

TEN-T, Western Region:

Tunnel name	Length	Road	Subsea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum	Scheduled start (contracting)	Further information	References
Upgraded tunnels:										
Stavenestunnelen	2 771	E16		1	2014		5 500			
Fretheimtunnelen	1 363	E16		1	2017		2 650			
Onstادتunnelen	673	E16		1	2017		2 100			
Byfjordtunnelen	5 875	E39	x	1	2017		9 700			
Mastrafjordtunnelen	4 424	E39	x	1	2017		8 100			
Bømlafjordtunnelen	7 888	E39	x	1	2019		5 000			
Hordviktunnelen	795	E39		1	2015		18 300			
Mundalsberg tunnelen	1 085	E39		1	2017		6 500			
Bjørsviktunnelen	844	E39		1	2017		2 800			
Breimsfjelltunnelen 2	867	E39		1	2014		2 350			
Langhelletunnelen	926	E16		1	2019		5 500			
Beitlatunnelen	663	E16		1	2019		5 200			
Masfjordtunnelen	4 110	E39		1	2019		2 100			
Håklepptunnelen	608	E39		1	2020		5 100			
Hopstunnelen	758	E39		2	2020		19 800			
Nesttunnelen	603	E39		2	2020		19 800			
Matreberg tunnelen	1 352	E39		1	2020		2 100			
Trodalstunnelen	848	E39		1	2020		2 100			
Arnanipatunnelen	2 133	E16		1	2022		13 800			
Flenjatunnelen	5 053	E16		1	2022		2 200			
Gudvangatunnelen	11 428	E16		1	2022		2 100			
Munkebotntunnelen	551	E39		1	2022		5 100			
Bjørkhaugtunnelen	558	E16		1	2022		15 200			
Særetunnelen	720	E16		1	2022		15 200			
Eikefettunnelen	4 910	E39		1	2022		2 500			
Byhaugtunnelen	638	E39			2022	Became a county road after completed upgrading.	24 100			
Borgundtunnelen	3 050	E16		1	2023	Completed as scheduled	2 050			
Seltunnelen	1 632	E16		1	2023	Completed as scheduled	2 150			
Uføretunnelen	605	E39		1	2023	Completed as scheduled	3 900			
Hernestunnelen	519	E16		1	2023	Completed earlier than scheduled	4 600			
Total tunnel length	68 250									
Total tube length				68973						
Number of tunnels	30									
Remaining tunnels:										
E16 Stanghelle-Arna										
Bogetunnelen	2036	E16		1	2033/2034?	Will be replaced by new tunnel through the avalanche protection project E16 Stanghelle-Arna. The project was scheduled to start in 2023/2024, but is now postponed due to the general economic situation. The government has secured funds and the preparatory work is started. Risk-reducing measures, such as installation of evacuation lightning, are ongoing in order to fulfill minimum requirements.	5 500	2025?	https://www.vegvesen.no/vegprosjekter/europaveg/e16banearnastanghelle/	Prop. 1 S (2023–2024) - regjeringen.no
Hettetunnelen	626	E16		1	2033/2034?		5 300	2025?		Prop. 1 S (2023–2024) - regjeringen.no
Jamnatunnelen	791	E16		1	2033/2034?		5 300	2025?		Prop. 1 S (2023–2024) - regjeringen.no
Risnestunnelen	1718	E16		1	2033/2034?		10 000	2025?		Prop. 1 S (2023–2024) - regjeringen.no
Romslotunnelen	605	E16		1	2033/2034?		10 000	2025?		Prop. 1 S (2023–2024) - regjeringen.no
Trengereidtunnelen	1 770	E16		1	2033/2034?		5 500	2025?		Prop. 1 S (2023–2024) - regjeringen.no
E39										
Kongenestunnelen	1 118	E39		1	2027/28	Preparatory work is started. Scheduled to start in 2024, but in order to prevent traffic overloading of the road network, the tunnel must be refurbished after Glaskar (2025), eventually after Bogs (2027).	1 400	2025/26	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no
Breivortunnelen	1 382	E39		1	2027/28	Preparatory work is started. Scheduled to start in 2024, but in order to prevent traffic overloading of the road network, the tunnel must be refurbished after Glaskar (2025), eventually after Bogs (2027).	1 400	2025/26	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no
Maragjøltunnelen	855	E39		1	2027/28	Preparatory work is started. Scheduled to start in 2024, but in order to prevent traffic overloading of the road network, the tunnel must be refurbished after Glaskar (2025), eventually after Bogs (2027).	1 400	2025/26	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no
Kjøshammartunnelen	813	E39		1	2030/31?	Preparatory work is started. Was scheduled to start in 2024, but the refurbishment work turned to be more extensive than foreseen. In order to prevent traffic overloading of the road network, the tunnel must be refurbished after Breisvor, Kongenes og Maragjøl. Risk-reducing measures, such as installation of evacuation lightning, are ongoing in order to fulfill minimum requirements.	2 500	2027/28	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no

