Oslo

The Oslo approach to green procurement

The Climate Agency &
The Agency for Finance and Administration

Funded by
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Content

1. INTRODUCTION

94 %

emission-free construction sites in 2025

Since 2017 procurement has been a central instrument in the implementation of Oslo's climate work.

Procurement can be a powerful climate action tool: public actors hold significant market power in cities and can use their purchasing power to create demand for greener solutions and create enabling conditions to help accelerate the green transition. By implementing standardized climate and environmental requirements in its procurements, the City of Oslo has managed to reduce emissions in sectors that are traditionally difficult to decarbonize. This shift has happened relatively quickly: in 2019, the City stated that all public works commissioned by the City should be zero-emission by January 1st, 2025. And: by 2025, roughly 94 percent of energy use at municipal construction sites in Oslo was carried out with zero emissions machinery. Similarly, after the City's emissions free requirements on transport of goods and services were introduced in 2025, approximately 100 % of last mile delivery for the citywide framework agreements is now emissions free.

Oslo has achieved impressive results through dedicated political commitment, and deliberate action, but also by being willing to experiment, pilot solutions, learn, course correct and continuously developing and gradually deepening its approach within and across sectors.

The following pages outline Oslo's journey to achieve these results, the enabling conditions that made standardization possible, and how the City went about developing and introducing its contract and tender requirements.

While some of the conditions that has allowed Oslo to move early and swiftly as a pioneer in this area might be unique to Oslo, the City believes that procurement is an available and accessible tool to any city that wishes to take climate action. It is our hope that Oslo's story can inspire and guide other cities, and that the lessons Oslo has learned can be adapted to suit other contexts.

2. PROCUREMENT AS A CLIMATE ACTION TOOL

Oslo is the second largest public procurer in Norway.

Every day the City purchases something, be it goods, services, construction works, and supplies. Such procurements are central to any city's operations and are spread across all the city's core responsibilities. They include the construction of kindergartens, school renovations, buses that transport citizens across the city, food served at public nursing homes, vans transporting office supplies to city agencies – and so on. And these purchases come with a substantial carbon footprint. Emissions from the municipality's own operations are estimated at approximately 1 million tonnes of CO_2e across all scopes.

Traditionally, decisions about what products and services a city should buy are driven by need, price, quality, and legal compliance. In Oslo, however, procurement has been redefined as a strategic lever for climate action; not through isolated projects, but through the introduction of standardized climate requirements that apply across the City's contracts.

While Oslo's work on "green procurement" predates the City's current climate strategy, the strategic employment of procurement as a climate action tool is linked to the City's ambitious strategy, and its 95 % direct emissions reduction target. To achieve this target, the City decided to use procurement as one of several tools to drive down emissions. And it began with a focus on its largest direct emission sources: public construction and transport of goods and services within city boundaries.

Starting in 2019, Oslo set clear and ambitious climate goals in its procurement criteria in these categories, signaling from the beginning that stricter standards would follow. The result has been a gradual but decisive shift from using a combination of climate and environmentally stringent award criteria and minimum requirements to using contract performance conditions in nearly all of these procurements, and the market has adapted accordingly. By demanding that all City agencies apply the same framework, the City has ensured consistency, clarity, and predictability in its approach. The City has also continued to strengthen its standards over time, and is constantly working to apply climate and environmental criteria to new sectors. Currently the City is working on developing standardized climate and environmental requirements for materials used in the City's building and construction projects.

The impact of Oslo's strategy for green public procurements has been impressive. Not only has the City been able to reduce its own direct emissions, it has also contributed significantly to a change in the local market. There are indications that suppliers have invested in cleaner technologies because of the city-wide requirements for climate-friendly technology and approaches, with positive spillover effects on their other projects.

Oslo's approach to using procurement as a strategic climate tool has been developed over time, and is grounded in several strategies and political decisions, among them the City's 2017 Procurement Strategy.

Oslo's sustainable procurement journey

Integrating climate and environmental aspects into the procurement strategy has been central to Oslo's approach. A revision of Oslo's procurement strategy in 2017 strengthened the role of procurement as a driver of the city's broader goals, aiming to make Oslo "greener, more socially inclusive, and more creative". The 2017 strategy encouraged greater use of standardized solutions, allowing agencies to focus on their core priorities while ensuring that environmental requirements are applied consistently across the City. In line with Norway's national procurement act, which at that point encouraged environmental performance to carry a 30 % weight when award criteria are used, Oslo rooted sustainability into its procurement practices. Since 2024, the Norwegian Procurement Act has itself been updated and now requires that climate and environmental criteria be included as award criteria with a minimum weight of 30 %, with a few exemptions.

Minimum Requirements:

Minimum requirements are mandatory, non-negotiable criteria defined by contracting authorities in tender documents. They set the baseline for technical, financial, or legal compliance.

