Oslo

Climate budget 2026

Proposition 1/2026

Foto: Liz Palm

Economic Plan for 2026 – 2029 Oslo

Climate Budget

Together we will build the world's best city – a green and vibrant capital, that cares for both people and nature. In Oslo, choosing environmentally friendly options should always pay off. We will make it easier to travel in climate-friendly ways, use energy more efficiently, and develop the city with green and blue structures that connect nature and urban life. Oslo is leading the way towards a climate-resilient, zero-emission society. The Climate Budget is the municipality's key governance tool for achieving Oslo's climate goals.

The Climate Budget presents measures to be implemented during the 2026–2029 economic planning period. Responsibility for implementation is assigned to municipal entities, which report annually – except for direct emissions, which are reported alongside the municipality's financial reporting. The Climate Budget consists of four chapters that correspond to Oslo's five climate goals. Each part specifies which measures are to be implemented in the 2026–2029 economic planning period to help reach Oslo's climate goals towards 2030. It also presents new budget allocations for climate initiatives.

In addition, the Climate Budget presents identified measures that could strengthen Oslo's climate efforts if adopted in later climate budgets. These are not currently proposed for implementation but illustrate possible future measures that could help achieve higher emission-reduction results.

Oslo's Climate Goals

The five goals in Climate Strategy for Oslo towards 2030 are:

1. Oslo's greenhouse gas emissions in 2030 will be reduced by 95% compared to 2009.
2. Oslo's natural environment will be managed to preserve natural carbon sinks in vegetation and soil and increase the uptake of greenhouse gases in forests and other vegetation by 2030.
3. Oslo's total energy consumption in 2030 will be reduced by 10% compared to 2009.
4. Oslo's resilience to climate change will be strengthened towards 2030, and the city will be developed to be prepared for the expected changes towards 2100.
5. Oslo's contribution to greenhouse gas emissions outside the municipality will be significantly lower in 2030 than in 2020.

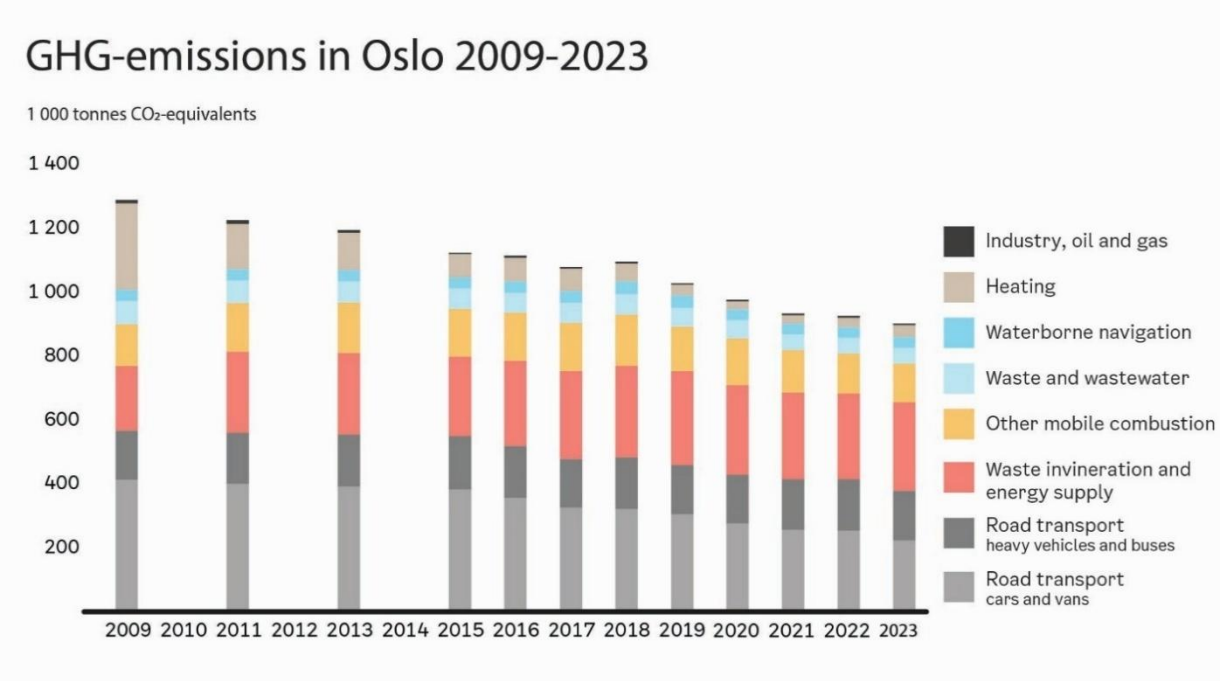
In addition, the City Government has adopted a goal and a vision for a circular Oslo, as set out in the *Thematic Plan for a Circular Economy towards 2030*. Here, the consumption of natural resources will be reduced to a level compatible with globally sustainable consumption.

Resolution

"The City Council endorses the measures in the Climate Budget 2026, Proposition 1. The City Government will continue developing new and strengthened measures that help the municipality achieve its climate goals, as set out in the Climate Strategy (City Council Proposition 109/20). The City Government shall report to the City Council on the implementation of measures for energy, indirect emissions and climate adaptation and natural carbon storage, and on the likelihood of achieving the goals, in the annual report. The status and goal attainment for measures reducing direct emissions shall be reported together alongside the regular financial reporting."

Direct Emissions (Goal 1): Oslo is a Zero-Emission City in 2030

By 2030, Oslo aims to reduce its direct emissions by 95% compared to 2009 levels. Direct greenhouse gas emissions in Oslo were 30% lower in 2023 than in 2009, according to the most recent Greenhouse Gas Emissions Inventory from the Norwegian Environment Agency. The largest contributions to these reductions come from the shift to electric vehicles, increased use of biofuels, and the switch from oil heating to zero-emission heating. Between 2022 and 2023, emissions declined by 2.5%. The reduction since 2009 is likely underestimated, because the effects of Oslo's measures for road traffic and other mobile combustion are not sufficiently captured in the Norwegian Environment Agency's Inventory. The Climate Agency has estimated the reduction to be between 32% and 33% since 2009 when toll-ring data are used to estimate the electric share of road traffic in Oslo. This does not affect the analysis of the path to 2030 shown in the figure later. Emission reductions from the municipality's own fossil-free/zero-emission construction sites are not included in the estimate and will come in addition. See chapter 2.1 in *Appendix to the Climate Budget 2026* for more information on the inventory and emission trends in Oslo.



