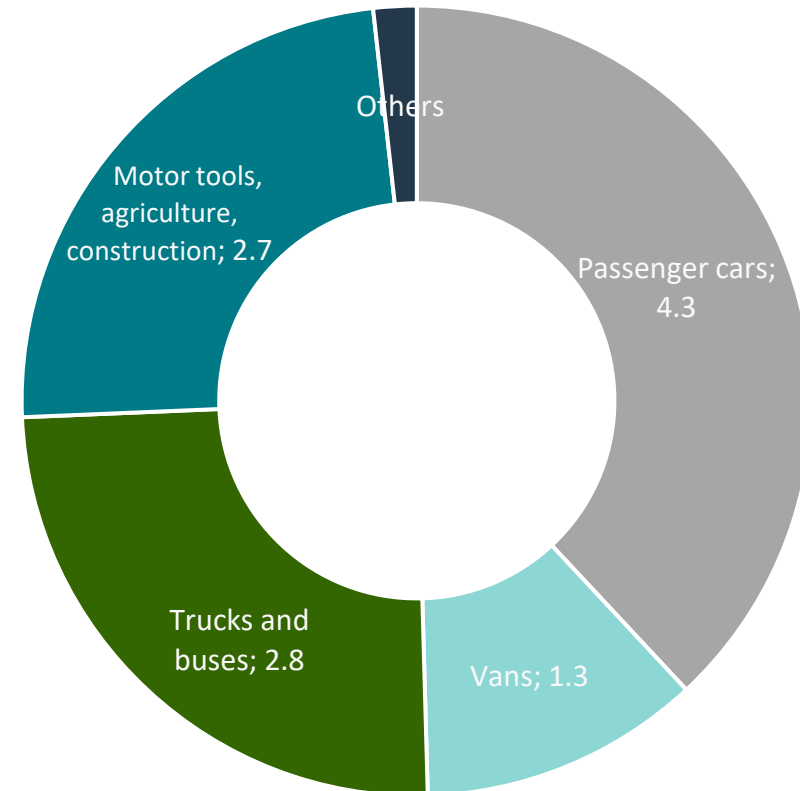


# Green Transport Norway (Grønt Landtransportprogram)



# Challenge – halving the transport emissions by 2030

- Transport accounts for 31 % of Norwegian CO<sub>2</sub> emissions
- Commercial transport is responsible for a large share
- Many companies are small operations
- Immature technologies and costly solutions
- Barriers to the green transition: Lack of infrastructure and inadequate measures



Distribution of land transport emissions in million tons of CO<sub>2</sub> equivalents  
Source: Statistics Norway and the Norwegian Environment Agency

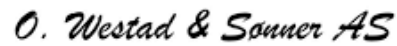


## Purpose

- Stimulate a broad technological shift in the transportation sector
- Ensure a 50% cut in emissions by 2030
- Unite actors across the value chain
- Function as a public-private cooperative arena
- Contribute to building a consensus regarding technological solutions, framework conditions and infrastructure

GRØN

TPROGRAM



**Status**

# Innen 2030 skal



100 %

av nye tyngre varebiler  
være nullutslippskjøretøy



75 %

av nye langdistansebusser  
være nullutslippskjøretøy



50 %

av nye lastebiler være nullutslippskjøretøy

Varedistribusjonen  
i de største  
bysentrene ha  
tilnærmet null  
utslipp.



