

WE4OUT

GUIDE 01

Tolls, ferries & paying on Norway's roads

The explainer for foreign cars and campers — so the bills
that arrive after your trip hold no surprises.

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Read this first

If you have twenty minutes before your ferry to Norway, this is the chapter that saves you the most money.

Norway has almost no toll booths. Cameras photograph your number plate, ferries charge you as you drive on board, and the bill turns up by post or email weeks after you are home. That is convenient — and it is exactly why foreign drivers overpay. The two decisions that matter are both made **before** you arrive, and neither of them can be fixed at the border.

THE RULE

Decision one — the toll tag. A tag (*bombrikke*) plus a user agreement gives you 20 % off each toll transaction¹ and removes the lookup fee. For a vehicle up to 3,500 kg, the tag cannot be obtained at the Norwegian border and must be ordered in advance¹.

Decision two — the ferry account. An AutoPASS for ferry prepayment agreement gives private customers 50 % off ferry fares². A tag *without* that prepayment agreement gives only a 10 % discount³.

The short version

1. **Driving a car or camper up to 3,500 kg for one holiday, few ferries?** Register the vehicle with Epass24 before you cross the border. No discount, but the correct environmental rate and no lookup fee.
2. **Taking more than two or three ferries?** Order an AutoPASS tag *and* open the ferry prepayment account. The advance is not a fee — it is your own money, spent on crossings at half price and refunded when you cancel.
3. **Motorhome over 3,500 kg?** Read chapter 4 before you do anything else. Without a tag and a valid agreement you are billed in the heavy rate group, and on some crossings that is **three times** the price. This is the single most expensive mistake in this guide.

What this guide will not do

It will not quote you a total for your route. Rates are set per project and change during the year — Norway changed several during 2026 alone. What it does instead is explain the system well enough that you can read any rate table, spot the traps, and look up your own numbers in two minutes. Every figure here carries the date it was checked and the source it came from; the last chapter lists them all.