

Budgetcampervans.com/Norway FAQ's Jan 14

There are **two main** depots in **Norway** that you can hire a campervan or motorhome from:

Oslo and **Grimstad**. Airport transfers are available.

The main suppliers of campervan and motorhome hire in Norway is:

McRent and Pure.

Avoid Saturday and Sundays for collection as you will **incur an extra** charge.

There are **early booking discounts** available and also **long term hire discounts**.



Regions

Norway regions

East Norway

actually southeast, the region surrounding the capital Oslo, where the largest number of people live

Middle Norway with the ancient city of Trondheim

Northern Norway

Great fjords, the midnight sun, the ancient Sami culture and the city of Tromsø

South Norway

the gentle coastline with Kristiansand.

West Norway

Famous fjords and the cities of Bergen and Stavanger.

Svalbard

Arctic islands near the polar ice.

Jan Mayen

A desolate, mountainous and volcanic island in the Arctic Ocean, partially covered in glaciers with

What to see:

Cities

Oslo - the capital and largest city of Norway, with museums of national importance, a beautiful setting and lively nightlife and cultural scene

Ålesund - a splendid Art Nouveau centre in the very western outskirts of Norway

Bergen - Once the capital of Norway, old Hanseatic trading center with a rich culture and dramatic scenery, Norway's second largest city. Wonderfully cute wooden buildings, a magnificent mountain setting and tons of nightlife and atmosphere. This is your **gateway to the western fjords**. The city has been dubbed "the rainiest city in Europe" with an average of 250 days of rainfall a year. Bring an umbrella.

Bodø - The gateway to the magnificent **Lofoten** islands and **Saltstraumen**, the **worlds' strongest maelstrom**.

Kristiansand - The jolly capital of the South

Stavanger - The fourth largest city, and the third largest urban area. Commercially important due to the oil business. The wooden, cobbled central area is one of the most charming places in Norway. Home to one of Norway's medieval churches, you can also visit Iron Age homes, stone age caves, and sites where the Viking kings used to meet at **Ullandhaugtårnet**. Stavanger is where Erik the Red was born.

Tromsø - A magnificent, modern cathedral and absolutely no polar bears roaming the streets

Trondheim - Famous for its stunning cathedral (Nidarosdomen). Wonderful riverside wharfs, wooden buildings and the best student nightlife in Norway give beautiful, leafy Trondheim its charm.

Other destinations

Atlanterhavsveien - "**The most beautiful road in the world**". A unique road connected with spectacular bridges surrounded by the wilderness of the Atlantic Ocean. The **Atlantic Ocean Road** or the **Atlantic Road** (Norwegian: *Atlanterhavsveien*) is a 8.3-kilometer (5.2 mi) long section of County Road 64 that runs through an archipelago in Eide and Averøy in Møre og Romsdal, Norway. It passes by Hustadvika, an unsheltered part of the Norwegian Sea, connecting the island of Averøy with the mainland and Romsdalshalvøya peninsula. It runs between the villages of Kårvåg on Averøy and Vevang in Eida. It is built on several small islands and skerries, which are connected by several causeways, viaducts and eight bridges—the most prominent being Storseisundet Bridge.

Jostedalbreen - The largest **glacier** on the European mainland.

Jotunheimen - A majestic landscape and home of Norway's highest mountains.

Lofoten - Experience **the midnight sun** in this traditional fishing district in the Northern Province with islands and mountains.

Nordkapp - This cliff is the northernmost point of continental Europe. Excellent place to experience the **midnight sun**.

Sognefjorden - Glaciers, mountains and picturesque towns are but a few of the sights on the Sognefjord. Flåm and Nærøyfjorden (also a UNESCO World Heritage site) are parts of the mighty Sognefjorden system.

Trollheimen - A unique mountain area north west of Norway. East of the Atlanterhavsveien. Tourist cabins Trollheimshytta, Gjevilvasshytta and Jøldalshytta can provide a wonderful experience of Norway's mountains.

By Motorhome / Campervan

While technically it's **not legal** to park overnight on the roadside or in rest areas, the practice is so **common** that it seems to be unenforced.

