

Agreement on Norway's climate policy

The Labour Party, the Socialist Left Party, the Centre Party, the Conservative Party, the Christian Democratic Party and the Liberal Party have agreed on the following responses to the 2007 white paper *Norway's climate policy* (Report No. 34 (2006–2007) to the Storting).

The parties endorse the white paper on Norway's climate policy as well as what is set out in the present agreement.

1. Fundamental principles

1.1. Polluter-pays principle

The parties agree that the polluter-pays principle is an important basis for climate policy.

1.2. Policy instruments

The parties agree that Norway's climate policy must be designed to give the greatest possible emission reductions relative to the resources used. The parties agree that climate policy must be designed to give substantial cuts in emissions both in Norway and abroad. The parties agree that general policy instruments are a central element of domestic climate policy. Cross-sectoral economic instruments form the basis for decentralised, cost-effective and well-informed measures to ensure that the polluter pays. When Norway has joined the EU emissions trading scheme, about 70% of domestic emissions will either be covered by the emissions trading scheme or subject to the CO₂ tax. The parties agree that further regulation should as a general rule be avoided in areas that are already regulated by means of general policy instruments. However, the parties agree that in these sectors too, the possibility of using other policy instruments in addition to emissions trading and taxes should be retained.

The parties agree that the implementation of measures that will be cost effective with a projected rise in carbon prices over the lifetime of the investment, and that will not necessarily be implemented in response to current policy instruments, should be considered in particular. In this connection, priority is to be given to measures that promote technological developments. Furthermore, the parties agree that special measures may be considered to encourage the population as a whole to begin a changeover to a low-emission consumption pattern sooner than they would as a result of the projected rise in carbon prices alone.

The parties have noted that the Stern Review concludes that it should be possible to make large cuts in emissions without major consequences for the economy as a whole. The parties would like to emphasise that it will cost less to carry out large emission reductions if the process is started at an early date. It is also important to invest resources in technological developments that will enable us to cut emissions radically in the future.

1.3 Information

The parties agree that a considerable expansion of information and awareness-raising activities is needed. The goal of these efforts must be to provide objective, factual information about how businesses and individuals can reduce their own greenhouse gas emissions, and about the types of support available.

2. Targets

2.1 More ambitious targets

Norway is the only country in the world that has made a political pledge to achieve carbon neutrality, undertaking to reduce global greenhouse gas emissions by the equivalent of 100% of its own emissions by 2050 at the latest.

The parties agree that if an ambitious global climate agreement is achieved in which other developed countries also take on extensive obligations, Norway will undertake to achieve carbon neutrality by 2030 at the latest. This means that Norway would have to reduce emissions by the equivalent of 100% of its own emissions by 2030.

The parties agree that early action to prevent global warming is much more effective than action at a later stage. The parties therefore consider it important to gain support for rapid implementation of measures to tackle climate change.

As part of its efforts to meet its commitment under the Kyoto Protocol, Norway will fund emission reduction measures in other countries, mainly developing countries. The parties agree that Norway will voluntarily strengthen its Kyoto commitment by 10 percentage points. Funding to achieve this will be used for emission reduction measures in other countries, mainly developing countries. Given the current price of emission allowances, this will mean funding of about NOK 5 billion in the course of the first Kyoto commitment period. In addition, funding is being allocated over the 2008 development cooperation budget for climate-related measures in developing countries in areas that are not included in the Kyoto Protocol. Using the current price of emission allowances and assuming that allocations are maintained at the 2008 level, these allocations will total NOK 7-8 billion over the first Kyoto commitment period.

Norway is also seeking to encourage other countries to set ambitious climate goals. The parties agree that Norway should play a leading role in negotiations towards a more ambitious climate agreement, using as a starting point the aim of limiting the average rise in global temperature to no more than 2°C above the pre-industrial level. The rich countries must take a considerably larger share of the responsibility for emission reductions, because the path out of poverty for developing countries will involve an increase in their energy use. To achieve credibility as a leading player in these efforts, Norway will have to reduce its own emissions, take part in the development of technology and help to demonstrate that economic growth can be decoupled from growth in greenhouse gas emissions. Norway, together with other rich countries, must take the lead in efforts to develop a good, climate-friendly society.

