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Zero emission trucking in Norway from a road tolling perspective

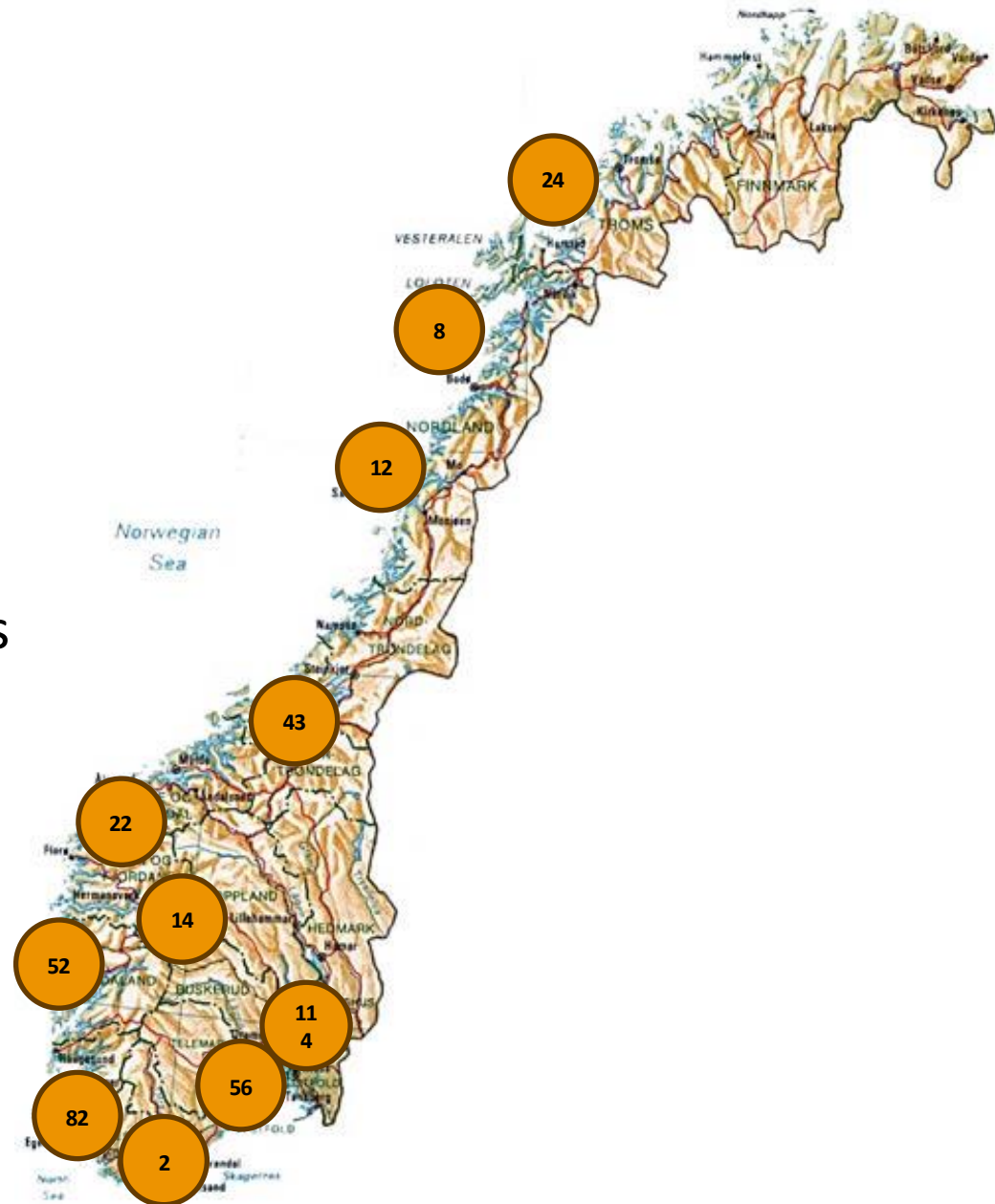
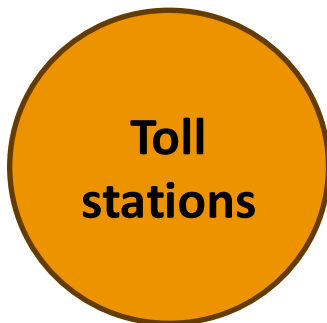
Unlocking Zero-Emission Trucking in Europe, 30th June 2026

