



# E-Mobility in Norway

Opportunity Report

By

The Embassy of the Kingdom of the Netherlands in Norway



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## Table of Contents

1	Introduction .....	4
2	Norway at a Glance – policy incentives .....	5
3	Private electric vehicles .....	9
4	Charging for EVs .....	10
5	Public transport .....	12
6	Other sectors .....	14
7	Conclusion and further reading.....	16
8	Stakeholders and resources .....	17
9	Events.....	21
10	Contact information.....	23

## 1 Introduction

When it comes to electro-mobility (e-mobility), few countries have come as far as Norway. Through favorable policies and incentives, Norway has obtained a market share and net amount of battery electric vehicles (BEV), that is thus far unparalleled.

There is a broad push towards electrification of terrestrial, maritime and air transportation. It is perhaps not surprising, given the abundance of hydropower. But the push for e-mobility is part of plan at national and local level to meet the climate goals, reduce emissions, and invest in new environmentally friendly technologies.

Norway's quick adoption of private electric vehicles (EV) in particular, has made the market an ideal testing ground for new technologies and solutions, offering opportunities for Dutch companies.

This report identifies some of the recent and emerging developments in Norwegian e-mobility, and compiles information on the most important stakeholders, sources of information and events, that can help get an overview of the opportunities available in Norway. We have given priority to the private EV market in particular, based on this sector's level of maturity, but we do also attempt to provide an overview of the status for electrification of public transport, freight, maritime, and air transit.

For further information on this topic in Norway, we would like to recommend two sources, that we have drawn on strongly in order to compose this report:

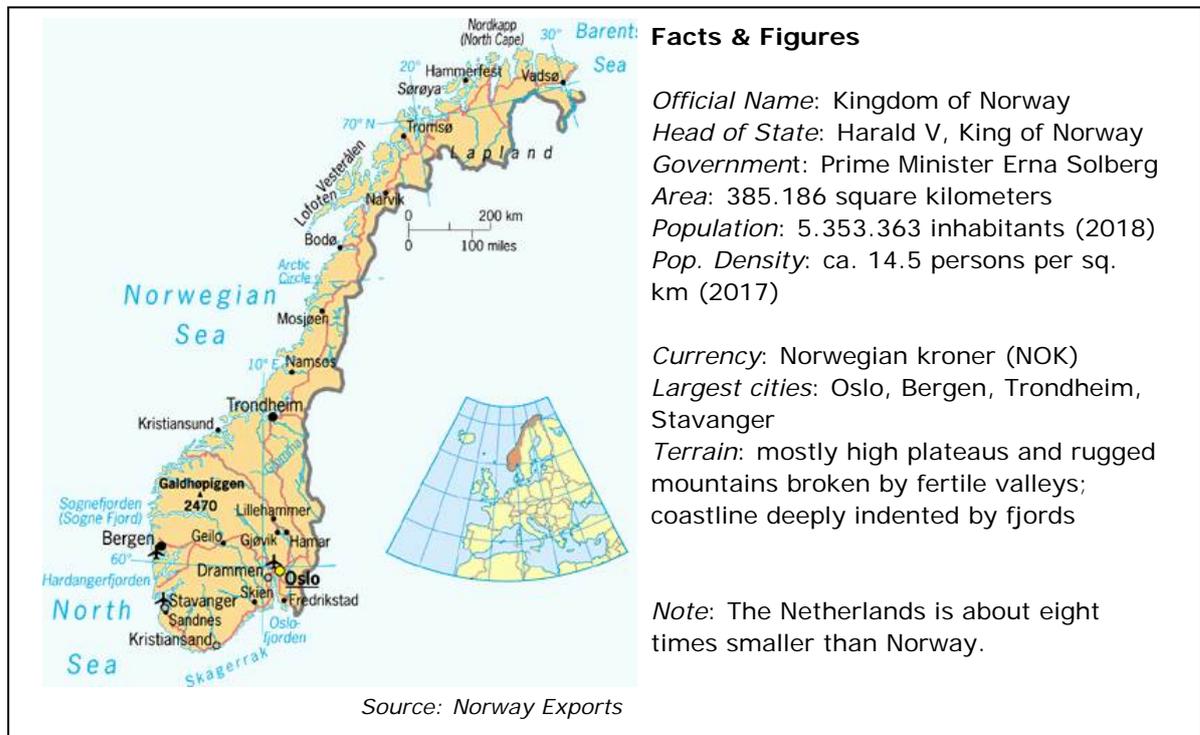
- [Institute of Transport Economics \(TØI\) - Norwegian Centre for Transport Research](#)
- [The Norwegian Electric Vehicle Association](#)

## 2 Norway at a Glance – policy incentives

Norway's 5.2 million inhabitants enjoy comparatively high levels of wealth. With NOK 665.662 in GDP per capita, Norwegians are indeed among the wealthiest in the world.

