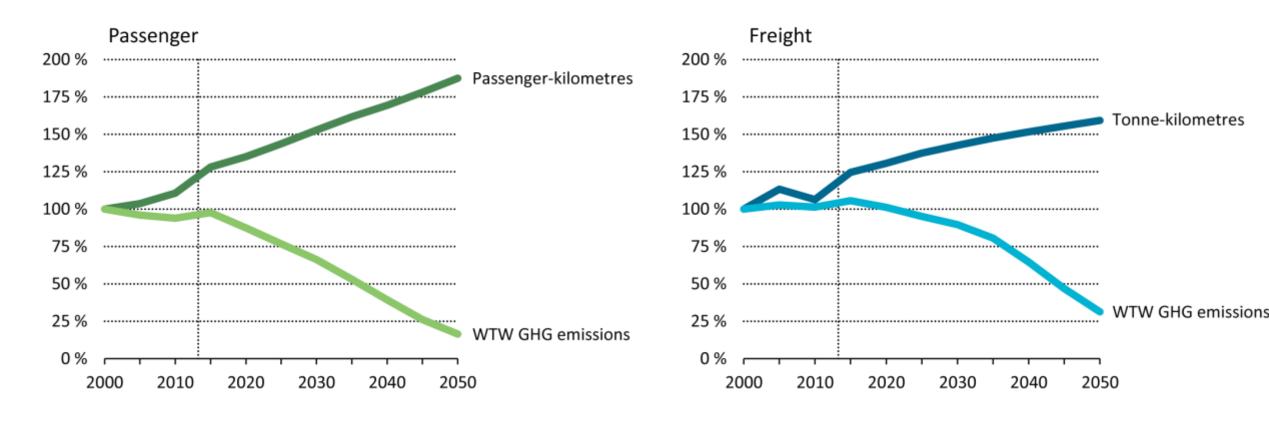


Nordic Council of Ministers





The common Nordic challenge – transport



- Ensure Nordic dimensions in existing national research efforts.
- Promote Nordic content at conferences and workshops.



Key features:

Electricity mix:

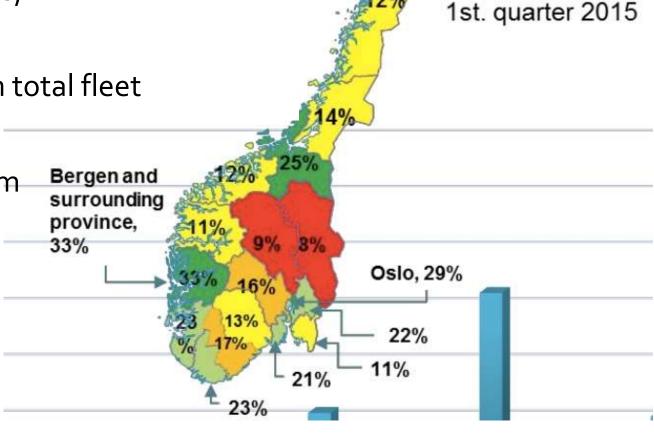
97% hydroelectric, 1% wind

85% of households have vehicles,

42% more than one

2.5 million passenger vehicles in total fleet

Yearly driving distance 13 000 km 50 years of high vehicle taxes







Market shares in

Provinces

Cities competing for EV-leadership (2017)

	Oslo	Bergen	Stavanger	Trondheim
Registered EVs	19.821	10.896	2.807	4.675
% Stock	6,9	9,6	4,7	5,9
% Sale	25,8	27,4	20,5	17,1
Public EV-fleet	60%	27%	9%	35%



The history of Norwegian EV-incentives

- 1. No vehicle registration tax (1996)
- 2. Free toll roads (1997)
- 3. Free public parking (1998)
- 4. Free public charging
- 5. No VAT on EVs (2001)
- 6. Access to bus lanes (2003)
- 7. Reduced annual tax (2005)
- 8. Reduce fees on ferries (2009)





Recent changes in EV-policies

- BEVs in bus lanes in Oslo require carpooling during rush hours (2015)
- Municipal parking fees up to cities to decide (2017) (max 50%)
- Zero annual road tax (2018)
- 40% reduced company car tax (2018)
- Half price on ferries (2018)
- Zero re-registration tax for used zero emission cars (2018)
- Reduced incentives for PHEVs (2018)



100.000 EL ≈ 17 years 100.000 EK ≈ 2 years EV introduced in 2018 ≈ ?



7 Title

Waiting for an EV...

Backlog:

Kia Niro 16:000,

Jaguar Pacer 1200,

Audi Q7 E-tron 1000,

Tesla Model 3?

Opel Ampera, 2-year delay 4000







Is the EV-revolution sustainable?

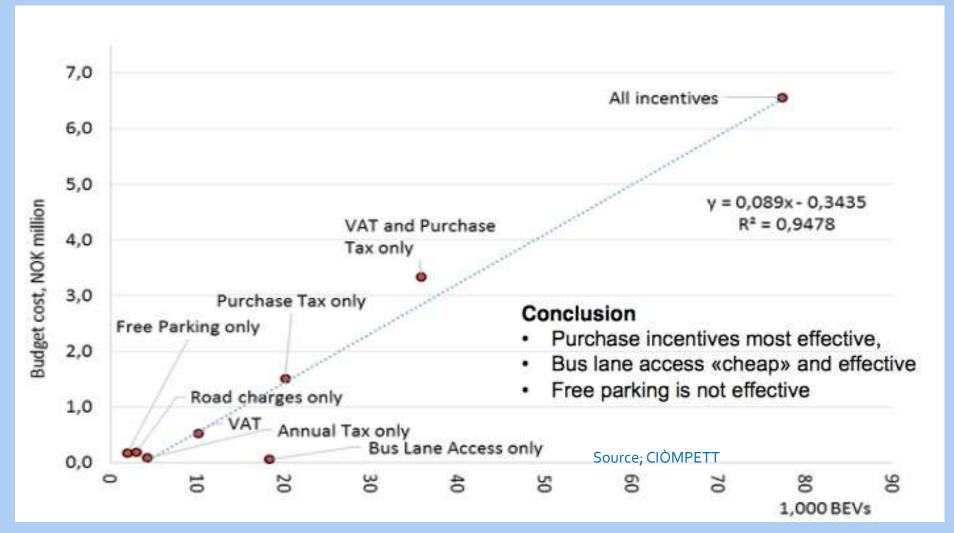
- 1. From testbed country to just another and small market?
- 2. Phasing out incentives?
- 3. Will increasing loss of tax revenues be accepted?
- 4. Will EV-owners and prospective buyers trust politicians?







Loss of tax income from EVs in Norway





Source: COMPETT

Going electric - not just EVs...









21. March 2019 Clarion Hotel the Hub, Oslo