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Norwegian Public Roads Administration

Norway

- Population: 5,6 million
- Area: 386 186 km²
- Road network: 97 746 km
- Five regional Toll Collectors



Road Tolling Principles

- The main purpose of road tolls in Norway is financing road infrastructure.
- Road tolling is also used as a measure to reduce traffic and emissions.
- Prices vary based need for financing, vehicle type and traffic load.
- Heavy vehicles (above 3500kg) typically pay 2-3 times more than lighter vehicles.
- From approximately 3,5 euro to 50 euro per passing.

Road tolling for heavy zero-emission vehicles

- Electric heavy duty vehicles do practically not pay road tolls in any road toll projects today.
- Exceptions:
 - Ferries
 - No Autopass appointment (mandatory)
- Future:
 - National transport plan (NTP) 2025-2036:
 - The government has stated that there will be no toll fees until 2030.



Example of bridge with high tariffs



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Photo: Møre og Romsdal fylkeskommune

Tariff group 1 (up to and including 3500 kg)

Vehicles with permissible total weight **up to 3500 kg** and passenger cars in vehicle category M1 in Autosys with a valid agreement.

Toll booths	Full price	By appointment	Zero-emission vehicles with agreement
No. 659 Nordøyvegen	DKK 186,00	DKK 148,80	DKK 104,16

Tariff group 2 (from 3501 kg)

Vehicles with permissible total weight **from 3501 kg** with the exception of passenger cars in vehicle category M1 in Autosys with a valid agreement.

Toll booths	Full price	By appointment	Zero-emission vehicles with agreement
No. 659 Nordøyvegen	DKK 557,00	DKK 557,00	DKK 0,00

Statistics: Does it work?

Road toll passings heavy duty veichles: share of electric veichles in this category

2022	3,8 %
2023	6,7 %
2024	10,0 %
2025	12,6 %
2026 (per. 30th mai)	14,8%



Heavy duty veichles = above 3 500kg

Statistics: Does it work?



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Road toll passing heavy duty vehicles: share of electric vehicles in this category	
2020	
2021	
2022	3,8 %
2023	6,7 %
2024	10,0 %
2025	12,6 %
2026 (per 10th june)	

Heavy duty vehicles = above 3 500kg

Registration of new heavy lorries: Share of electric vehicles in this category		Total number
2020	0,4 %	0,1 %
2021	1,5 %	0,2 %
2022	4,2 %	0,5 %
2023	4,2 %	0,9 %
2024	8,4 %	1,8 %
2025	10,3 %	2,7 %
2026 (per 10th june)	14,8%	3,2 %

Heavy lorries = above 12 000kg

Registration of new light lorries: Share of electric vehicles in this category		Total number
2020	0,5 %	0,1 %
2021	2,3 %	0,1 %
2022	39,5 %	1,5 %
2023	62,4 %	5,1 %
2024	46,9 %	7,4 %
2025	61,9 %	10,9 %
2026 (per 10th june)	63,4 %	12,4 %

Light lorries = between 3 500 kg and 12 000 kg



Updated status for zero-emissions vehicles

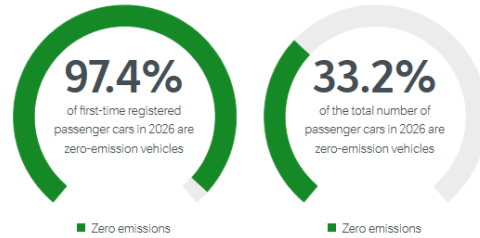
All new passenger cars, light vans and city buses are to be zero-emission vehicles by 2025.

Share of zero-emission vehicles

The graph shows what share of vehicles for a given year that were zero-emission vehicles.

Vehicle: Year: County: Municipality:

Include used vehicle imports



Selected parameters: passenger cars, 2026, Norway, used imports not included



Photo: Bård Asle Nordbø (NPRA)



Photo: Lars Olve Hersjedal (NPRA)



Photo: Knut Opede (NPRA)

Thank you for the attention



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Statistics link:

- [Share of zero-emission vehicles](#)
- [Statbank Norway – SSB](#)

Questions?

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Atlanterhavsvegen - photo: Jarle Wæhler