6 2025 6
3 2026 3
1 2028 1

Tunnel name	Length	Road	Subsea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum	Scheduled start (contracting)	Further information	References
Lotetunnelen	2 859	E39		1	2035?	The preparations are delayed. On a longer term, there is probably a need for full re-engineering. Preparations for risk-reducing measures, such as installation of evacuation lightning, are ongoing. When installed, these measures will be sufficient to fulfill minimum requirements.	1 600	2031?	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2031
Jernfjelltunnelen	2 390	E39		1	2024	On schedule	1 900	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
Skrikeberg tunnelen	1 508	E39		1	2024	On schedule	1 900	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
Bogstunnelen	3 482	E39		1	2027	On schedule	1 850	2024	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2024
Glaskartunnelen	1 172	E39		2	2025	On schedule	47 500	2023	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2023
Eidsvågtunnelen	1 708	E39		2	2035-2040?	Part of the same road system as the Fløyfjell tunnel. Refurbishment must be coordinated with the construction of the Fløyfjell tunnel	48 200	2030 earliest	Tunneloppgradering i Vestland Statens vegvesen	NTP 2025-2036 (regjeringen.no) 2030
Fløyfjelltunnelen	7020	E39		2	2035-2040?	This tunnel is part of the main traffic system in Bergen. It has a high traffic density (AADT 45,000-50,000), with both local traffic and national/regional through traffic. When this tunnel has been closed or has had reduced capacity for other reasons in the past (water leak or traffic accident), it has caused major disruptions to traffic flow in large parts of Bergen and its surrounding areas. It is therefore necessary to establish alternative routes with high capacity (equivalent to one tunnel tube) before the current tunnel can be closed. In cooperation between the Norwegian Public Roads Administration and Bergen municipality, work is currently in progress on a concept where a new tunnel is to be built before the upgrading is carried out. Once the upgrade has been completed, the new tunnel tube will be taken over by the Bergen Light Rail. This is conditional on a political decision to build the Light Rail extension to Åsane in a tunnel. The time frame for this project is depending on governmental priorities in the upcoming Nasjonal transport plan.	45 000	2030 earliest	E39 Fløyfjelltunnelen Statens vegvesen	NTP 2025-2036 (regjeringen.no) 2030
E16										
Lærdalstunnelen	24509	E16		1	2030	Preparatory work is started. Upgrading will presumably start in 2025. The project is now postponed due to environmental issues, mainly the handling of polluting masses such as older shotcrete, permits for boat transport on a world heritage fjord, and risk of pollution of waterways of national interest.	2 000	2025	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2025
Dalevågtunnelen	1 399	E16		1	2024	Will be completed one year earlier than scheduled.	5 500	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
Dalseidtunnelen	1 809	E16		1	2025	On schedule	4 400	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
Hyingstunnelen	1 347	E16		1	2025	On schedule	4 400	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
Trollkonetunnelen	734	E16		1	2025	On schedule	4 400	2022	Tunneloppgradering i Vestland Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no 2022
E16 Hylland-Sleen										
Stalheimtunnelen	1188	E16			2029?	Will be replaced by a new tunnel through the avalanche protection project E16 Hylland-Sleen (Nærøydalen). Preparatory work is started. The project was scheduled to start in 2023, but is now postponed due to the general economic situation. Existing tunnel will not be upgraded, but risk-reducing measures, such as installation of evacuation lightning, are carried out in order to fulfill minimum requirements.	2 200	2025?	E16 Nærøydalen Statens vegvesen	NTP 2025-2036 (regjeringen.no) 2025
Sivletunnelen	1114	E16			2029?		2 200	2025?	E16 Nærøydalen Statens vegvesen	NTP 2025-2036 (regjeringen.no) 2025