2.2 Emission reductions in Norway

In the white paper on Norwegian climate policy, the Government estimated on the basis of a mitigation analysis drawn up by the Norwegian Pollution Control Authority, sectoral climate action plans and current policy instruments that a realistic target would be to reduce Norwegian emissions by 13-16 million tonnes CO₂ equivalents relative to the reference scenario presented in the National Budget for 2007, when CO₂ uptake by forests is included.

Under the present agreement, efforts in several fields will be stepped up; these include renewable energy, research and technological developments, and measures to reduce emissions from the transport sector. In the parties' opinion, it is not possible to make a reliable estimate of the effect additional measures will have in 2020. Among other things, the parties would like to emphasise that it is uncertain when, to what extent and in which sectors an expansion of the research effort will give results in the form of emission reductions. The target on which the parties have agreed is also based on the assumption that currently unknown technology will be developed.

However, the parties have assessed that the new measures make it realistic to assume that emissions in Norway can be reduced by more than the white paper indicates. Thus, the parties consider that the reduction target set out in the white paper can be increased to 15-17 million tonnes CO₂ equivalents relative to the reference scenario presented in the National Budget for 2007, when CO₂ uptake by forests is included. In this case, about two-thirds of the cuts in emissions would be made in Norway.

Because the level of uncertainty is so high, the parties did not consider it appropriate to split the overall reduction by sector.

The parties note that the adoption of a new international climate agreement will make it necessary to revise national targets and instruments and re-evaluate how Norway's overall efforts should be organised to optimise their contribution to reducing global greenhouse gas emissions.

2.3. International meetings before the 2009 Conference of the Parties

The parties agree that Norway will indicate its willingness to take on part of the responsibility for organising and/or funding the necessary international meetings to ensure progress in the negotiations before the 2009 Conference of the Parties in Copenhagen.

2.4. A low-emission society

The parties agree that it is a long-term objective for Norway to become a low-emission society.

The overall solution and low-emission scenario presented by the Low Emission Commission in its report on a climate-friendly Norway (NOU 2006:18) will be used in drawing up Norwegian climate policy.

2.5. Independent expert analyses

The parties agree that independent expert analyses of Norwegian climate policy will regularly be commissioned from institutions and/or people with wide experience and knowledge of the development and implementation of climate policy. These must be considered together with the reports and greenhouse gas budgets mentioned in section 2.6 of the present agreement.

2.6. Reports and greenhouse gas budgets

In connection with the follow-up of Norway's strategy for sustainable development and the ordinary budgetary processes, reports and greenhouse gas budgets will be presented; these will evaluate the effects of climate policy on greenhouse gas emissions and present trends in emissions and progress in the implementation of climate policy.

3. Concerted international efforts

3.1. Rain forest

The parties agree that Norway is to play an active role in securing international support for measures to prevent deforestation in developing countries.

The parties agree that Norway is prepared to increase its support for efforts to prevent deforestation in developing countries to about NOK three billion a year.

This is conditional on the establishment of satisfactory mechanisms, for example under the UN or the World Bank, for certification and for handling large transfers of funding for forest-related measures. In the start-up phase, some resources will therefore need to be used to develop rules and monitoring and control arrangements, for example through demonstration and pilot projects.

The position of the three Government parties is that the increase in Norway's support for efforts to prevent deforestation and other climate-related measures in developing countries is not to take place at the expense of Norway's current poverty reduction efforts. In the years ahead, the level of funding for poverty reduction efforts is to be maintained at least at the 2008 level in real terms. Efforts to prevent deforestation in developing countries are to be additional to this and will be part of the overall framework for Norwegian development cooperation, which is being expanded.

The Conservative Party, the Christian Democratic Party and the Liberal Party agree that the increase in Norway's support for efforts to prevent deforestation and other climate-related measures in developing countries is not to take place at the expense of Norway's current poverty reduction efforts. Funding for efforts to prevent deforestation and other climate-related measures in developing countries is therefore to be allocated in its entirety outside the overall framework for Norwegian development cooperation and the expansion of this framework that the Government has announced.

The parties agree that Norway is prepared to play a part in pilot projects to develop the mechanisms and arrangements mentioned above from 2008 onwards.

Norway has already decided to strengthen its Kyoto commitment, and the parties agree that Norwegian support for efforts to prevent deforestation in developing countries will be additional to this.

The parties agree that Norway will support efforts towards sustainable forest management.