Award Criteria:

Award criteria are specific, objective standards used to judge and select the best bid or proposal, ensuring fairness and linking directly to the contract's needs, often balancing price with quality (Most Economically Advantageous Tender) or focusing on specific performance, innovation, or social/environmental factors.

They must be defined in advance, clearly communicated, measurable, non-discriminatory, and proportionate to allow for an equal comparison of submissions.

Contract Performance Conditions:

Also called contract clauses. These apply after the contract is signed, governing *how* the supplier must deliver the contract.

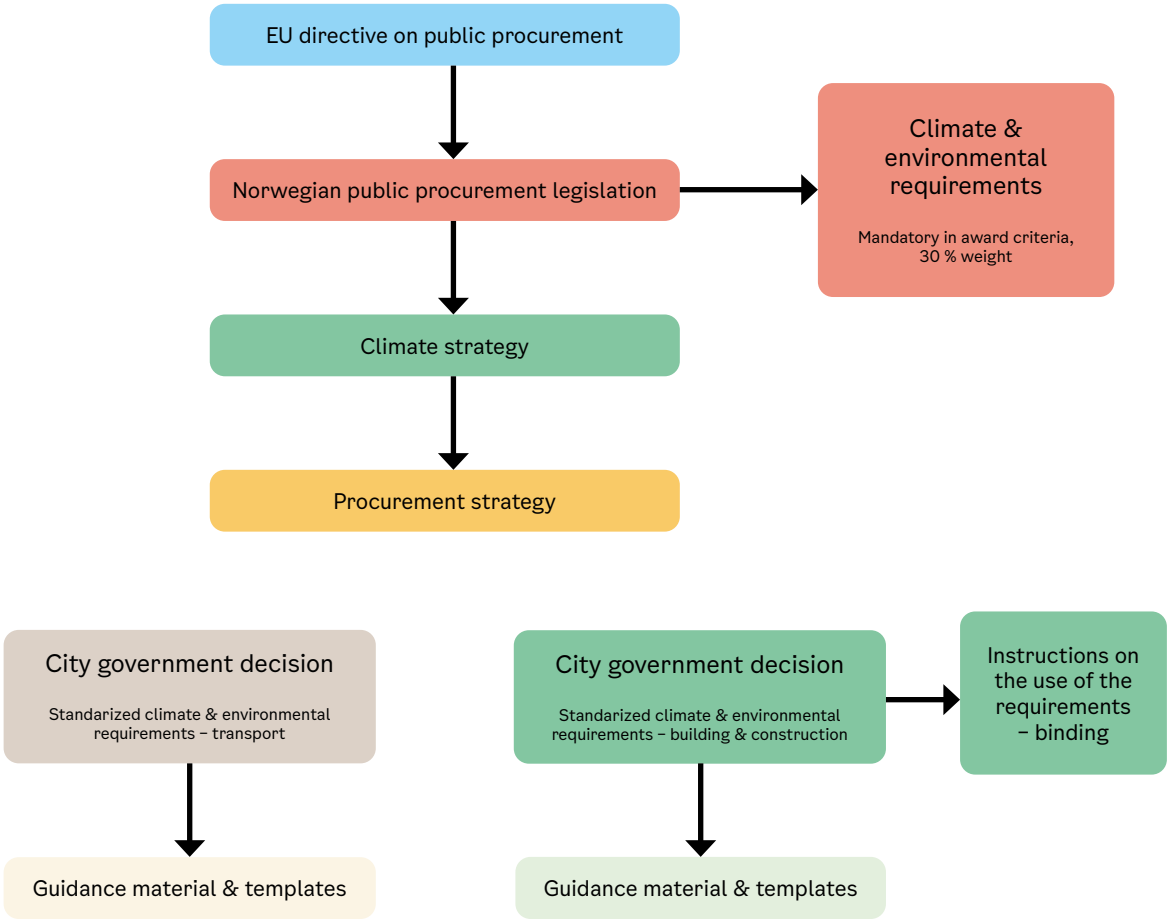
These are not used to select a supplier but define obligations during contract execution. They cannot be used directly to evaluate tenders — they regulate performance *after* the award.

Standardized Requirements:

These are centrally determined, standardized minimum requirements for prioritized procurement categories.

The prioritized procurement categories should be selected based on the areas with the most greenhouse gas emissions, for example transport or building & construction services. Standardized requirements can appear as minimum requirements, technical specifications or contract clauses.

3. STANDARIZED CLIMATE AND ENVIRONMENTAL REQUIREMENTS



The City of Oslo has a predominantly decentralized procurement system, which gives City agencies a lot of flexibility in how to set requirements in their own procurements. Before the City Government made the political decision to adopt standardized climate and environmental requirements in 2019, the use of climate and environmental requirements in procurement in Oslo was therefore quite fragmented. Some agencies experimented with minimum requirements, while others did not, and suppliers thus faced uncertain expectations. Investments in greener machinery for construction or vehicles were perceived as risky for suppliers when only a fraction of tenders demanded them. In this landscape, the idea of standardization of requirements in public procurements emerged as a strategic tool to reach Oslo's climate goals.

