

Message 901

Communication from the Commission - TRIS/(2026) 1754

Procedure for the provision of information EC - EFTA

Notification: 2026/9011/NO

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késések - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20261754.EN

1. MSG 901 IND 2026 9011 NO EN 02-07-2026 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Departement of Trade Policy
P.O. Box 8090, Dep
NO-0032 Oslo
Norway

3B. Norwegian Public Roads Administration,
Directorate of Public Roads
Postboks 1010 Nordre Ål
2605 Lillehammer
NORWAY

4. 2026/9011/NO - S00E - ENVIRONMENT

5. Proposal for an amendment in the Road Traffic Act
Proposal for new Regulation regarding zero-emission zones for motor vehicles
Proposal for amendments in the Traffic Signs Regulations

6. If a municipality establishes a zero-emission zone through local regulations, access may be restricted to zero-emission vehicles. Vehicles with internal combustion engines will be prohibited within the zone.

7.

8. The proposal entails a statutory provision that enables municipalities to establish local zero-emission zones in order to help reduce greenhouse gas emissions and promote the transition to zero-emission motor vehicles. In addition, the legislative proposal provides for the issuance of a central regulation (national regulation) concerning zero-emission zones.

The proposal also includes regulations regarding automated checks and enforcement. This part of the proposal is not discussed further, as it does not constitute a technical regulation pursuant to Section 4 of the EEA Notification Act.

The proposal also includes a central regulation (national regulation) regarding zero-emission zones for motor vehicles, which authorises municipalities to establish geographically defined zero-emission zones in local regulations. In zero-emission zones, access may be reserved for motor vehicles with zero-emission technologies, such as electricity and hydrogen, and prohibited for vehicles with internal combustion engines.

In addition, the proposal entails amendments to the Traffic Signs Regulations. To ensure that road users are able to comply with the regulations governing driving in zero-emission zones, the zones must be signposted in a uniform and clear manner.

The proposals will be submitted nationally for consultation and comment before a final assessment is made with regard to the regulation of zero emission zones.

Please see the attached regulations for details.

9.

Through the Climate Change Act, Norway has set ambitious targets for reducing greenhouse gas emissions, and by 2050, Norway aims to be a low-emission society. Although emissions from road transport are declining, they still account for a significant share of the country's total emissions. Further reductions in emissions from road transport are therefore necessary to achieve climate targets and contribute to the transition to a low-emission society.

9a. Allowing municipalities to establish zero-emission zones is considered a necessary and appropriate measure for reducing greenhouse gas emissions, particularly by promoting a faster transition to zero-emission motor vehicles. This applies particularly to goods and commercial transport, where electrification has not progressed as far as for passenger cars. Zero-emission zones could also help improve air quality and reduce noise in urban areas. To achieve these targets, a number of measures have been introduced, including both positive incentives and less intrusive policy instruments. Nevertheless, further measures are needed to achieve the emission reduction targets. In addition, several cities have requested the opportunity to establish zero-emission zones, and in the 2035 Climate Report, the government highlights the importance of locally adapted measures for reducing emissions.

9b. The proposal does not entail a general national ban, but rather grants municipalities the authority to establish local, geographically defined zones following a specific assessment. Such zero-emission zones cannot include national roads, and county roads may be included only with the consent of the county authority. The proposal thus allows for local adaptation and includes necessary exceptions that limit the scope of the intervention. If a municipality intends to establish such a zone, it is first required to conduct a proportionality assessment. Among other things, municipalities must assess the zone's geographical scope, the groups affected, the climate and environmental impacts, alternative measures, traffic-related effects, consequences for the business sector and transport operations, and its relationship to existing mobility, climate and transport plans.

9c. The introduction of zero-emission zones is appropriate for achieving legitimate objectives pursuant to EU/EEA law, including by contributing to the reduction of greenhouse gas emissions. The measure could also promote environmental and public health considerations. Considering the EU's climate targets, we therefore consider the proposal to be proportionate. The proposal does not entail a general national ban, but rather grants municipalities the authority to establish local, geographically defined zones following a specific assessment. The proposal thus allows for local adaptation and includes necessary exceptions that limit the scope of the intervention. If a municipality intends to establish such a zone, it is first required to conduct a proportionality assessment. Among other things, municipalities must assess the consequences for the business sector and transport operations. Any disadvantages for the business sector and other affected parties can be mitigated through effective transitional arrangements.

10. References of the Basic Texts: No Basic Text exists

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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