



ROYAL NORWEGIAN  
MINISTRY OF TRANSPORT

EFTA Surveillance Authority (ESA)  
Avenue des Arts 19H  
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Belgium

Your ref

Our ref

Date

15/570-

29 January 2025

## Minimum safety requirements for tunnels in the Trans-European Road Network

Reference is made to the package meeting held in Oslo 24<sup>th</sup> of October 2024 concerning minimum safety requirements for tunnels in the Trans-European Road Network (TERN) in Norway. A copy of the presentation held in the package meeting is attached to this letter.

In this letter the Ministry will, as notified and per the follow-up letter dated October 31<sup>st</sup> 2024, submit information concerning the National Budget for 2025 that is relevant for this case. The Ministry will also give an update on the state of compliance with all the minimum safety requirements of Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network, OJ L 167, 30.4.2004, p. 39 (“the Directive”).

### TERN tunnels in the National Budget for 2025

The 2025 National Budget for the transport area was proposed by the Government in *Prop. 1 S (2024– 2025) for Samferdselsdepartementet*. The Government's budget proposal for national roads was mainly accepted by the Norwegian Parliament (Stortinget) on December 14<sup>th</sup> 2024. In 2025, the investment in the tunnel refurbishments on the TERN will continue. Funds are prioritized to continue projects that have already been started. With the budget proposal, four more tunnels located on the TERN will be fully refurbished by the end of the year. Nine tunnels will remain to be refurbished on the TERN after 2025. Expected progress for these tunnels that remain to be refurbished has not changed much from what was reported in 2024.

Furthermore will 20 other tunnels on the TERN be replaced with new road sections, and these will therefore not be refurbished. This applies to tunnels on the joint road and railway

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project Vossebanen/E16 Arna–Stanghelle, E16 Hylland–Slæen in Vestland, as well as E6 Megården–Mørsvikbotn in Nordland.

*Notes on Lotetunnelen, Fløyfjell- and Eidsvågtunnelen:*

*As reported on in the package meeting and mentioned in the follow-up letter is expected progress on the refurbishments of the abovementioned tunnels somewhat uncertain.*

*For Lotetunnelen the challenge is the complexity of the refurbishments required. There are decisions yet to be made by the Norwegian Public Road Administration (NPRA) on how to go through with this project. Completion by 2035 is a conservative estimate and might change in the future. We will keep reporting to ESA on the status for this tunnels in future meetings and letters.*

*Fløyfjell- and Eidsvågtunnelen are on E39 going in and out of Bergen city. As reported on in the package meeting and mentioned in the follow-up letter, progress with refurbishments in these tunnels depend on political decisions yet to made by Bergen Municipality. See the attached document on the status for these tunnels and a description on how progress with them ties into the Bergen Light Rail project, conducted by the local planning authorities.*

### **Letter of Appropriation to the Norwegian Public Roads Administration (NPRA)**

The funds provided in the National Budget are made available to the NPRA through the annual Letter of Appropriation from the Ministry. In the Letter of Appropriation for 2025 the Ministry states that the NPRA shall report on the status of refurbishment of tunnels in accordance with the tunnel safety regulations.

### **Compliance with the safety requirements in Annex 1**

Please find enclosed a detailed overview concerning the progress of the refurbishment of TERN tunnels in Norway. The enclosed tables also include hyperlinks to online information from the NPRA regarding progress and other news about the projects.

The new tunnels and the refurbished tunnels naturally comply with the Directive, while the remaining tunnels still will have deficiencies. The attached tables are meant to give an approximate overview over the compliance with the minimum requirements of the Directive in Annex I. (Status as per October 2024.)

The Ministry hopes that the above description of TERN tunnels, seen in conjunction with the information provided in the Ministry's letters of 2021, 2022, 2023 and 2024 is satisfactory.

We would be happy to facilitate any further needs for information that the Authority may have.

Yours sincerely

Hans Einar Nerhus  
Deputy Director General

Stian Dahl Sommerseth  
Adviser

*This document is signed electronically and has therefore no handwritten signature*

Attachment

Copy  
The Norwegian Public Roads Administration