of Professional Competence
- ☐ Driver card
- ☐ European Health Insurance Card (if you are from an EEA country)
- ☐ Insurance card (recommended)
- ☐ Original registration certificate
- ☐ Community licence
- ☐ CMR waybill applied to the motor vehicle's number plate (must be carried in the vehicle)
- ☐ CMT/CEMT permit
- ☐ Driver attestation documenting legal employment with the company

NECESSARY PERSONAL EQUIPMENT:

- ☐ Bring along warm clothing and footwear
- ☐ Bring along a hat and gloves
- ☐ Bring along food, water and something hot to drink
- ☐ Reflective tabard

VEHICLE AND TRAILER

- ☐ Snow chains
- ☐ Alcohol in the braking system (older vehicles)
- ☐ Tow chain
- ☐ Wheel chocks
- ☐ Sand
- ☐ Full tank of fuel
- ☐ Washer fluid (frost proof)
- ☐ Good windscreen wiper blades
- ☐ Long brush with an ice scraper on it
- ☐ Rechargeable torch

USEFUL WORDS

Norwegian

Bensin
Blyfri
Bremsar
Bremsvæske
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



Handy to know!

Currency in Norway

The Norwegian krone (abbreviated Kr or NOK)
1 Euro = approx. 9 NOK

Coins and banknotes

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

Travel information

See vegvesen.no

Shops:

Most shops are open Monday – Saturday, with shorter business hours on Saturdays. Some smaller supermarkets are open on Sundays. Limited choice of food at petrol stations.

Language

Most people living in Norway understand English.

Petrol stations

There may be long distances between petrol stations on parts of the road network. This is particularly true of mountain passes. There are a number of 24-hour petrol stations. Most of the 24-hour stations can be found along the main roads.

Phones

Mobile phone services cover more or less the entire country. You may use only a hands-free mobile unit while driving.

Toll tag

All Norwegian and foreign vehicles exceeding 3.5 tonnes that are used for business in Norway must be equipped with a valid toll tag and agreement for the payment of tolls in Norway.

- The toll tag must be linked to the vehicle's registration number and must be installed in the front windscreen.
- The owner of the vehicle, driver or lessee is responsible for entering into an agreement and installing a toll tag.
- The following tags are valid in Norway: AutoPASS, BroBizz from Øresund and Storebælt, AutoBizz from Scandline and GoBox.



- You can obtain an AutoPASS tag at the post office or at customs stations along the border and at international ferry ports.
- For more information, see autopass.no/en or call 02050 (from Norway) / +47 21 03 17 64 (from abroad).

Inspection authorities in Norway

If you are inspected

You should keep your documents in order and have them readily to hand so that the inspection goes as quickly as possible.

Inspection sites

- If you fail to follow instructions on road signs as you approach an inspection site, you may be liable for a penalty
- Inspection sites always focus on checking the weight, dimensions, technical condition, securing of load, tyres and snow chains, hazardous goods, driving and rest times, documents, etc.
- If any serious faults or defects are detected during such inspections would be hazardous to other road users, these have to be remedied before you will be allowed to continue your journey.

Fines

Whether your driving licence is confiscated or a fine is imposed is dependent on what you have done.

For example:

- driving at 10 km/h over the speed limit in a 60 km/h zone is punishable by a fine of NOK 1,600
- driving at 26 km/h over the speed limit in a 60 km/h zone will result in loss of your driving licence
- running a red light is punishable by a fine of NOK 5,200
- overtaking illegally is punishable by a fine of NOK 5,200



POLITIET

The police stop and inspect vehicles and drivers along roads throughout Norway. The police focus closely on checking adherence to speed limits, driving under the influence of alcohol and safe driving.



The Customs and Excise Authority is most active at border crossings into Norway, but the Customs and Excise Authority can also inspect vehicles and drivers at the roadside.



The Norwegian inspection authorities wear uniforms (the Labour Inspection Authority does not) and carry ID!