This approach was chosen for a series of reasons: it provided predictability across the city's many procurers, and it simplified the administration of tenders - both for the City and for suppliers. Importantly, it allowed for a phased approach. The City made a clear signal to the market as to what requirements suppliers could expect for the upcoming years, thus giving suppliers time to adapt and transition. And finally, with this approach, the City could focus on the sectors with the highest greenhouse gas emissions and use requirements in a way that would change and develop the supplier market and lead to actual reduction in emissions.

When Oslo set out to use standardized requirements, the City started by identifying which categories of procurements were contributing the most to the City's greenhouse gas emissions. Building and constructions services and the transport of goods and services were high emitters and identified as critical sectors to decarbonize by 2030 if the City was to meet its ambitious climate targets. These two categories were therefore selected as suitable categories for setting standardized climate and environmental requirements.

The process of defining the set of standardized requirements for each category was deliberate and stepwise. To explore possibilities, pilot projects within the building and construction and transport sectors were initiated. In the construction sector Oslo's municipal developer tested the waters by requiring fossil-free construction sites in the construction of four kindergartens in 2016 - by demanding that machinery run on biodiesel. Drawing on this experience the City made fossil-free construction sites a minimum requirement in the City's own projects in 2017. In preparation for the market to shift towards zero-emission machinery, Oslo's municipal developer required tenders to use electric machinery if/when these existed in the market. In 2019, the first demonstration of a zero-emission construction site in the world took place in Olav Vs Street in Oslo. The municipality even rented electric machinery itself, requiring its contractors to use it. The project was important in proving feasibility, and in building confidence both among City actors and its private sector partners.

Fossil-free:

Energy carriers that do not release new CO_2 to the atmosphere when consumed. Fossil-free energy carriers are, in this context, biodiesel, bioethanol, biogas, pellets and district heating.

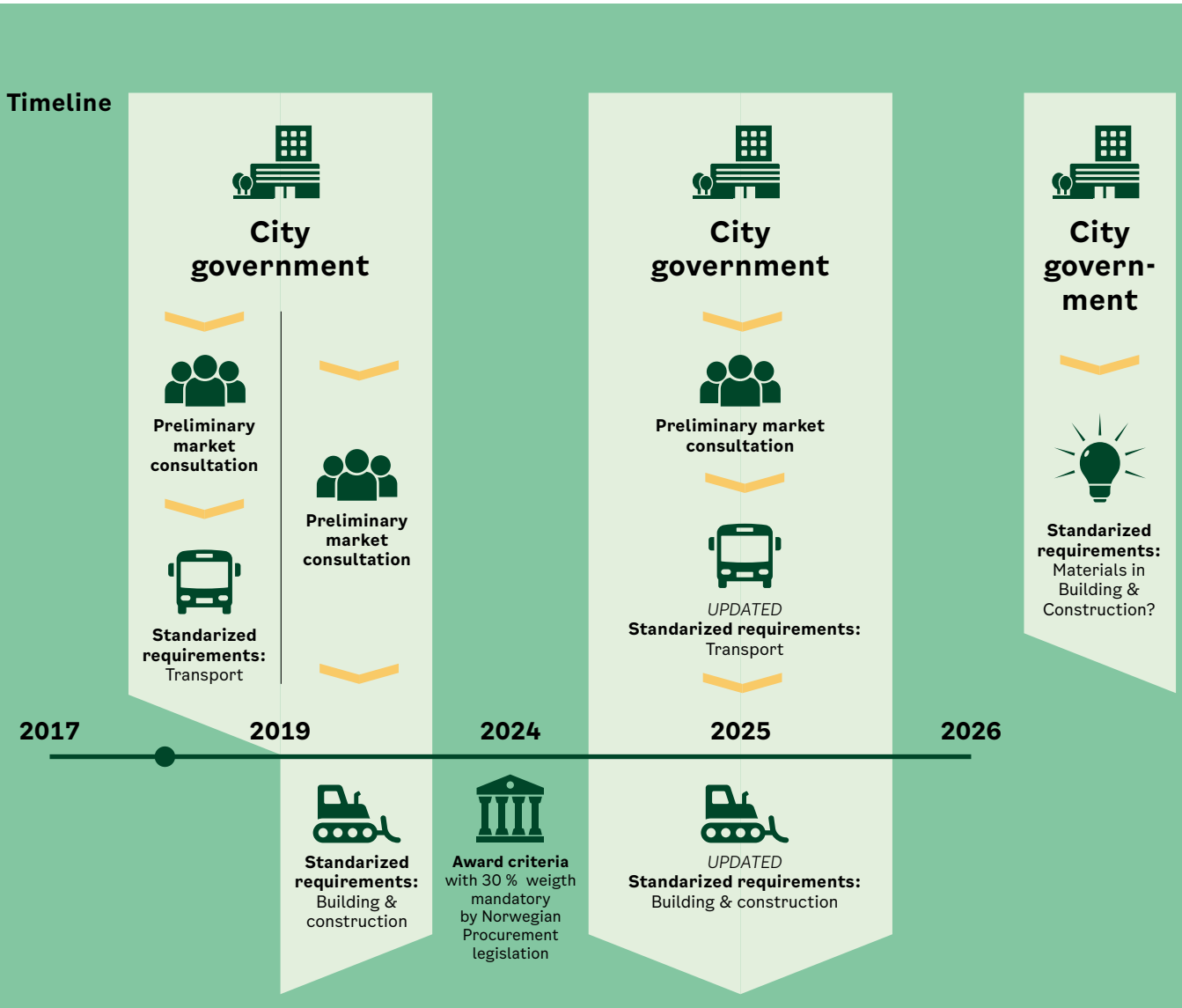
Zero-emission/emission-free:

