



Statens vegvesen



National Transport Plan (2018–2029)

A short introduction

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National Transport Plan 2018–2029

Prioritisation of resources

Four national agencies are responsible for air, sea, rail and road transport in Norway:

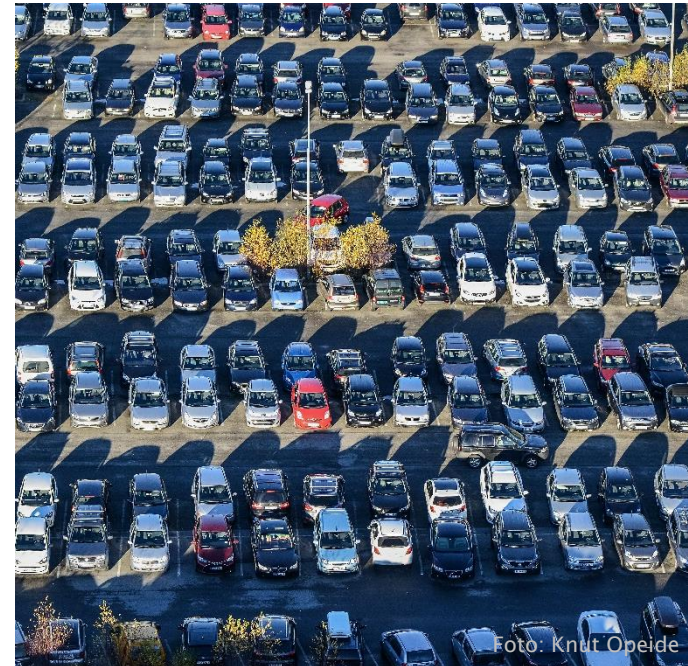
- Norwegian air traffic authority/Avinor AS
 - Norwegian Coastal Administration/Kystverket
 - Norwegian Railway Directorate/Jernbanedirektoratet
 - Norwegian Public Roads Administration/Statens vegvesen
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- The proposal from the four agencies is always followed by a white paper from the Government
 - This white paper is the basis for the annual state budgets in the Norwegian transport sector.



National Transport Plan 2018–2029

Development and Challenges

- Globalisation and internationalisation
- Population growth
- Economic development
- Climate
- Technological development



National Transport Plan 2018–2029

Issue-specific analyses

- Long-term railway strategy
- Coastal Highway Route E39
- Progress plan for InterCity development
- Motorway plan
- Future capacity of Oslo Airport
- New airport at Bodø
- **Climate strategy**



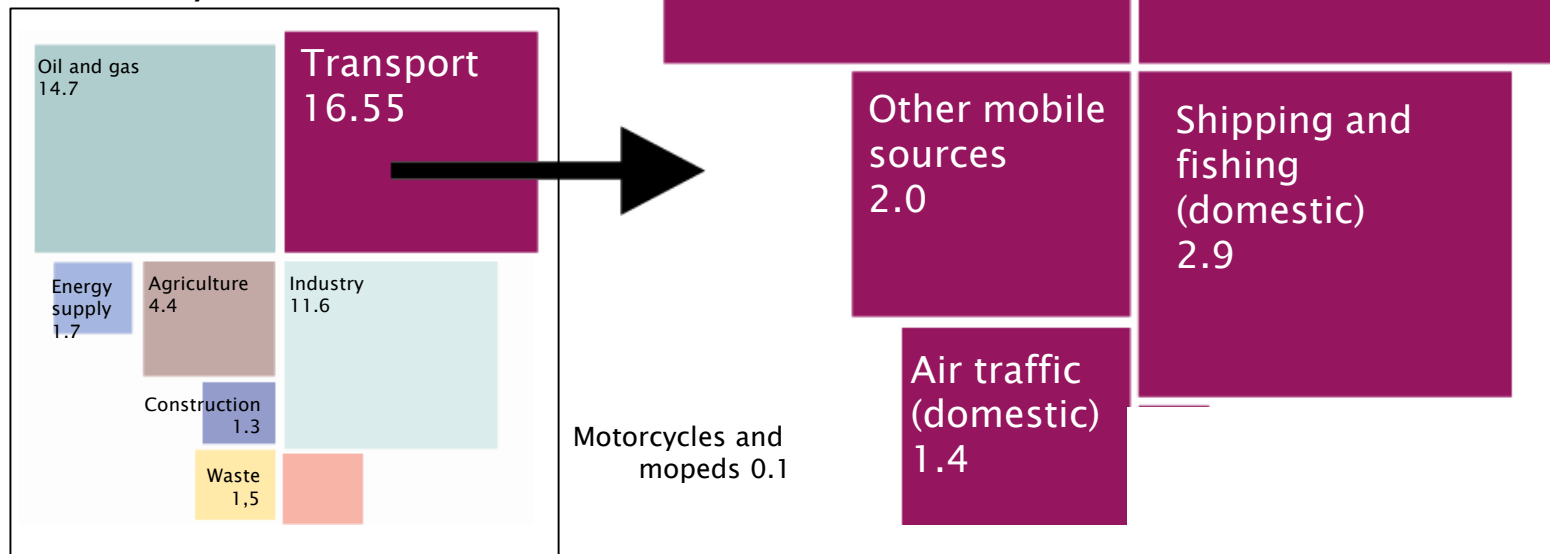
National Transport Plan – Climate strategy