Statens vegvesen

The Norwegian Public Roads Administration conducts inspections at the roadside and at inspection sites all over Norway. At these inspection stations, they use road signs to direct vehicles such as lorries, tractor-trailer combinations and buses away from the main road and towards the inspection site.



Arbeidstilsynet

The Labour Inspection Authority conducts inspections together with the other agencies, focusing on employment and wage conditions.

Driving in Norway

Choose the right route

Norway has a very complex network of roads with major differences in road quality. Unfortunately people do choose the wrong routes, and if the vehicle is fitted with poor tyres and is not carrying chains, accidents can easily occur.

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

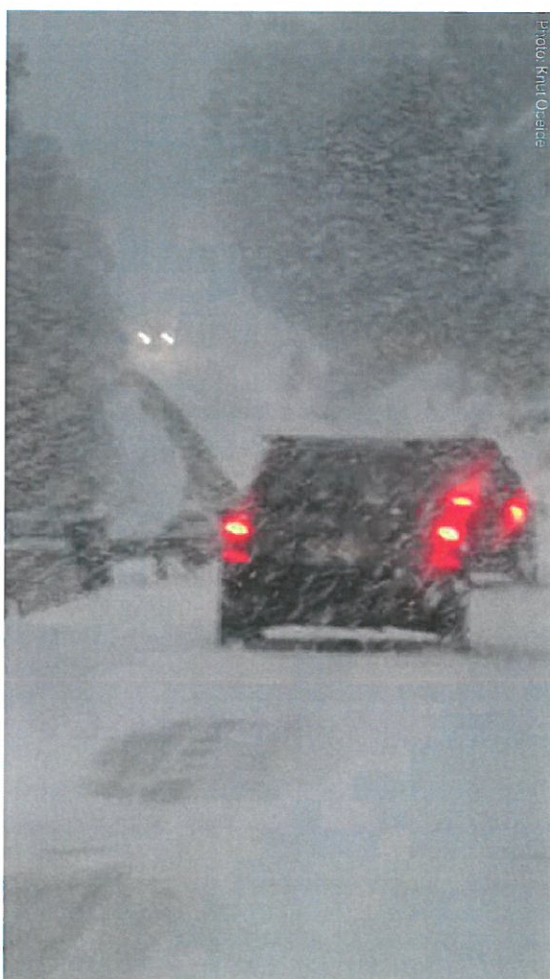
Ferry crossings are an important part of many routes. You will also encounter toll plazas on many of our roads. There are charges for the use of ferries and toll roads.

Road sections with limited traffic flow

Some of the road network in Norway – national roads included – can be very challenging in winter. This is particularly the case for hilly road sections and especially during periods of heavy precipitation. In these situations, twin-axle tractor units and semitrailers (even when equipped with winter tyres and/or chains) may have problems with reaching their destinations.

These road sections should be avoided during periods of heavy precipitation and when the roads are slippery. It is necessary to anticipate temporary bans on heavy vehicles during periods when driving conditions are difficult. These road sections are marked on a separate map for heavy vehicles (vegvesen.no/tungbilkart).

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



! 5 important checkpoints

WRONG		RIGHT
	Load correct	
	Use chains	
	Use winter tyres	
	Take breaks	
	Choose the right route	

Speed limits

Cities and urban areas	*	50 km/h
Country roads	**	80 km/h
Motorways	***	80/90/100/110 km/h

- * 30 km/h in many urban areas
- ** The speed limit on country roads may also be set to 60 or 70 in built-up areas
- *** The speed limit for motor vehicles over 3500 kg, except for some buses, is 80 km/h in Norway even if a higher speed 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 severity of the offence.

Give way

You have to give way to traffic from the right. Main roads are normally priority roads. If a main road runs through a city or town, you may have to give way to traffic from local roads. This is indicated by the sign "slutt på forkjørsveg" [end of priority road].

Sign indicating a priority road



Priority road



End of priority road

Lights

The use of dipped beams or daytime running lights 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, a fine may be imposed or you may even be imprisoned. You may also be banned from driving in Norway.