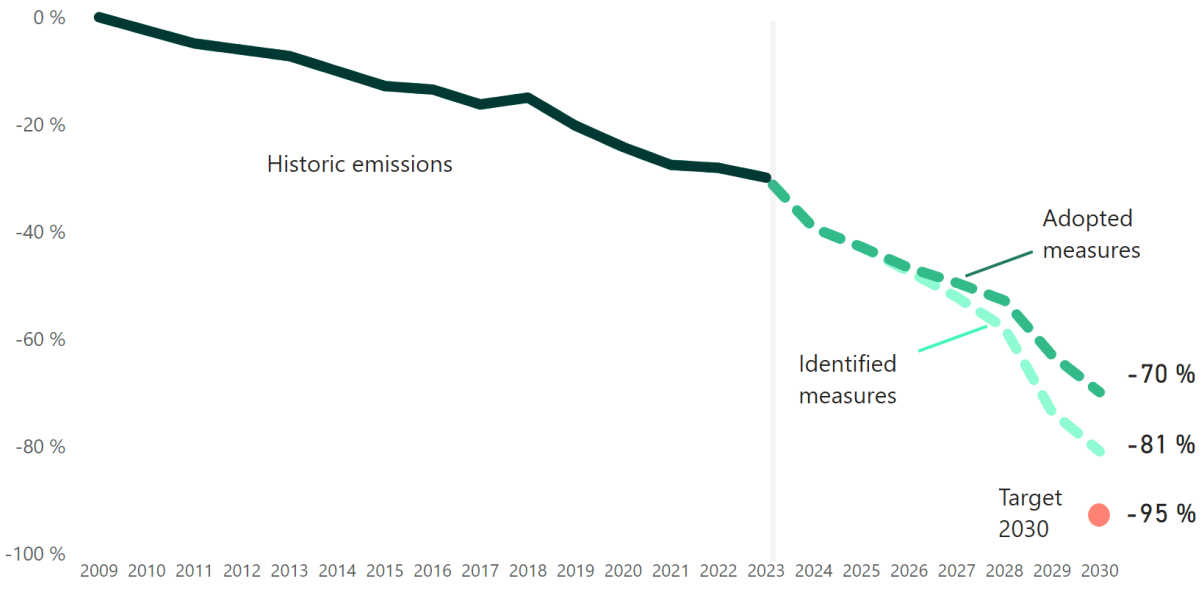
The Climate Agency's calculations show that adopted measures could reduce Oslo's emissions by roughly 70% by 2030 compared to 2009 levels. Carbon capture at the Klemetsrud waste-to-energy plant - which accounts for roughly 20% of the city's potential emission reductions, is the single largest impact measure on emission reductions.

Other key contributions include electrification of road traffic, zero-emission construction sites, and Oslo's targeted investment in public transport, cycling, and walking. This includes major investments such as the Fornebu Line, the new Majorstuen station, new trams, and improvements to the metro network. Oslo's long-term strategy to limit traffic growth has kept traffic volumes stable despite population growth and has also improved the city as a place to live. Achieving a 70% reduction will nevertheless require continued work and follow-up.

The City of Oslo is systematically identifying new measures to further reduce emissions towards 2030. If all currently identified measures were adopted and implemented, emissions could be reduced to around 81% by 2030. This estimate is lower than in the Climate Budget 2025, where the estimate was 83%, mainly because the uptake of electric vans has been slower than expected and remaining fossil vehicles are expected to use less blended biodiesel in 2030 than previously assumed. Faster-than-expected uptake of heavy electric and biogas vehicles, as well as newly identified measures in this year's budget, only partially offsets this decline.

A gap therefore remains between the identified measures and the 95% goal. To close the gap between 81% and 95%, it is particularly important to identify measures that support:

- Faster phase-out of fossil heavy vehicles and vans (including through-traffic)
- Reduced traffic from fossil lorries and vans
- Zero-emission solutions for machinery used in industry and transport-related services
- Minimal methane leakage from closed landfills at Rommen and Grønmo
- Phase-out of the remaining fossil passenger cars
- Increased use of renewable fuels in cargo shipping



Measures to Reduce Direct Emissions

Adopted measures in this Climate Budget are estimated to reduce emissions within Oslo's boundaries by 75,600 tons of CO_2e in 2026 and 206,100 tons of CO_2e in 2029. See table below. Further details on the calculation methods can be found in Chapter 2.2.2 in *Appendix to the Climate Budget 2026*.

Table 1: Adopted measures to reduce emissions within Oslo's boundaries

Sector	No.	Measures	Responsibilty	Effect 2026 (tons CO_2e)	Effect 2029 (tons CO_2e)
Waste incineration and energy supply					
Waste incineration with carbon capture	1	**Carbon capture at Klemetsrud:** Final investment decision to resume construction was made in January 2025. Operations are expected to start in the third quarter of 2029.	KON*	0	100 400
Waste and wastewater					
Landfill gas extraction	2	**Operation and maintenance of closed landfills in Oslo, including landfill gas plants:** In 2026, EBY will survey diffuse gas emissions at Stubberud, Rommen, and Grønmo, and assess the possibility of sealing measures at Grønmo to reduce water infiltration into the landfill.	EBY*	Not calculated	Not calculated
Road traffic					
Overarching measures for road traffic	3	**Procurement of zero-emission (including biogas) vehicles for the municipality:** In accordance with City Government Decision 1078/23.	BYM*, OKF*, REG*, VAV*, UDE*, City Districts: Bjerke*, Nordstrand*	700	2 100
	4	**Zero-emission (including biogas) delivery of goods and services on behalf of the municipality:** In accordance with revised requirements in City Government Decision 1004/25.	All*, OKF*, KLI	Included in measures 11 and 13	Included in measures 11 and 13
	5	**Zero-emission (including biogas) transport of materials and other transport in the municipality's construction projects:** In accordance with revised requirements in City Government Decision 1014/25.	All*, OKF*	3 700	3 300
	6	**Present and follow up the Green Mobility Plan:** The plan aims to enhance the attractiveness of walking, cycling, and public transport, as well as contribute to zero-emission and efficient urban	MOS	Not calculated	Not calculated

		logistics with minimal inconvenience to city life and residents.			
Reduced traffic	7	**Facilitate increased cycling and walking:** In 2026, BYM will build 5 km of new or upgraded walking infrastructure, 5 km of new or upgraded cycling infrastructure, and install 300 bicycle racks, as well as maintain 180 km of bike lanes in summer and 130 km in winter. Furthermore, BYM will establish new heart zones and coordinate the work on Oslo's Walking Strategy.	BYM*	Not calculated	Not calculated
	8	**Improve public transport:** Enhance accessibility (BYM/Ruter), reduce the price of the 30-day ticket by NOK 50, introduce new trams and make improvements to the metro, among other measures (Ruter), and construct the Fornebu Line.	BYM*, Ruter, FOB	Not calculated	Not calculated
	9	**Shared mobility solutions:** BYM will allocate municipal road areas for car sharing, city bikes, and rental of e-scooters and e-bikes. The pilot program with approximately 1,000 parking spaces reserved for car sharing will be continued in 2026.	BYM*	Not calculated	Not calculated
Zero-emission passenger cars	10	**Charging infrastructure for passenger cars:** In 2026, BYM will install 100 new regular chargers for passenger cars and 14 new fast chargers, 4 of which will be reserved for taxis. KLI will manage grants for charging infrastructure for electric passenger cars.	BYM*, KLI*	Not calculated	Not calculated
Zero-emission vans	11	**Incentives for zero-emission vans:** Zero toll rates for electric vans through 2030. KLI will manage grants for charging infrastructure for vans and strengthen communication about the benefits of electric vans. In 2026, BYM will install 10 new regular chargers and 4 new fast chargers for vans within Ring 3 and carry out a pilot project to install chargers that will be available for electric vans at night in a municipal parking facility. Oslo municipality will follow up on the decision to allow access to bus lanes for zero-emission commercial transport, aiming for rapid implementation.	KLI*, BYM*	7 200	9 700
Zero-emission /biogas buses	12	**Incentives for zero-emission tour and express buses:** Municipal entities shall require that buses operating on behalf of the municipality (such as school transport) be zero-emission or use biogas, in accordance with revised requirements in City Government Decision 1004/25. KLI will manage grants for charging infrastructure for buses and share information with the tour bus	UDE*, KLI*, all	Not calculated	Not calculated

