

# Nordic certification system for road marking materials

Version 7:2020

**vti**

Carina Fors  
Trond Cato Johansen

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VTI rapport 1047A

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**Version 7:2020**

Carina Fors

Trond Cato Johansen

Author: Carina Fors, VTI, Trond Cato Johansen, Ramboll  
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## Abstract

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A Nordic certification system for road marking materials was introduced in 2015. The system is based on documented performance measurements of material samples applied on test fields on public roads. The certification system includes both flat (type I) and structured/profiled (type II) markings, antiskid materials (materials with enhanced friction), temporary markings (Denmark only), inlaid markings (Norway only), materials for hand application and materials with enhanced durability for illuminated high-traffic urban areas.

Material tests are carried out at two test sites: one in Norway and one in Denmark. The test fields are situated on public roads and the tested materials are thus exposed to real traffic conditions and to weather conditions representative for the Nordic countries. The materials are followed up by performance measurements during one or two years. The certification includes requirements on coefficient of retroreflected luminance  $R_L$  under dry and wet conditions, luminance coefficient under diffuse illumination  $Q_d$ , friction and colour coordinates. The number of wheel passages is measured at the test sites annually. The certification system includes material identification, which allows for future material sampling and analysis.

The report describes the certification system and how it is applied in the Nordic countries. Procedures and methods that are used for application of materials and performance measurements are specified.

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## Referat

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Ett nordiskt certifieringssystem för vägmarkeringsmaterial introducerades under 2015. Systemet baseras på dokumenterade materialtester på provfält, där materialen certifieras utifrån hur många hjulpassager de klarar. Certifieringssystemet omfattar både plana (typ I) och profilerade/våtsynbara (typ II) markeringar, friktionsmaterial (material med förbättrad friktion), temporära markeringar (endast Danmark), nedfrästa markeringar (endast Norge), tvärgående markeringar (material för handläggning) samt slitstarka material utan krav på retroreflexion för högtrafikerade belysta vägar.

Materialtester görs på två provfält: ett i Norge och ett i Danmark. Provfälten är placerade på allmän väg och materialen som testas är exponerade för reell trafik samt för väderförhållanden representativa för de nordiska länderna. Materialen följs upp med funktionsmätningar under ett eller två år.

Certifieringen omfattar krav på retroreflexion  $R_L$ , luminanskoefficient  $Q_d$ , friktion och färgkoordinater. Antalet hjulpassager materialen utsätts för mäts årligen. Certifieringssystemet inkluderar även materialidentifiering, vilket möjliggör senare stickprovskontroller vid entreprenader.

Rapporten beskriver hur certifieringssystemet fungerar och hur det tillämpas i de nordiska länderna. Vidare beskrivs de procedurer och metoder som används på provfälten vid utläggning av material, samt vid mätning av materialens funktionsparametrar.

<b>Titel:</b>	Nordiskt certifieringssystem för vägmarkeringsmaterial. Version 7:2020
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## Preface

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A Nordic certification system for road marking materials was introduced in 2015. This implies that a documented product approval will be required in order to use the road marking material on roads managed by national road authorities, in countries that apply the certification system.

A product approval is based on monitored and documented performance measurements of material samples applied on test fields on public roads. The present report describes the certification system and the road trials.

In the first stage, the certification system applies for Norway, Denmark and Sweden. Iceland joined the system in 2019. Finland will not apply the certification system in this first stage but may join later.

This publication provides guidelines and specifications for the certification system. The publication is revised each year. The most recent version replaces older versions.

The guidelines and procedures related to the certification system have been developed by a working group consisting of Kenneth Kjemtrup, Danish Road Directorate, Tuomas Österman, Finnish Transport Agency, Björn Skaar, Norwegian Public Roads Administration, Ulf Söderberg, Swedish Transport Administration, Kai Sörensen, Johnsen Consult, Trond Cato Johansen, Ramboll, Carina Fors, Sara Nygårdhs and Sven-Olof Lundkvist, Swedish National Road and Transport Research Institute (VTI).

Drøbak, May 2020

*Trond Cato Johansen*  
*Project leader*



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## Quality review

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An internal peer review was conducted on 14 May 2020 by Anna Anund. Carina Fors has made adjustments to the final report. Research Director Anna Anund has thereafter reviewed and approved the report for publication on 17 May 2020. The conclusions and recommendations in the report are those of the authors and do not necessarily reflect the views of VTI as a government agency.

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## Kvalitetsgranskning

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Intern peer review har genomförts 14 maj 2020 av Anna Anund. Carina Fors har genomfört justeringar av slutligt rapportmanus. Forskningschef Anna Anund har därefter granskat och godkänt publikationen för publicering 17 maj 2020. De slutsatser och rekommendationer som uttrycks är författarnas egna och speglar inte nödvändigtvis myndigheten VTI:s uppfattning.



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# Content

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<b>Summary .....</b>	<b>9</b>
<b>Sammanfattning .....</b>	<b>11</b>
<b>1. Introduction .....</b>	<b>13</b>
1.1. Application of the certification system in the Nordic countries.....	14
1.1.1. Norway.....	14
1.1.2. Sweden.....	14
1.1.3. Denmark.....	14
1.1.4. Iceland.....	14
1.1.5. Finland .....	14
1.2. Roles and responsibilities.....	14
1.3. Website.....	15
<b>2. Road marking materials .....</b>	<b>16</b>
2.1. Product types.....	16
2.1.1. Colour .....	16
2.1.2. Type I and type II.....	16
2.1.3. Inlaid markings .....	16
2.1.4. Antiskid material.....	17
2.1.5. Materials for hand application .....	17
2.1.6. Materials with enhanced durability.....	17
2.1.7. Temporary markings.....	17
2.2. Content of material.....	17
2.3. Product documentation .....	18
2.4. Requirements regarding health, environment and safety .....	18
<b>3. Test sites .....</b>	<b>19</b>
3.1. The Icelandic-Norwegian-Swedish test site.....	19
3.1.1. Location .....	19
3.1.2. Road characteristics .....	20
3.1.3. Traffic volume .....	20
3.1.4. Climatic conditions .....	20
3.1.5. Studded tyres.....	21
3.2. The Danish test site.....	21
3.2.1. Location .....	21
3.2.2. Road characteristics .....	21
3.2.3. Traffic volume .....	22
3.2.4. Climatic conditions .....	23
3.2.5. Studded tyres.....	23
3.3. Measurements of wheel passages.....	23
3.4. Measurements of weather conditions.....	23
<b>4. Application of road marking materials .....</b>	<b>25</b>
4.1. Application pattern.....	25
4.2. Application method.....	25
4.3. Material thickness .....	25
4.4. Application of drop on components.....	26
4.5. Weather conditions at application.....	26
4.6. Practical information about the application of materials .....	26

4.7. Practical information about customs bill of entry to Norway .....	27
4.8. Suppliers' responsibilities .....	27
<b>5. Performance measurements .....</b>	<b>28</b>
5.1. Periodicity of measurements .....	28
5.2. Performance parameters.....	28
5.3. Measurement details .....	28
<b>6. Material identification .....</b>	<b>30</b>
6.1. Samples for identification .....	30
6.2. Identification analysis .....	30
6.3. Factory production control.....	30
6.4. Assessment system.....	30
<b>7. Certification .....</b>	<b>31</b>
7.1. General .....	31
7.1.1. Iceland, Norway and Sweden .....	31
7.1.2. Denmark.....	31
7.1.3. Finland .....	31
7.2. Requirements for certification.....	31
7.3. Certification materials and test materials .....	31
7.4. Performance requirements .....	32
7.5. Certification in relation to roll-over classes .....	34
7.6. Validity of certification .....	35
7.7. Publications .....	35
7.8. Certificates .....	35
7.9. Complaints .....	36
7.10. Use of logotype .....	36
<b>8. Registration and practical information.....</b>	<b>37</b>
8.1. Participant fee and other costs.....	37
8.2. Processing of personal data.....	38
<b>References .....</b>	<b>39</b>
<b>Appendix 1. Terms and definitions.....</b>	<b>41</b>
<b>Appendix 2. Report form for registration of materials.....</b>	<b>42</b>
<b>Appendix 3. Report form for application of materials.....</b>	<b>44</b>
<b>Appendix 4. Report template for performance measurements .....</b>	<b>45</b>
<b>Appendix 5. Product sheet requirements .....</b>	<b>46</b>
<b>Appendix 6. Manufacturer's declaration of constituents .....</b>	<b>48</b>
<b>Appendix 7. Contact information .....</b>	<b>49</b>

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## Summary

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### **Nordic certification system for road marking materials. Version 7:2020**

by Carina Fors (VTI) and Trond Cato Johansen (Ramboll)

A Nordic certification system for road marking materials was introduced in 2015. The system is based on documented performance measurements of material samples applied on test fields on public roads. The certification system includes both flat (type I) and structured/profiled (type II) markings, antiskid materials (materials with enhanced friction), temporary markings (Denmark only), inlaid markings (Norway only), materials for hand application and materials with enhanced durability for illuminated high-traffic urban areas.