Energy carriers that do not release any new emissions when consumed, neither CO_2 or other gases that may impact local air quality (such as particle emissions and suspended particulates). Zero-emission energy carriers include electricity, hydrogen and district heating.

Zero-emission machinery/vehicles include battery electric and plug-in electric machinery/vehicles or machinery/vehicles that use hydrogen-based or other zero-emission technologies.

By 2019 the City had gathered sufficient experience and the City Government was ready to adopt standardized environmental and climate requirements through a political decision. This decision made it mandatory for all agencies to use the fossil-free standardized requirements in all procurements where the delivery of goods and services involves transportation of these, and in all procurements of building and construction services.

Through this process standardized climate and environmental requirements became a tool through which the City could support market-transitions through the generation of reliable demand for zero-emission machinery and vehicles. By standardizing climate and environmental requirements across all agencies, Oslo provided predictability and simplified administration of tenders. Instead of agencies and procurers experimenting on their own, every contract would follow the same rules. Suppliers could now count on a predictable framework. Instead of counting on individual procurer's climate ambitions, binding standards are applied everywhere cementing the credibility of the climate emission goal.



Moving from awarding solutions to demanding them

In early tenders (2017), evaluation criteria favored fossil-free and emission-free solutions but did not require them, giving innovative suppliers an advantage. As the market was developing, the City changed its approach and made fossil-free fuels a minimum requirement; while at the same time awarding zero-emission machinery higher scores through its award criteria.

Addressing barriers

In 2019, the City Government adopted standardized climate and environmental requirements for all public procurement of building and construction work and for procurements for goods and services. Experience from pilot projects and market dialogue in the previous years informed the decision to standardize and which type of requirements to set.

For the procurements on goods and services the standardized requirements stipulated that, if conversations with the market-actors proved that at least three suppliers could deliver zero-emission options, minimum requirements for zero emission transport should be used in the contracts (2019).

Importantly, the City gave plenty of advance notice to the market. Already in 2019, the City announced that by 2025 all publicly procured building and construction work would have to be zero-emission. On transportation of goods and services, it was announced that zero emission vehicles and vehicles running on biogas would be minimum requirements by 2025. This gave the market five years to prepare, reducing risks for suppliers and making sure of fair conditions.

In 2025, the City Government updated the standardized climate and environmental requirements for all public procurement of building and construction work and for procurements for goods and services. Zero-emission or biogas was now the general rule, with some possibilities for exemptions in specific procurements.

Market dialogue

The City has actively engaged with market actors in the process of defining requirements. This helps ensure that the City's approach give suppliers a fair chance to be informed about the City's plans for greenhouse gas reductions, and to adapt to new climate and environmental requirements in procurements. The City has used a variety of channels to engage with the private sector, including

through formal Requests for Information (RFI), larger supplier meetings, one-on-one meetings, and publishing draft tenders for consultation. The City also shares news and has conversations with the market at its market meetings "Business for Climate", which are held at regular intervals throughout the year. In the transport sector of goods and services, many suppliers had already replaced their fleets by 2021 knowing what Oslo would require. As one company said, "We knew we wouldn't win every contract. But if we invested in electric trucks, we would stand stronger in the future".