Safety belts

Use of safety belts is mandatory at all times.

Warning sign in case of breakdown

1. Turn on your emergency lights! If it is dark, turn your lights down to parking lights. **This is important so that you yourself can be seen!**
2. All vehicles must have at least one warning triangle and one reflective tabard.
3. If a vehicle has stopped in a location where it could endanger or hinder other road users and you do not move it to a suitable location straight away, you must warn other road users. The warning triangle must be placed at a reasonable distance from the vehicle, if possible at least 150 metres away so that other motorists can see it in time.
4. You must always wear a reflective tabard when outside your vehicle in the event of a breakdown.

Idling

You must not leave your engine to idle unnecessarily.

Diesel

The use of dyed diesel (low tax fuel) is not permitted in buses, lorries, delivery vans or passenger cars in Norway. The same applies to caravans and motor-homes. A fine will be imposed if you fail to follow the rules.

Accidents involving wild animals

If you run over or encounter an animal that is injured or helpless, you must contact the police (tel. 02800). **Never chase after an injured animal.**

Sign indicating an animal crossing hazard



Elk



Reindeer



Deer



Cattle



Sheep

Weights and dimensions

Permitted vehicle width and length

The maximum permitted vehicle width on public roads in Norway is 2.55 m (2.60 for vehicles with insulated trailers). The maximum permitted vehicle length is 19.5 m. The maximum width and/or length may be less on some road sections.

Gross weight

The maximum permitted gross weight for tractor-trailer combinations is 50 tonnes, provided that the combination has sufficient distance from the rear axle on the motor vehicle to the front axle on the trailer. The gross weight on some road sections may be lower, and there may be restrictions on axle load on some roads at times.

Modular vehicle combinations

Modular vehicle combinations may be no more than 25.25 m long and weigh a maximum of 60 tonnes. Modular vehicle combinations are only permitted to use a limited road network

See vegvesen.no/modulvogntog for a list.

Timber vehicle combinations, mobile cranes and other special vehicles

There are separate provisions for these.

Maximum permitted axle load on public roads in Norway

The maximum permitted axle load varies on Norwegian roads, so you should plan your route before leaving.

List of permitted weights and dimensions

Lists showing the maximum permitted gross weight and tractor-trailer combination length on each individual road section in Norway can be found at vegvesen.no/riksvegliste. This list of roads also includes general provisions on permitted axle load, gross weight, length, width and criteria for such calculations on public roads in Norway. There are road lists for national, county and municipal roads, and for special transport. The list of national roads also includes a simplified list of the maximum permitted weights and dimensions for vehicles/tractor-trailer combinations in international traffic.

Special transport

Queries and applications for exemption must be submitted to:

Norwegian Public Roads Administration,
Region East Division Akershus and Oslo,
Postboks 8037 Dep. 0030 Oslo
Phone: 815 22 000 / Fax: +47 24 05 80 01

Overload charges

Overload charges and fines are imposed on the owners of overloaded vehicles, but fines may also be imposed on the driver. Charges and fines are calculated depending on the extent of the overload.

Securing of loads

Poor securing of loads causes many accidents. This is why the Norwegian Public Roads Administration carries out inspections all over the country. For information on the securing of loads, please see also: European Best Practice Guidelines on Cargo Securing for Road Transport.

https://ec.europa.eu/transport/road_safety/topics/vehicles/cargo_securing_loads_en

ADR

Agreement on the transportation of hazardous goods by road

Transportation of hazardous goods in Norway

International transportation of hazardous goods by road in Norway must be compliant with ADR.

Some road tunnels impose restrictions applicable 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

Transportation of hazardous goods by ferry

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

Driving in winter

Vehicles not suited to winter conditions

Some types of vehicles are more suited to Norwegian winter roads than others. An incorrectly loaded semitrailer is one example of a vehicle poorly suited to winter conditions. If it is not possible to achieve sufficient road grip using the required number of snow chains, the vehicle must stop and wait for driving conditions to improve.