As a member of the European Economic Area (EEA), Norway abides by EU internal market rules and regulations (with some exceptions). It is accordingly a very open economy, ranked seven in the World Bank's Ease of Doing Business Index. There is extensive trade and investment between the Netherlands and Norway – and existing Dutch presence in the Norwegian e-mobility market.

Norway also adheres to European climate targets and emission cutting ambitions, and has set itself the goal of 35 to 40% emissions reduction in the transport sector by 2030, based on 2005 levels. At the same time, its geography and topography presents a few challenges. With a long coast, mountainous areas, long distances, and a relatively dispersed population there is a need for continuous widespread development of roads and infrastructure, maritime connectedness and domestic aviation.



## 2.1 National Transportation Plan

In 2017, the current government passed a [National Transportation Plan](#) (NTP) for 2018-29, which is the guiding policy for the development of regional interconnectedness, communication and transport infrastructure, and emissions reduction for the sector. The transport sector contributes to 60% of Norway's emissions that are not subject to the EU Emissions Trading Scheme.

### Climate goals in the National Transportation Plan:

- Ensure that the transport sector takes a large enough share of the emission cuts to meet the Paris agreement and Norway's climate goals in 2030.
- Assume the following target figures for zero emission vehicles in 2025:
  - New passenger cars and light vans should be zero emission vehicles.
  - New city buses must be zero emission vehicles or use biogas.
- By 2030, new heavier vans, 75% of new long-haul buses and 50 per cent of new trucks will be zero emission vehicles.
- By 2030, the goods distribution in the largest city centers should be virtually zero emissions.
- Facilitate that it should always pay to choose zero emissions when buying a car.
- Have an ambition that by 2030, 40% of all ships in near-shipping use biofuels or be low and zero emission vessels.
- Support the county's in offering climate-friendly public transport services.
- Ensure that all new national road ferries use low or zero emission solutions, and contribute to county municipal.

## 2.2

**Policy incentives**

Norway has been an international frontrunner when it comes to the private EV market. Since the 1990's there has been broad political support for policies promoting the increased use of electric cars. The Norwegian Parliament, Stortinget, has decided on a national goal to have all new cars sold be zero emission (electric or hydrogen) by 2025. The speed of transition to an emission-free fleet of vehicles is closely linked to the introduction of favorable incentives and benefits.

[The Norwegian EV Association](#), an organization representing 70.000 members, regularly carries out surveys which indicate that the main deciding factors for purchasing an electric car over fossil fuel driven one, are the tax exemptions. Gasoline and diesel cars are in part taxed based on their emissions, it is therefore often the more economical choice to purchase an electric vehicle.

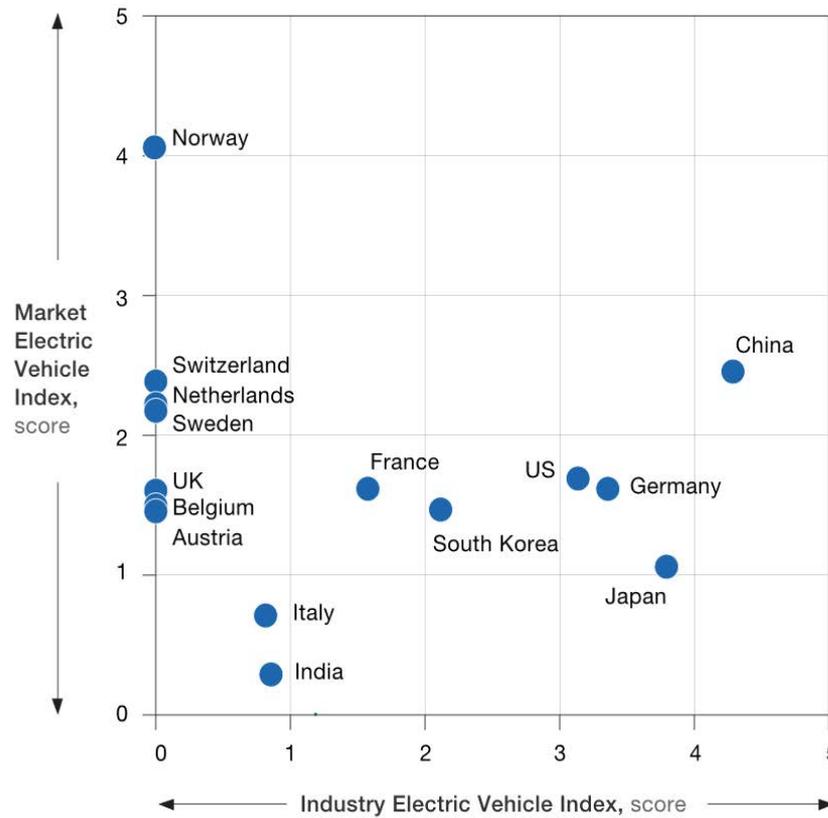
Because of its early and rapid adoption of EVs, the Norwegian market has functioned as a testing ground for various new technologies and solutions, as well as an international reference point for policy and incentive development. The mature Norwegian EV market provides companies with a relatively large, yet growing, consumer base, and an opportunity to test products and solutions at scale. Further to a considerable level of wealth, a large portion of consumers have more than one vehicle, good access to home parking, and the speed limits are low. Compared to other European countries electricity is relatively cheap and easily available.