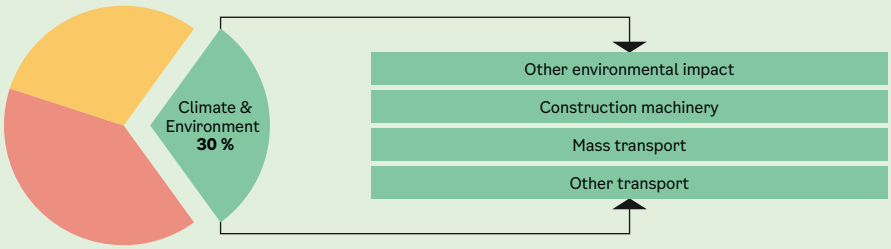
Supporting needs as they develop

The transition to emissions-free technology has created new needs. For example, the transition to emission-free construction and transport led to a need to also invest in new infrastructure, especially with respect to access to charging-stations. Through its Climate and Energy Fund, Oslo co-financed charging stations for cars and heavy-duty vehicles and construction machinery, as well as biogas fueling stations. The funding scheme supports chargers both at the company's own depot and public fast charging stations in Oslo. Oslo uses this scheme to fill in the gaps that the national government funding scheme does not cover. In this way, citizens and companies in Oslo have the best opportunities to make climate friendly choices and investments making the most of all existing funding schemes. This reduced barriers for suppliers and demonstrated the municipality's commitment to enabling the shift.

> "We knew we wouldn't win every contract. But if we invested in electric trucks, we would stand stronger in the future."

Example of a contract in an immature market in which award criteria are best suited to progress.

In 2019: building and construction projects: 30 % environment criteria were the only mandatory requirement. Weighting of price (30 %), quality (40 %), and environmental performance (30 %).



The award criterion “Environment” with sub-criteria – applies to all procurements with an estimated value of over EUR 430 000 excluding VAT:

The supplier is rewarded for using zero-emission and biogas-powered machinery and vehicles, as well as for reducing mass transport.
In addition, the following contract performance conditions applies:

Contract Requirements
Applicable to all procurements with an estimated value exceeding **EUR 50 000 excluding VAT:**

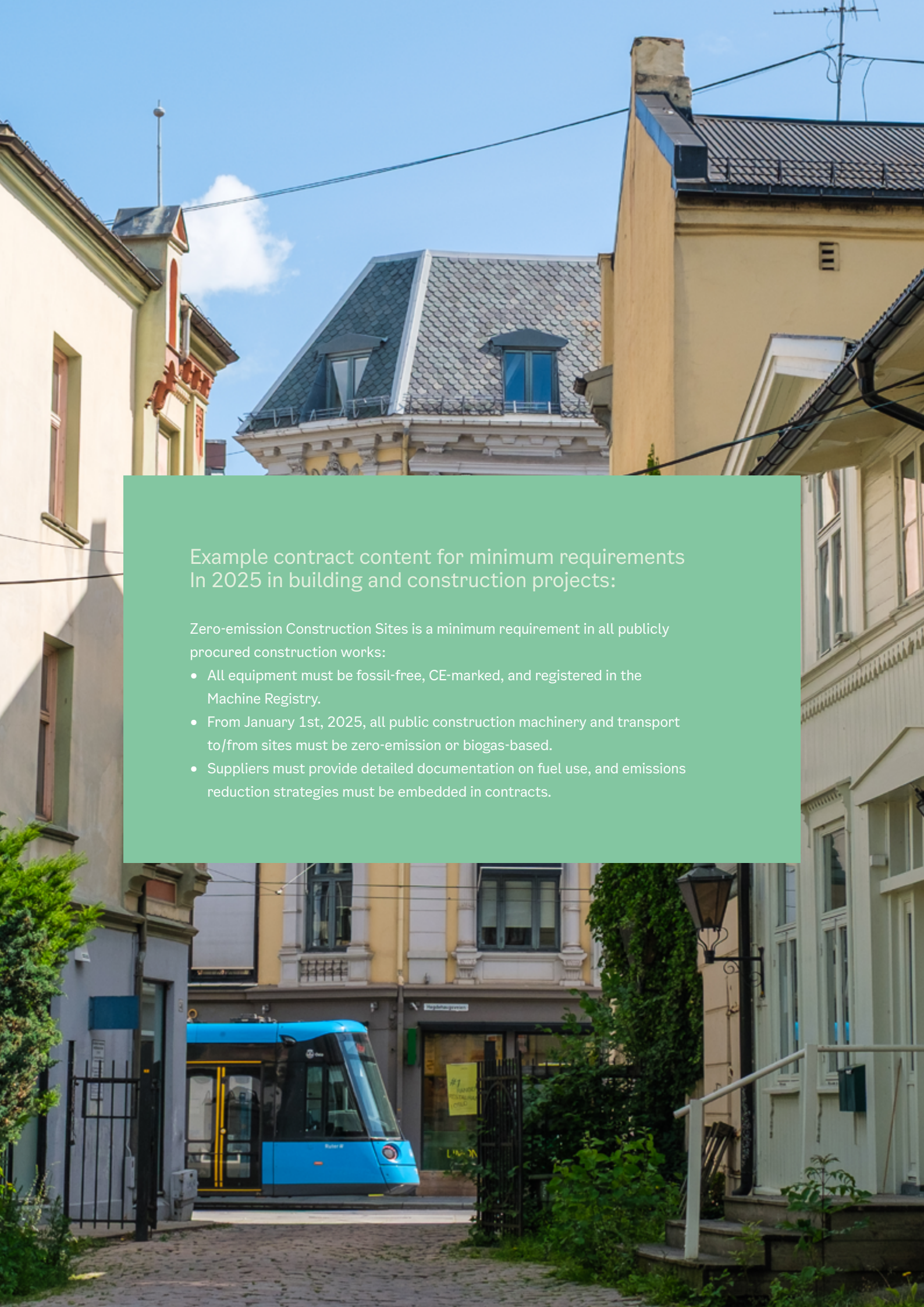
- All construction machinery used at the construction site shall be **fossil-free.**
- All vehicles used for the transport of masses and waste to/from the construction site shall use **fossil-free fuel**.
- **From 2025**, all construction machinery at **Oslo Municipality’s construction sites** shall be zeroemission. This also applies to contracts entered into **before 2025**.
- **By 2025**, all vehicles used for mass transport to/from the construction site shall be **zero-emission vehicles or biogas-powered vehicles.**