		industry about the benefits of electric and biogas buses.			
Zero-emission /biogas trucks	13	**Incentives for zero-emission trucks:** Zero toll rates for electric and biogas trucks through 2030, and increased toll rates for fossil trucks from 2026. KLI will manage grants for the installation of chargers for heavy-duty vehicles, help coordinate the establishment of energy stations in the Oslo region, and provide information to the transport industry about measures for zero-emission heavy transport. BYM will work to establish fast charging for heavy transport in Oslo. Oslo municipality will follow up on the decision to allow access to bus lanes for zero-emission commercial transport, aiming for rapid implementation.	KLI*, BYM*	6 700	20 800
Other mobile combustion					
Zero-emission construction	14	**Requirement for zero-emission construction on behalf of the municipality from 2025:** In accordance with City Government Decision 1014/25.	All*, OKF*	18 500	18 900
	15	**Requirement for zero-emission construction in zoning plans.** (to be replaced when the local regulation is adopted)	PBE*	31 900	37 500
Zero-emission machinery and motor equipment	16	**Facilitate the use of zero-emission machinery for handling goods and cargo at the Port of Oslo.**	Port of Oslo *	1 700	2 300
	17	**Procurement of zero-emission machinery for Oslo municipality's fleet:** In accordance with City Government Decision 1078/23. Replacement of specialized machinery will take place at a later stage.	All*, OKF*	400	1 300
	18	**Manage grants for electric machinery and motor equipment.**	KLI*	1 900	1 900
Maritime transport					
Zero-emission docked operations	19	**Establish shore power for tankers and follow up the use of shore power for container and cruise ships:** In 2026, the Port of Oslo will build a facility for tankers and follow up on existing shore power installations. The goal is for 60% of cruise ship calls and 20% of container ship calls to use shore power in 2026.	Port of Oslo *	4 500	9 500

Total effect of measures in the Climate Budget				**75 600**	**206 100**

*: Reporting responsibility

New Allocations to Reduce Direct Emissions 2026–2029

In the 2026 budget, NOK 206.5 million is allocated on the operating budget and NOK 26 million on the investment budget for new/strengthened measures that reduce direct emissions, as shown in the tables below.

Table 2: New allocations for measures with climate effect on direct emissions on the operating budget

Entity	Measures in the operating budget	2026	2027	2028	2029
Purchase of transport services	**Maintain the current public transport service level:** The budget is increased to compensate for high-cost inflation in the sector. Relevant to measure 8.	101 000	101 000	101 000	101 000
Purchase of transport services	**Cheaper 30-day ticket:** The 30-day ticket in zone 1 is reduced by NOK 50. Relevant to measure 8.	105 500	115 364	115 364	115 364
SUM		**206 500**	**216 364**	**216 364**	**216 364**

Tabell 3: New allocations for measures with climate effect on direct emissions on the investment budget

Entity	Measures in the investment budget	2026	2027	2028	2029
Bymiljøetaten	**Heart zones:** Continued work to establish heart zones at all primary schools in the city. The road network around the schools is adapted for pedestrians and reducing car traffic. Relevant to measure 7.	26 040	26 040	26 040	26 040
SUM		**26 040**	**26 040**	**26 040**	**26 040**

Identified Measures to Reduce Direct Emissions

The table below shows potential additional measures that could be introduced to reduce direct emissions by 81% in 2030. These measures are not politically adopted, either locally or nationally, and some measures require new national clarifications, new legal mandates, or similar. The measures are not necessarily fully developed, and their final design will need further assessment.

Table 4: Identified measures to reduce direct emissions

Sector	Identified measures	Effect 2030, isolated (tons CO_2e)
Overarching measures	**CO_2 tax equivalent to NOK 2,400 per ton in 2030:** The estimated effect assumes that the Norwegian Parliament does not offset the tax increase by easing other measures, such as reducing other fuel taxes. The increase will be followed up annually and depends on national authorities.	6 000 - 11 000
Waste incineration and energy supply	**Carbon capture from household waste from Oslo municipality:** A procurement process for such incineration has been initiated, but a final decision will depend, among other things, on the offers received.	40 000 - 50 000
	Phasing out fossil materials at Hafslund Celsio's waste incineration plant at Haraldrud.	20 000 - 30 000
	Increased sorting of plastic from household waste: A new waste regulation requires 60% sorting of plastic suitable for material recycling by 2030. REG are assessing how the municipality can increase the sorting of plastic from household waste.	15 000 - 22 000
	Increased collection, resale, and recycling of textiles: Greater collection can help reduce direct emissions by avoiding incineration.	2 000 - 4 000
	100% zero-emission district heating: In periods of high electricity prices or low temperatures, some fossil gas is still used.	6 000 - 9 000
	Pricing of emissions from waste incineration and new incentives for carbon removal: The government has announced an increase in the waste incineration tax to a general level of NOK 2,400 per ton by 2030. The government is also considering new measures, such as reverse auctions, to support carbon capture at waste incineration plants.	Not calculated
Waste and wastewater	**Optimisation of the operating regime of the gas facility at Grønmo:** This includes the ability to flare the gas during periods of low negative pressure in the landfill, which may increase gas collection from the landfill and thereby reduce emissions. This requires approval from the County Governor.	Not calculated
	Improvement of the top cover at Rommen landfill: The landfill at Rommen has an old top cover that is not gas-tight. A new top cover could reduce leaks and increase the collection of landfill gas.	Not calculated
	Sealing measures to reduce the infiltration of clean stormwater and groundwater into the landfill at Grønmo: Less water infiltration may increase the collection of methane from the landfill.	Not calculated
	Improvement of the drainage system in the gas facility in the oldest landfill areas at Grønmo: This could increase gas collection from the landfill. There are periodic challenges with water levels in the landfill and drainage, especially during winter and snowmelt periods.	Not calculated
Road traffic	**Increase of the national biofuel blending mandate to 33% in road traffic by 2030:** This was announced in the 2025 National Budget. The government sets a new level every other year. The proposed increase from 2026 is under consultation in spring 2025.	6 000 – 11 000