**Examples of zero emission incentives:**

- No purchase/import taxes
- Exemption from 25% VAT on purchase
- No annual road tax
- No charges on toll roads or ferries
- Charges on ferries with upper limit of maximum 50% of full price
- Charges on toll roads with upper limit of maximum 50% of full price
- Free municipal parking
- Parking fee for EVs with an upper limit of maximum 50% of full price
- Access to bus lanes
- New rules allow local authorities to limit the access to only include EVs that carry one or more passengers
- Company car tax reduction was lowered to 40%
- Exemption from 25% VAT on leasing
- Fiscal compensation for scrapping of fossil vans when converting to a zero emission van

*Source: Norwegian EV Association*

Electric Vehicle Index (EVI) development of selected countries, score out of five



Market Electric Vehicle Index, rank

- 1 Norway
- 2 China
- 3 Switzerland
- 4 Sweden
- 5 Netherlands
- 6 US
- 7 France
- 8 UK
- 9 Austria
- 10 Belgium
- 11 South Korea
- 12 Germany
- 13 Japan
- 14 Italy
- 15 India

Industry Electric Vehicle Index, rank

- 1 China
- 2 Japan
- 3 Germany
- 4 US
- 5 South Korea
- 6 France
- 7 India
- 8 Italy

Source: [McKinsey Center for Future Mobility](#)

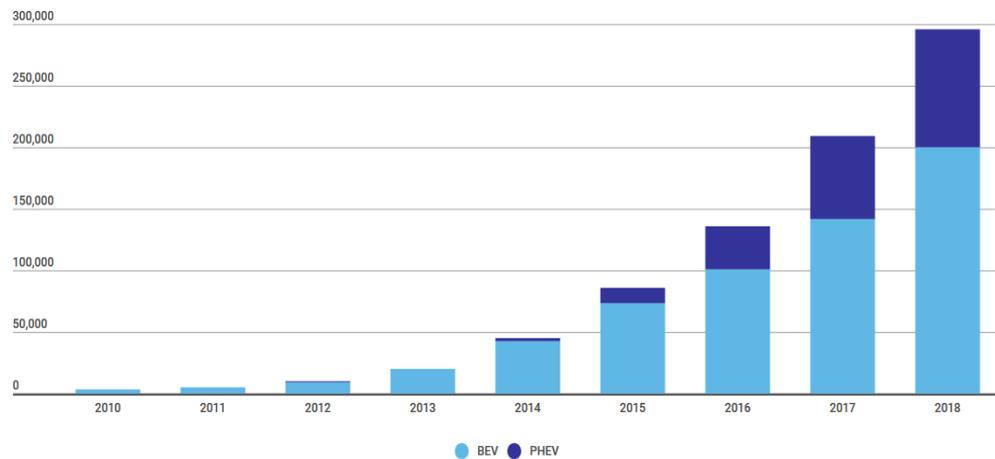
The graph above indexes various countries according to the level of development of their electric vehicle market, according to the McKinsey Center for Future Mobility. As can be seen, Norway is not only ranked first along this axis, but is far ahead of other countries, including the Netherlands.

### 3 Private electric vehicles

The share of new cars sold that are electric (BEV) or plug-in hybrid electric (PHEV), has increased rapidly and steadily over the past years. For BEVs it went from a 20% market share in 2017, to 31% in 2018, amounting to 46.092 cars out of a total 147.929. 18% of all new cars sold last year were plug-in hybrids, meaning that BEVs and PHEVs had a combined market share of nearly 50%. Market share in Oslo and the more populated provinces with larger urban areas (Akershus, Hordaland and Rogaland) remained the highest in the country. The market share and total amount would have been higher, if not for the fact that approximately 30 000 persons are waiting for 40.000 new cars and models to be delivered, and have already spent more than NOK 400 million.

The total amount of EVs in private use is approximately 200.000, plus nearly 100.000 plug-in hybrids – equaling 7.2% of the total Norwegian passenger car fleet. In order to meet the 2025 goal, the Norwegian market is still expecting more than one million further EVs on the roads.