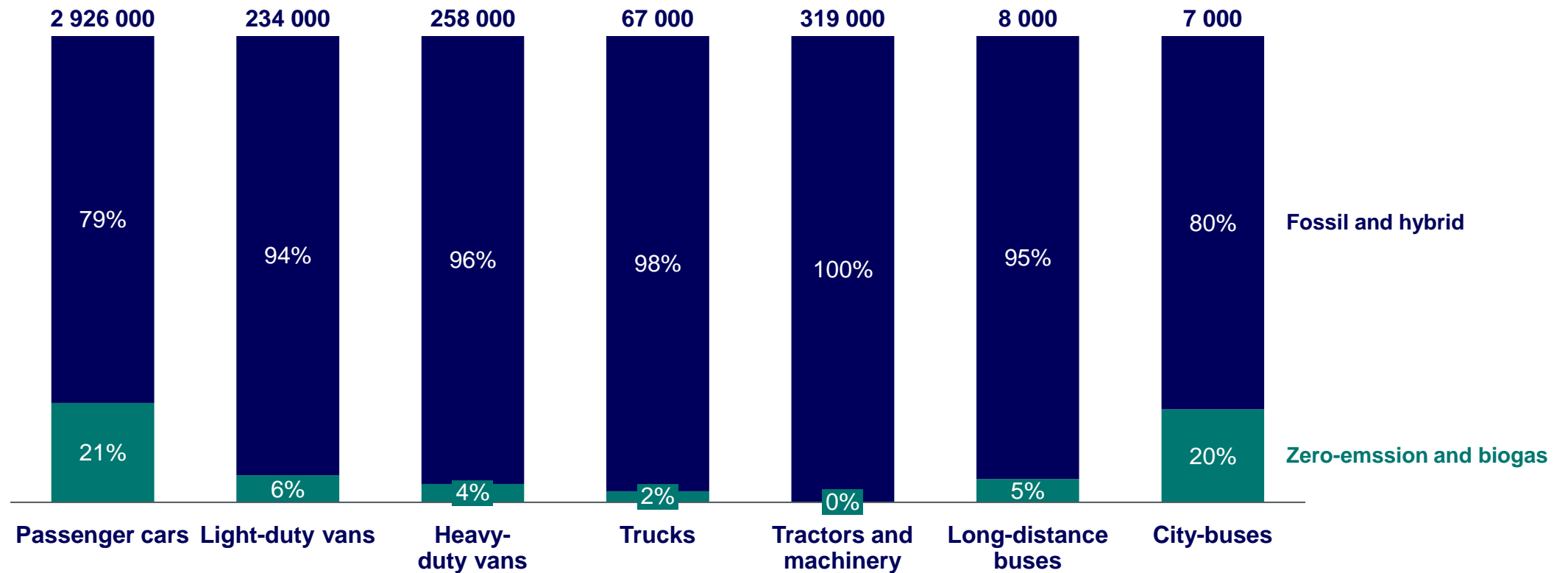


# Transportetatenes dom: Umulig å nå klimamålene innen 2030

Regjeringen ba etatene med ansvar for trafikken på land, til sjøs og i lufta fortelle hvordan klimamålet for 2030 kan nås. Svaret: Det er ikke mulig.



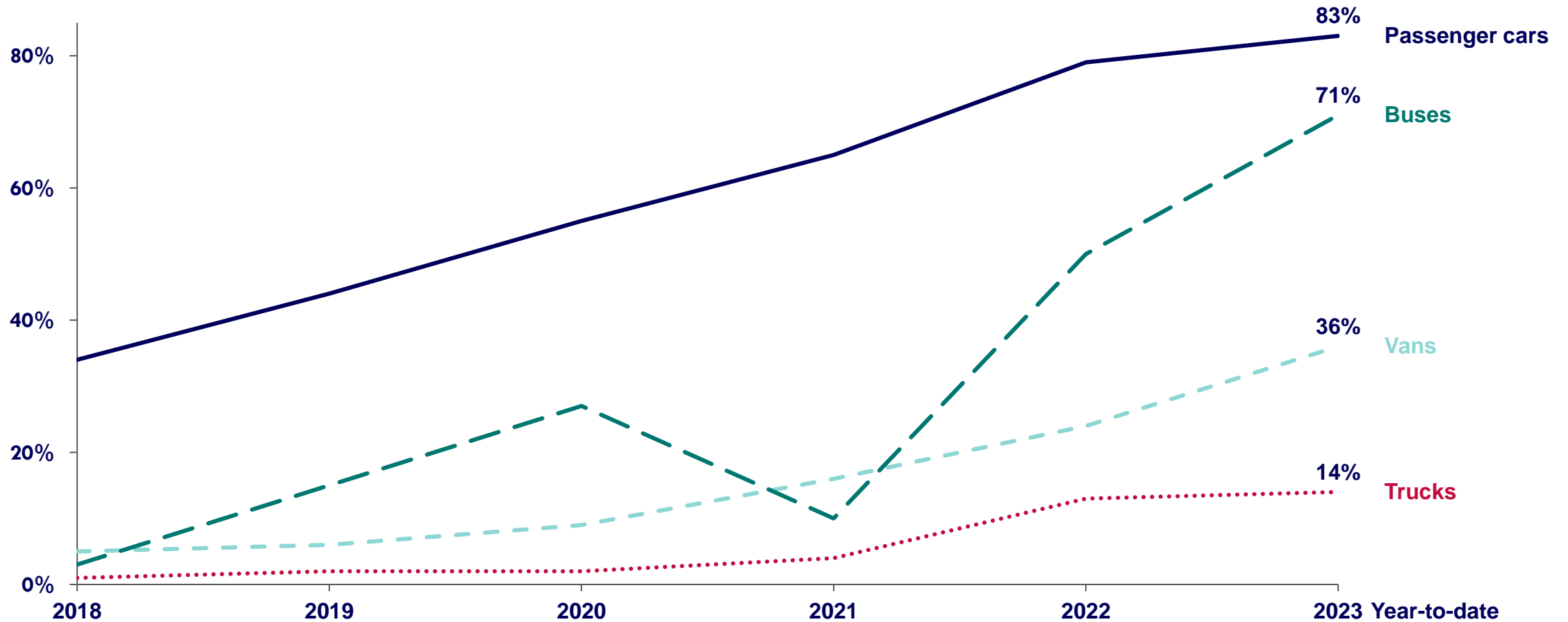
# Norwegian vehicle fleet<sup>1</sup>



<sup>1</sup> Aggregation based on data from The Norwegian Public Roads Administration. Heavy equipment vehicles not included