Material tests are carried out at two test sites: one in Norway and one in Denmark. The test fields are situated on public roads and the tested materials are thus exposed to real traffic conditions and to weather conditions representative for the Nordic countries. The materials are followed up by performance measurements during one or two years. The certification includes requirements on coefficient of retroreflected luminance  $R_L$  under dry and wet conditions, luminance coefficient under diffuse illumination  $Q_d$ , friction and colour coordinates. The number of wheel passages is measured at the test sites annually. The certification system includes material identification, which allows for future material sampling and analysis.

The certification system is based on the European standards *EN 1824 Road marking materials – Road trials*, *EN 1436 Road marking materials – Road marking performance for road users*, and *EN 12802 Road marking materials – Laboratory methods for identification*.

The report describes the certification system and how it is applied in the Nordic countries. Procedures and methods that are used for application of materials and performance measurements are specified.



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## Sammanfattning

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### **Nordiskt certifieringssystem för vägmarkeringsmaterial. Version 7:2020**

av Carina Fors (VTI) och Trond Cato Johansen (Ramboll)

Ett nordiskt certifieringssystem för vägmarkeringsmaterial introducerades under 2015. Systemet baseras på dokumenterade materialtester på provfält, där materialen certifieras utifrån hur många hjulpassager de klarar. Certifieringssystemet omfattar både plana (typ I) och profilerade/våtsynbara (typ II) markeringar, friktionsmaterial (material med förbättrad friktion), temporära markeringar (endast Danmark), nedfrästa markeringar (endast Norge), tvärgående markeringar (material för handläggning) samt slitstarka material utan krav på retroreflexion för högtrafikerade belysta vägar.

Materialtester görs på två provfält: ett i Norge och ett i Danmark. Provfälten är placerade på allmän väg och materialen som testas är exponerade för reell trafik samt för väderförhållanden representativa för de nordiska länderna. Materialen följs upp med funktionsmätningar under ett eller två år.

Certifieringen omfattar krav på retroreflexion  $R_L$ , luminanskoefficient  $Q_d$ , friktion och färgkoordinater. Antalet hjulpassager materialen utsätts för mäts årligen. Certifieringssystemet inkluderar även materialidentifiering, vilket möjliggör senare stickprovskontroller vid entreprenader.

Certifieringssystemet baseras på europastandarderna *EN 1824 Road marking materials – Road trials*, *EN 1436 Road marking materials – Road marking performance for road users* samt *EN 12802 Road marking materials – Laboratory methods for identification*.

Rapporten beskriver hur certifieringssystemet fungerar och hur det tillämpas i de nordiska länderna. Vidare beskrivs de procedurer och metoder som används på provfälten vid utläggning av material, samt vid mätning av materialens funktionsparametrar.



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## 1. Introduction

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A Nordic certification system, *NordicCert*, for road marking materials was introduced in 2015. The requirements for the use of certified materials are being implemented in national regulations gradually. Denmark started to implement requirements for certified materials in 2017, Norway in 2018, and Sweden in 2019. Iceland joined the Nordic certification system in 2019 and started to implement the requirements with the tenders for the 2020 season. The certification system implies that a documented product approval is required in order to use a road marking material on roads managed by the national road authorities, in countries where the certification system applies.

There are several reasons for introducing a certification system:

- to promote fair competition
- to promote the development of new and better materials
- to obtain better documentation of the use of public funds
- to guarantee that the road authorities get the material paid for
- to improve the quality of the road markings from the road user perspective
- to increase the knowledge about road marking materials.

Product approval is based on monitored and documented performance measurements of material samples applied on test fields on public roads. The certification system includes road marking materials for all types of white and yellow longitudinal markings, as well as antiskid and normal markings for transversal and longitudinal use, yellow temporary markings, as used at roadworks (Denmark only), and inlaid markings (Icelandic-Norwegian-Swedish test site only). From 2019 the certification system includes also materials for hand application, and materials with enhanced durability for illuminated high-traffic urban areas.

The certification comprises the road marking material in the applied thickness and with the specified drop on material. For type II (road markings with special properties intended to enhance the retroreflection in wet or rainy conditions) markings, the certification comprises the *assembly*, i.e. the material itself, including the drop on material, in the applied design put out on the trials.

The certification system is anchored in national guidelines and regulations. Performance requirements include coefficient of retroreflected luminance  $R_L$  under dry and wet conditions, luminance coefficient under diffuse illumination  $Q_d$ , friction and colour coordinates. Approval is given in relation to the number of wheel passages the material will withstand.

This publication provides guidelines and specifications for the certification system. The publication is revised each year. The most recent version replaces older versions.

The procedures for application and measurements are based on the standards *EN 1824 Road marking materials – Road trials* and *EN 1436 Road marking materials – Road marking performance for road users*.

The certification system may be modified and/or extended later on.

Some terms and definitions are given in Appendix 1.

## 1.1. Application of the certification system in the Nordic countries

### 1.1.1. Norway

The certification system applies to roads managed by *the Norwegian Public Roads Administration* (in Norwegian: *Statens vegvesen*).

### 1.1.2. Sweden

The certification system applies to roads managed by *the Swedish Transport Administration* (in Swedish: *Trafikverket*).

### 1.1.3. Denmark

The certification system applies to roads managed by *the Danish Road Directorate* (in Danish: *Vejdirektoratet*).

### 1.1.4. Iceland

The certification system applies to roads managed by *the Icelandic Road and Coastal Administration* (in Icelandic: *Vegagerðin*) from 2020.

### 1.1.5. Finland

At present, the certification system does not apply to Finland. The Finnish road authorities will decide later when and in which types of contracts a material certification is required. There is also a possibility that Finnish municipalities may apply the certification system later.

The Finnish Transport Agency has no plans for any certification system of its own. When product approval requirements will be introduced in Finland, the Nordic certification system will be followed.

## 1.2. Roles and responsibilities

The Nordic road authorities constitute the controlling authority of the certification system:

- Danish Road Directorate, Denmark
- Icelandic Road and Coastal Administration, Iceland
- Norwegian Public Roads Administration, Norway
- Swedish Transport Administration, Sweden.

The Swedish National Road and Transport Research Institute (VTI) and Ramboll together have the formal responsibility of the road trials and the material approval, formalised in a joint certification organisation called NordicCert. VTI supervises the measurements, analyses data and is the economic administrator of the road trials. Ramboll carries out measurements and is responsible for administration and contact with participants as well as data handling. Ramboll also provides the project leader of the certification system. The project leader is responsible for contacts with the road authorities.

The procedures and the guidelines for the road trials and for the certification system have been compiled by a working group with representatives from the road authorities in Norway, Sweden, Denmark and Finland, and from VTI, Ramboll and Johnsen Consult.

*The administration of the road trials* refers to Ramboll and VTI.

Contact information can be found in Appendix 7.



### 1.3. Website

Information about NordicCert, including this report, result reports, lists of certified products, pictures and maps, can be found at [www.nordiccert.com](http://www.nordiccert.com).

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## 2. Road marking materials

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The certification system includes materials for longitudinal as well as transversal markings in the product categories described below. Any type of material for longitudinal or transversal markings can be used, including preformed road markings, provided that the materials comply with current legislation.

The road marking materials are tested as applied assemblies, with drop on materials as recommended by the manufacturer.

### 2.1. Product types

#### 2.1.1. Colour

The certification system includes white and yellow materials.

Other colours may be applied as *Test materials* (see definitions in Section 7.3).

#### 2.1.2. Type I and type II

From 2016, the certification system includes both type I (flat) and type II (structured/profiled road markings intended to enhance the retroreflection in wet or rainy conditions) markings. For type II materials, certification is given for the combination of material and pattern/design that was applied on the test field. The design/pattern is documented by a photo.

Any type of pattern or design is allowed for type II markings. In Denmark and Sweden, the national regulations prescribe that the coverage<sup>1</sup> of profiled markings should be at least 60%.

**Note:** Type II markings may give rise to unwanted noise. For the present, there are no requirements or guidelines regarding noise levels from road markings in the Nordic countries. Nor are there any standardized methods<sup>2</sup> for measurements of such noise. The certification system will thus not include any performance requirements related to noise for the moment, but it should be noted that road authorities may want to include restrictions regarding noise in tendering procedures later on.

#### 2.1.3. Inlaid markings

Inlaid markings are markings that will be installed in a milled track. The bottom of the milled track will be flat, and the width will be 30–35cm. The depth of the track will be about 7 mm, so that the surface of the marking will stay below the surface of the pavement. This kind of markings are in regular use in Scandinavia, and several public tenders will specify such markings. The purpose of inlaid markings is to extend the functional lifetime of the markings, as snowploughs will not affect markings that are placed below the surface of the pavement.

Inlaid markings can be applied in white or yellow colour, as type II, on the Icelandic-Norwegian-Swedish test site.

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<sup>1</sup> The area that is covered by road marking material relative to the total area (outer bounds) of the road marking.

<sup>2</sup> The European Committee for standardization (CEN) is currently working with methods and requirements in the working group “*Test methods and requirements for (positive and negative) noise produced by structured road markings*” (CEN/TC226/WG2/EP5).