**Number of registered electric passenger and light commercial vehicles in Norway from 2010-18:**



Source: The Norwegian Public Roads Administration

Graphics: Norwegian EV Association

The ten most popular EVs in Norway, as of December 2018, were: Nissan Leaf (49.823), VW e-Golf (31.883), BMW i3 (19.740), Tesla Model S (18.982), Kia Soul (15.666), Tesla Model X (11.124), Renault ZOE (9.540), VW e-Up! (8.609), Hyundai IONIQ (5.888), and Mercedes-Benz B250E (5.241).

The large car segments of the market have been lagging behind in popularity, just 11% of the large car category is electric, and has been dominated by Tesla. This is expected to change with more manufacturers creating new models for this market segment.

## 4 Charging for EVs

### 4.1 Private charging

As the population density is lower than in many European countries, and the rate of home ownership is relatively high, it is easy for Norwegians to have charging boxes in their homes, and most EV users have this as their primary charging source.

The demand for charging solutions will continue in line with the electrification of the market, and with a full installation cost starting at approximately NOK 13.000 for a domestic charging station, there are considerable investments to be expected. In particular housing cooperatives/companies (borettslag) and association housing (sameie), present challenges and opportunities. Polling shows that six out of ten people that live in such housing associations claim that the lack of access to home charging, decreases their probability of buying an EV. These charging solutions are considered a business opportunity, as they need to cater to the needs of multiple users, and could require an increased use of smart meters, that distribute and manage the power, and communicates with the power grid.

The Oslo Municipality was the first to introduce a support scheme for the installation of these charging systems, assisting housing cooperatives and associations with 20% of the total investment on charging stations, or up to NOK one million. Other municipalities are introducing similar policies – but interest group are pushing for a national implementation of this scheme.

### 4.2 Public charging

The implementation of charging infrastructure in Norway has been driven by multiple actors, ranging from the government, counties and municipalities, and private investors. For the publicly developed charging facilities, the tendering processes may vary depending on the size of the investment, and/or if there is a specific regional development policy in place.

There are 2.449 charging stations around the country, and 11.041 publicly available charging points, but with significant regional variations in density; the northernmost province of Finnmark got its first fast charging station in December 2018. There is already congestion and queuing. Moreover, long-distance travel in EVs is

#### Charging stations in Norway, by type:

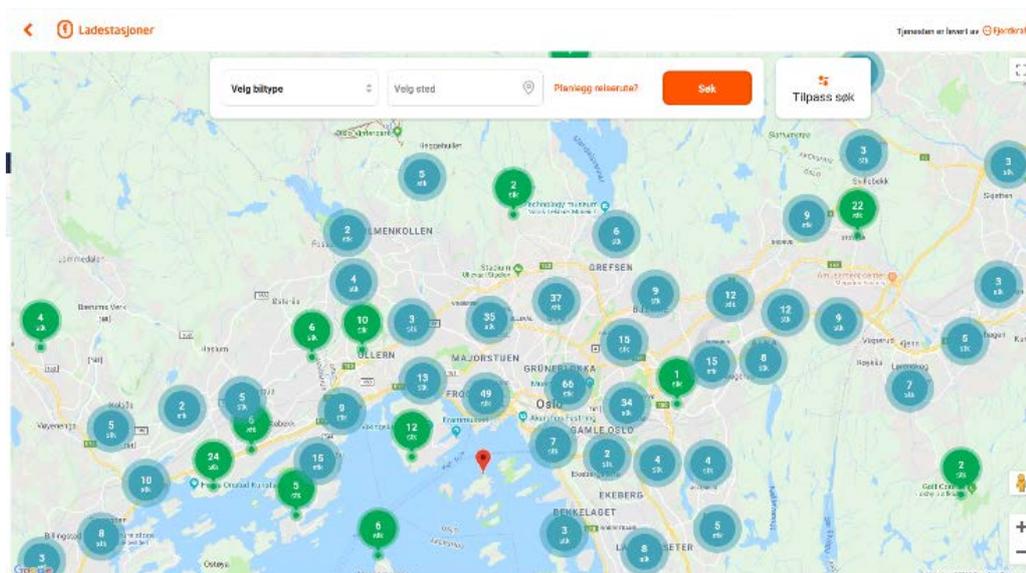
- Total charging stations: 2.449
- Total charging points: 12.365
- Public charging points: 11.041
- Schuko: 4.521
- AC: 2.624
- Charging stations semi/fast: 761
- CHAdeMO fast charging: 1.142
- CHAdeMO semi fast: 1
- Combo fast chargers: 1.100
- Combo semi fast: 1
- AC Type 2 fast charging: 49
- AC Type 2 semi fast: 1.828
- AC Type 2 11kW: 232
- Tesla super charging points: 592

still restricted by accessibility to charging points. TØI describes tackling long distance travel with BEVs as the “last hurdle to mass adoption”<sup>1</sup>.

