

- Dear guests. transport and climate change is an important responsibly and challenge for regional authorities. I am therefore very pleased that we have the opportunity to address also this topic in our cooperation with Schleswig-Holstein.
- Our counties in the Eastern Norwegian County Network aim at being in the forefront of the introduction of renewable energy for transport in Norway. This is something Schleswig-Holstein already has achieved, with your wind energy revolution 20 years ago. So also here do we find a solid base for common understanding and good cooperation between our regions.
- Schleswig-Holstein also has ambitious goals, such as getting all of its power from renewable energy sources by 2022. And you have the experience of large scale introduction of such renewable energy in your power supply. We have a lot to learn from you, as a key driver in the exciting national *energiwende* program.
- Why is this important when we are discussing transport and climate ? The reason is that mobility is a significant source of emissions. By making transport greener do we take steps in the right direction on many levels.

- Emissions from transport are one of the two most important sources of direct green house gas emissions in our counties, comparable only to that of emissions from heating of buildings. Industry is held outside, as this mainly affects the oil producing counties by the west coast. We will never be able to reach our part of global or national emission reduction targets without addressing the transport sector.
- The eastern Norwegian counties are attractive and represent half of the population in Norway. The result is a lot of business activity and transport. This gives us a special responsibility to address the issue of climate gas emissions in the transport sector.
- Our priorities are clear; our goal is to increase travelling by public transport and decrease use of private cars on the roads. Therefore we are using substantial resources to help increase the amount of people going by public transport, bicycle and by foot. But it also means that we are active in transforming the existing vehicle fleet and introduce alternative climate friendly fuels, such as electricity, biogas, biofuels and hydrogen.
- Together we are pioneering the introduction of renewable fuels in the transport sector, prioritizing electric vehicles for personal transport, bio gas and hydrogen busses for heavy and public

transport, and research programs for increased knowledge on hydrogen

- By now there are almost 5 000 electric vehicles on the road in the eastern Norwegian counties, representing over 50 % of all electric vehicles in Norway.
- As a public planning and governing body we feel a responsibility in enabling people to use these cars. To do so we have in our counties close to 2 200 charging points, most of them open to free public use, representing almost 60 % of all charging points in Norway.
- In addition to this we today have 34 quick charging stations for electric vehicles, also representing 60 % of today's 58 quick charging stations in Norway.
- The eastern Norwegian county network therefore represents an attractive area for the use of zero emission cars. By joint efforts by the private and public actors the infrastructure in place already today makes the zero emission vehicles a real option to the fossil fueled car.

- But we are not only focusing on electric driven mobility. We have 6 hydrogen refueling stations in Norway, all of them in our region. This summer, in Lillestrøm Akershus, we opened the newest station with state-of-the-art research & development components, that will carry out ground breaking test projects and which has already gained significant international attention. This together with some 20 fuel cell vehicles on the road in South East Norway and 5 hydrogen busses in the Akershus and Oslo region puts us in a unique position in research and early market users, building knowledge on the introduction and use of hydrogen as a renewable fuel.
- But. The introduction of zero emission vehicles is not just an action to combat climate gas emissions from transport. To us, as a public land use and planning body, this also gives us a tool in developing more attractive places for people to live in. We develop small places into cities, and by improving local air quality and reduce noise pollution we make our cities better places to live in. Especially in cold climate and at extreme days in the winter time fossil fuelled cars can create local air pollution that reach critical levels. So this is not only about transportation and global CO2 emissions, but also about local and regional public health.

- As you understand, cleaner mobility is one important tool in our important work to reduce emission and secure sustainable development in our region. This is important both on a global and regional level. For a region as ours, where it is estimated significant growth the coming decades, we have to be early movers and prepared. I therefore sincerely hope that the regions of eastern Norway and Schleswig Holstein can have a good cooperation also on this topic in the years to come. I am sure we have a lot to learn from each other and maybe we can find ways within the framework of EU programs to involve relevant stakeholders from our regions to realize the potential we have.

Thank you for your attention.

Fylke	Ladbare biler	Ladestasjoner	Hurtigladerstasjoner	Befolkning
Hedmark	36	68	3	192791
Oppland	30	55	2	187147
Buskerud	381	239	4	265164
Telemark	39	100	0	170023
Vestfold	161	63	1	236424
Oslo	1719	836	7	613285
Akershus	2170	609	10	556254
Østfold	128	145	7	278352
SUM	4664	2115	34	2499440
NORGE	8615	3581	58	4985870
Østlandet %	54	59	59	50