There are **hundreds of camp grounds** that cater to motorhomes and campervans, these are well signposted. All have basic facilities (electricity, toilets, hot showers (pay per minute), mostly-flat ground), and some are more equipped (buy fresh food, hire boats, communal kitchens, tourist info, etc).

Some are of the "industrial" variety (hundreds of vans, spotless facilities, very straight paths, gravel, not grass, keypads to enter, lots of strict rules, right beside the highway), and others are more... loose - occasional visitors, honour system for payment, idyllic surroundings, lots of grass and space. It's impossible to tell from the signs, so a drive-by might be necessary to see if the campground suits your mood and preferences.

As a rough guide (August 2011), a night in a campground with electricity costs around kr 200, but ranges from kr 120 to kr 300. Showers are usually kr10 for 4 minutes.

There are **many rest stops** on all major and many minor roads, and there's a fantastic system of **National Tourist Routes** with particularly spectacular rest stops (and facilities). Most of the rest stops have a toilet and picnic table.

Tolls

There are tollways in Norway, but most toll ways are part of (AutoPass [25]). Visitors can register their numberplate for the duration of their visit only, **pre-buy kr 300** worth of tolls, and directly debit their (European) bank account or credit card for top ups. Any un-used funds are returned within 90 days. Occasionally, it may be necessary to stop and pay for tolls, but a huge majority are automated (numberplate is photographed while driving under a gantry over the road).

Tunnels

Any driving in Norway is **not complete without tunnels**. There are thousands of them, and they are fascinating to those unfamiliar with them. The longest seems to be 24 km, but 1-3 km is more common. Tunnels are always lit with "street" lighting, but are a little narrower than the regular roads. Driving out from a tunnel, over a bridge spanning a deep gorge, back into a tunnel, then down a 12% gradient is something to be remembered!

Traffic Rules and regulations

Rules and regulations in the traffic are generally the **same as in the rest of Europe**. Foreign visitors should be aware that police controls are common and that **finances are very high**, and should take special note of the following rules:

The give way rule is universal. On roads without the "Yellow Diamond" sign, **all traffic from your right hand side** has the **right of way**; you must yield to traffic from any road to your right, except from private areas such as parking lots.

Buses have priority when leaving a bus stop where the speed limit is 60 km/h or less. Trains, trams and light rail have right of way even from the left hand side.

Quite a few roads are not wide enough for two cars to meet. Blue signs with a large M indicates a passing point.

Headlights are mandatory even during daylight.

An EN standard hazard waistcoat is required in the vehicle, reachable from the driver's seat.

Pedestrians have the right of way at all marked crossings with no traffic lights. You are required to stop even if the pedestrian is not yet in the crossing, only showing intention to cross. You may be severely fined and your driver's licence may be suspended if you don't. This rule is strictly enforced.

The general **speed limit is 80 km/h** in the country side and on motorways, **and 50 km/h in urban** areas. Note that there are no specific rules for change of speed limit (as in some other countries) when driving conditions change. The driver is expected to adjust speed downward to a safe level in for instance fog, heavy rain or snow.

Don't drink and drive. Your blood alcohol concentration must not exceed 0.2 ‰. One small beer can be enough. This rule is strictly enforced and violators risk a huge fine, a long (or even indefinite) suspension of the driver's licence and prison time.

On typical Norwegian two-lane road with a narrow shoulder, overtaking is only allowed on long straights with plenty of visibility. Overtake only if really necessary; consider alternatives like taking a short break.

Using one's **vehicle horn is considered impolite and** may result in a **fine** unless used for an emergency.

Right turn on red is illegal.

Roads and driving conditions

Norwegian roads have **varying quality**. The main roads are the European highways indicated with an "E" in front of the number. For instance E6 is the main north-south corridor from Sweden via Oslo to Kirkenes in the very east of Northern Norway.

European highways connect cities, regions and countries. E18 connects Kristiansand and towns in South Norway to Oslo and Sweden. E16 connects Bergen to Oslo (via Flåm and Voss), road 7 is an alternate route to Bergen (via Hardangervidda). E39 is the coastal main road from Kristiansand via Stavanger, Bergen and Ålesund to Trondheim.