	Double toll rate for new fossil passenger cars during 2026: Adopted in the revised *Oslopakke 3*-agreement in spring 2024. The measure requires that national authorities allow for this in the toll proposition to be presented in 2026.	2 000 – 3 000
	Double toll rate for new fossil vans: This measure requires national authorities to allow for the creation of a new toll rate category, for example in the toll proposition to be presented in 2026. The *Oslopakke 3*-agreement also states that further incentives to shift the van fleet from fossil fuels to zero emissions should be considered during the agreement period.	2 000 – 5 000
	Zero-emission zone for vans and heavy vehicles within Ring 2 (along the inner toll cordon): This requires legal authority to be granted by national authorities. On 1 August 2025, the Norwegian Public Roads Administration submitted a proposal to amend the law and regulations on zero-emission zones.	8000 - 14 000
	Zero-emission zone for passenger cars within Ring 2 (along the inner toll cordon): Requires legal authority, see above.	500 -1 000
	Introduce parking fees and reallocate parking spaces at municipal workplaces: This can be implemented through a local decision.	700 -1 200
	Expand and offer cheaper charging for vans: This can be done by establishing overnight charging at municipal parking facilities (scaling up the pilot project mentioned in the table of adopted measures) and removing parking fees for vans that charge at municipal locations.	Not calculated
	Strengthened national measures for zero-emission heavy vehicles: These are intended to help achieve the national goal of 100% zero-emission or biogas in new vehicle sales by 2030. According to the government, new measures will be considered if the transition progresses slowly.	5 000 – 10 000
	Requirements in permits for buses operating in Oslo (beyond Ruter): In 2023, the Norwegian Parliament requested that the Government propose a legislative amendment to allow zero-emission requirements for all permit-based operations. No changes have been introduced so far.	2 000 – 4 000
	Doubling of public parking fees for fossil vehicles (excluding residential parking): This can be implemented through a local decision and gradually increased toward a doubling by 2030. The calculation shows the effect of a doubling within Ring 3.	3 000 – 6 000
	Require private actors to charge for parking: This could apply to workplaces, shopping centres, etc. Requires national legal authority.	Not calculated
	Facilitate the transition from passenger cars to electric motorcycles: By reallocating parking spaces, providing information, and introducing differentiated parking fees for electric and fossil motorcycles. Can be implemented through a local decision.	Not calculated
	Introduce a new pricing model for charging at municipal charging stations to encourage increased utilisation throughout the day.	Not calculated
	Expand the residential parking scheme in the outer city: This will help reduce non-resident parking in outer city areas by introducing fees for unregulated parking for those without a residential parking permit.	Not calculated
Other mobile combustion	**Require all construction sites to be zero-emission by 2030:** Legal authority for municipalities to set climate requirements for construction sites has been adopted. Oslo municipality has submitted a local regulation for external consultation. This measure will replace measure 15 in the table of adopted measures once it is adopted.	5 000 - 6 500

	Increase of the national blending mandate for advanced biofuels to 28% for non-road machinery: The government will determine the specific increase every other year. The next increase from 2026 was under consultation in spring 2025.	8 500 - 12 000
	National grant for all types of zero-emission non-road machinery.	Not calculated
Maritime transport	**Set requirements or provide incentives for zero-emission arrival and departure for international ferries.**	5 000 – 6 000*
	Establish shore power for the remaining cargo ships currently without access: The establishment of shore power must be combined with incentives to ensure that the facilities are used.	1 500 – 2 700
	Environmental differentiation of port fees for ships using renewable fuel.	Not calculated
	Access to quays and other areas for ships using renewable fuel.	Not calculated
Heating	**National ban on the use of gas for permanent heating:** The government is following up the Parliament's decision and is assessing a ban on fossil gas for permanent heating, with the aim of implementation from 2028.	7 000 - 11 000

*: The measure has a lower impact than previously estimated due to methodological changes.

Circular Economy and Indirect Emissions (Goal 5): Towards Sustainable Consumption

The City of Oslo aims to reduce the city's consumption of natural resources to a level compatible with globally sustainable consumption. In a circular economy, natural resources and products are used efficiently and for as long as possible. This is important to the municipality's efforts to reduce indirect emissions. At the same time, the efforts aim to create jobs, enhance value creation, and deliver significant climate and environmental benefits based on circular resource use.

Indirect emissions are generated outside Oslo's boundaries as a result of goods and services we consume. These emissions constitute a large share of Oslo's total climate footprint, estimated at around 9 million tons of CO_2e, based on Oslo's direct emissions and the Norwegian Environment Agency's latest estimates of consumption-based emissions nationally. Oslo's goal is to significantly reduce these emissions by 2030. By taking responsibility for its own indirect emissions, the City of Oslo can contribute to the transition needed both globally and locally.

Material use in construction projects is the largest source of Oslo's indirect emissions. Oslobygg has reduced its material-related emissions through material choices and the reuse of building materials. However, meeting the goal of 30% annual reduction in emissions from material use in municipal construction projects remains challenging, as crucial decisions are made in the early project phase. Municipal construction entities are increasingly applying climate requirements for low-emission materials, and several private developers are also working to reduce material-related emissions. Still, indirect emissions from the construction sector in Oslo are assumed to have increased since 2020, partly due to large-scale projects such as the new Government Quarter, the Fornebu Line, and the new water supply system for Oslo.

Measures for a More Circular Economy and Reduced Indirect Emissions

The table below presents adopted measures that contribute to a more circular economy and reduce indirect emissions, from municipal operations, residents and businesses. Several of these measures can also help improve efficiency and reduce costs for municipal services in both the short and long term. For more information on the municipality's work to quantify the impact of these measures, see Chapter 3.2 in *Appendix to the Climate Budget 2026*.

Table 5: Adopted measures for a more circular economy and reduction of emissions outside Oslo's boundaries (indirect emissions)

Sector	No	Measures	Responsibility
Construction			
	1	**Set climate requirements and implement other measures to help achieve the goal of 30% reduction of emissions from materials in the municipality's new and renovated buildings**	OBF*, BBY*
	2	**Projects in the FutureBuilt flagship programme with 50% reduced emissions from materials:** In 2026, PBE will follow up the FutureBuilt programme, aiming to establish partnerships with three new projects.	PBE*
	3	**Reuse of building materials:** In 2026, Sirkulær Ressurssentral and Ombygg will collaborate with OBF and KLI with the aim of establishing a permanent reuse centre for building materials in Oslo, in the longer term.	OBF*, KLI
	4	**Climate requirements in the municipality's procurement of construction materials and contracts:** VAV will continue to set climate requirements for concrete and steel, introduce requirements for other material types, and increasingly demand environmental product declarations. FOB will reduce material use and require climate-friendly materials (such as low-carbon concrete class A) in its contracts. In addition, contractors engaged in FOB projects must set climate and environmental requirements for their material suppliers for key material groups (concrete, cement, steel, etc.). FOB will require climate accounting with corresponding reporting in contracts. In 2026, BYM will follow up climate budgets and accounts in two pilot projects and announce tenders with award criteria (incentives) based on climate budgets for selected materials that reward low greenhouse gas emissions.	BYM*, VAV*, FOB*
	5	**Reuse and recycling of masses and stone in municipal projects:** BYM, VAV and OBF reuse and recycle masses and stone in their own projects where feasible and appropriate. BYM requires use of recycled aggregates through procurements.	BYM*, OBF*, VAV*
Consumption and retail			
	6	**Communication to encourage changes in consumer behaviour and a more circular society in Oslo:** This will be done through klimaoslo.no, social media, media outreach, and *Klimaløft* in Oslo's schools.	KLI