[Enova SE](#), a publicly owned enterprise tasked with investing in climate friendly infrastructure and technology, has operated with a funding scheme that allocated funding for charging infrastructure in municipalities with few fast chargers – which addresses the issues of dispersed populations and long distance travel. They have supported approximately 230 fast chargers along Norway’s main transit routes. Enova has made NOK 4 million available for the current financing scheme until June 3, 2019, and will simultaneously implement a new funding scheme based on competition for tenders, set to start in April 2019 for the regions of Finnmark and North Troms.

The clear need for further charging infrastructure, the size of the Norwegian EV market, and the sustained increases in market share for EVs, has drawn the attention of many actors to address this need. Traditional fueling station companies, such as Circle K, are launching “power stations”. Utilities companies such as Fortum and E.On are also entering the charging market as well as newer companies that are more “native” to the EV sector.

Consumers are likely to be satisfied that companies are rushing to set up more charging points. A less consumer-friendly outcome of the diversity of suppliers is however, that many of them also come with different payment systems and rates. Some information services try to facilitate the decision-making process of consumers by including charging station information in their maps and apps. However, moving forward there will be a need for and opportunity to develop standardized payment systems.



Example of charging station information from [www.ladestasjoner.no](http://www.ladestasjoner.no)

<sup>1</sup> [Electromobility status in Norway: Mastering long distances - the last hurdle to mass adoption.](#)

## 5 Public transport

The National Transport Plan places a strong emphasis on improving connectivity and lessening the climate impact of public transportation in urban areas. Through the NTP, the national government intends to allocate NOK 66.4 billion to urban areas with urban environment agreements, urban growth agreements and the reward scheme for public transport.

Use of public transport has recently been reaching all time high levels in terms of passengers per year<sup>2</sup>. Local municipal governments together with bus companies and transportation operators, have to meet the increase in demand, while maintaining national and local environmental goals. According to research carried out by TØI, e-busses yield the largest environmental return on investment, compared to other fuel alternatives. They expect a quick technological development, lower prices and higher security towards 2025. The demand for infrastructure, vehicles, and physical and digital technology in Norwegian urban areas is expected to increase accordingly.

The larger municipalities that are driving the implementation of e-mobility for public transport, typically have a publicly owned transport company that contracts public and private operators. All public institutions, and publicly owned companies, are obliged to publish potential purchases or contracts as public tenders through the [Database for Public Procurement](#) and/or [eu-supply.com](#). Enova also supports the development of bus charging infrastructure.

What follows is a short overview of recent, ongoing and upcoming projects, procurements and tenders from various regions and municipalities.

### 5.1 The Oslo Region

#### **Buses and Ferries**

Oslo is the [European Green Capital 2019](#), and its city government has ambitious goals for emissions reduction and environmentally friendly urban planning.

[Ruter](#) is the management company for public transport in the Oslo region, owned by municipalities. In line with environmental ambitions of being fossil free within 2020, Ruter, through its operators, has now started to introduce electric buses into its fleet. This includes 40 electric buses from VDL Bus & Coach, 17 Volvo 7900 electric buses, and 42 buses from BYD, which are all expected to be operational by the summer of 2019.

Ruter also manages the ferry lines operating in the Oslo fjord. The official goal for the ferries is that they are emission free by 2024. In 2019, Ruter is set to deploy three electric ferries developed by [Norled](#).

<sup>2</sup> [Kostnadsdrivere i kollektivtransporten – hovedrapport](#) (Norwegian report by TOI).

## Sharing economy

Starting in January 2019, the Norwegian rail company NSB (now Vy) and the Danish company Green Mobility, introduced a [car sharing service in the Oslo region](#), with a fleet of 250 electric Renault Zoes. The service will expand to more cities and regions in the future.

### 5.2 Bergen

Bergen is expecting 80 new electric buses in operation by 2019 and has received NOK 36 million from Enova to construct 80 charging points and up to eight pantographs for fast charging.

### 5.3 Trondheim

Tide Buss, a bus operator in Trøndelag, ordered 25 fully electric Volvo 7900 buses in 2017, to be used in the Norwegian city of Trondheim. With the new purchase, Tide Buss will have a total of 35 electric buses – making it the largest fleet of electric buses in Norway. The aim is to use such busses for short distance and fast-charge them at bus-stops along the route. The charging stations are based on an open interface platform known as OppCharge and use renewable energy.

Trondheim is developing a Super Bus project, that aims to use 58 hybrid (HVO diesel-electric) trambuses, produced by Belgian manufacturer Van Hool. The first 2 vehicles were to be delivered in December 2018.