The Norwegian Public Roads Administration recommends a differential lock as standard equipment on the tractor unit's driving axle. It is easier to climb slippery hills when this is combined with good winter tyres and the use of chains where necessary. Towing vehicles with multiple-axle drive (4x4 or 6x4) will offer the best chance of not getting stuck in most cases.

Convoy traffic

If the weather is so poor that it is unsafe to drive, convoy traffic may be required on some road sections at short notice. If this happens, a number of vehicles are gathered together to form a convoy, and snow ploughs lead the convoy to clear snow from the road. Signs are always provided to indicate when roads are closed for the winter or are only open for convoy traffic. It is also a good idea to call the information line (tel. 175) to find out whether the road is open. It is always important to make sure you have enough fuel, warm clothing, food and drink in case you get stuck or have to wait for a convoy.

To avoid such situations, it is quickest and best to take the main roads, even if this involves ferries and passing toll plazas.

Besides convoy traffic, why traffic, some road sections are closed in winter. For a list of which roads are closed or subject to convoy traffic, please see vegvesen.no/trafficinformation or call 175 (0047 815 48 991 from abroad)



Driving on slippery roads



We have a number of narrow, winding and steep roads in Norway. Heavy vehicles are more likely to get into trouble on slippery roads than smaller vehicles. Long, heavy and wide tractor-trailer combinations are particularly vulnerable.

Large vehicles frequently need to move all the way out to the edge of the road to allow oncoming traffic to pass safely. It is important to watch your speed and have good tyres and brakes in order to maintain a safe and steady course in such situations.

Winding roads and steep inclines require you to continually adjust your speed and manoeuvre your vehicle for the safety of other road users. Your driving must always be adjusted to suit the amount of grip available on the road.

Trailer skidding

With tractor-trailer combinations, the trailer is frequently the cause of hazardous situations and makes driving on slippery roads particularly challenging.

When long and heavy vehicles skid, this is a serious and demanding situation. It is difficult to regain control. It may take a long time and require a lot of space on the road. Remember, it is better to steer your tractor-trailer combination into a ditch than to collide with oncoming traffic.

Particular causes of skidding trailers:

- High speed
- Cornering
- Braking
- A lot of slush on the road
- Tyres unsuitable for winter conditions
- The wheels on the right-hand side going off the edge of the road
- ABS malfunctions
- EBS malfunctions?

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 the trailer and the tractor unit to skid.

In the case of semitrailer combinations, it is particularly important to ensure that the fifth wheel pivots easily so that inertia does not prevent the tractor unit turning.

Safe operation of tractor-trailer combinations on slippery roads requires you to be cautious and assess conditions, the road and traffic. It is also important to ensure that the vehicle is in good condition.

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

Slippery descents

On long descents in winter, drivers may 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 use 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 are applied to the driven wheels only, may cause the driven wheels to skid. To prevent this, you can attach chains to the driven wheels (see Figure 1).

A heavy load towards the rear of the vehicle may cause the front wheels to skid, making the vehicle difficult to steer. To prevent this, you sometimes have to attach chains to one of the front wheels to help with steering. This may be particularly relevant to vehicles with tandem axles and semitrailers.

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

When driving on slippery roads, as much of the weight as possible should be on the motor vehicle as this could reduce the risk of jackknifing and will improve traffic flow.

You may need to use chains on the trailer's wheels to prevent the trailer skidding, and to ensure sufficient stability and braking on downhill gradients.

On slippery roads, the service brake system is more effective than the auxiliary brake as the auxiliary brake only act on the driven wheels. However, bear in mind the dangers of overheated brakes and brake failure.

Slippery ascents

When driving in winter, it is particularly important for you to assess the conditions carefully before commencing your ascent so that your vehicle does not end up at a standstill on the hill with its driven wheels spinning.

Chains must be put on before starting to drive up the hill. You should check that the wheel nuts are not loose when using chains.