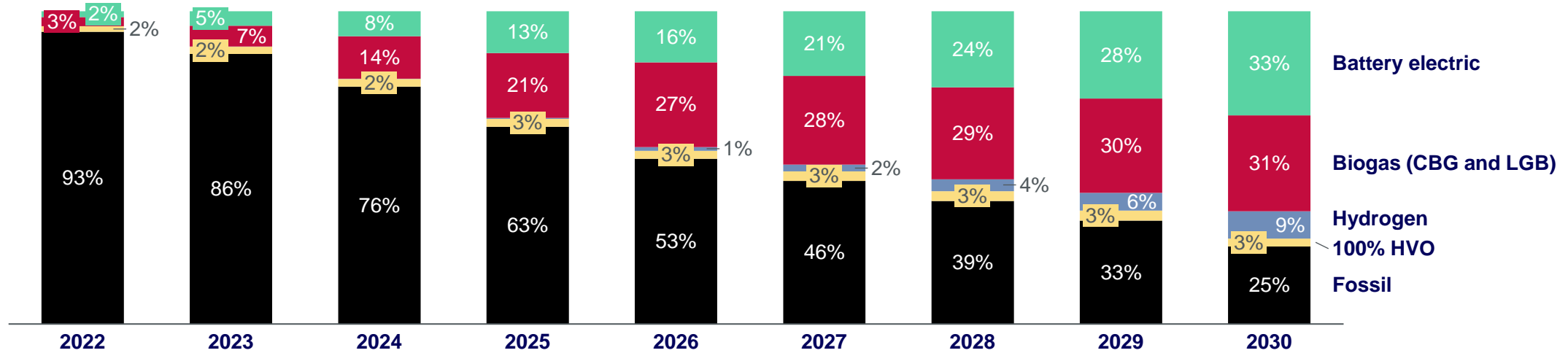


# Share zero emission and biogas– Vehicle sales<sup>1</sup>

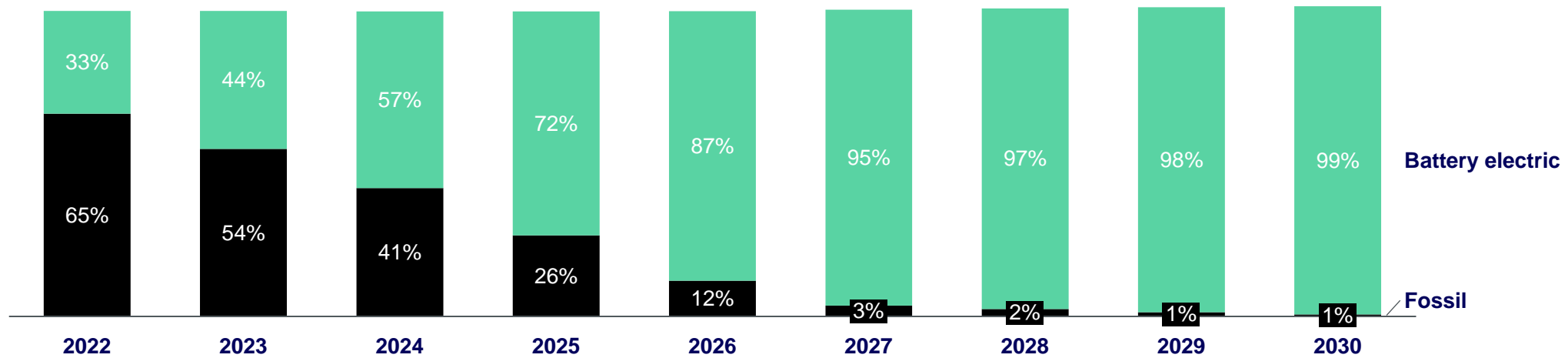


<sup>1</sup> Aggregation based on data from The Norwegian Public Roads Administration. First time registered also include used imports.

## Trucks (ca 4 000)



## Vans (ca 5 000)



<sup>3</sup> Aggregation based on data from 16 of GLP's partner companies. The numbers solely reflect the companies' sustainability ambitions, and are non-binding.