### 5.4 Stavanger

[Bussveien is a bus rapid transit \(BRT\)](#) system currently being constructed to connect urban areas in the municipalities Sola, Stavanger and Sandnes. Upon completion it will be the longest busway in Europe. The main objective is zero growth in car-traffic and improved mobility for all transport groups. The public transport company is in charge of acquiring buses, infrastructure, and arranging a control center.

## 6 Other sectors

Although this report focuses primarily on the private EV sector, we think it is important to take note of other sectors that are not as far advanced, but still play an important part in Norway's attempts to cut emissions in the transport sector.

### 6.1 Freight and Logistics

It is understood that the government, through the NTP, wants rail and maritime transport to gradually replace the road based freight transport. The Norwegian Public Roads Administration, however, estimates that the amount of freight that is transferrable to rail or maritime is limited to 4% of the total transportation of goods. The Norwegian Public Roads Administration therefore expects a sizable continued growth in road freight transportation.

Unlike private electric vehicles, and even buses for urban public transportation, the adoption of trucks and vans is, however, lagging far behind. One obstacle is that the incentive schemes do not work the same way for transport companies as for private citizens but TØI also identifies the technological maturity level for large vans and lorries as a hindrance to adoption. Only 4.8% of the new small lorries sold in 2018 were electric, but as vehicle types will also have to comply with the 2025 goal.

### 6.2 Maritime electrification

The electrification of the maritime sector has gained a lot of importance, as the shipping, tourism, fisheries, and transportation sectors account for substantial emissions, both globally and national. One example of electrification in the maritime sector is that from a single electric ferry operating in 2015, there are expected up to 60-80 e-ferries by 2022. There is a parliamentary requirement since 2015, that all new public tenders for ferry services include a prerequisite of zero emissions technology.

The National Transportation Plan also calls for 40% of all ships in the short sea shipping sector to use biofuel or low/zero emission by 2030. This calls for an extensive installation of charging capabilities at ports, ferry piers and terminals. In turn, this calls for the participation of multiple sectors and parties, such as counties, ferry companies, and terminal owners.

Enova SF is responsible for the grants to electrify ports, and granted NOK 50 million NOK to the port of Bergen in order to provide power from land to cruise ships, as one example. Similarly, Enova also has support schemes for battery development on ships, either through retrofitting or new-builds.

### 6.3 Aviation

The electrification of air transit remains one of the perhaps most ambitious, yet least developed concepts in Norwegian e-mobility. Because of the geography and demographics of Norway, domestic air travel remains indispensable for many

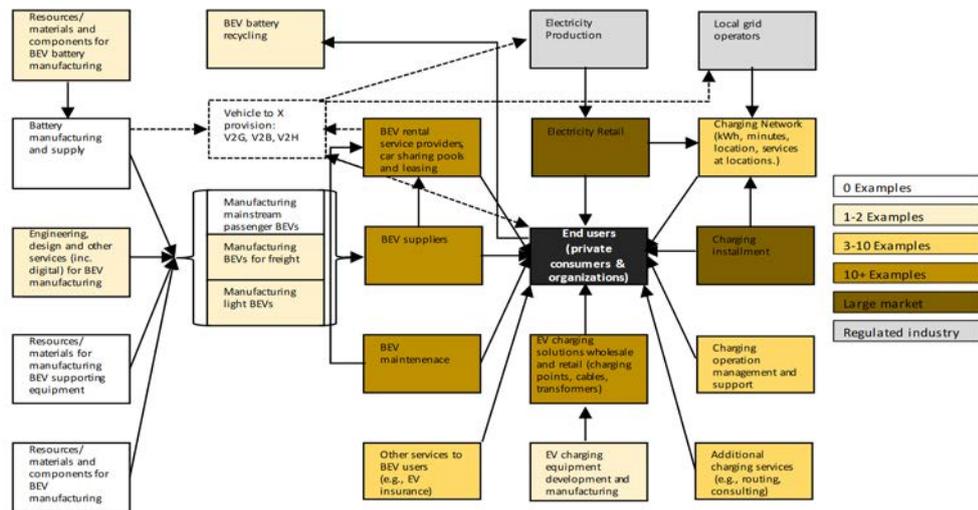
people and regions. The challenge for the national government is to combine this fact with its environmental goals.

One way of tackling the emission of the aviation sector is to electrify it. This is the goal of Avinor, the public company that owns and develops airports in Norway, who is partaking in an [ambitious projects that seeks to electrify all domestic flights by 2040](#). They point out that Norway is an ideal place to test out new electric aviation technology because of the vast airport network, the political willingness to electrify, and the renewable power production.

## 7 Conclusion and further reading

Like Avinor points out, there is indeed a strong political will to electrify Norway. E-mobility is being explored within all areas of transportation. As shown, the private EV market is particularly developed, and has generated a well-established ecosystem of businesses and services, but on that is still evolving. There is ample room for Dutch technology and innovation to be a part of that evolution.