	7	**Implement the e-learning course *"Sustainable and Healthy Food in Kindergarten"* in 150 municipal kindergartens in 2026.**	OKF*
	8	**Vegetarian food shall be the default at the municipality's meetings and events.**	OKF*, all*
	9	**Measurement of food waste in municipal entities involved in food production and service.**	OKF*, HEL, SYE, City Districts
	10	**Sustainable food at municipal nursing homes and health centres:** In 2026, SYE will provide menus at municipal nursing homes and health centres in line with national dietary guidelines.	SYE*, OKF, City Districts
	11	**Centralise ownership and management of the municipality's ICT equipment:** In 2026, OKF will assess the possibility of centralised ownership and management to extend the lifespan of the municipality's PCs. Estimated savings if implemented: NOK 45.5 million and approximately 1,700 tons of CO_2 equivalents annually.	OKF*, DIG*
	12	**Increase the circulation of goods on the municipality's reuse platform and promote greater use of the municipality's joint procurement agreements for repair, redesign, and second-hand purchases:** UKE has estimated that Oslo municipality discards furniture worth NOK 120 million annually.	OKF *, all
	13	**Reduce waste and unnecessary discarding of clothing in the health and care sector:** Implement digital tracking of garments to monitor losses at service locations using the joint procurement agreement for rental and laundry services.	OKF*, HEL, SYE, City Districts
	14	**Facilitation of spaces for lending sports equipment to residents at sports facilities.**	BYM*
	15	**Reduce single-use plastic products:** In 2026, SYE will replace single-use plastic products with reusable alternatives where available at the municipality's nursing homes. BYM will provide guidance and support to nursing homes, municipal kindergartens, and health centres/care homes to reduce the use of single-use plastic items.	BYM*, SYE*, City Districts
	16	**Reduce the use of single-use plastic cups and food packaging at events:** In 2026, BYM will continue its support scheme for reuse solutions at events and require reuse solutions at events held on municipal property where appropriate.	BYM*
Travels and mobility			
	17	**Sharing services and a central fleet management system for the municipality's vehicles and machinery:** OKF will manage the system and propose measures to increase the use of car-sharing services within the municipality.	OKF*, all
	18	**Guidelines and climate requirements for the procurement of electric vehicles in the municipality:** In 2026, OKF will assess how to follow up on the guidelines and climate requirements in ZERO's procurement declaration (*The Whole Car to Zero*).	OKF*, all

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Identified Measures for a More Circular Economy and Reduced Indirect Emissions

The table below presents additional measures that could be implemented in Oslo for a more circular economy and reduce indirect emissions.

These measures are not politically adopted, either locally or nationally, and some require new national clarifications, legal mandates, or similar. The measures are not necessarily fully developed, and their final design will need further assessment.

Among the identified measures, setting requirements to reduce emissions from materials will have the greatest impact on emission reductions. A large share of these reductions would also support a more circular economy in the construction sector, through reduced material use, reuse, increased renovation, and material recycling.

Table 6: Identified measures for a more circular economy and reduced indirect emissions

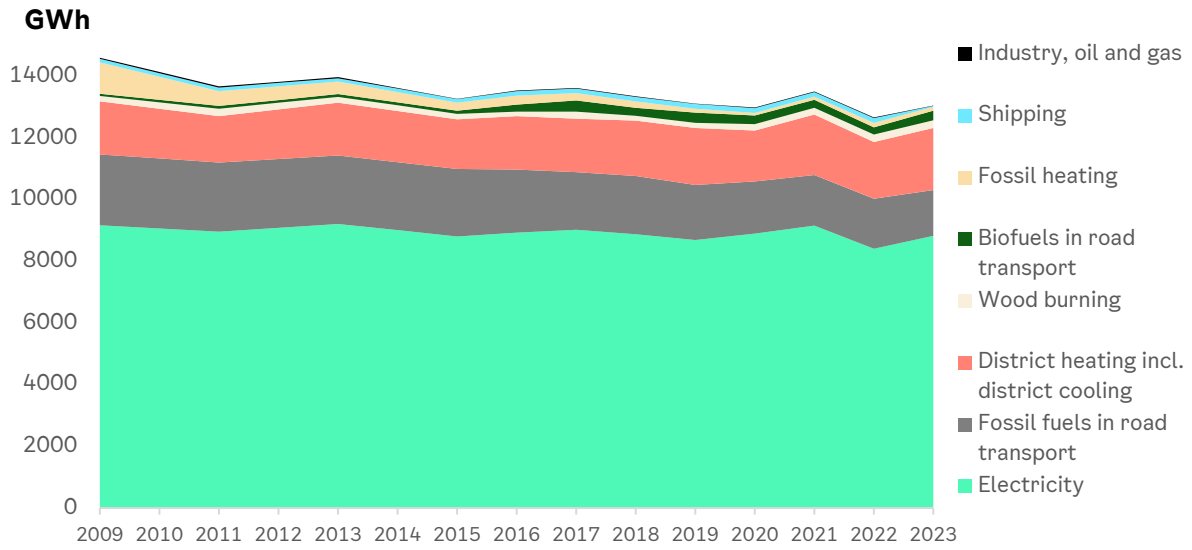
Sector	Identified measures
Construction	
	Set requirements for gradually reduced emissions from materials for all developers: This could result in annual emission reductions in the range of 100,000–150,000 tons of CO_2 equivalents by 2030.
	Set standard requirements for materials in the municipality's construction projects: A municipal working group is developing a proposal for new standard requirements to be considered by the City Government.
	Require reuse assessments in municipal construction projects involving the removal of existing infrastructure, such as sports facilities or playgrounds, where the estimated waste volume exceeds 10 tons.
Consumption and retail	
	Establish a comprehensive solution for the reuse of furniture and furnishings in municipal operations: UKE is currently assessing how this can be structured. The solution should help reduce costs and emissions, while meeting storage and transport needs in a user-friendly and cost-effective way.
	Reduce the use of single-use plastic cups and food packaging at Oslo's events and food service establishments: Consider the use of a local regulation, a municipal environmental fee, and subsidies for a shared environmental discount.
	Adopt a new goal for reduced meat consumption in municipal operations by 2030: The current goal expires in 2025.
	Adopt a guideline requiring all entities, when renegotiating lease agreements or in collaboration with other tenants, to promote measures for sustainable, healthy, and more plant-based food in canteens.
	Strengthening of extended producer responsibility schemes: Contributes to ensuring that producers and importers of various products take responsibility for packaging and products

	throughout their entire life cycle, including when they become waste. This can create incentives to extend product lifespans and reduce volumes. As of 1 July 2025, the Ministry of Climate and Environment has amended Chapter 6 of the Waste Regulations concerning extended producer responsibility for plastics. Oslo municipality will negotiate a new agreement with the producer responsibility organization to have a greater share of the costs for collection and handling of plastic packaging covered.
Travels and mobility	
	Increase the number of parking spaces reserved for electric shared cars on municipal property in areas close to the city center.
	Make the municipality's own goods deliveries more efficient by, among other things, increasing centralised purchasing, reducing the number of delivery days, avoiding partial deliveries, unnecessary express deliveries or small orders, and increasing consolidated deliveries of goods transported to the same area. In addition, deliveries could be scheduled at times of day that allow for more efficient use of vehicles and road capacity.
	Introduce common guidelines for business travel in municipal operations: Flights should be minimised where alternative travel methods are available that are not disproportionately expensive or time-consuming.

Energy (Goal 3): An Energy System Adapted to the Zero-Emission City

A robust, flexible, and zero-emission energy system is a prerequisite for Oslo to achieve its goal of becoming a zero-emission city. Since 2009, total energy consumption in Oslo has decreased by around 10%, while energy use per capita has fallen by 27%. The goal of reducing total energy consumption by 10% by 2030 is therefore within reach but achieving it will likely require additional measures, as the population continues to grow.

