



Statens vegvesen

Likelydende brev – se vedlagt liste

Responsible unit:	Case officer/telephone:	Our reference:	Your reference:	Our date:
Directorate of Public Roads	Øystein Buran / 22073599	17/59606–9		03.11.2017

NA CIRCULAR 2017/4

Changes to the requirements for general roadwork safety plans

A regulation change now allows for general roadwork safety plans to be valid for a period up to two calendar years at a time, as opposed to the previous requirement of validity for a maximum period of one year.

At the same time it should be noted that general roadwork safety plans must also be able to be approved for contractors other than the Norwegian Public Roads Administration's operating contractors.

A clarification is also provided concerning what a general roadwork safety plan entails and what evaluations must be undertaken in conjunction with the preparation, treatment and actual approval of the plan. In addition, special requirements that apply to the implementing companies follow-up of the plan are clarified.

The following normal provisions hereby replace Chapter 2.2.4 "General roadwork safety plans" in Manual N301E "Work on and near roads" (2012/2014).

2.2.4 General roadwork safety plans

In connection with the operation and maintenance of roads and associated installations, there will be a regular need to perform work that requires approved general roadwork safety plans. Such regular needs also arise given the background of different types of emergency responses.

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The sign authority can approve “general roadwork safety plans” for work operations that are of such a nature that they can be warned and secured in the same way, and that also occur relatively frequently.

General roadwork safety plans are not to be used for "long-term work" (with the exception of the general roadwork safety plan used as a basis in contingency plans, refer to Manual R611 "Traffic contingencies" (2015)).

General roadwork safety plans may be applicable to an operation that occurs repeatedly and/or a type that you know will occur, but not necessarily where and when it will occur. These will be particularly relevant for mobile or short-term roadworks, as a rule tasks that are covered by a function contract, but not limited to this. These plans can also be offered to contractors involved in short-term work that occurs regularly, such as vehicle rescue, clearing up after accidents involving wildlife, electrical operations, electricity or fibre breaks and the like.

Sign authority

Special requirements apply to the processing and follow-up of an application for a general roadwork safety plan:

- General roadwork safety plans shall never apply for more than two calendar years at a time.
- The need for and the possibility of using a general roadwork safety plan must be evaluated by taking into account the work operations, the conditions at the site where the work is carried out and that the risk factors in the work involved are sufficiently similar from time to time. This forms the basis for the warnings and security measures put in place.
- In addition the frequency of the work must be considered. General roadwork safety plans are not intended for work operations that do not occur regularly during the validity of the plan (except for contingency plans).
- The sign authority must justify a shorter validity period based on the differences in the above two points.
- General roadwork safety plans shall not be approved by the person/persons with daily responsibility for following up the work contract with the responsible contractor.
- The sign authority must have procedures in place to ensure several reviews each year of the general roadwork safety plans with regard to logbooks, changes to the regulation that affects the approval etc.

Implementing companies

The following is noted for the follow-up of a general roadwork safety plan:

- The work description must show what work operation the plan applies to, what local conditions it will be used for (for example AADT, speed level, visibility, volume of HGVs, cyclists and pedestrians, seasonal and daily variations in the traffic volume, public transport, emergency vehicles etc.), refer to section 2.2.2.
- The area and roads the plan applies to must be stated.
- A risk assessment must be completed, refer to section 2.2.2.1.
- The plan must state who is responsible for the site and a duty roster must be enclosed if there is more than one person responsible for the site making use of the plan, refer to 2.2.3.1. On the arrival of a new person with responsibility for the site that the person responsible did not have knowledge of at the time of application, the new person responsible for the site must be entered into the logbook.
- Logbooks must be submitted to the sign authority every three months as a minimum.
- A risk assessment must always be undertaken on site before the plan is implemented. If the work description, the risk assessment and the measures applied for are not suitable for the conditions of the site, the general roadwork safety plan will not be valid and should therefore not be used.
- If the work that is to be carried out using a general roadwork safety plan comes into conflict with another approved roadwork safety plan for the site, it is the approved roadwork safety plan for the site that will apply.

Department of Transport
Sincerely,

Marit Brandtsegg
Director

Jacob Trondsen

Text for approval is inserted at the time of dispatch.

Identical letters sent to
Norwegian Contractors Association (EBA) building and construction and civil engineering , PO
box 5485 Majorstuen, 0305 OSLO
Local authorities
Course presenters, work notification
Norwegian Association of Heavy Equipment Contractors, PO box 505 Sentrum, 0105 Oslo
Machinery Wholesalers' Association, Henrik Ibsens gate 90, 0230 OSLO
67420 Project and contract

18000 Strategy – Department of Public Roads and Transport

38000 Department of Public Roads and Transport

48000 Department of Public Roads and Transport

58000 Department of Public Roads and Transport

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