#### 2.1.4. Antiskid material

From 2017, the certification system includes white road marking assemblies intended to provide enhanced antiskid properties<sup>3</sup>. Such road markings are sometimes used in urban areas with street lighting, for instance for pedestrian crossings. For antiskid materials there is no requirement for coefficient of retroreflected luminance,  $R_L$ . However, the requirement for friction is higher than for ordinary materials (see Section 7.4).

#### 2.1.5. Materials for hand application

From 2019, the certification system includes materials for hand application, typically used for marking pedestrian crossings, text and symbols on the pavement. Materials for hand application can be registered either as retroreflective, where the requirement on the coefficient of retroreflected luminance,  $R_L$ , is 100 mcd/m<sup>2</sup>/lx, or as non-retroreflective, where there is no requirement on  $R_L$ . The requirement on friction is higher than for ordinary type I materials but lower than that for antiskid materials. The requirements on luminance coefficient under diffuse illumination,  $Q_d$  and chromaticity coordinates are identical to those for ordinary type I materials. Materials for hand application can be applied in white or yellow colour.

#### 2.1.6. Materials with enhanced durability

From 2019, the certification system includes materials with enhanced durability for longitudinal application in illuminated urban areas with a high number of wheel passages. For this product type, there is no requirement on coefficient of retroreflected luminance,  $R_L$ . Requirements on luminance coefficient under diffuse illumination,  $Q_d$ , friction and chromaticity coordinates are identical to those for ordinary type I materials. Materials with enhanced durability are applied as type I markings in white or yellow colour.

At the Icelandic-Norwegian-Swedish test site, three years of follow-up measurements are needed to reach higher wheel passage classes than P5 (see also Section 7.5).

#### 2.1.7. Temporary markings

Temporary yellow markings are typically in use when traffic must be redirected due to roadworks. At the road trials, the temporary markings will be followed up during maximum 6 months after application. Winter conditions will not be included in the follow up period. Materials will be certified according to the achieved T-class. Temporary markings will be applied on the Danish test site only.

### 2.2. Content of material

All ingredients/components of the material, including drop on aggregates and binder, are parts of the material. This means that the certification is valid only for the specific mixture (type of binder, amount of glass beads etc.) applied on the test field. The only exception from this rule is the drop on glass bead/aggregate: the certification permits the use of another drop on glass bead/aggregate than those that was used on the road trials, provided that the technical specifications of the products are identical. The alternative drop on system must have the same type of coatings, refractive index, granulometry and antiskid aggregate. The type – and relative amount of antiskid aggregates in the drop on system must be same as certified on the trials.

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<sup>3</sup> In a previous version of this document (version 4:2017) materials with enhanced antiskid properties were called “friction materials”.

### 2.3. Product documentation

Product data sheets and safety data sheets for the road marking material and for the drop on materials must be handed in together with the registration form. In addition, the form *Manufacturer's declaration of constituents* must be filled in for each registered road marking material, see Appendix 6. Registered materials must not be applied on the test field unless the documentation is complete. For further information, see Appendix 5.

Drop on materials (glass beads and antiskid aggregates) must bear CE marking and shall be in accordance with EN1423, and their properties shall be documented according to the specifications and classes given in the named standard.

### 2.4. Requirements regarding health, environment and safety

Materials applied on the test field must comply with current chemicals-, health-, safety-, and environment legislation and practice in the Nordic countries. Materials must not contain any heavy metals or other materials that are in violation of legislation. Volatile organic compounds (VOCs) shall not exceed 2% by weight of any materials.

The use of yellow lead chromate pigments is not allowed in the Nordic countries.

Solvent based paint is prohibited in the Nordic countries and is thus not allowed on the test field.

Cold plastic materials are allowed on the road trials, but they are currently not used in the Nordic countries.

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### 3. Test sites

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The road trials of the certification system are in 2020 carried out in Norway and Denmark. The locations of the test sites are shown in Figure 1.

The reason for having two test sites is the differences between Norway, Sweden and Iceland (and Finland) on one hand, and Denmark on the other hand, with respect to climate and the use of studded tyres. See also Section 7.1.



Figure 1. Locations of the test sites. (Image: Modified from Hayden120, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=10455785>).

#### 3.1. The Icelandic-Norwegian-Swedish test site

The present Icelandic-Norwegian-Swedish test site was established in 2017.

##### 3.1.1. Location

The Icelandic-Norwegian-Swedish test site is currently located in Hedmark, close to Haslemoen in eastern Norway, approximately 180 km northeast of Oslo, Norway. The location is intended to represent the average climate conditions in Norway and Sweden (and Finland).

The road used for the test site is road Rv2, from Haslemoen and southeast approximately 5 km. The GPS coordinates for the test site in WGS84 DDM are:

- N 60° 38.665
- E 11° 52.755

Signs with the text *prøvefelt vegoppmerking* (English: *Test field, road markings*) inform drivers about the test site.

### 3.1.2. Road characteristics

The road used for the test site is a two-lane rural road located in an open landscape, Figure 2. The road is straight and relatively flat and without any major junctions. The posted speed limit is 90 km/h. From 2020, the southbound lane is used for the test field.



Figure 2. The road used for the Icelandic-Norwegian-Swedish test site. (Photo: Trond Cato Johansen, Ramboll).

The width of the road is 9 m. Each lane is 3.15 m from the edge of milling track in the middle to the edge of milling at the edge line. The shoulders are 1.00 m, 0.65 m outside the milling track.

The road surface in the southbound lane consists of a stone matrix asphalt (SMA) of type SKA 11 that was installed in 2019. Information about the roughness class is not yet available.

### 3.1.3. Traffic volume

The annual average daily traffic (AADT) is approximately 3 300 vehicles per day (AADT data: the Norwegian Public Roads Administration, 2019). The number of heavy vehicles is approximately 15% of the total number of vehicles.

Measurements of the traffic volume and the transversal distribution of wheel passages are carried out at the test site annually, see Section 3.3.

### 3.1.4. Climatic conditions

The average temperature during the last five years (Jan 2015–Dec 2019) was 5.7°C. The highest and lowest temperatures registered were 32.8°C and -25.8°C, respectively. The average annual precipitation during the last five years was 676 mm. The average snow depth in December–March was 19 cm and the largest snow depth was 60 cm. (Weather data: the web portal eKlima, provided by the Norwegian Meteorological Institute)

The Köppen classification of the test site is Dfc, close to the boundary of the Dfb climate zone, based on data for the period 1951–2000 (Kottek et al. 2006). The large areas in the inlands in the north of Finland, Norway and Sweden belong to climate zone Dfc, while the most densely populated areas in the south of Finland and Sweden and along the south and west coasts of Norway belong to climate zones Dfb and Cfb. The climatic class according to EN 1824 is C3.

During wintertime, the road is salted and cleared from snow by a snowplough (steel blade). The road entrepreneur will be asked to be careful when clearing the road at the test site, however no guarantee can be given that damages from the winter maintenance will be totally avoided.

The weather conditions at the test site will be registered continuously during the road trials, see Section 3.4.

### 3.1.5. Studded tyres

Studded tyres are permitted in Norway from 1 November to the first Sunday after Easter. (In the northern areas of Nordland, Troms and Finnmark, it is permitted to begin using studded tyres from 15 October.) There is no data available regarding the amount of vehicles with studded tyres on the test site road, but in Hamar, which is located around 60 km northwest of the test site, the amount of cars with studded tyres is 45% and it can be estimated<sup>4</sup> that the amount of cars with studded tyres is 50–55%. Heavy vehicles may use studded tyres but can also have non-studded winter tyres.

## 3.2. The Danish test site

The present Danish test site was established in 2016.

### 3.2.1. Location

The Danish test site is located on Zealand, approximately 100 km west of Copenhagen, Denmark. The road used is road 22, close to the village Gørlev. The GPS coordinates in WGS84 DDM for the test site are:

- N 55° 33.013
- E 11° 12.318

Warning signs with subpanels inform drivers about the test site, Figure 3.



Figure 3. Warning sign. (Photo: Kai Sørensen).

### 3.2.2. Road characteristics

The road used for the test site is a two-lane rural road surrounded by an open landscape, Figure 4. The road is relatively straight and flat and without any major junctions. The posted speed limit is 80 km/h. From 2019, the southbound lane is used for the test field.

The width of the road is 7.1 m. Each lane is 3.30 m wide.

The road surface consists of asphalt of type SMA8 that was placed in 2015. The averaged measured texture depth (MTD) is approximately 0.67 mm, i.e. the roughness class is RG2. A picture of the road surface is shown in Figure 5.

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<sup>4</sup> According to Jon Haglund at the Norwegian Public Roads Administration.



Figure 4. The road used for the Danish test site. (Photo: Trond Cato Johansen, Ramboll).



Figure 5. The road surface on the Danish test site. (Photo: Trond Cato Johansen, Ramboll).