The main reasons for the reduction in energy consumption are the electrification of the passenger car fleet (electric motors are more energy-efficient than combustion engines, thus reducing energy use per vehicle), the phasing-out of oil heating, and more energy-efficient buildings. In addition, increased use of district heating, the closure of industrial facilities, and the fact that new buildings generally use less energy have contributed to a slight downward trend in peak load, the maximum amount of electricity used during the coldest hour of the year, according to Elvia.



Development in energy use in Oslo from 2009 to 2023 (GWh)

To achieve the 95% emission reduction goal, heavy-duty transport, construction sites, and port operations in Oslo must be electrified. In addition, carbon must be captured from the city's waste incineration. The estimated power demand for these measures ranges between 110 and 170 MW. To ensure the energy system is suited to a zero-emission city, sufficient grid capacity must be secured. Some of this capacity is already reserved in the grid, such as approximately 30 MW required for the carbon capture facility at Klemetsrud. The future combined power demand for heavy transport and the construction sector is estimated at around 100 MW. This estimate is conservative, and with targeted efforts for more optimised operations on construction sites and more flexible charging of vehicles and machinery, the demand could be reduced. By freeing up capacity in the grid through more flexible and efficient energy use, the need for new grid infrastructure and additional energy production can be mitigated.

Measures for Energy

Adopted measures in this Climate Budget have an estimated potential to free up 11.3 MW of winter peak capacity, when electricity demand is at its highest. In addition, the potential to reduce energy consumption and produce energy is estimated at 13,500 MWh annually, equivalent to the energy consumption of approximately 850 households. Many of the measures are inherently enabling measures, meaning they create conditions to generate larger effects over time. For further details, see Chapter 4.2 in *Appendix to the Climate Budget 2026*.

Table 7: Adopted measures for energy

Sector	No	Measures	Responsibility	Annual energy savings/production	Potential for freed-up winter capacity
Overarching measures					
	1	**Comprehensive energy planning in Oslo towards 2030:** In 2026, PBE will assess the possibilities of using Oslo municipality's energy planning tool in spatial planning.	PBE*	Enabling	Enabling
	2	**Motivate residents and businesses to implement energy measures.**	KLI	Enabling	
Energy-efficiency					
	3	**Manage grants for energy efficiency in buildings.**	KLI	3 800 MWh	1,8 MW
	4	**Systematising energy assessments in municipal entities:** In 2026, OKF will develop a portal to systematise energy assessments conducted in Oslo municipality, in order to gain an overview of the energy ratings of municipal buildings. OBF and KLI will assist in this work.	OKF*, DIG, OBF, KLI		
	5	**Map energy measures in municipal buildings:** In 2026, municipal entities shall identify the potential for energy and cost savings in their building stock, as a basis for prioritising energy measures.	OBF*, BBY*, BYM*, VAV*, REG*, Port of Oslo*	Enabling	
	6	**Implement energy efficiency measures in municipal buildings:** In 2026, municipal entities shall carry out energy measures in municipal buildings that help reduce energy use.	OBF*, BBY*, BYM*, VAV*, REG*, Port of Oslo*	1 900 MWh	0,6 MW
	7	**Overview of energy measures and locations suitable for utilisation of surplus energy:** In 2026, VAV will compile an overview of identified energy measures in the water and wastewater system and determine which locations are suitable for surplus energy use.	VAV*	Enabling	
	8	**Increase energy efficiency and reduce energy use in water and wastewater facilities:** This will include lowering water pressure at night, replacing old pumps, and optimising temperature control.	VAV*	900 MWh	0,1 MW
	9	**Reduce energy use for lighting in streets, parks, the port, and urban spaces:** In 2026, BYM and the Port of Oslo will replace outdated lighting fixtures with LEDs.	BYM*, Port of Oslo*	700 MWh	1,3 MW

	10	**"Catch the Energy Thief" campaign in buildings operated by Oslo municipality:** An annual campaign where energy advisors inspect energy systems in selected buildings to identify operational errors and energy waste. In 2026, OBF will carry out the campaign in at least 10 buildings.	OBF*	400 MWh	
	11	**Joint procurement agreement for energy advisory services for energy assessments and energy labelling:** In 2026, OKF will develop a joint procurement agreement for purchasing energy advisory services. OBF and BBY will support the work.			
Increased energy flexibility					
	12	**Energy flexibility solutions in Oslo municipality:** In 2026, OBF, the Port of Oslo, and VAV will implement smart control of electricity use to enable energy savings, shift consumption, reduce costs, and deliver flexibility services to the grid. KLI coordinates the work.	KLI*, OBF, Port of Oslo, VAV		1,5 MW
	13	**Coordinate procurement solutions for technical equipment needed for participation in flexibility markets:** In 2026, OKF will assess how the municipality's equipment needs can be met and the potential for a new joint procurement agreement. OBF and the Port of Oslo will support the work.	OKF*, OBF, Port of Oslo	Enabling	
	14	**Smart control of public charging infrastructure and terminal chargers (excluding fast chargers):** In 2026, BYM will explore testing a load management system that can automatically delay and manage charging based on grid capacity and electricity prices. Chargers should also be able to participate in flexibility markets where relevant, with the goal of optimising grid capacity.	BYM*	Enabling	1 MW
	15	**Manage grants for participation in flexibility markets.**	KLI*		5 MW
	16	**Establish smart control in buildings with district heating and assess interaction effects:** OBF and BBY will implement smart control in four public service buildings and ten large residential buildings, respectively, in collaboration with Hafslund Celsio, to reduce peak load demand in the district heating network.	OBF*, BBY*	Not calculated	Not calculated

Local energy production					
	17	**Increase local energy production in municipal buildings and facilities:** In 2026, OBF will install 8 new solar PV systems with a total capacity of 1 MWp. BBY, VAV, and the Port of Oslo will also install solar PV systems on their buildings.	OBF*, BBY*, VAV*, Port of Oslo*	1 200 MWh (1,5 MWp)	
	18	**Manage grants for the installation of solar energy systems.**	KLI*	4 600 MWh (5,7 MWp)	
	19	**Apply environmental requirements when procuring solar panels for municipal buildings:** In 2026, OBF will develop new environmental criteria for solar panels.	OBF*	Enabling	
Sum				**13 500 MWh**	**11,3 MW**

*: Reporting responsibility

Identified Measures for Energy

Although the 2030 goal of reducing total energy use by 10% is within reach, additional measures are needed to ensure that Oslo has sufficient energy and capacity to achieve a 95% reduction in direct emissions. The table below provides an overview of identified measures that could contribute to this. These measures are not politically adopted, either locally or nationally, and some require new national clarifications, legal mandates, or similar. The measures are not necessarily fully developed, and their final design will need further assessment. The most impactful identified measure is to introduce requirements for local energy production and shared energy solutions in zoning plans. This would facilitate the development of efficient energy solutions that help reduce energy demand and peak loads, while also increasing local energy production.

Tabell 8: Identified measures for energy

Sector	Identified measures
Overarching measures	**Require local energy production and shared energy solutions:** The Norwegian Building Authority has, among other things, submitted a proposal for a potential new provision on solar energy for commercial buildings over 500 m² in the Building Technical Regulations (TEK17) for public consultation, with a deadline of 26 September 2025.
	Changes to the national electricity support scheme and the "Norway Price" scheme: The "Norway Price" scheme, planned for implementation on 1 October, along with the existing electricity support scheme, increases the payback time for investments in energy efficiency. These schemes should be designed to better incentivise energy efficiency measures and energy flexibility.
Energy efficiency	**Differentiate property tax based on energy rating for commercial buildings:** This would give private actors an incentive to upgrade their buildings to a higher energy class. The municipality currently does not have the legal authority to implement this. The measure would require legislative changes.