Norway is heading international efforts (which for example continued during the Bali conference) to develop effective funding and certification systems for measures to prevent deforestation in developing countries.

Norway's initiative may also have a positive influence on the positions of key developing countries in the climate change negotiations in the period up to the 2009 Conference of the Parties. In addition, the parties agree that efforts to prevent deforestation must be incorporated into a future climate change agreement, so that Norwegian funding for forest protection counts towards compliance with our commitments from the time when a new climate change agreement is in place.

3.2. International shipping and air traffic

The parties agree that in the negotiations on a global climate change regime, Norway will propose the establishment of a working group charged with drawing up proposals for how international shipping and air traffic should be included in a post-2012 agreement. We will seek to include the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) in this work. Norway will work towards substantial reductions in emissions from air traffic through international agreements.

3.3. Carbon capture and transfers of technology

In future, carbon capture and storage will be an important means of reducing global emissions, and interest in the technology can result in increased support for a future climate change agreement. The parties agree that in the course of 2008, the Government will put forward an action plan for efforts at international level to promote carbon capture and storage as a means of mitigating climate change. Through an action plan, we will be able to contribute to technology transfers to developing countries.

3.4. Climate change and development cooperation

The parties agree that a substantial share of development cooperation funding is to be allocated to climate-related projects in the years ahead. Norway's development cooperation policy will play a part in reducing the rise in emissions through projects for the development of climate-friendly technology, including carbon capture and storage technology. Access to clean energy and the development and transfer of technology for energy efficiency and renewable energy sources are important here. The parties agree that Norway's goal is to play a leading role in making environmental concerns an integral part of all development cooperation.

Measures in developing countries can give threefold benefits compared with more costly measures in rich countries. In addition to being more cost-effective and having a greater effect on the local environment, they can have a substantial positive development effect. Under the Clean Development Mechanism (CDM), one of the Kyoto mechanisms, developed countries fund projects to reduce emissions in developing countries which, in addition to providing the investor with emission reduction credits, contribute to sustainable development in the host country. In the parties' view, capacity-building for adaptation to climate change and the implementation of projects to reduce emissions in developing countries should be given priority.

4. Research

4.1. Climate research

The parties agree that Norway will make a substantial contribution to the global efforts to improve the knowledge base for efforts to address climate change, and that the climate-related research effort in Norway is to be strengthened.

4.2. Plan for strengthening the research effort

The parties agree that the Government will put forward a plan for building up climate-related research in the course of 2008, based among other things on the national action plan for climate research drawn up by the Research Council of Norway.

4.3. Forum for strategic cooperation

The parties agree that the Government will establish a forum for strategic cooperation on climate and environmental research modelled on the OG21 and Energi21 initiatives, and will involve actors in climate and environmental research, including research institutions, environmental organisations, public authorities and the private sector, in this cooperation process. It will also be of key importance to take industrial development into account in this work.

4.4. Research topics

Relevant topics for the strengthened research effort are:

- Research into climate change at regional and global level. Research on and monitoring of climate processes and the impacts of climate change in the High North has special priority.
- The impacts of and adaptation to climate change, among other things for society and the business sector.
- Social science research that can give more insight into decision-making processes and framework conditions in climate policy.
- Development of climate-friendly technology.
- Renewable energy.
- Development of commercial activities based on the development of climate-friendly technology.

4.5. Demonstration programme and strategy for renewable energy technologies offshore

The parties agree that a demonstration programme for the development and introduction of new renewable energy technologies offshore is to be established, with a budgetary framework of NOK 150 million in the 2009 Fiscal Budget. The parties agree that a national strategy is to be drawn up for electricity production from offshore wind turbines and other marine renewable energy sources. The following must be included in drawing up the strategy: consideration of whether a separate research effort is needed and whether a separate centre should be established for research-driven innovation in this field, a review of legislative amendments that are needed to make it possible to issue licences, consideration of the localisation of offshore wind turbines in the context of the electrification of activities on the Norwegian continental shelf, and an evaluation of areas where offshore wind farms can be sited, taking into account the interests of the fisheries, the marine environment and other commercial activities.

4.6 Research on new renewable energy sources

The parties agree that funding for research and development in the fields of renewable energy sources and carbon capture and storage must be increased, initially by NOK 70 million in the 2008 Revised National Budget, and further by a total of NOK 300 million in the 2009 Fiscal Budget and by a minimum of NOK 600 million in the 2010 Fiscal Budget.