The E-roads are excellent for navigation. Other main roads (national highways, "riksvei") have low one- or two-digit numbers, the most important of these are indicated with white fonts on green background (as opposed to black on white for most highways). Note however that the importance of the road does not indicate quality: even the E's may have narrow and slow sections.

Asphalt cover on Norwegian roads is usually coarse and doesn't get very slippery when wet as can be experienced in some other countries. Note however that studded winter tyres tend to eat asphalt during the winter leaving deep tracks (or furrows). This can make the car sideways unstable, particularly in high speed, and if filled with water tyres may float on the water making the car difficult to control (as if driving on ice or snow). When driving downhill steep mountain roads it is best to use a low gear and let the engine control the speed. Brakes can overheat causing the brake fluid to boil.

Moose/elk ("elg") and red deer can run onto the highway particularly **at dusk and dawn** so take **extra care** if driving at those times, particularly through forest. Red deer can also jump onto the highway without warning, particularly in **Western Norway** during late autumn and winter, special "crossing points" have been constructed several places, be aware.

Reindeer may happen to walk on the road in Northern Norway. **Note the warning signs**. These warning signs will also, with few exceptions, specify for how long a distance there is an increased risk of animals crossing the road. The elk, the most dangerous animal on the roads, is most active at full moon, after heavy snow fall and at dusk/dawn.

Driving in winter conditions may be a real challenge without proper training and experience; this particularly applies to mountain passes all over Norway as well as other roads in Northern Norway.

The golden rule for driving on snow, ice and slush: don't rush. Braking distance increases dramatically, increase distance to the car in front of you from the standard 3 seconds to a 5-6 seconds or more. Inexperienced drivers should drive very careful until they get used to the conditions and the car, experienced drivers always "feel" the contact between tyres and road. A number of **mountain roads are frequently closed temporarily during bad weather**, and the authorities routinely issue road information on radio, TV and internet. During blizzards on some roads you are only allowed to drive in a line behind a heavy snowplough, a method called "kolonnekjøring", you are then obliged to wait at a gate or sign until the snowplough arrives. Always obtain specific information about mountain roads the day and hours before going. Don't hesitate to

ask locals or call 175 for last minute information, as Norwegians are generally comfortable with driving on snow and ice. Always bring enough clothes and food, always calculate plenty of time. Be prepared to cancel or postpone trips in winter.

Some mountain passes, including popular roads around Geiranger are **totally closed during winter** (typically Nov-May). Other mountain roads may be closed for shorter periods (several days or only one night) during bad weather. These roads are always closed during winter ("vinterstengt"):

Road 55 Sognefjell (Nov-May)

Road 51 Valdresflya (Dec-Apr)

Road 63 Geiranger (Nov-May)

Road 63 Trollstigen (Oct-May)

Road 13 Gaularfjell (Dec-May)

E69 Nordkapp (North Cape) (Oct-Apr)

Visitors frequently underestimate distances and driving time in the Norwegian landscape. **Key distances:**

Oslo-Bergen 500 km/ 8 hr

Oslo-Stavanger 540 km/ 8 hr

Oslo-Trondheim 500 km/ 8 hr

Trondheim-Bodø 700 km/ 12 hr

Oslo-Geiranger 450 km/ 7 hr

Oslo-Flåm 350 km/ 5 hr

Bodø-Tromsø 600 km/ 10 hr

Bergen-Geiranger 400 km / 7 hr

Bergen-Flåm 170 km/ 3 hr

Ålesund-Trondheim 300 km/ 6 hr

Emergency Numbers

Before calling, find, if possible, the exact position

Police 📞112

Fire 📞110

Emergency Medical Services 📞113

If you are unsure which number to call, 112 is the central for all rescue services and will put you in contact with the correct department.

For non-emergencies, the police is to be called on 02800.

The hearing impaired using a text telephone can reach the emergency services by dialing 1412

Road assistance

Falck 02222

Viking 06000

AAA members may call NAF on 08505