

**NORWAY**

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# Electrification strategy and charging infrastructure policies in Norway

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# Norway's climate targets

- Norway's climate target for 2030: At least 55% reduction of greenhouse gas emissions compared to 1990 levels
- The aim is to fulfil the emission reduction target as a collective delivery with the EU
- Norway is required to reduce emissions from the non-ETS sector by 40 %.
- Climate act – Norway a zero-emission society by 2050



PARIS2015  
UN CLIMATE CHANGE CONFERENCE  
COP21·CMP11

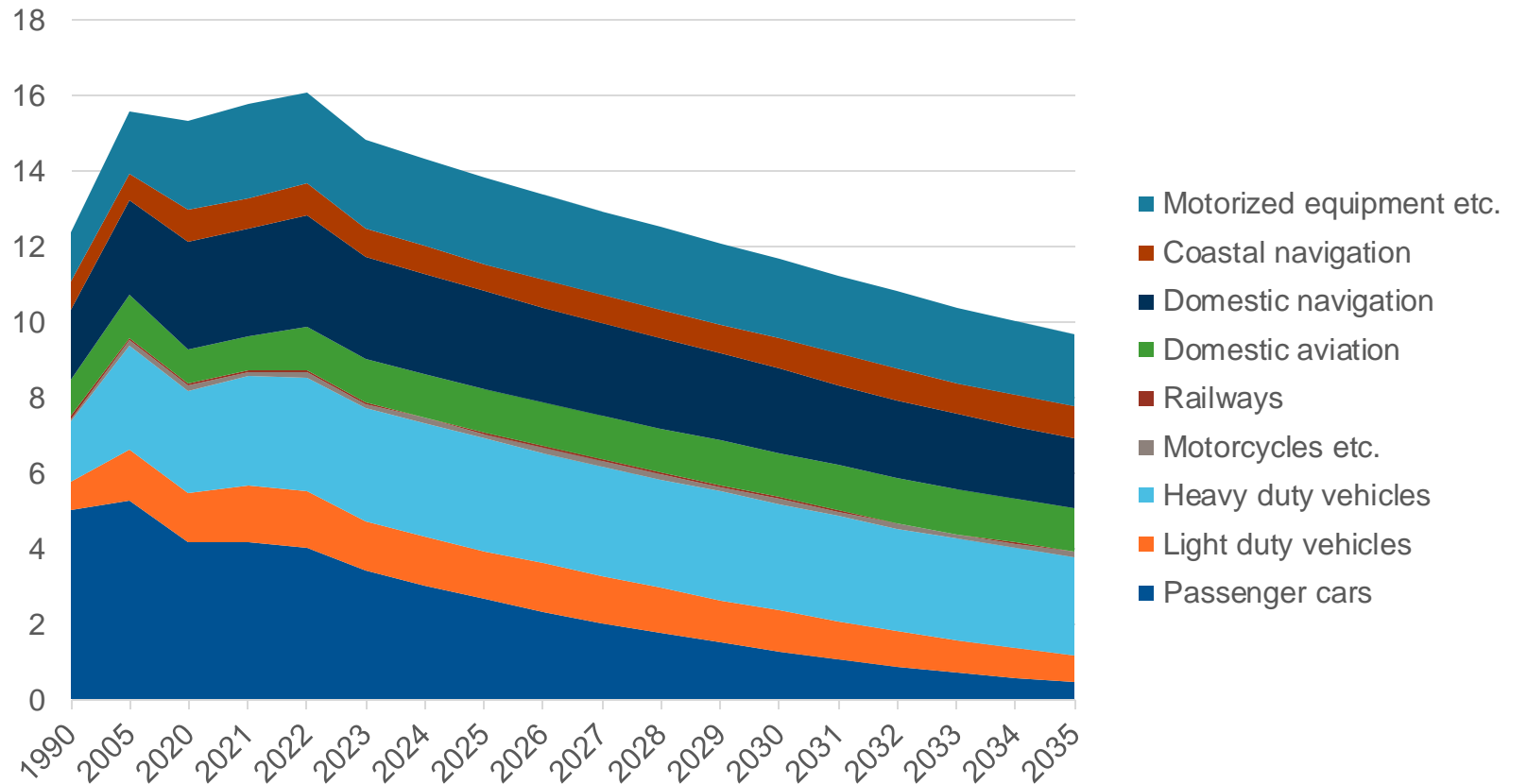


# Transport emissions in Norway – in the past and in the future

The transport sector is a substantial source of emissions

Emissions from the transport sector: appr. 16 mill. tons CO<sub>2</sub> eqv.