Accelerating as much as possible before the hill means you can use less traction by easing up on the accelerator slightly when you are on the hill. Choose a gear that will enable you to keep your revs relatively high at the bottom of the hill, so that you can ease up on the accelerator if you start to experience wheelspin. This will give you grip without having to gear down. (If your vehicle has a tandem axle, you can achieve a greater driving axle load by using tandem axle lifting/load transfer.)

Gearing down early reduces the need for lots of gear changes on the hill. Being in the wrong gear may cause you to stop, and you may experience major problems with getting started again. If your vehicle has an automatic transmission, it may be necessary in many instances to use this manually in slippery conditions.

The method used by the driver is dependent on the gradient of the slope and whether the road is narrow and/or winding.

When using a differential lock, wheelspin may cause the vehicle to skid out towards the edge of the road due to the incline. Therefore, try to avoid wheelspin and take particular care when cornering.

When chains are used on the driven wheels in difficult conditions, and particularly on slopes, the differential lock is necessary to ensure the best possible mobility.

Industrial/parking areas

Industrial areas are generally more slippery than roads. Moreover, roads are cleared of ice and snow more quickly than areas where there is less traffic. Don't let this come as a surprise. Always assume that parking areas or rest stops may be slippery, even though road conditions are good.

Tyre equipment

The winter season is between 1 November and the first Sunday following Easter Monday.

The vehicle must not be used unless sufficient road grip can be ensured under prevailing road conditions, using studded tyres, snow chains, etc. if necessary.

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

Tread depth

- In summer, all vehicles must have tyres with a tread depth of at least 1.6 mm.
- In winter, all vehicles weighing more than 3500 kg must have tyres with a tread depth of at least 5 mm. Other vehicles must have tyres with a tread depth of at least 3 mm at all times.
- Having good winter tyres with deep tread is recommended when driving on roads during the winter months.

Winter tyres

- Between 15 November and up to and including 31 March, winter tyres are required on all axles.
- This is applicable to both vehicles and trailers (groups M1-M3, N2-N3 and O3-O4) which each have a gross weight in excess of 3500 kg.
- Winter tyres may be either studded tyres or what are known as non-studded winter tyres. They must be specially marked M+S, MS, M&S, M-S, "mud and snow", 3PMSF or "3 peak mountain snowflake", and be specially designed for driving in winter conditions

Snow chains

If you are driving a vehicle with a permitted gross weight in excess of 3500 kg, you must carry chains if you expect to be driving on snowy or icy roads. Therefore, you must carry chains in winter no matter what the road conditions.

It may be wise to bring along more chains than you need. They may come in handy in extremely icy conditions, or if any of your chains are damaged.

Your chains must be dimensioned to fit the vehicle's wheels and provide contact between the chain and the road surface. They must be made of metal/steel, be suitable for the prevailing road conditions and capable of withstanding stress.



REMEMBER! It is the driver's responsibility to ensure that the correct wheel equipment is used.

Number and position of chains:

- A heavy motor vehicle must use at least three chains
- One dimensioned to fit the front wheels
- Two dimensioned to fit the driven wheels

A tractor-trailer combination must have at least seven chains if the tractor unit has twin wheels on the driving axle:

- One dimensioned to fit the tractor unit's front wheels
- Four dimensioned to fit the tractor unit's driven wheels
- Two dimensioned to fit the wheels of the trailer

A tractor-trailer combination must have at least five chains if the tractor unit has single wheels on the driving axle or uses double chains:

- Two dimensioned to fit the tractor unit's driving axle
- One dimensioned to fit the tractor unit's front wheels
- Two dimensioned to fit the tractor unit's driving axle
- Two dimensioned to fit the wheels of the trailer

In motor vehicles equipped with automatically operated chain loops for the driven wheels ("on spot"), these replace two chains if the vehicle has twin wheels mounted on the driving axle.