### 3.2.3. Traffic volume

The annual average daily traffic (AADT) is approximately 7 700 vehicles per day (AADT data: the Danish Road Directorate, 2018). The number of heavy vehicles is approximately 10% of the total number of vehicles.

Measurements of the traffic volume and the transversal distribution of wheel passages are carried out at the test site annually, see Section 3.3.



### 3.2.4. Climatic conditions

The annual average temperature during the years 2015–2019 was 9.4°C. The highest and lowest temperatures registered were 32.0°C and -12.1°C, respectively. On average, the temperature was below 0°C 56 days per year. The annual average precipitation was 602 mm and the average number of sun hours was 1 717. (*Weather data: [www.dmi.dk](http://www.dmi.dk)*)

The Köppen classification of the test site is Cfb, based on data for the period 1951–2000 (Kottek et al. 2006). The climate zone Cfb covers the whole of Denmark, the southern parts of Sweden and the south and west coasts of Norway. The climatic class of the Danish test site according to EN 1824 is C3, i.e. Cfb with winter maintenance. The extent of winter maintenance may vary a lot between years.

During wintertime, the road is salted and cleared from snow by a snowplough (rubber blade or steel blade).

The weather conditions at the test site will be registered continuously during the road trials, see Section 3.4.

### 3.2.5. Studded tyres

Studded tyres are permitted in Denmark from 1 November to 15 April. The number of cars with studded tyres is low (estimation: about 5%).

## 3.3. Measurements of wheel passages

The number of wheel passages and the transversal distribution of wheel passages is measured annually at the test sites. The assessment of wheel passages is conducted after the markings have been applied, in order to account for any influence on vehicles' lateral position from the markings.

The measurement equipment that is used is based on coaxial cable technique, which provides data with high accuracy. Data is collected during approximately one week in the autumn or in the spring (i.e. studded tyres are not used when data is collected). The measurements of wheel passages are carried out by VTI.

From the collected data, the distribution of wheel passages is calculated according to the procedures described in Annex B in EN 1824. Roll-over classes will then be determined from the calculated distributions, see Section 7.5.

## 3.4. Measurements of weather conditions

The following data is registered at the test sites each year:

- annual average temperature
- average summer temperature
- average winter temperature
- highest temperature
- lowest temperature
- annual precipitation
- number of sun hours
- number of weeks with snow (in Denmark: snow or frost)
- number of times the snow plough has operated
- number of times the road has been salted.

Meteorological data is retrieved from *Yr* (which is a joint service by *the Norwegian Meteorological Institute* and *the Norwegian Broadcasting Corporation*) and *the Danish Meteorological Institute* (DMI), respectively. Information about winter maintenance is obtained from the road entrepreneurs.

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## 4. Application of road marking materials

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The application of road marking materials at the test sites is based on EN 1824. Details are given below.

### 4.1. Application pattern

The application pattern is based on the longitudinal pattern described in Section 5.2.3 in EN 1824. Each marking material is applied as a row of longitudinal lines in the direction of the traffic. Specifications:

- nine longitudinal lines in a row in the lane and, at the Icelandic-Norwegian-Swedish test site, a tenth line on the shoulder
- length of the lines: 2.5 m
- width of the lines: 0.15 m
- distance between two adjacent lines: 0.15 m
- distance between two adjacent rows of lines: depends on the number of materials/rows, but at least 1 m.

The position of the lines will be pre-marked. The administration of the road trials is responsible for the application of pre-markings. The position of the lines will also be measured after application.

The tenth line on the shoulder serves as a reference without any wheel passages.

For inlaid markings, there will be a milled flat track over two sections in line positions 2, 3, 9 and 10 (the lines are numbered from right to left, i.e. line 1 is the line on the shoulder and line 10 is the one next to the centre line). Inlaid markings will be applied in those milled tracks. The other line positions will be filled with the same type of markings but will not be inlaid. The administration of the road trials is responsible for the milling of tracks.

### 4.2. Application method

Preferably, materials shall be applied using self-propelled road marking equipment of maximum 3 500 kg. Application by hand is permitted, e.g. in case the supplier does not have a self-propelled machine. Due to practical reasons of precision and not having newly applied markings run over, heavy truck mounted equipment is to be avoided<sup>5</sup>. The application method will be documented in the certification report.

Materials intended for hand application should be applied by hand on the test site.

### 4.3. Material thickness

Materials can be applied in five thicknesses:

- 0.4 mm wet (example: paint). Maximum thickness allowed at application: 0.45 mm wet
- 0.6 mm wet (example: paint). Maximum thickness allowed at application: 0.65 mm wet
- 1.5 mm (example: spray plastic). Maximum thickness allowed at application: 2.0 mm

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<sup>5</sup> If there is no other possibility for application, a special approval for using heavy truck mounted equipment has to be given beforehand by the administration of the road trials. The manufacturer then has to apply for the approval by making contact with the project leader (see Appendix 7) at the last day for registering materials, at the latest.

- 3.0 mm (example: extruded thermoplastic). Maximum thickness allowed at application: 3.5 mm
- 5.0 mm (Structured/profiled type II markings and antiskid materials only. Example: thermoplastic and cold plastic). Maximum thickness allowed at application: 5.5 mm.

Prefab and tape shall be applied in commercially available thicknesses.

The thickness is measured when the material is applied. For each row of lines, a steel plate is placed in the end of two of the lines that are expected to reach the highest number of wheel passages. One plate is to be applied with drop on material, and the other is to be applied without any drop on. When material is applied on those lines, the length of the lines should be lengthened so that material is applied also on the steel plates. The thickness of the material is then measured on the steel plate. In addition, the thicknesses of a random sample of lines (other than those with the highest P-class) will be measured by a portable measurement tool.

The thickness of the material is measured on the sample plate without any drop-on glass beads or aggregates.

The steel plates are weighed before and after application, so that the volume applied can be controlled, and the mean thickness be calculated.

If the thickness of any of the lines is greater than the maximum thickness allowed, these lines are disqualified and excluded from the road trial. Lines that fulfil the requirements on thickness will be approved for continued participation, but this however implies that there is a risk that the material cannot be certified for certain P-classes.

#### 4.4. Application of drop on components

The package(s) of drop on components must be unopened.

The rate of application of drop on components will be determined according to EN 1824. The amount of drop on materials, as registered and recorded during application at the road trials, will be issued in the eventual certificate of the road marking material.

#### 4.5. Weather conditions at application

The supplier is to verify that the weather conditions during application of his materials are within acceptable limits. Meteorological data at application will be registered.

#### 4.6. Practical information about the application of materials

The test sites will be open for application of materials for approximately one or two weeks. Suppliers will get instructions on when and where to apply their materials. The application will be organized so that the risk of materials being spoiled by weather, traffic or other suppliers' equipment or presence is minimized.

The lane where the markings will be applied will be closed during application and for a few hours after application. The administration of the road trials will be responsible for the closing of the road.

The supplier is responsible for masking the road surface during application of his materials, to avoid spill and damage of other materials. Roofing felt or tar paper is suitable for this purpose, but also other types of masking materials can be acceptable. The supplier himself is responsible for the masking and availability of masking materials.

## 4.7. Practical information about customs bill of entry to Norway

As Norway is not a member of the European Union, a registration of machinery and equipment, when entering the country, is necessary. This is an easy and inexpensive procedure. Your Chamber of Commerce will issue an ATA carnet for this purpose. The documents are to be presented to the customs office at the border upon entering the country. The ATA carnet is also to be presented to the customs office when leaving Norway.

## 4.8. Suppliers' responsibilities

The supplier, or his representative, is responsible for his participating products during installation on the test field, and he has to verify a correct application of his materials. A protocol for each material applied on the test field is to be signed by the participant and the administration of the road trials, see Appendix 3.

Suppliers are obliged to:

- Apply their own materials on the test field(s) at their own cost.
- Follow the instructions given by the administration of the road trials on-site.
- Provide the administration of the road trials with samples of each material (see Chapter 6).
- Bring unopened packages of drop on components.
- Assure that the material samples taken from the application machine are homogeneous and representative for the material in use.
- Mask the road surface during application of his materials, to avoid spill and damage of other materials. Roofing felt or tar paper is suitable for this purpose, but also other types of masking materials can be acceptable. The supplier himself is responsible for the masking and availability of masking materials.
- Make sure that all personnel working on the road at the test sites have a minimum level of road safety training.

After the road trials have been closed for application, the participant, or his representative, is not allowed to enter the trials site to do their own measurements without a permission granted by the actual road administration in charge. For all kind of activities on the road trials, it is necessary to have an approved traffic safety plan. This plan will also describe the necessary level of warning systems and safety barriers. The participant will have to cover all costs for such a plan and all necessary safety equipment. Please contact the administration of the road trials for contact details of the respective road administrations and of suppliers of safety barriers.

The administration of the road trials will arrange an "open day" at the test sites in May-June each year, when participants can visit the test site and assess the condition of their materials. More information about the open days will be sent out by email.

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## 5. Performance measurements

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Performance measurements are based on EN 1824 and EN 1436.

