



Statens vegvesen

Proposal for New Regulations on Zero-Emission Zones and Proposal for a New Legal Basis for Automated Checks and Enforcement

- Proposal for a new fourth paragraph in Section 7 of the Act Relating to Road Traffic of 18 June 1965, No. 4 (the Road Traffic Act)
- Proposal for new seventh paragraph in Section 31a of the Road Traffic Act
- Proposal for new Regulation on Zero-Emission Zones for Motor Vehicles
- Proposal for amendments to the Regulations on Public Traffic Signs, Road Markings, Traffic Signals and Directions of 7 October 2005, No. 1219 (Traffic Signs Regulations)

Norwegian Public
Roads
Administration,
Date: 30.Juni 2026
Our ref.: 23/193367-177

1 Proposal for amendments to Sections 7 and 31a of the Road Traffic Act

Proposal for an Act amending the Road Traffic Act of 18 June 1965 No. 4 (regarding zero-emission zones).

I

The following amendments shall be made to the Road Traffic Act of 18 June 1965 No. 4:

A new fourth paragraph in Section 7 shall read as follows:

A municipality may introduce a prohibition on the use of motor vehicles with internal combustion engines within a geographically defined zone (a zero-emission zone) in order to help reduce greenhouse gas emissions from road traffic and to promote the transition to motor vehicles with zero-emission technologies. The King shall issue regulations setting forth more detailed provisions regarding such zero-emission zones, including their scope and how such zones are to be established, signposted, monitored and enforced.

A new seventh paragraph in Section 31a shall read as follows:

The King may issue regulations setting forth provisions concerning the automated checking and enforcement of applicable violations that, under provisions issued pursuant to this Act, are subject to administrative fines. If such regulations are issued, public bodies that have been granted the authority referred to in the first and second paragraphs may make automated decisions that fall under Article 22 of the General Data Protection Regulation. Such decisions may contain personal data as referred to in articles 9 and 10 of the General Data Protection Regulation and must comply with Section 12 of the Act relating to procedure in cases concerning the public administration No. 81 of 20 June 2025.

II

The Act enters into force on the date determined by the King.

2 Proposal for New Regulation on Zero-Emission Zones for Motor Vehicles

Regulations concerning Zero-Emission Zones for Motor Vehicles

Legal Basis: *Enacted by Royal Decree XX.XX.XXXX pursuant to Section 7, fourth paragraph, Section 31, Section 31a, and Section 43b of the Act Relating to Road Traffic of 18 June 1965, No. 4 (the Road Traffic Act), as well as Section 28, fourth paragraph of the Act relating to procedure in cases concerning the public administration of 10 February 1967 (the Public Administration Act).*

Section 1 Purpose

The purpose of these regulations is to establish a framework for introducing, administering, monitoring and enforcing municipal zero-emission zones, which are established to help reduce greenhouse gas emissions and promote the transition to zero-emission motor vehicles.

Section 2. Definitions

For the purposes of these regulations, the following terms are defined as:

Zero-Emission Zone: A geographically defined area where access is restricted to motor vehicles powered by zero-emission technologies, such as electricity and hydrogen, and where the use of motor vehicles with internal combustion engines is prohibited.

Otherwise, the definitions in the Road Traffic Act and in regulations issued pursuant to it apply.

Section 3. Scope

The regulation applies to municipal roads. County roads may be included within the zero-emission zone, provided that the county authority consents to this. The regulation does not apply to national roads.

In a zero-emission zone, it is prohibited to drive motor vehicles that do not use zero-emission technology.

However, the following motor vehicles are exempt from the prohibition

- a) motor vehicles approved as emergency response vehicles pursuant to Regulation No. 55 of 18 January 2002, and other motor vehicles in police service
- b) motor vehicles used for roadworks or similar work on or alongside roads, in the inspection services of the Norwegian Public Roads Administration, and for the checking and enforcement of parking and stopping regulations on public roads.
- c) motor vehicles in the service of the Norwegian Armed Forces, motor vehicles belonging to NATO headquarters or units in Norway, and other NATO motor vehicles participating in exercises in Norway.
- d) motor vehicles used by an institution that has been issued a parking permit in connection with the transportation of persons with mobility impairments, and motor vehicles used by a driver or passenger who has been issued a parking permit for persons with mobility impairments in accordance with Regulation No. 264 of 18 March 2016
- e) motor vehicles bearing a number plate with yellow characters on a blue background in accordance with Regulation No. 92 of 25 January 1990
- f) motor vehicles used by people who live in the zone
- g) motor vehicles that, due to unforeseen circumstances or various planned measures, must be rerouted through the zero-emission zone

In local regulations, municipalities may establish additional exemptions beyond those provided for in this section.

In special cases, municipalities may grant an exemption permitting the operation of motor vehicles within the zero-emission zone other than those covered by the exemptions in these regulations or in local regulations.

Section 4. Establishment of Zero-Emission Zones

A municipality may establish a zero-emission zone through local regulations.

If a municipality is to monitor and enforce zero-emission zones, it must be granted the authority to impose fines for violations, cf. Section 7 of these regulations and Section 31a of the Road Traffic Act.

When establishing a zero-emission zone, municipalities are required to ensure that the measures implemented are proportionate to any inconvenience caused to legal entities and private individuals.

Section 5. The Size of the Zone and Signage Requirements

Individual municipalities determine the size of the zero-emission zone. A zero-emission zone must be clearly defined, contiguous, uniform and clearly signed.

Several zero-emission zones may be established within a municipality.

Section 6. Checks

The police, and municipalities that have been granted authority pursuant to Section 7, may check motor vehicles travelling in a zero-emission zone.

Checks may be conducted manually, or using mobile or fixed devices for automated checks, where this is possible.