Equals 34 percent of total emissions and 60 percent of non ETS emissions



Source: Statistics Norway and Ministry of finance, mill. tons CO<sub>2</sub>-eqv..



# Norway's ambitions for zero-emission (ZE) transport

## Ambitions for ZE-vehicles

- All new passenger cars and light vans - ZE by 2025
- All new city buses - ZE or use biogas by 2025
- All new heavy vans – ZE by 2030
- 75 % of new long-distance buses ZE by 2030
- 50 % of new lorries - ZE by 2030

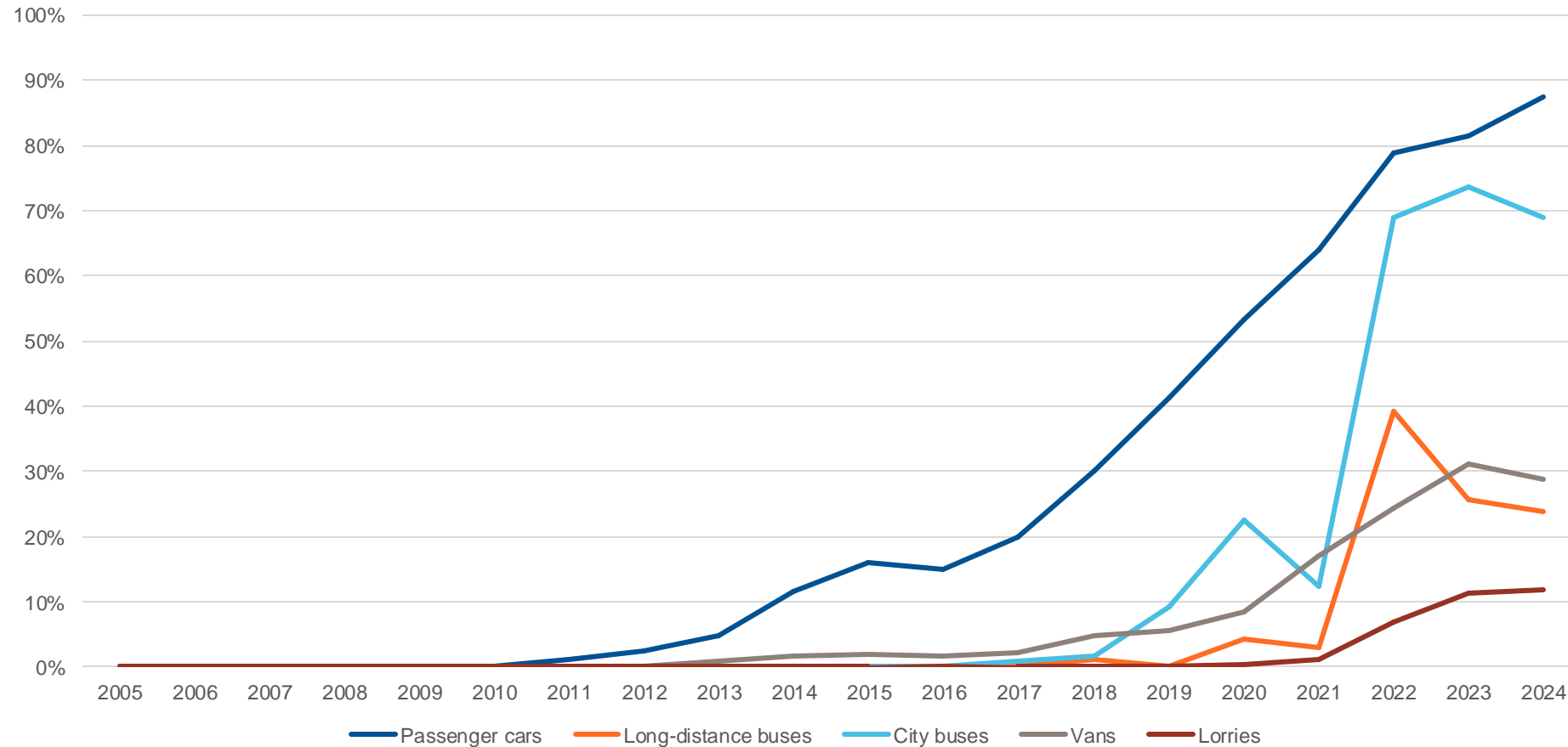
A precondition for these goals is that technological development will make ZE-technology in transport competitive with fossil technology.