### 5.1. Periodicity of measurements

Initial measurements of all materials are carried out approximately two weeks after application. Follow-up measurements are carried out after approximately one year and, if the supplier wishes, after two years. At the Icelandic-Norwegian-Swedish test site, three year follow-up measurements are offered (see also Sections 2.1.6 and 8.1). After two (and three) years, higher P-classes will have been reached, which implies that the material may be certified for a higher P-class. Follow-up measurements for temporary markings are carried out after approximately 1–3 months.

Dates for the follow-up measurements are decided after the annual measurements of wheel passages (see also Sections 3.3 and 7.5).

In case a material does not fulfil the requirements stated in Chapter 7 at the initial measurements, the material will be excluded from the certification program. If the participator wishes, the excluded materials can have a continued follow-up as a *Test material* (see Section 7.3).

In case a material that was registered for two years follow-up measurements does not fulfil the requirements in the highest P-class in year one, no measurements will be carried out in year two, unless the participator asks for it.

If a participator wants continued follow-up for materials that didn't fulfil the requirements either at the initial measurements or in the highest P-class in year one, a request must be sent by email to the administration of the road trials, by 30 June in the year when the follow-up measurements will be carried out.

### 5.2. Performance parameters

The following parameters are included in the certification system:

- coefficient of retroreflected luminance,  $R_L$  dry
- coefficient of retroreflected luminance,  $R_L$  wet (type II markings only)
- luminance coefficient under diffuse illumination,  $Qd$
- friction
- chromaticity coordinates,  $x$ ,  $y$ .

Performance requirements are given in Chapter 7.

### 5.3. Measurement details

The coefficient of retroreflected luminance,  $R_L$ , and the luminance coefficient under diffuse illumination,  $Qd$ , are measured in three points on each line, within the measurement area defined by figure 2 in EN 1824 (a 0.15 x 1.5 m large area centred on the line). The parameter values are calculated as the average of the three measurements. Measurements of  $R_L$  and  $Qd$ , are done using an *LTL-XL* (Delta, Denmark).

For measurements of the coefficient of retroreflected luminance  $R_L$  on wet markings, water is poured on the measurement area 60 s before the measurement is carried out.

Friction is measured along the centre of each line (one measurement per line), on wetted markings. Measurements are carried out using a *Portable Friction Tester version 4* (PFT), which has a proven correlation with the *Skid Resistance Tester* (SRT), see (Wälivaara 2007).

Chromaticity coordinates are measured in one point on each line. A *Konica Minolta Spectrophotometer CM-2500c* or *CM-25cG* is used to measure the chromaticity coordinates. The chromaticity coordinates of yellow materials in retroreflected light are measured by an *LTL 2000Y* (Delta, Denmark). If necessary, more than one measurement point is selected.

All measurements are carried out in the direction of the traffic. Measurements are done on dry markings in dry weather. The markings are not cleaned before carrying out the measurements, but polluted measurement points will be avoided.

Measurements that involve wetting of the markings, i.e. coefficient of retroreflected luminance  $R_L$  on wet markings and friction, are carried out after the measurements of the coefficient of retroreflected luminance  $R_L$  on dry markings, luminance coefficient under diffuse illumination  $Q_d$  and chromaticity coordinates.

All measurement equipment will be calibrated according to procedures recommended by the respective manufacturer

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## 6. Material identification

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An identification analysis is carried out on all materials applied and certified on the test fields, with the purpose of making it possible for purchasers of road marking materials to assure that a purchased material corresponds to the material tested and certified at the test field.

### 6.1. Samples for identification

Samples of the base material and of the drop on material are taken from all products that are applied on the test fields. Samples are taken directly from the application machine during installation at the test field. The sampling is done by the administration of the road trials.

Two samples are taken from each base material and from each drop on material.

The samples will be stored in an indoor climate-controlled environment.

### 6.2. Identification analysis

Samples of materials which have received certification in a P-class relevant for contracts in Denmark, Iceland, Norway or Sweden will be sent to an accredited testing laboratory for identification analysis according to EN 12802:2001 and EN 12802:2011.

The result of the identification analysis will be compared with the manufacturer's declaration of constituents of the material (see also Appendix 6). The deviations between the analysis result and the values declared by the manufacturer shall be within the tolerances defined by EN 12802.

Manufacturers may request copies of the analysis reports of their own products, from the administration of the road trials.

### 6.3. Factory production control

The manufacturers, participating in the Nordic certification system, are obliged to have a system for factory production control (FPC), according to EN 13212. The manufacturer shall be responsible for organizing the effective implementation of the FPC system. Tasks and responsibilities shall be documented and this documentation shall be kept up-to-date.

Upon request, third party audits of the manufacturing process may be necessary. The audits will be executed by the accredited laboratory assigned by the NordicCert organisation.

### 6.4. Assessment system

The Norwegian Public Roads Administration, the Swedish Transport Administration, and the Danish Road Directorate will implement and apply an assessment system for materials used in contracts. Material analyses will be carried out both randomly and in case the road authority has reason to believe that the purchased material does not correspond to the product specification.

The assessment system is further described in the report *Method description – assessment of road marking materials used in contracts – Version 2:2019* (Johansen and Fors, 2019).



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## 7. Certification

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### 7.1. General

The certification system applies to Denmark, Iceland, Norway and Sweden.

#### 7.1.1. Iceland, Norway and Sweden

In Iceland, Norway and Sweden, material certification based on the results from the Icelandic-Norwegian-Swedish test site will be required in order to use the road marking material on roads managed by the national road authorities.

#### 7.1.2. Denmark

In Denmark, the material certification will be based on the results from the test site in Denmark, and the documentation will be required in order to use the road marking material on roads managed by the national road authority.

#### 7.1.3. Finland

At present the certification system does not apply to Finland. If Finland decides to join the certification system later, material certifications received from the Icelandic-Norwegian-Swedish road trials will be valid in Finland.

### 7.2. Requirements for certification

In order for a material to receive certification, the following must be fulfilled:

- Registration as a certification material (see Section 7.3)
- Paid registration fee (see Section 8.1)
- Complete product documentation (see Section 2.3 and Appendix 5)
- Approved material application (see Sections 4.1–4.5)
- Approval at initial performance measurements (see Sections 5.1–7.4)
- Verification of the manufacturer's declaration of constituents by the identification analysis of the sample taken at the test field (see Section 6.2)
- Approval in one or more P-classes at the follow-up performance measurements (see Sections 5.1, 7.4–7.5)

### 7.3. Certification materials and test materials

Suppliers will have to register their material(s) either as a *certification material*, or as a *test material*, before the material is applied on the test field.

- **Certification material:** The material is applied on the test field for certification purposes, which implies that it will receive certification for use in Norway and Sweden, or Denmark, provided that it fulfils the performance requirements. Application and performance measurements will be done in accordance with the procedures described in this report. The results of the materials registered as certification materials will be published in a public report, see Section 7.7. The administration of the road trials may use de-identified data for research purposes.
- **Test material:** The material is applied on the test field for test purposes only. The application and the performance measurement will be done in the same way as for certification materials.

The results of the performance measurements will be available to the administration of the road trials, to the supplier of the material as well as to the steering group. The results will be confidential to other suppliers. The administration of the road trials may however use de-identified data for research purposes. Materials registered as test materials **cannot** receive certification. Test materials may be applied on the Icelandic-Norwegian-Swedish as well as on the Danish test site.

From 2016, the certification system includes both type I and type II markings. Materials that are applied as type I markings are certified (provided that they fulfil the performance requirements) for use as type I markings. Materials that are applied as type II markings are certified for use as type II markings only, and as assemblies, i.e. the combination of the material and the design/pattern applied on the test field. Similarly, products that are certified as inlaid markings, antiskid materials temporary markings, materials for hand application or materials with enhanced durability are certified for the intended use only.

## 7.4. Performance requirements

The performance requirements include four parameters for type I markings and five parameters for type II markings which are given in Table 1. These requirements apply also to inlaid markings. Table 2 shows the requirements for materials for hand applications and Table 3 shows the performance requirements for materials with enhanced durability and for temporary markings and antiskid materials.

*Table 1. Performance requirements for type I and type II markings, including inlaid markings.*

Performance parameter	Type I and type II		Applies to marking type
	White	Yellow	
Coefficient of retroreflected luminance, $R_L$ dry [mcd/m <sup>2</sup> /lx]	150	100	I, II
Coefficient of retroreflected luminance, $R_L$ wet [mcd/m <sup>2</sup> /lx]	35	35	II
Luminance coefficient under diffuse illumination, $Q_d$ [mcd/m <sup>2</sup> /lx]	130	100	I, II
Friction, [PFT units]	0.52	0.52	I, II
Chromaticity coordinates, x, y	*	**	I, II

\*) According to EN 1436

\*\*\*) Includes both daytime (class Y1) and night-time colour (class RC1), according to EN 1436:2018.

Table 2. Performance requirements for materials for hand application.