Chain stations

Chain stations are available before and after difficult road sections. These stations are signposted. These chain stations are cleared of snow and are big enough to allow tractor-trailer combinations to park while drivers attach or remove chains. Chain stations can usually be found on flat road sections so that you can stop and re-tension your chains after having driven some distance.

When you arrive at a chain station, it is a good idea to call the information line (tel. 175) to check conditions on your route.



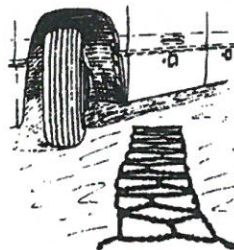
Always use parking lights and wear a reflective tabard while you are attaching snow chains. This will allow other motorists to see you at a distance!

How to attach universal tyre chains!

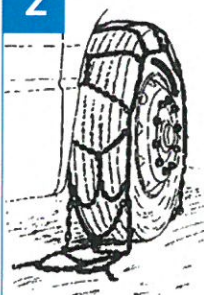
! (NOTE: THERE ARE SEVERAL DIFFERENT TYPES OF CHAIN)

1

Lay the chain on the ground. Make sure there are no twists or knots in the chain.

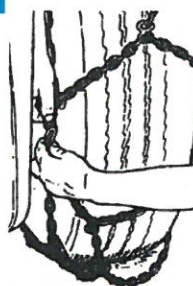


2



Lift the chain onto the wheel with the tightening cams on the outside and in a "slack" position. Push the end of the chain in under the back of the wheel and reverse the vehicle by 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 manually by pulling the outer side chains together. Then hook the outer side chains together.

5



Tighten with the tightening cam 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).

Check the tightness here

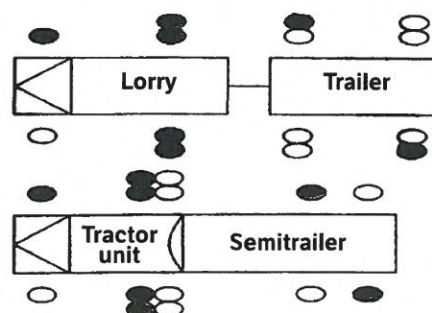
7

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



Positioning may vary in vehicles with ABS and EBS. Chains must be fitted on wheels with ABS sensors. (See the instruction manual.)

Positioning of chains on vehicle combinations



Note: Chains have to be re-tensioned after driving about 100–200 metres.

Tunnel tips for all

Driving into a tunnel correctly:

- Never pass a red light (flashing or otherwise) or if the barrier is down
- Be aware of the speed limit in the tunnel
- Check that you have switched the lights on in your vehicle
- Remove your sunglasses
- Close the windows
- Consider using air recirculation
- Switch on the radio so that you hear necessary traffic bulletins referring to accidents in the tunnel

Driving/behaviour in the tunnel:

- Maintain a distance of at least 5 seconds from the vehicle in front
- Use your windscreen wipers and defroster if visibility is poor due to mist on the windscreen

In the event of a breakdown or accident in the tunnel:

- Stay calm
- Switch on your hazard warning lights to warn other road users
- Do not turn around in the tunnel
- Wear a reflective tabard
- Head for the nearest emergency exit
- Use the tunnel's emergency telephone to notify the Traffic Control Centre automatically (do not use a mobile phone)





Rules for driving in tunnels for commercial drivers

1. **Pay particular attention in tunnels** – accidents may have major consequences
2. Stop if you see a red light and/or barrier
3. Decide whether your vehicle's brakes may be **hot before entering** the tunnel! Hot brakes may impair braking, result in brake failure will cause a fire
4. **Reduce your speed before** entering a steep tunnel. Select a lower gear when travelling down a hill than you would use when travelling up it.
5. **Maintain a good distance** from the vehicle in front, at least 5 seconds
6. **Use the tunnel's emergency telephone** to notify the Traffic Control Centre automatically
7. **Use the tunnel's fire extinguishers** – the Traffic Control Centre receives automatic notification
8. In the event of a fire, evacuate the tunnel or enter an evacuation room, and help others to get to safety



(Photo: Geir Brakke)

Driving and resting time regulations

Driving a tractor-trailer combination in Norway, particularly in winter, is a demanding job. Drivers must be alert and fit when crossing mountain ranges or transporting goods on narrow, winding roads in Northern or Western Norway. Unfortunately, there are a lot of accidents which are caused by inattention or drivers falling asleep. This is why checking the driving and resting time regulations is a high priority task in Norway.