By 2010, public funding towards research on new renewable energy sources is to reach at least the same level as public funding for petroleum research.

Furthermore, climate is to be a priority area for publicly funded petroleum research.

5. Petroleum and energy

5.1. Carbon capture and storage at gas-fired power plants

In the parties' view, there is a pressing need for technological developments and demonstration projects in order to achieve the goals for carbon capture and storage in Norway. The parties note that two projects for carbon capture and storage at gas-fired power plants have so far been planned in Norway: a project in two phases for the combined heat and power plant at Mongstad, and a carbon capture facility at Naturkraft's gas-fired power plant at Kårstø. There are both technological and economic challenges involved in these projects, which must be addressed.

5.2. Emission-free electricity systems for the petroleum sector

The parties agree that efforts to develop emission-free energy systems must be intensified, and that on the basis of technical, financial and supply considerations, electricity generated onshore or emission-free electricity is to be considered for new developments and major development projects. In this connection, the Norwegian Petroleum Directorate, the Norwegian Water Resources and Energy Directorate, the Norwegian Pollution Control Authority and the Petroleum Safety Authority Norway have recently presented a report on issues related to supplying offshore petroleum activities with electricity generated onshore.

The parties agree that electrification and climate-related measures in the petroleum sector are to be discussed in an appropriate document from the Ministry of Petroleum and Energy addressed to the Storting in 2008.

5.3. Tax rises

The parties agree that in the 2009 Fiscal Budget, the tax on autodiesel is to be increased by NOK 0.10 per litre and the petrol tax by NOK 0.05 per litre.

5.4. Renewable energy

The parties agree that Norway will resume discussions with Sweden on the introduction of a green certificate scheme.

If it is not possible to reach a conclusion on a green certificate scheme by 1 July 2008, the Government will submit a proposal to the Storting on reorganisation of the system of investment grants for renewable energy. This system must be designed so that over time, it will facilitate an expansion of production capacity for new renewable energy in Norway of the same magnitude as would have been achieved by the green certificate scheme. The system must also be designed to maximise the new production capacity obtained through public funding.

Until a market for green certificates is in place, the current system of investment grants for renewable energy, which has been notified to the EFTA Surveillance Authority, will be strengthened by providing for a higher level of support to promote new projects.

5.5. Small hydropower plants

The parties ask the Government to present a broad-based evaluation of the incentives for expanding environmentally sound hydropower production and production from other renewable energy sources in the 2008 Revised National Budget.

The parties agree that applications for licences received by the Norwegian Water Resources and Energy Directorate before 5 October 2007 will be processed under earlier legislation.

5.6 Energy efficiency in the electricity grid

The parties agree on a target of increasing energy efficiency in the electricity grid and in electricity production by 20% by 2020 by upgrading the electricity grid, introducing efficiency measures to reduce grid losses, and upgrading existing hydropower plants. Small power plants must be given easier access to the electricity grid.

6. Transport

6.1 National Transport Plan

The parties agree that the climate target set out for the transport sector in the white paper is an important part of the basis for drawing up the National Transport Plan. The parties would in particular like to highlight travel by public transport, cycling and walking, and measures to reduce emissions from road traffic.

6.2. Rail transport

The parties agree to continue efforts to improve rail transport, particularly in densely populated areas and where the volume of goods traffic is high. Because railway investments have lagged behind in the national transport plans, investments in the railways are to be increased proportionately more than investments in roads in 2009. The parties agree that to achieve this, the allocation for railway investments will be increased by NOK 250 million in the 2009 Fiscal Budget.

6.3. High-speed rail links

A report on high-speed rail links is being considered by the transport authorities, and the parties agree that this will be discussed further in the 2010–2019 National Transport Plan.

6.4. Impacts on the climate

The parties agree that the Government will initiate efforts to develop good tools for evaluating the impacts of different measures on the climate. In connection with the update of the rolling National Transport Plan for the period 2010–2019, a carbon budget is to be drawn up for all major projects to the extent possible: this should describe what impacts the project and the transport plan as a whole will have on domestic greenhouse gas emissions.