Performance parameter	Materials for hand application, retroreflective		Materials for hand application, non-retroreflective	
	White	Yellow	White	Yellow
Coefficient of retroreflected luminance, $R_L$ dry [mcd/m <sup>2</sup> /lx]	100	100	-	-
Coefficient of retroreflected luminance, $R_L$ wet [mcd/m <sup>2</sup> /lx]	-	-	-	-
Luminance coefficient under diffuse illumination, $Q_d$ [mcd/m <sup>2</sup> /lx]	130	100	130	100
Friction, [PFT units]	0.65	0.65	0.71	0.71
Chromaticity coordinates, x, y	*	**	*	**

\*) According to EN 1436

\*\*\*) Includes both daytime (class Y1) and night-time colour (class RC1), according to EN 1436:2018.

Table 3. Performance requirements for materials with enhanced durability, temporary markings and antiskid materials.

Performance parameter	Materials with enhanced durability		Temporary markings	Antiskid materials
	White	Yellow	Yellow	White
Coefficient of retroreflected luminance, $R_L$ dry [mcd/m <sup>2</sup> /lx]	-	-	200	-
Coefficient of retroreflected luminance, $R_L$ wet [mcd/m <sup>2</sup> /lx]	-	-	-	-
Luminance coefficient under diffuse illumination, $Q_d$ [mcd/m <sup>2</sup> /lx]	130	100	130	130
Friction, [PFT units]	0.52	0.52	0.52	0.71
Chromaticity coordinates, x, y	*	**	***	*

\*) According to EN 1436

\*\*\*) Includes both daytime (class Y1) and night-time colour (class RC1), according to EN 1436:2018.

\*\*\*) Includes both daytime (class Y2) and night-time colour (class RC1), according to EN 1436:2018.

Friction will be measured by a PFT (see also Section 5.3). A PFT value of 0.52 corresponds to an SRT value of 50 (class S2 in EN 1436), whereas a PFT value of 0.65 corresponds to an SRT value of 60 (S4). A PFT value of 0.71 corresponds to an SRT value of 65 (S5). In practice, the requirements on friction stated in Table 1–Table 3 are lowered by 0.05 units to take into account the uncertainty when translating from SRT to PFT units (see also the public result reports).

At the initial measurements, the performance parameters are calculated as averages of the nine lines in the lane. For inlaid markings, the performance parameters are calculated as averages of the markings applied in the four milled tracks. At the follow-up measurements, the performance parameters are calculated as averages of the measurement points of one of the lines that belong to a certain P-class, see also Section 7.5.

As the average is the most representative value of the performance of the material, the performance of individual lines will not be evaluated at the initial measurement. This implies that there might be individual lines that do not fulfil the requirements, but as long as the average does, the material will be approved. This also implies that if the average is below any of the values in Table 1, all lines will be disqualified, regardless of whether individual lines fulfil the requirements.

Materials that do not fulfil the performance requirements at the initial measurement will be excluded from the certification program.

## 7.5. Certification in relation to roll-over classes

Materials will be certified in relation to the number of wheel passages it will stand. The nine lines on the test field will be exposed to different numbers of wheel passages, which means that different roll-over classes will be reached on different lines.

Roll-over classes according to EN 1824 will be determined from the measurements of wheel passages (see Section 3.3), for each of the nine lines (see Section 4.1), Table 4–Table 5. The tenth line on the shoulder at the Icelandic-Norwegian-Swedish test site will have no wheel passages and will thus not be included in the calculation of the performance parameters for certification purposes.

Materials will thus be certified for a certain roll-over class (P-class for permanent road markings or T-class for temporary road markings). In order to be certified, all relevant performance requirements (see Section 7.4) must be fulfilled for that particular class.

In case two or more of the nine lines represent the same roll-over class, the line most representative for the class will be chosen for analysis and the performance parameters of this line will be used as the result for that class. The same line will be used for all materials.

The materials have to fulfil the requirements for all classes lower than certified for, provided that the lower classes exist on the test field. Example: In order for a material to be certified as a P3 material, the performance requirements have to be fulfilled also for classes P0, P1 and P2.

If a material has been certified for a certain P-class after one year (i.e. at the 1-year follow-up measurement), this certification is valid irrespective of the results of the measurements after two years. The 2-year follow-up measurements will merely be used to evaluate whether the material fulfils the requirement for a higher P-class than what it already is certified for.

The expected roll-over classes for permanent road markings range from approximately P0 to P3 or P4 after one year and P4 or P5 after two years at the Icelandic-Norwegian-Swedish test site. At the Danish test site, roll-over classes P0–P5 are expected after one year and P5.5–P6 after two years. The time needed to reach the different P-classes will be derived from the measurements of wheel passages, and possibly the points in time for the performance measurements will be adjusted in order to obtain data representing all (possible) P-classes.

*Table 4. Roll-over classes for permanent road markings, EN 1824.*

<b>Roll-over class</b>	<b>Number of wheel passages</b>
P0	≤ 50 000
P1	Between 50 000 and 60 000
P2	100 000 ± 20 %
P3	200 000 ± 20 %
P4	500 000 ± 20 %
P5	1 000 000 ± 20 %
P5.5	1 500 000 ± 20 %
P6	2 000 000 ± 20 %

Table 5. Roll-over classes for temporary road markings, EN 1824.

Roll-over class	Number of wheel passages
T0	≤ 50 000
T1	Between 50 000 and 60 000
T2	100 000 ± 20 %

## 7.6. Validity of certification

Materials that have received certification from the Icelandic-Norwegian-Swedish test site are approved for use in Iceland, Norway and Sweden. Materials that have received certification from the Danish test site are approved for use in Denmark.

A certification is valid until the material is changed or until the requirements are changed.

Certifications from other European countries are not valid in Iceland, Norway, Sweden and Denmark due to climatic conditions and/or the use of studded tyres.

## 7.7. Publications

The results of the follow-up performance measurements of all materials registered as certification materials are published in public reports yearly. Results are published regardless of whether the material fulfils the requirements or not. The names of the supplier and of the material are published along with the results.

The report includes a list of certified materials, and the roll-over classes the materials are certified for. Data from the performance measurements, i.e. the measured (averaged) values of each performance parameter for each P-class and for each material, are presented as well.

The reports are freely available from [www.nordiccert.com](http://www.nordiccert.com) and [www.vti.se](http://www.vti.se).

The results of the initial measurements are compiled in reports which are distributed to the participants. Materials that are not approved at the initial measurements will not be included in the result reports of the follow-up measurements.

Report forms for registration, application and performance measurements can be found in Appendix 2–4.

## 7.8. Certificates

Certificates for materials that have fulfilled the requirements in one or more P-classes are issued in digital form (pdf files) after the result reports have been published. From 2018, certificates will be issued after the one-year follow-up performance measurements, regardless of whether the material is registered for one, two or three years follow-up. After the two (and three) years follow-up measurements, new certificates will be issued for materials that fulfils the requirements in higher P-classes. An example of the certificate is shown in Figure 6.

The certificates have a unique identification code (the material ID) that corresponds to the certified material. Certificates issued after one year have the version number “Y1” while certificates issued after two years have the version number “Y2”.

The product name on the certificate will be identical to that in the registration form. If the manufacturer wishes, there is a possibility to request new certificates with commercial product names. To request a new certificate, the following is required:

- Verification from an accredited<sup>6</sup> laboratory that the product content is identical to the product that was applied on the test field.
- A signed declaration from the participant by person with a legally binding signature, verifying that the materials are identical.

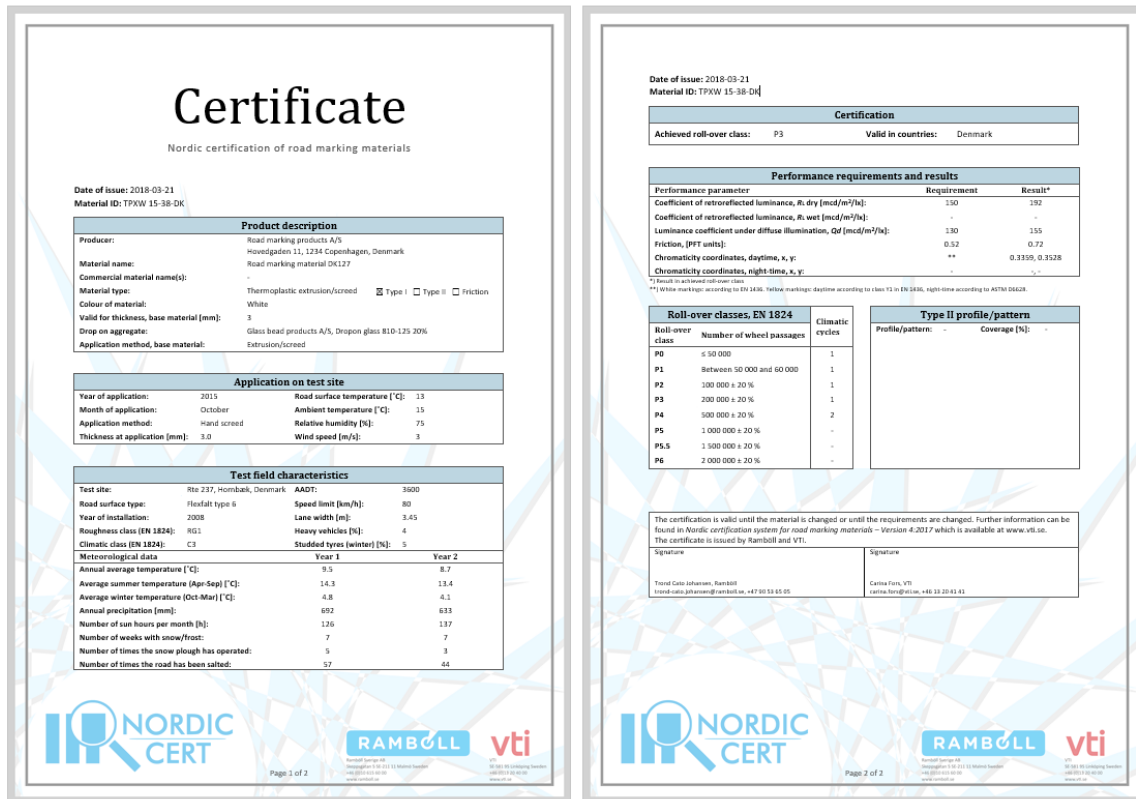


Figure 6. An example of the certificate.