EU provisions relating to driving and resting times are valid in Norway for all vehicles registered in EU/EEA countries. The European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR agreement) is enforced for vehicles from other countries.

Other regulations on working hours

Separate regulations cover working hours for drivers in addition to the regulations governing driving and rest periods. These regulations apply throughout the entire EEA. Working hours include driving time and all other work carried out in connection with the transport. Drivers must take breaks after no more than six hours of continuous work. Drivers must also have a certain amount of time off per day and per week.

Average weekly working hours over 16 weeks must not exceed 48 hours. This is applicable to both regular working hours and overtime, and includes work done for several employers. Regulations relating to working hours are coordinated with the rules on driving and rest periods, so breaks – for example – qualify as breaks under both sets of regulations. Self-employed drivers are not subject to these regulations at present.

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

Main rule for all drivers

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

Rules for drivers of heavy vehicles

Daily driving period

- The daily driving period cannot exceed 9 hours. You are permitted to extend this period to 10 hours up to twice a week.
- You must take a 45-minute break after driving for a maximum of 4 hours and 30 minutes. You may substitute this with two breaks lasting 15 and 30 minutes respectively. You must not spend these breaks doing other work.

Daily rest period

- You must rest for at least 11 consecutive hours (or at least 3 + 9 hours) every day.
- Your daily rest period may be reduced to 9 hours three times between two weekly rest periods.

Weekly driving period

- You can drive for 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, your total driving time cannot exceed 90 hours.

Weekly rest period

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

Tachograph

- You must have a tachograph in the vehicle if you are subject to the rules governing driving and rest periods.

This is a brief summary of the rules. There are also exceptions and more detailed rules.

24-Hour rest stops



To help meet regulatory requirements concerning driving and resting times, work is currently in progress on establishing rest stops for heavy goods vehicles where drivers can take breaks (45 minutes), daily rest periods and weekly rest periods. As of January 2012, fifteen rest stops have been established along national roads in Norway (see the list below).

In anticipation of 24-hour rest stops along the national road network, many regular rest stops with toilet facilities can be used for breaks and daily rest periods. It must be noted that some of these are closed in winter.

An updated list can be found at vegvesen.no/hvile-plass and iru.org/transpark. Rest stops are clearly signposted from the main road. These rest stops are normally located in the immediate vicinity of service companies selling food and fuel. All rest stops have toilet facilities and well-lit parking areas. With a few exceptions, showers and 220V power supplies for refrigeration units are also available. The safety and service levels of rest stops are classified according to the EU LABEL scheme; see the list on the websites referred to above.



(Photo Knut Oseren)

Transborder transport

Cabotage

Cabotage involves transport between two locations in a state other than the registered location of the transport operator.

Foreign transport operators may only transport goods or passengers between two locations in Norway if there are special reasons for doing so. EU/EEA transport operators nevertheless have access to temporary cabotage in Norway.

Cargo transport

Any transport operator that has a community licence and has been involved in the delivery of international cargo in an EU/EEA country may perform cabotage under the following conditions:

- The driver must perform the cabotage using the same vehicle that was used for the transborder transport.
- The driver may undertake a maximum of three cabotage trips after the international cargo has been unloaded in full.
- Unloading after the last cabotage trip must take place within 7 days of delivery of the international cargo.

- A transport operator may also undertake some or all cabotage trips in all member states under the condition that this is restricted to one cabotage trip per member state within three days of entering the territory of the member state without cargo (transit cabotage).