	Set minimum energy rating requirements in the municipality's standard lease agreements for commercial premises: By requiring an energy rating in lease agreements and promoting energy efficiency measures to property owners, the municipality can pressure private actors to upgrade their existing buildings. The municipality is currently assessing the need and feasibility of setting more ambitious energy requirements in its standard lease agreements for commercial spaces.
Energy flexibility	**Incentives for conversion to waterborne heating systems in buildings:** This could target large housing cooperatives, condominiums, and commercial buildings to encourage greater use of thermal heating, such as district heating. This would help relieve pressure on the electricity grid.
	Establish pilot areas for low-temperature district heating networks: This would enable increased use of surplus heat and more energy-efficient district heating solutions in new or fully renovated development areas.
Energy production	**Establish local power production on grey areas:** Oslobygg is working to identify grey areas on its properties. Suitable municipal areas could also be made available for solar power production by private developers through competitive tenders.
	Map the potential for solar energy production when selling municipal plots and consider requiring local energy production.

Climate Adaptation and Carbon Storage (Goal 2 and 4): Oslo is a Climate-resilient City with Increased Carbon Uptake and Storage

Oslo's climate is becoming warmer and wetter, which increases challenges related to stormwater, flooding, landslides, and erosion. At the same time, more frequent heatwaves and periods of drought are expected, increasing the risk of wildfires. Winters are also expected to become more demanding due to more frequent weather fluctuations and heavy snowfall. Cloudbursts currently cause the most severe impacts in Oslo, and stormwater-related damages are expected to increase. To become a climate-resilient city, Oslo is adapting buildings, streets, and other infrastructure to withstand a changing climate, while ensuring that it does not exacerbate climate challenges including increasing stormwater runoffs or urban heat island effects. City operations and emergency preparedness must also adapt to more frequent extreme weather events such as wildfires and heavy rainfall.

Several of the measures addressed here strengthen both climate adaptation and carbon uptake and are organized combined in the Climate Budget. Green spaces such as forests, parks, urban trees, and green roofs all help manage stormwater while also storing carbon. Sustainable forestry promotes biodiversity, increases carbon storage, and strengthens forest resilience against wildfires and pests. A rich biodiversity is essential to address both the climate and nature crises. Therefore, several measures from *Oslo's Biodiversity Action Plan (City Government Decision 1080/23)* are included in this work. In 2024, the Norwegian Environment Agency published the updated Greenhouse Gas Emissions and Uptake Inventory for Land-Use and Forestry for 2016–2020. Oslo's forest remains the city's largest carbon sink, but the annual uptake has declined, partly due to increased logging. Forests are still struggling after the 2018 drought, which weakened trees and increased bark beetle outbreaks, and has led to increased logging to prevent the spread of the pest and avoid economic losses. This trend is expected to continue and likely intensify due to climate change. The updated emissions and uptake inventory also shows that Oslo had annual emissions of about 7,000 tons of CO_2e from land-use change during the period, a small increase from the previous period. For Oslo's construction zone, the

municipality maintains its own green space accounting, published every four years. This shows a 6% decline in green areas within the construction zone between 2017 and 2021.

Measures for Climate Adaptation and Increased Natural Carbon Storage

The table below presents adopted measures to be implemented during the economic planning period, strengthening Oslo's ability to manage climate change. Planning and constructing main floodways and stormwater retention networks through the city *(measure no. 5)* and developing a cloudburst management plan for Oslo *(measure no. 4)* are the most central measures to be carried out in the coming years.

Table 9: Adopted measures for climate adaptation and natural carbon storage

Sector	No	Measures	Responsibility
Overarching measures			
	1	**Climate-adapt management, operation, maintenance and development of buildings and outdoor areas:** Integrate climate resilience assessment tools into condition assessments of existing properties.	OBF*
	2	**Improve handling of natural hazards:** In 2026, PBE will continue the ROS (Risk and Vulnerability analysis) project and assess how the agency addresses risk and vulnerability in planning, construction, property, and inspection cases.	PBE*
	3	**Use of biochar in Oslo:** In 2026, VAV, in collaboration with KLI, BYM, and OBF, will explore a model for the production and use of biochar in the city *(Klimasats)*. KLI and BYM will also follow up on a three-year research project on using biochar along a cycle path at Oppsal *(Klimasats)*.	VAV*, KLI*, BYM, OBF
Flood and stormwater			
	4	**Develop a cloudburst management plan (thememap stormwater) for Oslo:** In 2026, PBE will develop a damage database for precipitation events (T3) and further develop Oslo's stormwater model to support the ongoing work on the cloudburst plan (T4, ref. City Government Decision 215/19).	PBE*
	5	**Plan and construct main floodways and stormwater retention networks:** BYM will carry out concept studies and preliminary projects for flood measures (T5, ref. City Government Decision 215/19). In 2026, BYM, KLI, and VAV will continue a pilot project with stormwater retention measures in *Marka* to reduce downstream damage in the construction zone.	BYM*, KLI, VAV
	6	**Stormwater management and climate adaptation of buildings, outdoor areas and infrastructure:** In 2026, OBF will implement stormwater and other climate adaptation measures on new outdoor areas (T9, ref. City Government Decision 215/19). VAV will improve parts of the sewer network during the planning period to	OBF*, VAV*

		increase capacity and prevent polluted stormwater from flowing into the Oslofjord.	
	7	**Treat stormwater from roads and pipes:** In 2026, BYM will explore new methods to reduce pollutants discharged into watercourses when emptying sand traps and will assess pollution thresholds for road runoff. VAV will develop measures to improve wastewater treatment in line with the EU's new Urban Wastewater Directive, including stormwater (T19).	BYM*, VAV*, KLI
	8	**Establish coordinated municipal emergency preparedness for floods, stormwater, and compound events during extreme rainfall:** BRE will begin coordinating the operational response to extreme rainfall events.	BRE*
	9	**More climate-resilient streets, green structures, and public spaces that can withstand heavy rainfall and stormwater:** In 2026, BYM will continue efforts to reduce stormwater runoff in its projects involving streets, parks, and public spaces and continue maintaining stormwater infrastructure such as rain gardens, sand traps, grates, and ditches. GPE will continue projects for harvesting and reusing stormwater and establish retention ponds at multiple cemeteries.	BYM*, GPE*
	10	**Reopen culverted streams and preserve/create nature along watercourses:** In 2026, VAV will continue the reopening of Bakåsbekken (Furuset) and Gaustadbekken. BYM and VAV will continue work on Refstadbekken and Østensjøbekken. BYM will also continue planting and preserving riparian vegetation. At least one long section of a watercourse will be restored annually, per City Government Decision 1080/23.	VAV*, BYM*, PBE
	11	**Secure and maintain dams:** In 2026, BYM will complete preliminary planning for the rehabilitation of Bjølsendammen, with implementation planned from 2027.	BYM*
	12	**Green roofs and facades:** In 2026, OBF will continue pilot projects with green roofs.	OBF*
	13	**Grants for stormwater measures for homeowners, housing cooperatives, and condominiums.**	VAV*
	14	**Communicate the city's stormwater work and solutions for private landowners:** In line with City Government Decision 215/19, VAV will continue information campaigns for homeowners (T17), publish fact sheets on open, local, and nature-based stormwater solutions for developers (T15), and coordinate complaint handling related to stormwater (T13).	VAV*
Heatwaves			
	15	**Reduce urban heat islands:** In 2026, KLI will develop maps to identify and prioritise measures to mitigate heat islands.	KLI*
Climate-resilient nature and natural carbon storage			
	16	**Develop tools for a land-use neutral municipality:** In line with the Municipal Master Plan (*City Council Decision 85/2025*), tools will be introduced to	BYU

