

## Oslo clean electricity

Norway produces the most renewable electricity of any country in Europe, with help from a vast supply of hydroelectricity. Oslo is leading Norway in many sustainability metrics, on Norway's path to becoming a carbon-neutral nation.

Oslo has fleets of sustainable public mass transit - electric trams, and electric and biofuel-powered buses. Buses run directly on renewables (biofuel), are battery-electric, or are electric-hybrids.

Electrifying Oslo's public transit is one major path to net zero, as is the adoption of electric vehicles (EVs) by the population of the city of Oslo. Reducing the carbon footprint of Oslo's roads by transitioning all vehicles to zero-emission vehicles will accelerate Oslo's mission to reach carbon neutrality.

The old stock of fossil-fueled internal combustion engine (ICE) vehicles are being phased out in Oslo. Non-EVs account for a relatively small fraction of new vehicle sales in Norway today, as ICE vehicles become less and less popular.

The capital city of Oslo is leading Norway down the green path towards a net zero carbon future. There are now more light-duty electric cars on Oslo's roads than light-duty ICE cars, as ICE cars are gradually replaced by EVs (and with plug-in hybrids included, the number of non-ICE cars in Oslo is even higher).

The popularity of electric vehicles in Norway has reached a very high level, with little room left to grow to take over the auto market completely (see the chart here with the share of new electric vehicle registrations in Norway for April 2023).

The following is a quote from Green Car Reports on a few of the incentives Norway has for EVs, highlighting the disincentives the country has for ICE vehicles, as well as the incentives for EVs -

Norway makes gas- and diesel-powered cars far more expensive than they are in other countries. Taxation on gas and diesel vehicles turns into incentives for electric vehicles, whether powered via batteries or fuel cells [because by owning and driving an EV, these levies are avoided].

Collectively these zero-emission vehicles (ZEV) have no value-added tax, which is 25% on gas and diesel vehicles. There is no registration tax on used car sales, no annual ownership tax, and no fuel tax.

Road tolls are fully or partially exempt, ferry fares are strongly reduced, bus lanes are mostly open to ZEVs, public parking fees are tossed for ZEVs and there is plenty of free charging for EVs."

However, Oslo is still implementing some of the sustainability measures that were to go hand-in-hand with the



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car ban; such as increasing the number of bike lanes and widening bike lanes, mandating pedestrian and cycle-only zones around markets and green spaces, and developing "pocket parks" around sidewalks and bike lanes. [For more information on this topic, see - [bloomberg /oslo-bans-cars-builds-a-bike-lane-haven](#)]

"Oslo first pedestrianized some streets in the city center in the 1970s, and invested heavily in public transportation in the 1980s. In 2015, when a progressive political coalition came to power in the city council, they started planning a more significant transformation. At first, they called for a full ban on cars because the majority of residents in the city center didn't drive.

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