

Electric vehicle charging infrastructure norway

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Plus, it's not just cars that have gone green in Norway: it's buses, bikes, trains, and trams. Electric mobility is now deep in the lifeblood of a country that, according to Time Magazine, went from 1% to 65% market share of electric and plug-in hybrid cars in just a decade -- all thanks to the country's leadership.

Active government participation and leadership in the march towards greater EV adoption have been key for Norway. Some of the incentives enabling this to work so well include:

Most important, however, is the clarity of these policies. The Norwegian government has been careful to outline its intentions thoroughly, ensuring no confusion.

The speed with which Norway's leaders have moved to shape these changes correlates directly with how effective they have been. Electric vehicles are more expensive than ICE vehicles to manufacture, hence the Norwegian government making them more affordable by slashing taxes.

According to Reuters, Svein Roald Hansen, a Norwegian Labour tax policy spokesman, clarified that this goes for all new EVs - not just the less expensive ones, he says: "The more expensive the car is, the bigger the subsidy. We have in the last couple of years received a lot of new models... there is plenty to choose from for those who still want to buy a car while there is a VAT exemption."

Norway's leaders are passionate about EVs fully taking the place of ICE vehicles. Christina Bu, general secretary of the Norwegian Electric Vehicle Association, said in a statement: "Norway shows the whole world that the electric car can replace cars powered by gasoline and diesel and be an important contribution in the fight to reduce CO2 emissions."

As such, Norway has implemented 25% VAT, a carbon tax approaching 20%, and smaller additional taxes for weight, NOX, and car-scrapping. The knock-on effect of this is that electric vehicles will become more affordable than their ICE counterparts.

An additional unique feature of the way Norway works is that the vast majority of its power comes from renewable sources. The country has been using energy harnessed from rivers and waterfalls since the late 1800s, meaning green electricity is deeply embedded in the national psyche.

As Norway has modernized and developed, the focus on sustainability has evolved with it. There are now around 1,500 hydroelectric power plants in the country and they provide 96% of its electricity. With energy already decarbonized in Norway, and the strength of its dedication to green vehicles, the country is a shining example to a world that's trying to catch up.

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Norway is a small country but government policy has made EVs more affordable than in other countries. As well as reducing tax on EVs, a Norwegian customer is able to buy an EV for around the same price as an ICE car, while other nations have to pay a great deal more for the latest EV technology. However, many other countries are still putting in the work to improve the infrastructure and encourage the adoption of EVs.

In the US, there's some movement towards EV adoption. President Joe Biden has passed a \$7.5bn infrastructure bill to build a nationwide charging network. Then, during the most recent Super Bowl, a General Motors advert promised 30 EV models in the US by 2025. It's a strong start, but policy changes are needed to drive real change.

Countries such as Sweden and New Zealand have made impressive strides in implementing EV tax policies. The EU market is gradually being infiltrated by plug-in hybrids and fully electric vehicles; new electric car sales grew from 700 units in 2010 to around 550,000 in 2019. In 2020, electric car registrations accounted for 11% of newly registered passenger cars.

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