## 7.9. Complaints

Complaints related to measurement results and certification must be sent to the administration of the road trials within two weeks after the result report has been distributed to the participants, preferably by email. The administration of the road trials will handle the complaint and make a decision.

A copy of the decision will be sent to the road authority representatives (see Appendix 7).

## 7.10. Use of logotype

NordicCert's logotype may be used on labels of the packages of certified road marking materials.

The logotype version to be used on packages is available on [www.nordiccert.com](http://www.nordiccert.com), under the *Documents* tab.

<sup>6</sup> The laboratory shall be accredited according to EN 1871 or to EN 12802.

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## 8. Registration and practical information

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The registration form for participation in the road trials can be found in Appendix 2. To be accepted for participation, the registration form must be completely filled out and all required documents must be enclosed.

Preferably, the information specified in the registration form and in the product documentation shall not be changed after the registration deadline. If changes are necessary, they are handled when the material is applied at the test field. It is the responsibility of the supplier to inform the administration of the road trials about any changes in the registration information or in the product documentation, when the material is applied at the test field. The changes must be documented in the application report (Appendix 3). It is also the responsibility of the supplier to hand in new product documentation, if any changes are made. Please note that no changes will be handled from the registration deadline date until the day of application.

An invitation to participate in the road trials, including the registration form and deadline for registration is sent out during the spring by the administration of the road trials.

### 8.1. Participant fee and other costs

A fee is charged for each material applied on the test fields. For type I, type II and antiskid materials, and for materials for hand application and with enhanced durability, there are two (or three, see below) options:

- 1-year follow-up: Includes administration, performance measurements after two weeks (initial) and after one year (follow-up), and documentation of the results.  
**Participant fee: SEK 40 000.**
- 2-years follow-up: Includes administration, performance measurements after two weeks (initial) after one year and after two years (follow-up), and documentation of the results.  
**Participant fee: SEK 55 000.**

For temporary markings and inlaid markings, the following fees apply:

- Temporary markings: 1-3 months follow-up measurements, and documentation of the results.  
**Participant fee: SEK 40 000.**
- Inlaid markings: Includes administration, milling of the tracks, performance measurements after two weeks (initial) after one year and after two years (follow-up), and documentation of the results.  
**Participant fee: SEK 60 000.**

Optional 3-years follow-up for materials registered for 2-years follow-up at the Icelandic-Norwegian-Swedish test field: the participant can request 3-years follow-up measurements for materials that have fulfilled the highest P-class after two years. The request must be submitted to the administration of the road trials by 30 June in year three.

**Participant fee (additional): SEK 25 000.**

The same participant fees apply to certification materials and test materials.

The participant fee will be charged before the application of materials. If payment has not been received, materials must not be applied on the test field.

Costs for application of materials (cost of labour, material, equipment) are paid by the supplier.

The administration of the road trials will bear the costs for closing of the road, pre-marking, plates for thickness measurements and containers for material samples.

## 8.2. Processing of personal data

The name, email address and phone number of the contact person stated on the registration form are stored in digital form and is accessible only to the administration of the road trials. The information is used for communication regarding the certification process. The information will be kept after the certification process of the material is finished, to facilitate further communication. The stored information will be deleted if the manufacturer asks to change contact persons or upon request by the contact person. Further information on the processing of personal data can be found at <https://www.vti.se/en/about-vti/personal-data-at-vti/>



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## Appendix 1. Terms and definitions

AADT	<i>Annual average daily traffic</i> , a measure of traffic flow.
Antiskid material	A material with enhanced antiskid (friction) properties.
Certification material	A material that is applied on the test field for certification purposes, see also Section 7.3.
Chromaticity coordinates, x, y	Describes the colour of the material.
Coefficient of retroreflected luminance, $R_L$	Retroreflection under vehicle headlamp illumination.
Inlaid marking	Inlaid markings are markings that are installed in a milled track, see also Section 2.1.3.
Luminance coefficient under diffuse illumination, $Q_d$	Reflection in daylight.
Material for hand application	Materials for hand application are typically used for marking pedestrian crossings, text and symbols on the pavement, see also Section 2.1.5.
Material with enhanced durability	Materials intended for longitudinal application in illuminated urban areas with a high number of wheel passages, with no requirement on coefficient of retroreflected luminance, $R_L$ , see also Section 2.1.6.
P-class	The P-class (synonym: roll-over class) describes the number of wheels passing over a point of a road surface within a specified period of time, for permanent road markings.
<i>PFT</i>	<i>Portable Friction Tester</i> , an instrument for measurement of friction.
Roughness class	Describes the roughness of a road surface.
<i>SDS</i>	<i>Safety Data Sheet</i> , a documentation of the properties and safe use of chemicals.
<i>SRT</i>	<i>Skid Resistance Tester</i> , an instrument for measurement of skid resistance (friction).
T-class	The T-class (synonym: roll-over class) describes the number of wheels passing over a point of a road surface within a specified period of time, for temporary road markings.
Temporary marking	Temporary yellow markings are typically in use when traffic must be redirected due to roadworks, see also Section 2.1.7.
Test material	A material that is applied on the test field for test purposes, see also Section 7.3. Test materials <b>cannot</b> receive certification.
Type I marking	A flat marking.
Type II marking	A marking with enhanced wet night visibility.

## Appendix 2. Report form for registration of materials

Nordic Certification of Road Marking Materials



### Registration of Material

Company			
Manufacturer:	Insert text here.		
Contact person:	Insert text here.		
Phone:	Insert text here.		
E-mail:	Insert text here.		
Address: <i>(Street address, postal code, city, country)</i>	Insert text here.	Address on certificates: <i>(Street address etc or web address. Max 50 characters)</i>	Insert text here.
Invoicing information			
Invoicing address: <i>(street address, postal code, city, country OR email address)</i>	Insert text here.	Reference: (optional)	Insert text here.
		VAT number:	Insert text here.
Material			
Name of material:	Insert text here.		
Country of origin:	Insert text here.		
Material type:	<input type="checkbox"/> Thermoplastic extrusion/screed <input type="checkbox"/> Cold plastic <input type="checkbox"/> Thermoplastic spray <input type="checkbox"/> Paint <input type="checkbox"/> Thermoplastic preformed <input type="checkbox"/> Other: Insert text here.		
Density of material: <i>(When applied)</i>	Insert text here.		
Name of drop on: <i>(Full product name, including producer, size distribution, percentage of antiskid material etc)</i>	Insert text here.		
Rate of application of drop on components:	Insert text here.		
Test site:	<input type="checkbox"/> Danish test site <input type="checkbox"/> Icelandic-Norwegian-Swedish test site		
Certification or test:	<input type="checkbox"/> Certification material <input type="checkbox"/> Test material		
Marking type:	<input type="checkbox"/> Type I marking <input type="checkbox"/> Type II marking, profile/pattern: <u>Insert text here.</u> <input type="checkbox"/> Type II inlaid marking <i>(Norway only)</i> , profile/pattern: <u>Insert text here.</u> <input type="checkbox"/> Antiskid material <input type="checkbox"/> Material for hand application, retroreflective <input type="checkbox"/> Material for hand application, non-retroreflective <input type="checkbox"/> Material with enhanced durability <input type="checkbox"/> Temporary marking <i>(Denmark only)</i>		

Colour:	<input type="checkbox"/> White <input type="checkbox"/> Yellow <input type="checkbox"/> Other: <u>Insert text here.</u> <i>("Other" is only allowed for test materials)</i>	
Intended thickness at application:	<input type="checkbox"/> 0.4 mm <input type="checkbox"/> 1.5 mm <input type="checkbox"/> 5.0 mm <input type="checkbox"/> 0.6 mm <input type="checkbox"/> 3.0 mm <i>(type II and antiskid materials only)</i>	
Application method at test field:	<input type="checkbox"/> Self-propelled machine <input type="checkbox"/> By hand	
Application method at normal use:	<input type="checkbox"/> Extrusion/screed <input type="checkbox"/> Spray <input type="checkbox"/> Manually w/heater	
Follow-up:	<input type="checkbox"/> 1 year, SEK 40 000 <input type="checkbox"/> 2 years, SEK 55 000 <input type="checkbox"/> 2 years, inlaid markings, SEK 60 000 <i>(Norway only)</i> <input type="checkbox"/> Temporary markings, SEK 40 000 <i>(Denmark only)</i>	
<b>Signature</b>		
To be accepted for participation, the registration form must be completely filled out and all required documents must be enclosed. The participant fee must be paid before application on the test field.		
I hereby certify that the material complies with current chemicals legislation and practice in the Nordic countries:		<input type="checkbox"/> Yes
The following documentation is enclosed with the registration form (mandatory):		
Document:	Filename:	
<input type="checkbox"/> Product sheet, road marking material	Insert text here.	
<input type="checkbox"/> Product sheet, drop on materials	Insert text here.	
<input type="checkbox"/> Safety Data Sheet (SDS), road marking material	Insert text here.	
<input type="checkbox"/> Safety Data Sheet (SDS), drop on materials	Insert text here.	
<input type="checkbox"/> Manufacturer's declaration of constituents	Insert text here.	
Place and date:	Insert text here.	
Signature:		
Clarification of signature:	Insert text here.	