Total tunnel length 63953
Total tube length 71551
Number of tunnels 24

Project start	Refurbishment	New	Project opened	Refurbishment	New project
Before 2023	6		2022		
2023	1		2023		
2024	1		2024	3	
2025	1	8	2025	4	
2026	3		2026		
2027			2027	1	

Tunnel name	Length	Road	Subsea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum	Scheduled start (contracting)	Further information	References
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2028	1	2028	3	
2029		2029		2
2030	2	2030	1	
2031	1	2031	1	
2032		2032		
2033		2033		
2034		2034		6
		2035	3	

TEN-T, Southern Region:

Tunnel name	Length	Road	Subsea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum
Upgraded tunnels:							
Fosskollentunnelen	1 721	E18		3	2017	3 tubes(505+554+562= 1721m)	50 000
Hanekleivtunnelen	3 490	E18		2	2018	2 tubes (2*1745m)	24 800
Hillestad tunnelen	1 614	E18		2	2018	2 tubes (2*807m)	24 800
Løkentunnelen	1 400	E18		2	2018	2 tubes (2*700 m)	24 800
Bringåkertunnelen	2 260	E18		2	2018	2 tubes (2*1130m)	22 400
Botnetunnelen	2 760	E18		2	2018	2 tubes (2*1380 m)	22 400
Brekketunnelen	1 180	E18		2	2018	2-tubes (2*590 m)	25 000
Grimstadporten	552	E18		1	2018		15 450
Oddernestunnelen	2 188	E18		2	2019		50 000
Baneheitunnelen	3 049	E18		2	2019	2 tubes Oddernes (2*1089m) + 2 tubes Baneheia (2*745m) + connecting tunnels 1479 m. Both tunnels in one contract	50 000
Kirkeheitunnelen	835	E39		1	2017		8 100
Skjeggestad tunnelen	585	E39		1	2017		5 400
Austadtunnelen	1 040	E39		1	2015	One contract	6 800
Logatunnelen	833	E39		1			6 800
Drangeidtunnelen	767	E39		1			6 800
Kjørholt tunnelen	2 219	E18		1	2018	Carried out by Nye Veier	14 500
Bamletunnelen	765	E18		1	2018	Carried out by Nye Veier	14 500
Merraskott-tunnelen	605	E134		1	2018		8 600
Elgskauåstunnelen	2 630	E134		1	2018		10 600
Nestunnelen	1 276	E16		1	2014		12 700
Kleivenetunnelen	553	E18		2	2008	First tube improved	31 900
Vatlandstunnelen	3 178	E39		1	2020	Including 1272 m connecting tunnels in Fedabei. 4 tunnels in one contract.	4 900
Teistedalstunnelen	1 928	E39		1			5 800
Fedaheitunnelen	2 714	E39		1			7 100
Fosselandtunnelen	621	E39		1			7 100
Brattåstunnelen	524	E18		1	2021		18 900
Hovettunnelen	539	E18		1	2021		15 000

Total tunnel length	41 826	
Total tube length		63762
Number of tunnels	27	

Remaining tunnels:

TEN-T, Eastern Region:

Tunnel name	Length	Road	Subsea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum
Upgraded tunnels:							
Nordbytunnelen	3 867	E6		2	2019		37 100
Follotunnelen	885	E6		2	2019	2 tubes (2*885 m)	35 700
Smiehagen tunnel	923	E6		1	2019		21 600
Ekeberg-delen av Operatunnelen	1 583	E6	x	2	2019		77 640
Svartdals-delen av Operatunnelen	1 264	E6	x	2	2019		33 400
Oslofjordtunnelen	7 306	E134	x	1	2012	New tube finishes in 2029, existing tunnel is upgraded according to the Directive.	9 600
Frogntunnelen	1 564	E134		1			12 700
Eidettunnelen	865	E6		2	2008		
Eidsvolltunnelen	1 191	E6		2	2011		
Festningstunnelen	3 528	E18	x	2	2020		76 880
Vålerengtunnelen	1 664	E6		2	2021		58 710
Total tunnel length	24 640						
Total tube length				39487			
Number of tunnels							