Implementing Standardized Requirements

Practical examples

Standardized requirements are centrally determined standardized minimum requirements for prioritized procurement categories. Based on Oslo's experience it is recommended that- if the goal is emissions reduction- the prioritized procurement categories are selected based on the areas with the most greenhouse gas emissions. In Oslo the transportation and building and construction sectors were identified as the largest contributors to greenhouse gas emissions in the City. The City therefore focused on developing and implementing standardized climate and environmental requirements for these two procurements categories.

In addition to requirements the City has developed templates and guidance to ensure that the requirements are applied consistently across all agencies in the City. The templates include contract clauses that make compliance binding throughout the project. The guidance material includes information on the content of the standardized requirements, when agencies could benefit from market research or engage in market dialogue and practical steps for contract follow-up. Some agencies may require more hands-on support to apply these requirements effectively, and specialized central staff are also available to help.



Example contract content for minimum requirements In 2025 in building and construction projects:

Zero-emission Construction Sites is a minimum requirement in all publicly procured construction works:

- All equipment must be fossil-free, CE-marked, and registered in the Machine Registry.
- From January 1st, 2025, all public construction machinery and transport to/from sites must be zero-emission or biogas-based.
- Suppliers must provide detailed documentation on fuel use, and emissions reduction strategies must be embedded in contracts.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LGLN
IMO 9914448
Denne båten
er elektrisk
Kun ankomst
Arrival only

Enabling conditions in Oslo

With annual procurement totaling around €3 billion, Oslo is the second largest public purchaser in Norway and thus has significant influence on national markets. This scale has enabled the City to shape supplier behavior by standardizing climate requirements in sectors such as construction and transport.

In terms of shifting to electric solutions, Oslo also benefits from an electric supply that is nearly 100 % renewable, with 83 % of power in 2024 generated from hydropower. Just as importantly, Norway is part of the European Economic Area and applies the same procurement directive as EU member states, making Oslo's experience directly relevant for other European cities.

Oslo's climate strategy commits the City to a 95 % reduction in direct emissions by 2030

Elements that have been critical to Oslo's success in using procurement as a climate policy instrument include broad political commitment across parties on the political spectrum, a solid strategy, an investment in dedicated expertise within procurement and sustainability, and the development of solid governance tools and guidance material. The City has also combined its requirements with initiatives that support the development of new infrastructure as/if needed.

Political consensus across parties has also been helpful. Oslo's climate strategy commits

the City to a 95 % reduction in direct emissions by 2030, and was adopted with broad support from most of the political parties in the City. The city's current Climate Strategy outlines the City`s climate ambitions for 2020-2030. It identifies overarching climate goals and measures of how to reach them. Since 2017, the City's annual Climate Budget has been an essential governance tool, adopted with around 85 % support in the City government. This broad agreement has given continuity and stability to long-term measures such as procurement requirements. Climate requirements in procurement have also been included as explicit measures within this framework, ensuring accountability across City agencies.

Politicians have been central to the City's progress, not only by setting the direction in the Climate Strategy but also by demonstrating their commitment to climate action in their daily engagement with City entities. Politicians showing interest in whether the City is progressing towards its targets reinforces that the City is serious about delivering on its climate ambitions and makes it easier for entities to prioritize necessary actions.

The Climate Budget

In 2017, Oslo became the first City in the world to integrate a climate budget into its annual financial budget. The Climate Budget is Oslo's governance system for climate action. A part of the City's regular budget process, the climate budget translates climate goals into concrete policy action and ensures systematic follow-up of measures and results. The Climate Budget specifies which measures are to be implemented and assigns responsibility for implementation to municipal entities. It also presents new budget allocations for climate initiatives.