# Energy stations for heavy-duty vehicles

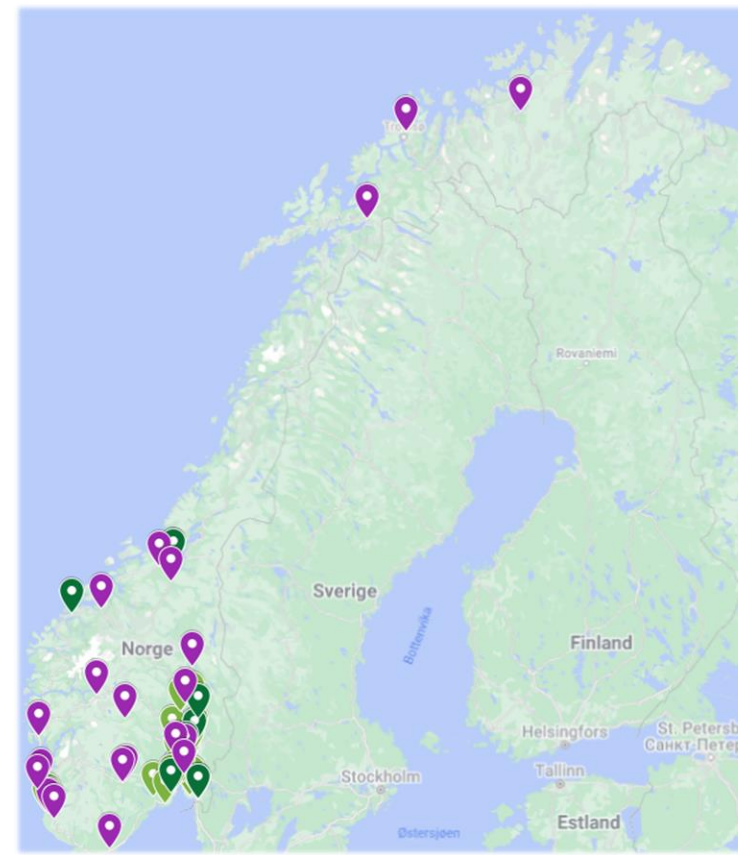
## Charging





## Hydrogen



## Biogas



-  Operational
-  Planned

# Oslo Havn

What are the possibilities?



**Policy**



1. Is the government willing to accelerate the use of urban growth agreements, fees, and toll policies to reach the climate targets?
2. Does the government regard biogas as an important tool to reach the climate targets?



# Electricity

- If we are to reach the National Transport Plan (NTP) targets, 250 fast chargers for trucks are needed by 2025, and 1500-2500 by 2030.
- **A rapid rollout of the fast charging infrastructure for trucks**
- **State aid** is necessary and must incentivize a rapid rollout
- Some of the largest barriers: **Grid capacity, energy supply, land shortage, long lead times and limited cooperation between actors**

What do we do when the vehicles are here, but the infrastructure is not?

## Kunnskapsgrunnlag om hurtigladeinfrastruktur for veitransport



Statens vegvesen og Miljødirektoratet på oppdrag fra Samferdselsdepartementet og Klima- og miljødepartementet

# Biogas

Biogas could:

1. Provide a 200% climate benefit, in accordance with the EU's Renewable Energy Directive
2. Play a part in solving waste problems
3. Biofertilizer is a main product besides energy. A circular economy

Biogas is a familiar and mature technology within the trucking industry. The main challenges are:

- Biogas plants. A tenfold increase in production is possible
- Lack of filling stations and lack of predictability
- Parity between electricity, hydrogen and biogas, e.g. in toll payment exemptions.



# Hydrogen – measures are needed

- A program to ensure a rollout of hydrogen stations along the most important transport corridors
- Examples of corridors that can be prioritized before 2025:
  - Oslo - Trondheim - Narvik
  - Oslo - Ålesund
  - Oslo - Bergen
  - Oslo - Kristiansand - Stavanger
  - Oslo - Svinesund (Europe)
- Financial support up to 80% is needed for the first stations
- Financial support up to 80% is needed for the additional cost compared to Euro VI, up to 500 heavy duty vehicles.
- Long-term benefits for the use of zero-emission vehicles should be provided until 2030

# How do we reach our climate goals for transport?

## Status

- Transport on land accounts for over 30% of Norwegian CO<sup>2</sup> emissions. Targets are set, but the gap between words and action is vast. We will not reach our goals with current measures (today's trajectory: 6%)

## Political barriers

- The production and distribution of electricity, biogas and hydrogen must be increased through **incentives and new measures**. There is also a need for pilot projects for «fast tracks» and coordinated handling between the public and private sector.

## Climate partnership

- **The government must initiate a climate partnership for land transport.** The members of Green Transport are more ambitious than the government and can accelerate the transition.

# Thank you for your attention!

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