Staff responsible for carrying out checks must have received adequate training. Municipal staff conducting manual checks must be in uniform and wear a visible and legible identification card. Staff are required to state the name of their organisation and their employee number when requested to do so by the person directly affected by the official action.

A system for automated checks may be installed as fixed checkpoints along roads by the municipality or another inspection authority. At a minimum, such systems must be labelled with their purpose and the responsible data controller.

Section 7. Enforcement

The police may impose fines for violations pursuant to Section 8. A municipality may request that the Norwegian Public Roads Administration grant it the authority to impose administrative fines, cf. [Section 31a of the Road Traffic Act](#). A statement from the relevant chief of police supporting such a grant of authority must accompany the request.

If the authority referred to in this provision is granted to a municipality, enforcement may take place automatically where this is proportionate. Manual checks must be carried out by municipal employees.

Section 8. Administrative Fines

The owner or driver of a motor vehicle that is not powered by zero-emission technology as mentioned in Section 2, or that is not otherwise exempt, may be subject to an administrative fine for driving into the restricted zone.

The fine may be imposed on the spot, either by being affixed to the motor vehicle, handing it to the driver, or alternatively sent by post to the registered owner or driver of the motor vehicle.

The administrative fine for this violation is NOK 1000.

For the fine to be considered lawfully imposed, the penalty notice must contain information regarding:

- a) how to contact the authority that imposed the fine
- b) the factual and legal basis for the fine, including information regarding the provision that was violated, the place and time of the violation, and the correct number plate of the motor vehicle in question
- c) information regarding the right to appeal and the deadline for filing an appeal

Section 9. Liability for Payment of Administrative Fines and Interest on Overdue Payment

The owner of the motor vehicle is liable for paying the administrative fine. If the driver of the motor vehicle is someone other than the person who was registered as the owner at the time the violation occurred, both parties are jointly and severally liable for paying the administrative fine, unless the motor vehicle was taken from the owner through a criminal offence.

If the fine is not paid within three weeks after it has been imposed, interest on overdue payment will accrue in accordance with the Act relating to interest on overdue payments. This applies even if an appeal has been filed.

Administrative fines and any interest on overdue payment accrue to the municipality if imposed by the municipality, and to the state if imposed by the police, cf. Section 10.

Section 10. Collection of Administrative Fines and Interest on Overdue Payment

If an administrative fine is not paid within three weeks of being issued, it may be collected in accordance with [Section 38 of the Road Traffic Act](#), but no earlier than 14 days after a notice of collection has been sent to the vehicle owner. Fines may also be collected from the owner of the motor vehicle in accordance with the same principles. The debtor is not liable for the costs of extrajudicial (out-of-court) collection.

Section 11. Appeals

An administrative fine may be appealed within three weeks of being imposed. For the calculation of the deadline, the rules stipulated in [sections 29 and 30 of the Public Administration Act](#) apply. The appeal shall be drafted in accordance with [Section 32 of the Public Administration Act](#).

The appeal must be filed with the first-instance authority, i.e., the authority that imposed the administrative fine.

The first-instance authority shall process the appeal and must provide a written explanation if the appellant's appeal is not upheld. If special reasons so warrant, the first-instance authority may waive the administrative fine and any interest on overdue payment.

If an appeal is not upheld, cf. third paragraph, the appellant may, within three weeks after being notified of the outcome, request that the matter be brought before a district court. The first-instance authority shall prepare the processing of the appeal.

Section 12. Competent District Court

The first-instance authority forwards the appeal to the district court in the jurisdiction where the fine was imposed.

Section 13. The Processing of Appeals in District Courts

The district court in the jurisdiction where the fine was imposed shall process the appeal unless, for special reasons, the court in question determines that the appeal should be processed by another district court.

The appellant shall be summoned to the court hearing by summons. The appeal may nevertheless be decided without such a court hearing if the court deems it unobjectionable.

The appellant does not need to be summoned when only a ruling is to be issued. If the appellant or witnesses are summoned to a court hearing, the first-instance authority must also be notified.

When reinstatement is requested due to missing the deadline for filing an appeal in a case to be processed by a district court, the district court in question may at the same time decide the case itself.

The provisions stipulated in the Criminal Procedure Act, including the rules in Chapter 30 on costs of the case, apply insofar as they are appropriate, cf. also [Section 31a, fourth paragraph of the Road Traffic Act](#). The provisions stipulated in [Chapter 9 of the Criminal Procedure Act](#) regarding public defence counsel do not apply. Service of process in appeal cases may be carried out by a police officer.

Section 14. Amendment of the Regulation

The Ministry of Transport may amend this regulation.

Section 15. Entry Into Force

The regulation enters into force on dd.mm.yyyy.

3 Regulation on Amendments to the Regulation on Public Traffic Signs, Road Markings, Traffic Signals and Directions (Traffic Signs Regulations)

Legal Basis: Adopted by the Ministry of Transport and Communications on 7 October 2005, pursuant to sections 5, 6 and 43 of the Act Relating to Road Traffic of 18 June 1965, No. 4 (the Road Traffic Act), cf. Delegation Decision No. 3462 of 17 March 1967.

I

In Chapter 4 of the Traffic Signs Regulations, Section 8: Prohibition Signs, under the individual prohibition signs, the following new signs are introduced:



350 Prohibited for motor vehicles with internal combustion engines
The prohibition applies to the operation of motor vehicles with internal combustion engines, as stipulated in national and local regulations.



384 Zero-Emission Zone
The sign indicates the boundary of an area with a zero-emission zone and that provisions stipulated in national and local regulations apply to the zone. This sign remains in force until it is superseded by sign 386, 'End of Zero-Emission Zone'.



386 End of Zero-Emission Zone

II

The regulation enters into force on [select date].