[The Electromobility Lab Norway \(ELAN\) at the TØI Norwegian Centre for Transport Research](#) has published a report that maps out the Norwegian EV market landscape. In it, they have mapped the Norwegian EV System, indicating where there is strong existing presence and competence:



The report also identifies six key challenges and opportunities on the way to an electrified transport sector:

### Challenges

- Payment systems
- Knowledge among users and potential users
- Home charging for apartment buildings
- Access to charging during peak times
- Long waiting time for new BEVs, especially for freight
- Push for excessive investment in grid capacity

### Opportunities

- Development of a standardized system for payment for charging
- Mobility as a Service (Maas) around the BEV – car sharing, ride-sharing, last-mile solutions
- Advisory services
- Second life for BEV batteries
- Converting conventional freight cars to electric
- Development of fleet-charging systems

For more information read the full report:

[Norwegian business opportunities on the way to an electrified transport sector](#)

## 8 Stakeholders and resources

### Government

#### [Samferdselsdepartementet](#)

Ministry of Transport and Communications

Resources:

- [National Transport Plan](#)

#### [Vegdirektoratet](#)

Norwegian Public Roads Administration

#### [DOFFIN](#)

Norwegian database for public procurement

### Public funding institutions

#### [Enova SF](#)

Enova SF is owned by the Ministry of Climate and Environment and contributes to reduced greenhouse gas emissions, development of energy and climate technology and a strengthened security of supply.

#### [Innovation Norway](#)

Innovation Norway is the Norwegian Government's instrument for innovation and development of enterprises and industry.

#### [Norwegian Research Council](#)

The research council mainly supports research initiatives on various fields of study.

### Associations, Civil Society and Resources

#### [Norwegian EV Association](#)

Promotes electric vehicles that run fully or partially on renewable energy. They believe electric vehicles are the best alternative for personal transport when it comes to the local environment, climate, energy efficiency and economy. Membership association with 70 000 members. The Norwegian EV Association is a member of the [European Association for Electromobility \(AVERE\)](#).

Resources:

- [Nobil](#) – Norwegian charging station database

#### [TØI](#)

Institute of Transport Economics

National center for transport research, with extensive research into e-mobility

Resources:

- [Electromobility Lab Norway \(ELAN\)](#)
- [Norwegian business opportunities on the way to an electrified transport sector](#)

#### [Opplysningsrådet for veitrafikken](#)

The Road Traffic Information Council produces figures and facts about roads and vehicles in Norway. OFV is a politically independent member organization.

#### [NHO Logistics and Freight Association](#)

#### [Norwegian Automobile Federation](#)

NAF is the Norwegian association of car owners, established in 1924 and has about 500,000 members. They provide information on current traffic movements, camping and support in case of car breakdown.

#### [Zero](#)

ZERO is an environmental foundation that promotes e-mobility, among other topics. Zero is a member of [BSR Electric](#) – a project that aims to enhance the utilization of e-mobility in urban transport systems around the Baltic Sea Region.

#### [Bellona](#)

Bellona is an environmental foundation that promotes e-mobility, among other topics.

#### [SAMS Norway](#)

SAMS is a business association that focuses on the development of systems for sustainable autonomous transport solutions on land and water.

#### [Norges bilbransjeforbund](#)

Association for new car dealers and workshops

#### [Kollektivtrafikkforeningen](#)

Association for public transport – publishes overview of all [active contracts between regional bus companies and operators](#)

### **Non-exhaustive list of private actors with presence in the Norwegian market:**

#### [ABB](#)

“ABB offers Internet-based charging infrastructure, supporting all EV charging standards, complemented with connected services and global charger support.”

#### [BKK](#)

Norwegian power and infrastructure provider based in Bergen. BKK has several locations with rapid charging stations in Western Norway.

#### [BlueTec](#)

BlueTec is a supplier of charging solutions for electric cars, solar and other future-oriented solutions throughout Norway.

#### [Ensto](#)

Ensto is a provider of electric solutions in Norway. It was selected exclusive supplier of electric vehicle charging to Avinor in 2018.

#### [Circle K](#)

Circle K Norge AS operates as a fuel retailer and offers stationary energy products, such as LPG, heating oil, and kerosene; marine fuel and EV charging.

#### [Clever](#)

Clever is an electric mobility service provider operating in Norway. It is owned by two Danish energy companies. They entered a partnership with E.ON for ultra-fast charging.

#### [E.ON](#)

E.ON is a utility company based in Germany and operating in various European countries. It cooperates with Clever for ultra-fast charging in Norway.