11

Remaining tunnels:

TEN-T, Central Region:

Tunnel name	Length	Road	Sub sea	Tubes	Scheduled completion of refurbishment	Comment	Traffic volum	Scheduled start (contracting)	Further information	References
Upgraded tunnels:										
Grillstadttunnelen	737	E6		2	2016		29 900			
Væretunnelen	1 625	E6		1	2016		19 220			
Stavsjøfjelltunnelen	1 720	E6		1	2016		17 470			
Helltunnelen	3 928	E6		1	2016		15 600			
Eggetunnelen	593	E6		1	2016		9 280			
Blindheimstunnelen	839	E39		1	2017		21 500			
Moatunnelen	560	E39		1	2017		10 400			
Rotsethorntunnelen	4 320	E39		1	2019		2 290			
Storsandtunnelen (OPS)	3 671	E39		1	2023	Refurbishing started in 2022.	8 600			
Viggjatunnelen (OPS)	2 731	E39		1	2023	Refurbishing started in 2022.	8 600			
Brekktunnelen (OPS)	1 298	E39		1	2023	Refurbishing started in 2022.	10 900			
Total tunnel length	22 022									
Total tube length				22759						
Number of tunnels	11									
Remaining tunnels:										
Svalnestunnelen (OPS)	792	E39		1	2024	On schedule	10 300	2022	Tunneler i Trøndelag Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no
Mannsfjelltunnelen (OPS)	1 788	E39		1	2024	On schedule	10 300	2022	Tunneler i Trøndelag Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no

Total tunnel length 32 313
 Total tube length 10280
 Number of tunnels 2

2022 2 2023
 2023 2024 2

Kobbskaret	4 457	E6	1	2031?	order to fullfill minimum requirements.	1 300	2026?	E6 Megården-Mørsvikbotn Statens vegvesen	Prop. 1 S (2023–2024) - regjeringen.no
Total tunnel length	17 862								
Total tube length			17862						
Number of tunnels	12								

Opened 2021

1

2024
2025
2026
2027
2028
2029
2030

6
6

2028
2029
2030
2031

6
6

Number of tunnels

	Upgraded	Remaining	Total
Southern	27	0	27
Eastern	11	0	11
Western	30	24	54
Central	11	2	13
Northern	14	12	26
SUM	93	38	131

Total tunnel length

	Upgraded	Remaining	Total
Southern	41 826	0	41 826
Eastern	24 640	0	24 640
Western	68 250	63 953	132 203
Central	22 022	32 313	54 335
Northern	27 916	17 862	45 778
SUM	184 654	114 128	298 782

Total tube length

	Upgraded
Southern	63 762
Eastern	39 487
Western	68 973
Central	22 759
Northern	27 916
SUM	222 897