Foto: Unsplash



# Sales of new ZE-vehicles in Norway



# Main policies driving the introduction of EVs over the last years



- Tax exemptions
- User incentives
- Investment support
- Regulations

Foto: Olav Heggø



# EVs have had large tax exemptions

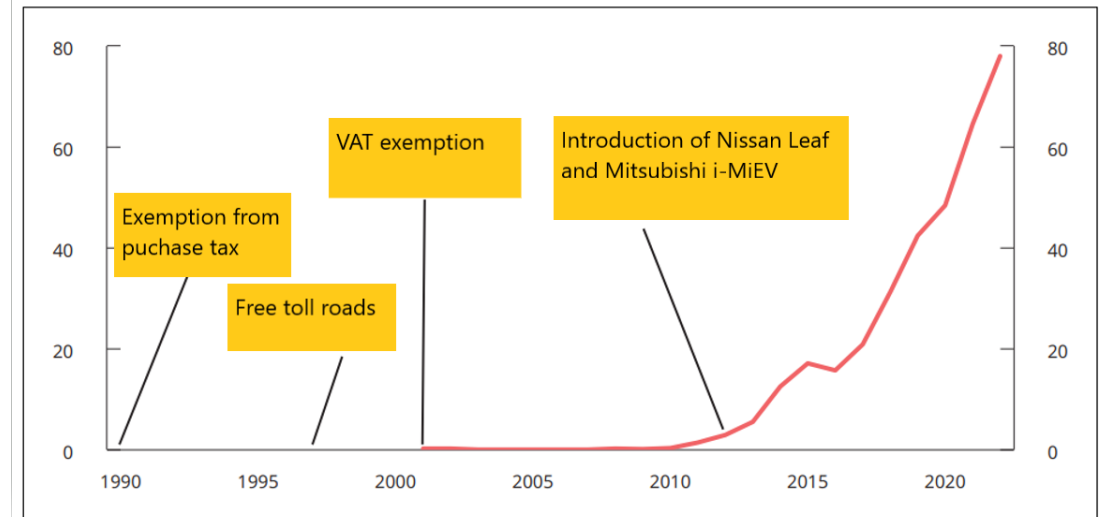
Until 2023 EVs were exempted from

- value added tax (VAT)
- and purchase tax

From 2023 VAT on price exceeding 500 000 NOK (43 000 EUR) and reduced purchase tax

EVs don't pay CO2-tax and are exempted from road usage tax

Relatively high taxes on fossil fuels





# EVs have had significant user incentives

EVs have had

- free road tolls and fees on ferries.
- free public parking and charging at public charging stations
- access to bus lanes

EVs now pay up to 70% in toll roads.

Free parking and access to bus lanes are removed in several municipalities.



Foto: The Norwegian Ministry of Transport



# EVs have received investment support

Investment support has been granted by a state-owned enterprise Enova\* for

- fast charging infrastructure, ZE-vehicles for commercial trials (vans, trucks)

Now investment support is granted for

- Purchase of lorries and buses
- HDV-charging
- Maritime transport and construction sites

[\\*About Enova – Learn about our work | Enova](#)



# Regulations

- Zero-emission requirements in public procurements for passenger cars, vans and city buses



Foto: The Norwegian Ministry of Transport

# Recent policy development

- In 2022
  - National charging strategy ([Nasjonal ladestrategi](#)) with focus on HDV-charging and payment solutions
- In 2023
  - HDV-charging plan
  - Required card payment on new charging points
- The Norwegian transport plan 2025-2036 presents a «HDV-package»
  - i.e. increased effort to facilitate charging at HDV safe and secure parking areas



Foto: The Norwegian Ministry of Transport

# Conclusion

- The Norwegian passenger car fleet turns electric
- The incentives have worked
- Transition of HDVs, maritime transport and machinery is needed to reduce emissions.





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