6.5. Incentives for urban areas to improve public transport

The parties agree that the incentives for urban areas to improve public transport and curb the growth in passenger car traffic are to be strengthened.

The parties agree that the allocation for incentives to improve public transport is to be doubled in the 2009 Fiscal Budget, provided that binding agreements are concluded on local and regional measures to reduce car traffic.

Urban areas that wish to test road pricing, variable toll rates or other measures to reduce traffic are to be given priority. Road pricing is a local policy instrument. Road pricing measures will therefore not be introduced without local approval.

The incentives to improve public transport are intended to reward documented results, i.e. a growth in public transport at the expense of transport by car. However, during a phase when these incentives are being expanded and strengthened, it will also be necessary to allocate funds on the basis of measures that have been planned and politically approved.

Funding from this allocation is provided on condition that measures are implemented, or have recently been implemented, that will limit car traffic. Decisions on which measures to implement are taken at local level.

6.6. Car sharing schemes

The parties agree that ways of integrating car-sharing schemes with railway stations and other public transport nodes are to be reviewed.

6.7. Footpaths and cycle paths

The parties agree that efforts to provide footpaths and cycle paths where they can be used by children on their way to and from school and in densely populated areas are to be intensified.

6.8. Environmentally sound transport

The parties agree that more effective instruments are to be developed so that further reductions in emissions from the transport sector can be achieved, and that better coordination is needed in this field. The parties agree that the 2009 Fiscal Budget will include an allocation of NOK 50 million for a pilot project called Transnova, to be established under the Ministry of Transport and Communications. The allocation will be repeated for at least three years and will then be evaluated. Funding for Transnova is not to be used for infrastructure projects, but for example for measures to increase the use of alternative fuels.

6.9. Government purchases of passenger cars

The parties agree that public-sector agencies must lead the way in using low-emission vehicles, and will seek to ensure that the public-sector fleet runs on CO₂-free or CO₂-neutral fuel by 2020.

6.10. Restructuring of vehicle taxes

The parties agree to continue the restructuring of vehicle taxes to improve their environmental profile and other regulatory measures that have an impact on road traffic and promote low- and zero-emission alternatives.

6.11 Hydrogen cars

The parties agree that hydrogen cars should be exempt from charges in toll rings and be exempt from parking charges in public car parks, in the same way as electric vehicles.

6.12. Biofuels

In the parties' view, further work on biofuels should be evaluated after completion of the consultation on the proposal that biofuels should account for at least 2% by volume of annual sales of road traffic fuels, rising to 5% by volume from 2009.

Provided that production of biofuels is sustainable and that second-generation biofuels are commercially available, further increases in the proportion of biofuels by volume of annual sales of road traffic fuels will be considered.

The parties agree that Norway will cooperate with the EU, international bodies, fuel companies and others to establish arrangements to promote sustainable production and imports of biofuels.

The parties agree that the Government will take the initiative for a strategy for expanding research and development on second-generation biofuels and provide support for selected demonstration projects.

6.13. Standards for passenger cars

The parties agree on the target that from 2012, average CO₂ emissions from new passenger cars are to be below 120 g/km. To achieve this target, the restructuring of vehicle taxes to improve their environmental profile must be continued in the 2009 and later Fiscal Budgets.

6.14. Emissions trading and the transport sector

The parties agree that the Government will review whether part or all of the transport sector should be included in the emissions trading scheme.

6.15. Environmentally sound shipping

The Government presented its maritime strategy on 3 October 2007. Here, the Government announced its intention of assisting the Norwegian maritime industries to deliver innovative and environmentally sound solutions for the future.

The parties agree that in cooperation with the shipbuilding industry and shipowners, the state should promote further development and testing of ships powered by gas, ships powered by fuel cells, and environmentally sound fishing vessels.

7. Industry

7.1. Expansion of the EU emissions trading scheme

The parties consider it important for Norway to work towards expansion of the EU emissions trading scheme. Relevant sectors include the basic metals industry, the chemical industry and the transport sector.

7.2. Policy instruments for mainland industries that are not obliged to take part in the emissions trading scheme

The parties agree that in the course of 2008, the Government, in dialogue with industry, will evaluate policy instruments, including incorporation into the emissions trading scheme and voluntary agreements, that can apply to industries not currently subject to the carbon tax or obliged to take part in the emissions trading scheme.