Transport of passengers

Cabotage is permitted for operation of tourist vehicles and special scheduled transport when a contract is in place between the transport operator and the client. In the case of scheduled transport, cabotage is permitted when the transport is part of an international route and the intention is to meet the need for transport within an urban area or to and from adjacent urban areas. Beyond this, cabotage may only be performed on a temporary basis.

Customs regulations

There are separate regulations in respect of:

- Luggage
- Declaration of payment methods
- ATA carnet
- Transit

See toll.no for more information.





Important numbers

Information on road and traffic conditions

The Norwegian Public Roads Administration maintains a nationwide list of road, driving and traffic conditions, as well as information on permitted axle loads, distances, routes and ferries.

Tel.: 175 / +47 815 48 991 (from abroad)

You can also call this number in the event of situations on the road that you think other road users or the Norwegian Public Roads Administration should be made aware of.

Internet

Updated traffic messages can be accessed at vegvesen.no/trafikkmeldinger and 175.no.

Lists of roads and other information

Lists of roads

- For national roads: vegvesen.no/riksvegliste
- For county and municipal roads: vegvesen.no/fylkesvegliste
- For special transport on national roads: vegvesen.no/spesialtransportliste

Heavy transport map

- vegvesen.no/tungtransportkart

Some information is also available at border crossings and Driver and Vehicle Licensing Offices.

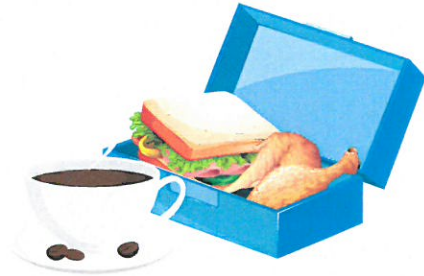
The Trucker's Guide is available on our website, vegvesen.no/truckersguide.



REMEMBER! The shortest route on the map is not necessarily the quickest!

Food tips

Many accidents are caused by drivers who are not paying attention or who fall asleep at the wheel. Food and drink contain various things that can make us sleepy or alert.



We differentiate between “alert food and drink” and “sleepy food and drink”. You will be ready to drive straight away if you eat “alert food”, but if you eat “sleepy food” you should rest for at least 90 minutes before continuing your journey.

Alert food

- Eat little and often, every 3 to 4 hours, i.e. 5 meals a day. Food which includes rice, bread, potatoes, etc. and white meat such as chicken, turkey, etc. can increase your performance and endurance.
- Your food should also contain a certain amount of fibre, which helps to stabilise your blood sugar and hence your performance.



Alert drinks

- Drink every hour in order to maintain your fluid balance.
- Natural mineral water contains minerals that help the body to retain water so that it does not “pass straight through you”.
- Ideally, choose a mineral water with a low-sodium content, i.e. less than 50 mg of sodium per litre.

Sleepy food

- Eating large amounts of food, fatty foods and sweet foods will make you feel relaxed and sleepy at the wheel.



Sleepy drinks

- Diuretic drinks such as coffee, tea, cola, etc.
- Sweet drinks may cause fluctuations in your blood sugar levels and make you drowsy after about 20-30 minutes.
- Salty drinks cause high blood pressure in people who are predisposed towards this condition.

THREE SIMPLE RULES WHEN DRIVING

- **Get enough sleep**
- **Drink plenty of fluids of the right kind**
- **Eat plenty of the right foods**

Have a good trip, and stay safe and alert!



Statens vegvesen



Emergency phone numbers

FIRE

110

Fire and hazardous pollution

POLICE

112

Police and rescue centre

**EMERGENCY
MEDICAL
ASSISTANCE**

113

Doctor/Ambulance



Roadside assistance

**Call the Traffic Control Centre on tel. 175
(from abroad: +47 815 48 991)**

**Notify the police (except in emergencies)
tel. 02800**



Norwegian Public Roads Administration
Tel.: +47 22 07 30 00
vegvesen.no/truckersguide