Greenhouse gas emissions – 2014

Emissions to air
(million tonnes Co₂
equivalents)

Source: Norwegian Environment Agency

Total greenhouse gas emissions
in Norway



National Transport Plan – Climate strategy

Five main measures for emission cuts

- Zero- and low-emission technology
- Sustainable biofuels
- Private cars
 - Zero growth in cities
- Transfer of goods from road to sea and railways
- Reduced emissions from construction, operation and maintenance

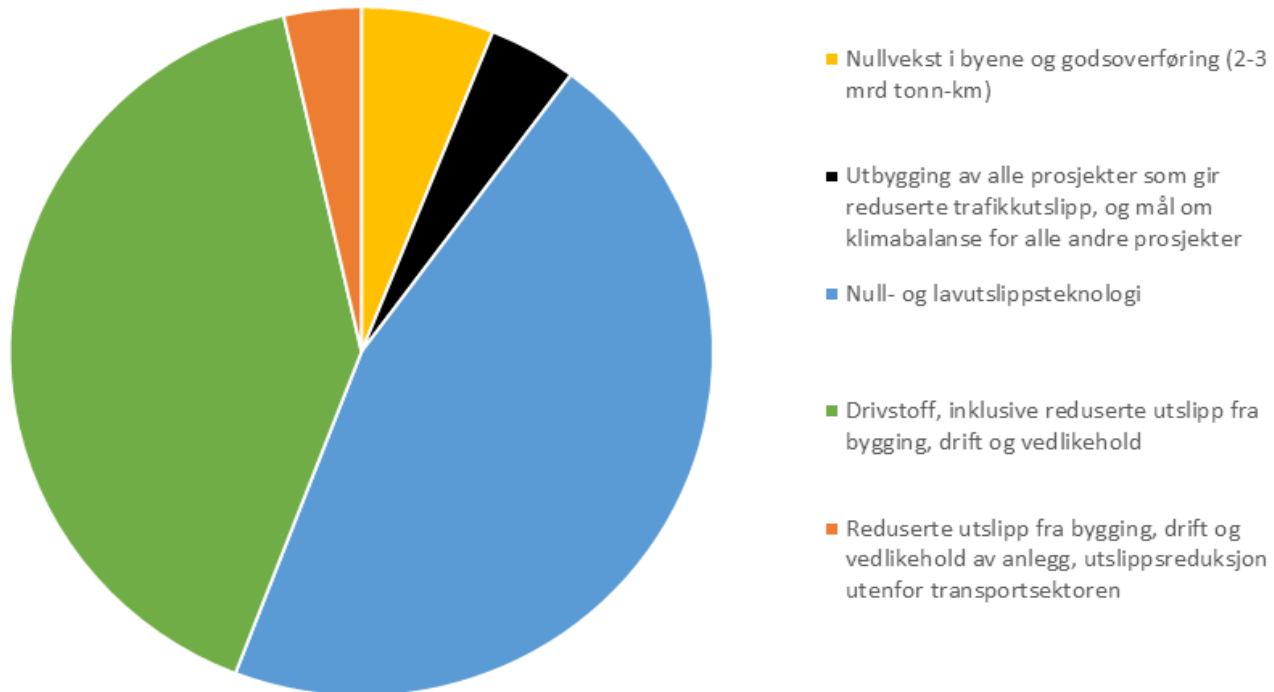
*50 % reduction of today's
emissions from transport by
2030*



National Transport Plan – Climate strategy

Five main areas targeted for emission cuts

Skalerte utslippsreduksjoner i 2030, totalt cirka 10 millioner tonn CO₂-ekv



National Transport Plan – Climate strategy

Introduction of biofuels, low- and zero-emission technology

- After 2025
 - new private cars, and light vans are to be zero-emission vehicles
 - new city buses are to be zero-emission vehicles or to be run on bio gas.
- By 2030, new heavy vans, 75 % of new long-distance buses, and 50 % of new lorries are to be zero-emission vehicles
- Within 2030 approximately all goods distribution to be zero emission in city centres



National Transport Plan – Climate strategy

Introduction of biofuels, low- and zero-emission technology

- New ferries and speed boats are to run on **biofuels**, low- or zero-emission technology
- By 2025, shoreside electrical power and charging power are to be available for ships in major ports
- By 2030, 40% of all ships in local shipping are to run on **biofuels** or be low- /zero-emission vessels
- Blending mandate of biofuels for aviation of 1% sustainable **biofuel** in aviation from 2019, targeting 30% in 2030
- Public agencies should to largest possible extent use **biofuel**, low- or zero emission technology in own, and leased, vehicles and vessels.



National Transport Plan – Climate strategy

Cutting emissions from goods transport

Efficient and environmentally sound transport

- Incentives for zero and low emissions/ climate neutrality
- More load per transport
- Improved efficiency
- Improved road access to ports and terminal

Transfer from roads to sea and railway

- Railways to become more reliable – increased capacity
- Incentives for transferring goods to sea – reduced costs



National Transport Plan – Bio4Fuels

Biofuels need to be sustainable



Bio4Fuels shall contribute to the break through of second generation biofuels, targeting up to 30% reduction in production cost compared to todays technology.

**BIO4
FUELS**



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Thank you for the attention!