Scheduled opening - number of tunnels to be upgraded

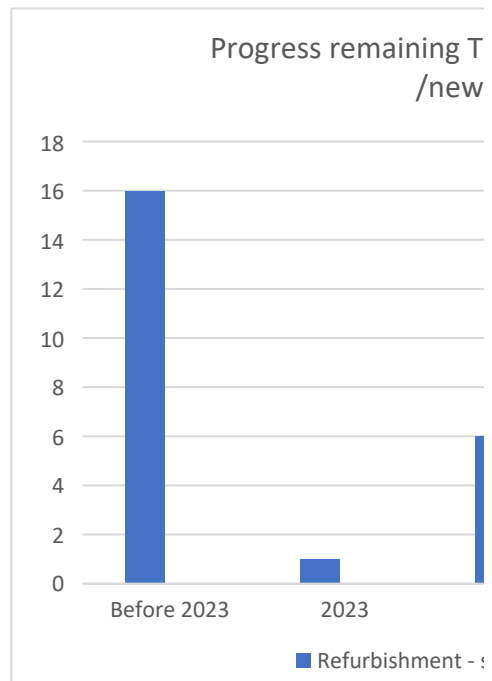
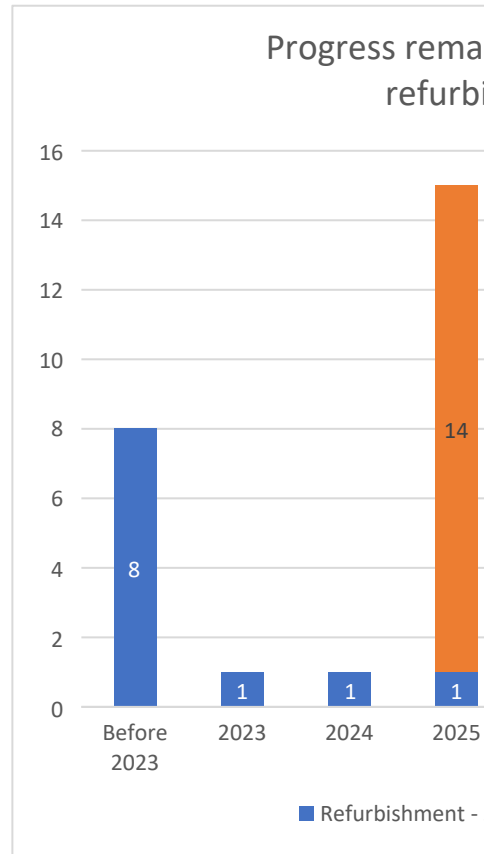
	Opened since last package meeting (okt 2022)	Refurbishment - status 2022	Refurbishing - status 2023	New projects - status 2022	New projects - status 2023	Sum
2022						0
2023	7	6				0
2024		4	5			5
2025		6	4			4
2026		0				0
2027		7	1			1
2028		1	3	14		3
2029		1			2	2
2030		0	1		6	7
2031		0	1		6	7
2032		0				0
2033		0				0
2034		0		6	6	6
2035			3			
Sum 2022-2034		25	18	20	20	38

Start of refurbishment/new project

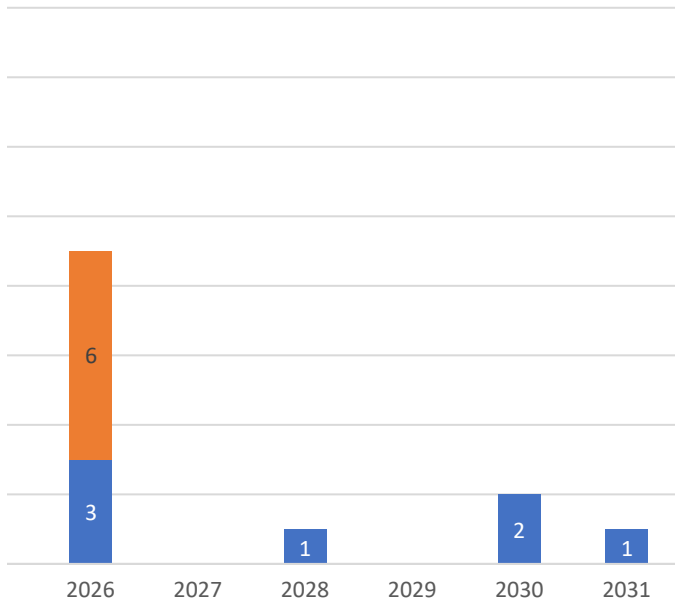
	Refurbishment - status 2022	Refurbishment - status 2023	New project - status 2022	New project - status 2023
Before 2023	16	8		8
2023	1	1		1
2024	6	1	14	1

2025	2	1	6	14	15
2026		3		6	
2027					
2028		1			
2029					
2030		2			
2031		1			
2032					
2033					
Sum	25	18	20	20	38

Remaining	Total
-	63 762
-	39 487
71 551	140 524
10 280	33 039
17 862	45 778
99 693	322 590

