

## Norway: Facts and News

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### February 2021

#### KEY FACTS

CO2 emissions 2019	50,3 million ton CO2-equivalents
Target 2030	At least 50 % and towards 55 % reduction in greenhouse gas emission compared to 1990 levels
Energy consumption 2019	In total 214 TWh <ul style="list-style-type: none"> <li>- Industry 73 TWh</li> <li>- Transportation 51 TWh</li> <li>- Households 48 TWh</li> </ul>
Electricity production 2019	135 TWh, of which 93,4 % hydro power
Electric Vehicles: Market share new cars sold in 2020	54,3 %
Inhabitants	5,4 million

**Green Recovery Package:** In May 2020 the Government launched a green recovery package of M€ 350. The main priorities of the Green Recovery Package are

- An inter-agency grant scheme – Green Platform - supporting green projects from research to marked ready solutions was established. The Green Platform is administered jointly through the Norwegian Research Council, Innovation Norway and SIVA and in partnership with Enova.
- Additional funds to strengthen Enovas funding schemes targeting new climate technologies within industry, maritime sector and renewable energy were granted.
- A variety of measures to support green shipping, ranging from loans to grants and development contracts, were established.
- Additional funds to strengthen research, development and innovation in new solutions leading to reduced GHG emissions in Norway which simultaneously stimulates business development were granted.
- Research funds earmarked to offshore wind and hydrogen.

**The Government Climate Plan.** In January 2021 the Government announced their "Climate Plan 2021-2030". The plan lays out how the Government wants to secure that Norway fulfils its climate ambitions and simultaneously achieves green growth. Main measures of the plan include:

- Increasing the carbon tax from today's NOK 590 / ton CO<sub>2</sub> to NOK 2000 / ton CO<sub>2</sub> by 2030. The carbon tax will apply to non-ETS sectors. This is the suggested measure that currently is being politically debated the most
- A range of measures directed towards Transportation
  - 2022: Zero emission required in public sector acquisitions of light vehicles
  - 2023: Low and zero emission a criterion of public tenders for new ferry services
  - 2024: Low and zero emission requirements to be introduced step by step for service vessels in aquaculture
  - 2025: Zero emission required for city busses
  - 2025: Low and zero emission a criterion of public tenders for speedboat services
  - Zero emission zoning in some cities will be considered
  - As a minimum, maintain today's levels of biofuel in road transportation. Introduce minimum requirements of biofuels in shipping and air transportation
- Information on climate friendly choices
- Financial support to innovation and new climate technology through Enova
- Full scale demonstration of capture and storage of carbon through the Langskip project
- Increase research and innovation

**Enova's new mandate and agreement 2021-2024.** Enova signed a new 4-year agreement with its owner Ministry of Climate and Environment in December 2020. Key elements of this agreement are:

- Enovas new mandate has a stronger focus on reduced GHG emission in the short and long term, as well as on development of new climate technology, than previous agreement. Enova is measured by the indicators 1) reduced GHG emissions, and 2) leveraged innovation capital.
- Compared to the previous agreement, this means a reorientation as Enova is no longer measured directly by energy indicators. For instance, programs directed towards energy efficiency in buildings are about to be discontinued. However, within the building sector Enova will continue supporting "climate friendly materials" and zero emission construction sites.
- Enova will concentrate its effort towards non-ETS sectors, among which Transportation is a considerable sector.
- Enova will concentrate its efforts to the phases of the innovation chain between late technology development to early market introduction.

**Parliamentary elections** are scheduled for September 2021