#### [Elkem](#)

Elkem is a Norwegian company in the energy chemical sector based in Oslo. The company serves the construction, transport, engineering, packaging, aluminum, chemical and electronic industries.

#### [Elko](#)

ELKO AS manufactures electrical installation equipment and wiring devices.

#### [eMobility Norway AS](#)

The company provides advice on both technical and theoretical knowledge of new solutions on e-mobility in Norway.

#### [E-motive](#)

The start-up aims to be a partner for planning and implementation of smart mobility solutions for environmentally sustainable smart villages or cities.

#### [EV-box](#)

EV-Box is provider of charging solutions for electric vehicles and cloud-based services.

#### [Fortum Charge & Drive](#)

The utility company operating in Norway now also operates electronic charging stations within the Nordics.

#### [GreenMobility](#)

The environmentally friendly car sharing service operates more than 250 electric city cars in Oslo. The app Your City Car works as the key to all the city cars in the pool.

#### [Grønn Kontakt](#)

Provides electronic charging stations all over Norway.

#### [Ionoity](#)

IONITY is a joint venture of BMW Group, Daimler AG, Ford Motor Company, and Volkswagen Group with Audi and Porsche. Their goal is building a high power charging network for electric vehicles along major highways in Europe.

#### [Keba](#)

The Austrian company produces electronic charging infrastructure sold internationally.

[Meschcrafts](#)

Meschcrafts provides cloud and service solutions for EV charging, payments and data analytics.

[Møller Mobility Group](#)

Moller is a leading car retailer in the Nordics.

[OBOS](#)

The largest Nordic cooperative building association. Present in most Norwegian municipalities, they aim to improve EV conditions in urban areas.

[ON Energi AS](#)

Their ambition is to be a national energy entrepreneur based in Central Norway.

[Salto](#)

The company provides EV charging infrastructure, equipment and transformation components as well as payment systems for the EV market.

[Tesla](#)

The American electric car manufacturer has a strong standing on the EV market and also has EV charging stations in Norway.

[Zaptec](#)

Zeptec provides charging solutions for private homes, businesses, public space and real estate developers for the Nordic market.

## 9 Events

### [Nordic EV Summit](#)

21-22 March – Oslo

The Nordic EV Summit is held in Oslo annually, and attracts hundreds of international businesses and actors connected to the electro-mobility industry. The conference focuses on the electrification of multiple sectors: private vehicles, land based transport and industrial vehicles, the maritime sector, and air travel.

### [Infrastrukturdagene 2019](#)

8– 9 May – Oslo

Organized by Tekna in Oslo, this year in light of Oslo Green Capital. It provides a platform to all stakeholders involved with infrastructure projects in bigger cities and smaller municipalities.

### [Urban Future](#)

22 – 23 May – Oslo

The Urban Future conference is Europe's largest event for sustainable cities. The conference aims to provide a platform for sustainable development of cities, increasing importance of urban areas and social implications as well as technological solutions.

### [NorShipping](#)

04-07 June – Oslo

Nor-Shipping is a bi-annual conference on maritime transportation and the ocean industry. It deals with topics such as innovation of the shipping industry and a more sustainable approach towards oceans.

### [Mobilitetskonferansen](#)

11 June – Lillestrøm

ITS Norway and Tekna host the annual conference on mobility, in particular dealing with efficient, green transport solutions. It will be a platform for private and public sector stakeholders concerned with transport and mobility.

### [Green Port Congress](#)

16-18 October - Oslo

The 15th edition of GreenPort Cruise & Congress will be hosted by The Port of Oslo in light of being European Green Capital. The conference provides over 150 decision makers from the port community - port authorities, terminal operators, shipping lines, logistics operators - with a meeting place to both learn about and discuss the latest in sustainable development and environmental practice to enable them to effectively implement the changes needed to reduce their carbon footprint and to be more sensitive to environmental considerations.

### [ZERO Conference](#)

6 – 7 November – Oslo

One of Norway's largest conferences for all stakeholders concerned with climate, energy and green growth. It aims to host 1300 policy makers and business decision-makers. Apart from energy companies present, electrification of transport and technology in urban areas will play an important role.

### [Transport og Logistikk 2019](#)

26 – 28 September – Lillestrøm

Transport og Logistikk is Norway's major events for the transport industry. The conference deals with various aspects of transport and logistics including maritime, aviation and road traffic.

### [Oslo Innovation Week](#)

24 - 28 September - Oslo

Oslo Innovation Week serves as platform for investors, start-ups, policy makers and many other stakeholders to exchange ideas and present innovation on new technologies and solutions, including e-mobility.

### [Evolve Arena](#)

5. - 6. December Lillestrøm

Focusing on urban development and mobility, the conference deals with digitalization, globalization and the future of urban Norway.

## 10 Contact information

Embassy of the Kingdom of the Netherlands in Norway  
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