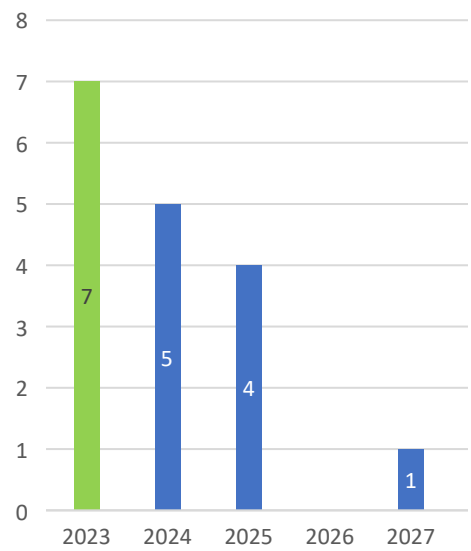


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ishment/new project



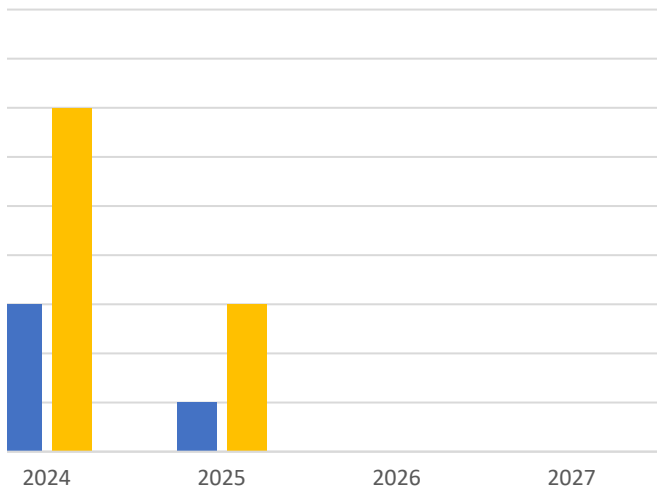
status 2023 ■ New project - status 2023

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TEN-T-tunnels - s



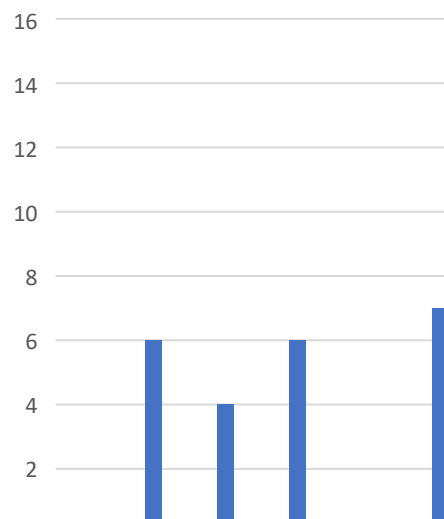
■ Opened since last package meeting (of)
■ New projects - status 2023

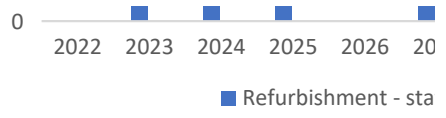
TEN-T-tunnels - start of refurbishment
' project - status 2022



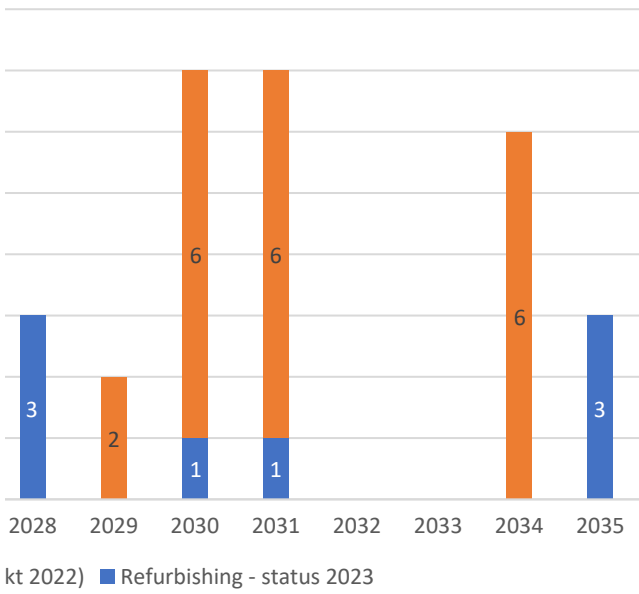
status 2022 ■ New project - status 2022

Pr
TEN-T-tunnels -





Progress remaining
- scheduled opening for traffic



Progress remaining
- scheduled opening for traffic
- status 2022