In addition, the Climate Budget presents measures that – if adopted – could cut additional emissions. This transparent process provides politicians, the administration, businesses and residents with an overview of the City of Oslo's climate efforts, including of what the municipality must continue to work on to close the gap towards the City's climate goals. Oslo's Climate Budget is formally owned by the Department of Finance (FIN), which is also responsible for the municipality's fiscal budget. This ensures coherence between climate policy and overall economic governance.

The Climate Agency is responsible for developing the technical and analytical foundation of the Climate Budget and for coordination across the municipality's agencies.

4. RESULTS

Oslo is a forerunner in clean construction

Today, nearly all municipal construction sites in Oslo are currently operating without emitting CO_2. This marks a decisive shift from 2019, when zero-emission machines barely existed. In 2025, 94 percent of the energy used on the City's construction sites was entirely zero-emission. The municipality's requirements for zero-emission and fossil-free construction sites were estimated to have avoided more than 15,000 tonnes of CO_2e emissions in 2025.

By placing clear requirements on suppliers, Oslo created sustained and predictable demand that encouraged manufacturers to bring new models to market. Already in 2023,

around 60 active construction sites in Oslo were running electric machinery, a sign of just how quickly wielding purchasing power can reshape a sector. As availability grows, prices are expected to fall further.

Greener transport: a rapid transition to cleaner vehicles

Oslo is a world leading city in terms of the electrification of vehicles. More than 90 % of private car sales were zero-emission in 2025. The public transport system, including trams, metro and ferries, is largely running on electricity.

In addition to these achievements the use of climate and environmental requirements in procurement have helped transform the transport of goods and services within the City. Before 2019, almost none of the City's deliveries were made with zero-emission vehicles.

Since the introduction of standardized climate and environmental requirements requiring the use of zero-emissions solutions, the picture has changed, and suppliers have expanded their fleets, adopting zero-emission vehicles of all sizes, with visible effects on the wider market.

This change extends beyond the City's own contracts: suppliers that have invested in electric and biogas vehicles as part of City – contracts also use these to serve other clients, multiplying the effect of requirements and accelerating decarbonization in the broader market.

Market surveys confirm that the share of zero-emission vehicles is higher in Oslo than in the rest of Norway, and that suppliers have made significant progress in transitioning their

SHARE OF ZERO-EMISSION VEHICLES IN OSLO (%)

Year	Private cars (%)	Vans (%)	Heavy duty vehicles >3.5t (%)	Heavy duty vehicles >12t (electric + biogas %)
2019	41	10	0	0
2024	91	39	28 (42 including biogas)	34

fleets. The development of heavy-duty vehicles and vans for distribution of goods has been particularly encouraging, as illustrated in the table on the previous page. Still, progress remains to be made, and the market is less developed for certain types of specialized vehicles, such as snowplows.

Climate impacts

In 2023, non-road mobile machinery such as bulldozers, construction machinery, lawnmowers, cranes etc. (NRMM) accounted for roughly 125,000 tons of CO_2e in Oslo. That is around 13.5 % of the City's total direct emissions, and a significant share of these emissions comes from the operation of construction machinery. The impacts of using these machines extend far beyond CO_2. Diesel- and gasoline-powered machinery release nitrogen oxides and harmful particulates, while internal combustion engines generate constant noise that affects both workers and nearby residents, and vibrations that can be annoying for workers.

In 2023 NRMM accounted for roughly 13,5 % of Oslo's total direct emissions.

5. OVERCOMING CHALLENGES

As a “first mover” Oslo has run into several challenges. Below we detail how the City has addressed several of these.

Market immaturity

When requirements were first introduced, electric construction machinery and heavy trucks were scarce and costly. This created uncertainty for suppliers asked to make large investments. Oslo addressed this by phasing in requirements over time, signaling future standards clearly, and running pilot projects to prove feasibility. As demand grew, and availability improved, prices began to fall and that which was once a niche turned into an emerging norm. Interestingly, electric machinery is popular among workers as they produce less noise and vibrations, creating more comfortable working environment.

Electric capacity

Electrification places new demands on the power grid as construction sites and transport shift to zero-emission solutions. Oslo has projected future power needs and assessed what is required to make all municipal construction sites emission-free. Current grid capacity is sufficient around 90 % of the time, with constraints arising mainly during the coldest periods when heating buildings dominates demand.

Careful planning, smarter use of electricity throughout the year, and improved energy efficiency can reduce peak loads and ensure that the grid supports the transition. For this reason, the City has developed guidance documents for the municipal procurers in understanding and assessing their own power needs.

