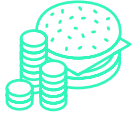


Information for lorry drivers concerning local regulations in Norway

There are a range of specific Norwegian regulations which you will need to be aware of when driving a cabotage or combined transport in Norway.



Requirements for minimum wage and food allowance

When you drive a cabotage and/or a combined transport in Norway, it is a requirement that you get paid the Norwegian minimum wage plus a food allowance. Food is expensive in Norway, so remember to request a food allowance from your employer.

When you drive a cabotage and/or a combined transport in Norway you will also be required to have, amongst other things:

- A written contract of employment.
- A minimum 40% overtime salary supplement.
- A log documenting your hours of work.
- Adequate accommodation for you, the driver. It is your employer's responsibility to ensure this is provided to you.



Requirements for tires and snow chains

In Norway, driving conditions can be very demanding, especially in the winter, and they can change very quickly. For this reason, there are specific requirements with regards respect to tires and snow chains for heavy goods vehicles.

Winter tires:

It is a requirement that all tires on your vehicle are branded winter tires (M+S, 3PMSF, etc.) from 15th of November to 31st of March inclusive each year. The tires must be specially designed for winter use.

Tread depth and chains:

In the three northernmost counties of Norway, from 16th of October till 30th of April inclusive each year, it is a requirement that the tires on your vehicle have a tread depth of at least 5mm, and that they are entrained with snow chains. As for the rest of Norway this rule applies from 1st November to the first Monday after Easter Monday inclusive each year.

Irrespective of the dates set out above, it is important that you have good quality tires and snow chains fitted to your vehicle (if snowy conditions on the day you are driving demand such precautions).



Requirements for driving time and rest periods

The job of HGV driver operating a lorry in Norway is a demanding one, especially in the winter months.

It is of utmost importance that you are alert and refreshed when crossing mountain passes or driving on narrow, winding roads.

EU regulations concerning driving time and rest periods for vehicles based in an EU/EEA country, also apply in Norway.

24-hour rest stop areas

There are 24-hour rest stops situated along Norwegian highways, here you can take a rest stop or break from driving. You can for example take your reduced weekly rest period at such a rest stop.



Requirements for toll tags

All heavy goods vehicles used for commercial activity in Norway are required to have a Norwegian toll tag contract. The toll tag must be installed inside the windscreen of the vehicle, and the toll tag's number must be registered and linked to the vehicle's registration number.



This is the documentation you will need to have with you

While driving in Norway, you must be prepared for the eventuality that you may be stopped for an inspection. In order to make inspections quicker and easier for you and for the inspectors, you will need to have the following documentation with you:

- Driver's licence
- Waybill
- Wage slip/contract of employment
- An overview of your hours of work while in Norway

If you are operating a cabotage, you will also, when your vehicle is inspected, need to present documentation for the inbound international transport and for each subsequent leg of the cabotage itinerary within Norway.



This is what you should know about winter driving conditions in Norway

When the weather is bad or when there are difficult driving conditions in the mountains, there is a risk that the road will be closed or that you will be required to join a convoy. This may mean that you will have to wait for a while before you are allowed to continue proceed with your journey. For this reason, please be sure to bring warm clothing and something to eat and drink while you wait. It is also advisable to fully refuel your vehicle prior to commencing a trip through the mountains.

Remember that the route suggested by your GPS may not always be suitable for heavy goods vehicles. It is therefore a very good idea to check that the route proposed is in fact suitable for your vehicle.

In addition to inspections by the authorities along the route of your journey, you may also encounter checkpoints where the tires, snow chains and cargo on your vehicle will be inspected. These checkpoints are part of a project called Trygg Trailer (Safe Trailer). If everything is not in order with your vehicle, you run the risk that you will not be allowed to load your cargo.

The Norwegian public authorities and Norwegian transport organizations wish you a safe journey.

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NORGES LASTEBILLEIER-FORBUND