		enable land-use neutrality as a guiding principle for land-use planning, while still accommodating population growth.	
	17	**Secure green spaces in the construction zone:** Between 2026 and 2028, BYM will map areas with potential for new or restored nature (ref. City Government Decision 1080/23). In 2026, BYM and KLI will prepare the basis for amending or repealing older zoning plans with high ecological value. PBE will start using maps of carbon-rich areas (a Climate funding project led by the Østlandssamarbeidet) in zoning plan cases and concept studies.	BYM*, PBE*, KLI
	18	**Preserve, plant, and manage local trees:** BYM will continue mapping biologically valuable, large, old trees in the construction zone (ref. City Government Decision 1080/23). Oslotrær (PBE) will facilitate the planting of more trees in the city.	BYM*, PBE*
	19	**Continue and promote locally adapted, multi-aged forestry with selective logging:** BYM will plant pine or deciduous trees in fire-prone areas and transition municipal forests to multi-aged stands where suitable. The goal is 70% selective logging on treated forest areas annually. In 2026, BYM and KLI will assess the possibility of certifying all or parts of the municipal forest under a close-to-nature forestry certification scheme.	BYM*, KLI
	20	**Restore areas of nature:** BYM will restore an average of 10 decares of wetlands in Nordmarka/Lillomarka and Østmarka and restore at least five decares of degraded meadows and four amphibian ponds (ref. City Government Decision 1080/23).	BYM*
	21	**Re-establish eelgrass beds in the Oslofjord:** Follow up and evaluate the status of the restoration project for eelgrass beds in Frognerkilen and near Gressholmen.	BYM*

*: Reporting responsibility

New Allocations for Measures for Climate Adaptation and Increased Natural Carbon Storage 2026 - 2029

In the 2026 budget, NOK 50.8 million has been allocated to new or strengthened measures that contribute to climate adaptation and natural carbon storage, as shown in the tables below.

Table 10: New allocations for measures for climate adaptation and natural carbon storage in the investment budget

Entity	Measures in the investment budget*	2026	2027	2028	2029
Bymiljøetaten	**Stormwater management – Additional funding needs for stormwater handling:** Development of concept studies and preliminary projects for 17 flood mitigation measures. Relevant to measure 5.	1 000	6 000		
Bymiljøetaten	**Parks, public spaces, and nearby nature:** Rehabilitation of dams (NOK 4 million annually during the economic planning	20 000	20 000	20 000	60 000

	period) and upgrading of parks that include stormwater measures. Relevant to measures 9 and 11.				
Brann- og redningsetaten	**Equipment for handling extreme weather:** Procurement of various emergency preparedness equipment such as wildfire trailers, which are highly relevant in the event of extreme weather.	7 000			
Vann- og avløpsetaten	**Ekebergsletta – Brannfjellveien vest and Rørhts vei:** Renewal of water and wastewater pipelines. Ensures drinking water supply and contributes to improved environmental conditions in the Alna River and the Oslofjord. Relevant to measure 6.				20 000
Vann- og avløpsetaten	**Relieving the sewer system – Kongsveien Kindergarten:** New stormwater tunnel between Jomfrustien and Søndre Bekkelagskai, discharging into the Oslofjord. Relevant to measure 6.	18 300	18 000		
Vann- og avløpsetaten	**Bekkelagsbekken – Høgdefaret (water and wastewater network):** Upsizing the water and wastewater infrastructure and separating wastewater from stormwater pipelines. Relevant to measure 6.	1 500	15 000	22 000	22 000
Vann- og avløpsetaten	**Ekebergsletta – Stamhusveien (water and wastewater network):** Renewal of water and wastewater pipelines to secure the water supply and contribute to improved environmental conditions in the Alna River and Oslofjord. Relevant to measure 6.	1 500	15 000	22 000	22 000
Vann- og avløpsetaten	**Røa – Renewal of water and wastewater pipelines in the area:** Aims to secure the water supply and help reduce pollution of soil and waterways. Relevant to measure 6.	1 500	15 000	22 000	22 000
Sum		**50 800**	**89 000**	**86 000**	**146 000**

*: Many of the allocations in this table have multiple justifications beyond climate adaptation, but climate adaptation is an important part of the work to be carried out.

Identified Measures for Climate Adaptation and Increased Natural Carbon Storage

The table below presents additional measures that could strengthen Oslo's work on climate adaptation and natural carbon storage. These measures are not politically adopted, either locally or nationally, and some require new national clarifications, legal mandates, or similar. The measures are not necessarily fully developed, and their final design will need further assessment.

The most important identified measures are improved consideration of climate adaptation in land-use planning and the introduction of a requirement for area neutrality.

Table 11: Identified measures for climate adaptation and increased natural carbon storage

Sector	Identified measures
Flood and stormwater	**Establish a reception mechanism for emergency assistance during extreme weather:** Norway participates in the EU Civil Protection Mechanism and can receive assistance from other countries during extreme events such as floods and wildfires. However, this requires a local reception system within the municipality.
	Develop guidance for assessing climate adaptation considerations in planning cases at the district level: City districts need improved guidance to account for current and future climate risks in planning processes.
	Improve integration of climate adaptation in land-use planning: There is a need for better risk and vulnerability analyses (ROS analyses) in construction projects, greater consideration of watercourses in land-use planning, and more suitable areas for snow management.
	Increase frequency of sand trap emptying to improve stormwater treatment from streets and pipes: A review by Bymiljøetaten shows that twice as many sand traps need to be emptied annually compared to current levels.
	Consider using new legal authority to require stormwater measures on existing buildings.
Wildfire prevention	**Develop an action plan for wildfire prevention in Marka:** The municipality's work to promote site-adapted, multi-aged forestry helps prevent wildfires, but a systematic analysis of wildfire vulnerability and other potential measures—such as vegetation clearing near residential areas or the establishment of firebreaks in Marka—is still needed.
Climate-resilient nature	**Rezone land to prevent development on valuable natural areas and carbon sinks.**
	Prohibit logging and interventions in old-growth forest and intact peatlands: The Department for Environment and Transport will prepare a proposal for an instruction to the Regional Agricultural Office (RKL) based on expert recommendations from RKL, the Climate Agency (KLI), and the Agency for Urban Environment (BYM), with the aim of having the instruction incorporated into zone plan case processing.
	Restrict construction of new agricultural roads: The Department for Environment and Transport (MOS) will prepare a proposal for an instruction to RKL, based on expert recommendations from RKL, KLI, and BYM, with the aim of incorporating it into zone plan cases.