The guidance documents include a step-by-step guide on how to contact the grid operator to estimate the grid capacity in specific building and construction projects. By sharing information about the available grid capacity, the procurers can ensure that all tenderers have the same basis for planning the use of electric machinery and vehicles in the project before submitting their bids. This gives suppliers time to plan charging logistics and any necessary measures, such as the rental of battery containers. When grid capacity information is included in the tender documents, all suppliers are spared from having to obtain this information from the grid operator individually, resulting in faster processing and more efficient procedures.

6. LESSONS FROM OSLO

Gradual approach

When implementing standardized requirements or any strategic government decision on climate and environmental requirements, it is important to remember that cities can start small. Introducing new and stricter requirements takes time. Market actors need time to understand what is expected of them and to make the necessary investments. At the same time, politicians need to see clear results and benefits in order to support and continue a strategic approach.

For these reasons, it is often both politically and practically easier to introduce standardized requirements gradually, increasing the level of ambition over time. Even if requirements initially apply to only 10 % of a municipality's contracts, the impact can still be significant. The key is to focus on procurement categories with the highest greenhouse gas emissions, where targeted requirements can deliver the greatest results.

To be effective, requirements should be ambitious, clearly defined, and applied consistently across all municipal agencies. It is also important to send a clear signal to the market about future developments. By communicating when and how stricter requirements will be introduced, municipalities give suppliers predictability and encourage long-term investments in greener solutions.

Consider implementation and follow up

The municipality should make sure all procurers are familiar with the requirements when these are adopted. For the implementation of standardized requirements to be effective, all City agencies must use the stipulated requirements in public requests for tenders and follow up in a similar way. Exemptions or adjustments to the requirements should be possible if justified in specific projects.

Predictability Matters

Set ambitious climate goals, define clear requirements with firm deadlines, and stick to them. This predictability is necessary to give suppliers confidence that their investment in new solutions will be profitable, and ensures your city is seen as a reliable client. Questions from the supplier market are easier to answer if the municipality has adopted clear guidelines on which climate and environmental requirements shall be used in procurements. A standardized framework makes the rules consistent, fair, and easier to enforce across all agencies.

Marked Dialogue: Consult Suppliers

Engage with actors in the market early and openly: clear, transparent dialogue helps suppliers prepare, shows you what is feasible, and builds trust that requirements are fair. Done right, it turns procurement from a surprise demand into a shared transition that both the City and suppliers can plan for.

Pilot Projects Build Confidence

When requirements are new, pilots can demonstrate feasibility for both the City and markets. Oslo's first emission-free construction site on Olav Vs Street showed suppliers that the technology could work, while proving that ambitious goals are achievable. By leading by example, while at the same time signaling your plan for scaling the approach, you can give suppliers confidence to invest ahead of future standardized requirements.

Cross-Agency Coordination and Guidance material is Crucial

Standardized climate and environmental requirements only work when the right expertise is in place. Bring procurers, legal advisors, and sustainability specialists together, and give them a shared platform to exchange questions and solutions. Shared guidelines and templates on how to understand and use the standardized requirements are important for easy and effective implementation.

Communicate!

Be clear with suppliers from the start: spell out expectations in the contract and guide them through new requirements step by step. Because delivering electric machinery is still new for many suppliers, careful explanation and wider communication, including through local media, helps suppliers adapt and builds trust in the policy.

Address new infrastructure needs

Transitions are by definition disruptive. New and unexpected needs and challenges will arise. Thinking holistically and cross-sector to anticipate and address challenges is critical to success. For example, for Oslo, the decision to go electric revealed a need to also invest in charging infrastructure, grid access, and grid flexibility solutions.

Costs are competitive and falling

Over a project's lifespan, electric machinery can already compete with diesel once fuel and maintenance savings are factored in, despite higher upfront prices. In large construction projects, the additional cost of operating electrically is estimated at just 1-5 percent; a margin expected to shrink further by 2030[1].

> "There is a culture in the City to try, fail and adjust."[2]

[1]According to Hafslund Rådgivning and Oslo Economics

[2]P14, interview with interviewee, 7th of August 2025

Publications Office

Maintain political support

To ensure and maintain political support, politicians should be kept regularly informed through meetings that clarify their interests and positions regarding the adoption or renewal of standardized climate and environmental requirements. Tying the work on emissions reduction to the broader benefits the green transition has can be useful in this regard: for example, Oslo now benefits from quieter streets, less air pollution, and workers report that electric machinery is less noisy and better for their own health.

When planning major market dialogues on potential new standardized requirements, it may be useful to consider whether key political actors should be involved. The City Government can prepare and present a clear position or proposed direction to the market, which market participants can respond to during a later dialogue. At the event itself, a political representative may present a statement outlining the City's political will regarding Green Public Procurement.

Following the market dialogue, politicians should receive a brief summary of the market responses and key outcomes. If standardized requirements are subsequently adopted, the political administration should be regularly updated on implementation results, any need for adjustments, and the overall impact on greenhouse gas emission reductions.

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