To be filled in by the administration of the road trials

Date	
Material ID	

## Appendix 3. Report form for application of materials

Nordic Certification of Road Marking Materials



### Application of Material

Test site			
Test site:		Position on test site:	
Manufacturer			
Manufacturer:		Phone:	
Contact person:		Email:	
Material			
Material ID:		Cert or test:	
Name of material:		Material type:	
Country of origin:		Marking type:	
Density:		Type II profile:	
Name of drop on:		Colour:	
Rate of appl.:		Thickness:	
Follow-up:		App method normal use:	
Application			
App method at test field:		Thickness at application ( <i>measured using a steel plate</i> ):	
Date of application:		_____ mm	<input type="checkbox"/> Approved <input type="checkbox"/> Not approved
Installed by (contractor):		Thickness samples:	
Application device:		Number: _____	<input type="checkbox"/> Approved <input type="checkbox"/> Not approved
Type II: the type of profile has been documented by a photo:			<input type="checkbox"/> Yes
Meteorological data			
Road surface temperature (°C):		Wind speed (m/s):	
Ambient temperature (°C):		Humidity (%):	
Comments			
<input type="checkbox"/> Changes have been made			
Supplier's signature			
I hereby approve the application of the material and its participation in the road trials:			<input type="checkbox"/> Yes <input type="checkbox"/> No
Place and date:			
Signature:			
Clarification of signature:			
Administrator's signature			
The material fulfils the requirements for participation in the road trial:			<input type="checkbox"/> Yes <input type="checkbox"/> No
Place and date:			
Signature:			
Clarification of signature:			

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## Appendix 4. Report template for performance measurements

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### Performance measurements

The following information is registered during the performance measurements:

- Date
- Test site
- Type of measurement (Initial, 1 year, 2 years, 3 years)
- Operators
- Meteorological data
  - Road marking temperature (°C)
  - Ambient temperature (°C)
  - Relative humidity (%)
- For each material:
  - Material ID
  - Position on test site
- For each relevant line of each material (if relevant):
  - $R_L$  (mcd/m<sup>2</sup>/lx), three values
  - $R_{L-wet}$  (mcd/m<sup>2</sup>/lx), three values
  - $Qd$ , (mcd/m<sup>2</sup>/lx), three values
  - Friction, (PFT units), one value
  - Colour, x
  - Colour, y
  - Colour NTY, x
  - Colour NTY, y
  - Comments

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## Appendix 5. Product sheet requirements

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### Road marking materials

As a minimum, the product sheet of the road marking material should include the following information:

- Name of material
- Manufacturer and contact information
- Country of origin
- Field(s) of application
- Technical data (if relevant): colour, density, thinner, content (%) of components (eg. binder, solvent, glass beads)
- Application instructions (if relevant):
  - Preparation of material
  - Preparation of road surface
  - Weather restrictions
  - Recommendations on layer thickness
  - Recommendations on drop-on material
  - Recommendations on application technique
- Packaging information
- Storage information

### Drop-on materials

As a minimum, the product sheet of the drop-on material should include the following information:

- Name of material
- Manufacturer and contact information
- Country of origin
- Technical specification (if relevant): size distribution, coating, refractive index, perfect/defective beads (%), hazardous substances
- Application instructions (if relevant)
- Affirmation that the product is in accordance with EN 1423
- Packaging information
- Storage information

### Safety data sheets (SDS)

Safety data sheets (SDS) for road marking materials and for drop-on materials must be compiled according to the REACH regulations.

For further information, see:

<https://echa.europa.eu/regulations/reach/understanding-reach>



Guidelines for compilation of safety data sheets:

<https://echa.europa.eu/-/guidance-on-the-compilation-of-safety-data-sheets>

## Appendix 6. Manufacturer's declaration of constituents

Nordic Certification of Road Marking Materials



### Manufacturer's declaration of constituents

Company			
Manufacturer:	Insert text here.		
Contact person:	Insert text here.		
Phone:	Insert text here.		
E-mail:	Insert text here.		
Material			
Name of material:	Insert text here.		
Material type:	<input type="checkbox"/> Thermoplastic <input type="checkbox"/> Cold plastic <input type="checkbox"/> Waterborne paint <input type="checkbox"/> Other		
Date of production:	Insert text here.		
Batch number:	Insert text here.		
Test site:	<input type="checkbox"/> Denmark <input type="checkbox"/> Norway-Sweden	Year:	Insert text here.
Position at test site ( <i>To be filled in by the administration of the road trials</i> ):			
Constituents			
Density:	Insert text here.		
Solids content [%]: <i>Only relevant for waterborne paint</i>	Insert text here.		
Binder content [%]: <i>(Including other organic constituents, excluding solvent)</i>	Insert text here.		
Titanium dioxide: <i>(Type (RUTILE, ANATASE) and purity)</i>	Insert text here.		
Titanium dioxide content [%]: <i>(Values specified based on analysis as described in EN 12802:2011)</i>	Insert text here.		
Type of binder:	Insert text here.		
Type of pigment and inorganic substance:	Insert text here.		
Glass bead content [%]: <i>Only relevant for thermoplastics and cold plastics (Content of glass beads, anti skid aggregates and coarse particles insoluble in HCl)</i>	Insert text here.		
Signature			
Place and date:	Insert text here.		
Signature:			
Clarification of signature:	Insert text here.		

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## Appendix 7. Contact information

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Name	Organisation	E-mail	Phone
<b>Road authority representatives</b>			
Michael Ruben Anker Larsen	The Danish Road Directorate, Denmark	mil@vd.dk	+45 7244 7120
Ásbjörn Ólafsson	The Icelandic Road and Coastal Administration, Iceland	asbjorn.olafsson@vegagerdin.is	+354 522 1123
Björn Skaar	The Norwegian Public Roads Administration, Norway	bjorn.skaar@vegvesen.no	+47 915 02 030
Ulf Söderberg	The Swedish Transport Administration, Sweden	ulf.a.soderberg@trafikverket.se	+46 771 921 921
<b>Administration of the road trials</b>			
Trond Cato Johansen (Project leader)	Ramboll, Norway	trond.cato.johansen@ramboll.no	+47 905 365 05
Carina Fors	The Swedish National Road and Transport Research Institute (VTI), Sweden	carina.fors@vti.se	+46 709 430 436

For questions about the road trials and the certification system, please contact Trond Cato Johansen.

For questions related to national guidelines, tendering, and contracts, please contact the respective road authority representative.

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## ABOUT VTI

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**T**he Swedish National Road and Transport Research Institute (VTI), is an independent and internationally prominent research institute in the transport sector. Our principal task is to conduct research and development related to infrastructure, traffic and transport. We are dedicated to the continuous development of knowledge pertaining to the transport sector, and in this way contribute actively to the attainment of the goals of Swedish transport policy.

Our operations cover all modes of transport, and the subjects of pavement technology, infrastructure maintenance, vehicle technology, traffic safety, traffic analysis, users of the transport system, the environment, the planning and decision making processes, transport economics and transport systems. Knowledge that the institute develops provides a basis for decisions made by stakeholders in the transport sector. In many cases our findings lead to direct applications in both national and international transport policies.

VTI conducts commissioned research in an interdisciplinary organisation. Employees also conduct investigations, provide counseling and perform various services in measurement and testing. The institute has a wide range of advanced research equipment and world-class driving simulators. There are also laboratories for road material testing and crash safety testing.

In Sweden VTI cooperates with universities engaged in related research and education. We also participate continuously in international research projects, networks and alliances.

The Institute is an assignment-based authority under the Ministry of Infrastructure. The Institute holds the quality management systems certificate ISO 9001 and the environmental management systems certificate ISO 14001. Certain test methods used in our labs for crash safety testing and road materials testing are also certified by Swedac.