8. Buildings

8.1. Promotion of energy-efficient buildings through Enova

The parties agree to expand efforts to develop energy-efficient buildings considerably. The parties base their agreement on the assumption that part of the increase in the capital of the Energy Fund will be used to strengthen Enova's Programme for the Built Environment to expand the opportunities for developing new efficient building methods and materials and taking them into use. The programme currently covers both new and existing commercial and residential buildings and construction projects. The additional funding will make it possible to expand the programme and achieve further results and permanent changes in the construction market.

The parties agree that conditions for the development of district heating must be made more favourable.

8.2. Phasing out oil-fired heating through Enova

The parties consider it important to intensify efforts to replace oil-fired heating with renewable energy. Grants for investments in heat generation based on bioenergy, waste or heat pumps are provided through Enova's programme Renewable Thermal Energy and Solid Biofuel Production. Enova's programmes targeting the industrial sector also contribute to reductions in the use of oil and a switch to renewable energy sources. The parties base their agreement on the assumption that the increase in the capital of the Energy Fund will lead to a considerable expansion of programme activities and actual results as regards the conversion of oil-fired systems to renewable energy. As announced in the white paper, the Government will consider whether to prohibit the replacement of old oil-fired boilers with new ones in existing buildings.

8.3. Action plan for changeover from fossil to renewable energy sources for heating

The parties agree that an action plan for a changeover from fossil to renewable energy sources for heating is to be drawn up by the end of 2008. The parties agree that steps are to be taken to ensure targeted and coordinated use of policy instruments to expand the production of bioenergy by up to 14 TWh by 2020. The parties agree that a support scheme is to be established under Enova for the conversion of oil-fired systems to renewable fuels. The parties agree to consider the introduction of a prohibition on replacing old oil-fired boilers with new ones in existing buildings, and a prohibition on the installation of oil-fired boilers in new buildings under the new Planning and Building Act. According to plan, the new Act will enter into force on 1 January 2009. Furthermore, the parties agree that efforts to ensure that heating systems are not converted from oil to electricity when oil-fired boilers are replaced in existing buildings are to be continued.

8.4. Building standards

The parties consider the decision that the energy use requirements in the technical regulations under the Planning and Building Act are to be revised much more often than has been the case until now, as a minimum every five years, to be an important one.

The parties agree that experience gained from passive houses is to be followed up, and that they will consider the introduction of a requirement to achieve passive house standard for all new buildings by 2020.

8.5. Low-energy programme for buildings

The parties agree that allocations to the recently established low-energy programme for buildings are to be increased. Sufficient funding is to be allocated for building up expertise in the industry, carrying out showcase projects, and research and development on greener and more energy-efficient building materials and building designs.

8.6. Inspection and enforcement regime for construction projects

The parties do not consider the current system of self-inspection for construction projects to be satisfactory, and therefore agree that a new, stricter inspection and enforcement regime will be introduced with the new Planning and Building Act. Inspection will be

mandatory and independent. The Act will also provide for regulations on which areas may be subject to an independent inspection and enforcement regime. In the parties' view, new energy requirements will be an area where stricter control of building projects and expansion of municipal inspection and enforcement activities is important.

8.7. Energy efficiency

The parties agree that good grant schemes for energy efficiency measures in private companies and households must be available through the Norwegian State Housing Bank and Enova.

8.8. Flexible energy systems for heating public buildings

The parties agree that the energy performance of new public buildings must as far as practicable exceed the energy requirements in force at any given time.

The parties agree to introduce requirements for a flexible energy infrastructure to be provided in all new public buildings and in connection with the renovation of public buildings with an area of more than 500 m².

The parties agree to take steps towards a prohibition on the use of oil-fired heating to provide base-load capacity in public buildings and commercial buildings with an area of more than 500 m² when old oil-fired boilers are replaced or when carrying out renovation projects that involve heating systems, to take effect from 2009. A final decision on this will be taken in connection with the 2009 Fiscal Budget.

8.9. Energy checks

The parties agree that further work will be carried out on a scheme of energy checks for homes, to encourage people to take simple and effective steps to save energy by 2009.

9. The public administration

9.1. Climate standards for public procurement

The parties agree that specific requirements are to be set for energy use and energy supplies in public building projects. These should to the extent practicable be stricter than the minimum requirements laid down in the technical regulations under the Planning and Building Act.

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