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Green transition of the transport sector

Fotograf: Ulrik Jantze

Ambitious domestic climate targets

2030-target: 70% GHG reduction compared to 1990

Latest forecast shows that Denmark is close to reaching the target: A total of 1.5 million ton CO_2e of additional reductions are needed

The transport sector is expected to constitute 1/3 of the emissions



Transport emissions are in decline

Road transport dominates the emissions from the transport sector

In recent years, the emissions are at the same level as 1990

The forecasts show a steady decline of emissions, the main reason is a fast increase in use of electric vehicles



Reduction in the registration tax is a key driver of uptake



Uptake is a result of technology maturation and political incentives

- In Denmark BEVs receive a large reduction in the registration tax
- Some of the largest cities have (had) reserved parking
- Development of charging infrastructure

Lower operating costs are a challenge!





BEV for freight transport is starting to take off

BEV for freight transport is at a tipping point

The share of BEV is increasing even though it is not yet the economic rational decision

The new road user charging and subsidies for investments in zero emission trucks help drive the uptake

Forecasts indicate that for a share of the fleet it will not be rational to use BEV this side of 2035





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Number of chargers grow rapidly

Public charging follows a similar pattern to the share of BEV's

Electric vehicles per charger are falling slightly and are around 11

The market is the key driver of the growth. The public tenders for fast charging infrastructure was reduced because there was little need for public economic support

With a few exceptions, the market ensures that Denmark fulfils the requirements in AFIR





Maps of charging stations





