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ELECTRIC VEHICLES IN RECYCLING – OPPORTUNITY OR THREAT?

FORS CONFERENCE
22. – 23. MAY 2025

Siri Sveinsvoll Greig

Norske Bilressurser – Norwegian Car Dismantlers Association



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NORWEGIAN GOVERNMENT'S ELECTRIC CAR POLICY

2010 – 2015 BUILDING THE FOUNDATION FOR THE EV BOOM

- Introduced several incentives for electric cars the electric vehicle market began to grow in earnest
- Exemption from the one-time registration fee and VAT (Value Added Tax)
- Free tolls, access to bus lanes, and free parking
- The development of charging stations started in earnest, supported by Enova and Transnova
- In 2015, the electric car fleet reached 50,000, a milestone originally expected in 2017



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2016–2020: TRANSITION TO THE MASS MARKET

- The share of electric cars in new car sales increased sharply
- Gradual reduction of some benefits
- 2018: Over 50% of new car sales were electric cars
- The government presented a strategy to phase out new fossil fuel cars by 2025, in line with climate goals.



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2021–2024: CONSOLIDATION AND ADJUSTMENT OF INCENTIVES

- Electric car sales passed 80% of new car sales in 2022.
- Introduction of VAT on electric cars over 500,000
- Increased tolls for electric cars in several cities and phase-out of some incentives to secure revenue for infrastructure.
- At the same time, the massive expansion of fast chargers and charging infrastructure continued across the country.
- In 2024, electric cars dominated new car sales



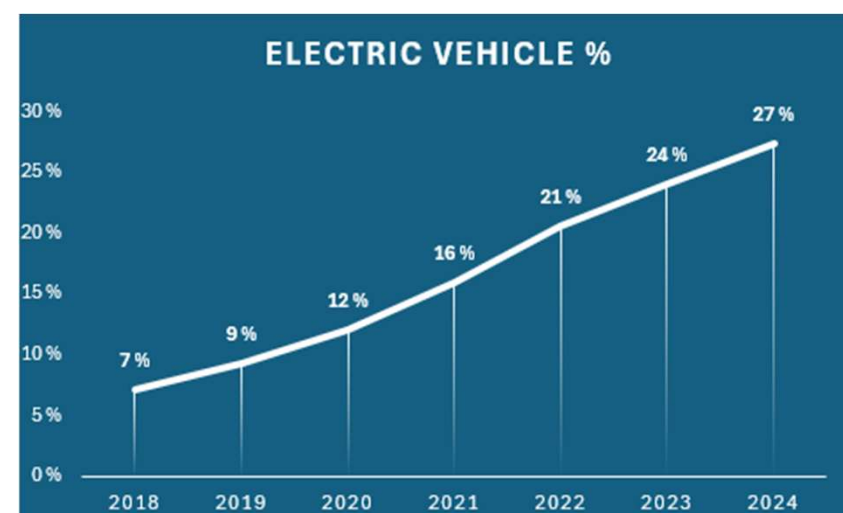
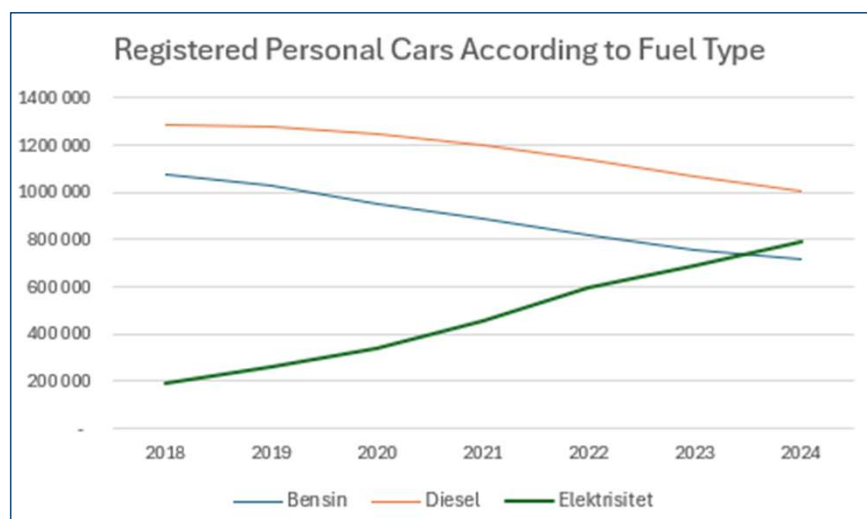
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NUMBERS FROM NORWAY

2024 => 89% of all new passenger cars registered in Norway were electric

January 2025 => 95 % of all new passenger cars registered in Norway were electric

2025 => more that 900 000 electric cars – representing about 32% of the total fleet





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SUMMARY NORWEGIAN EV JOURNEY

Norway's electric vehicle policy during this period, where strong economic incentives and strategic policies made Norway a pioneer in electrification.

At the same time, incentives have been gradually adjusted to ensure a more balanced economic policy.

Electric cars are now the norm, and the goal of having all new cars be emissions-free by 2025 seems realistic

WHAT OPPORTUNITIES AND THREATS DOES THIS GIVE THE CAR DISMANTLERS?

THREATS - CHALLENGES



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LEGAL

Regulation goes slow
National Implementation
Complicated regulation

TRAINING

High voltage training
Safety

TRANSPORT

Long distances, high cost
Capacity

STORAGE

New regulation for storage coming to force in August 2025



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PRO ——— Producer Responsibility Organisation – still not in place

SAFETY ——— Risk of fire
Personell safety

GROWTH ——— Expecting enormous increase

COST ——— How cover the costs and by who?
Ongoing discussions

THREATS - CHALLENGES



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OPPORTUNITIES

REUSE

Change batteries in cars

NEW MARKETS

Energy storage

RECYCLING

New materials



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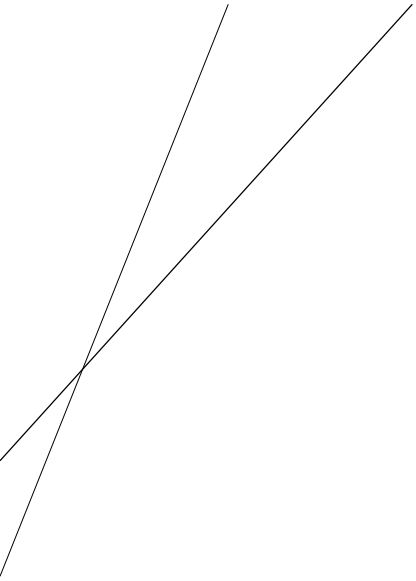
PROPOSED NEW PRO - AUTORETUR BATTERY RECYCLING AS

Autoretur AS is PRO for ELVs

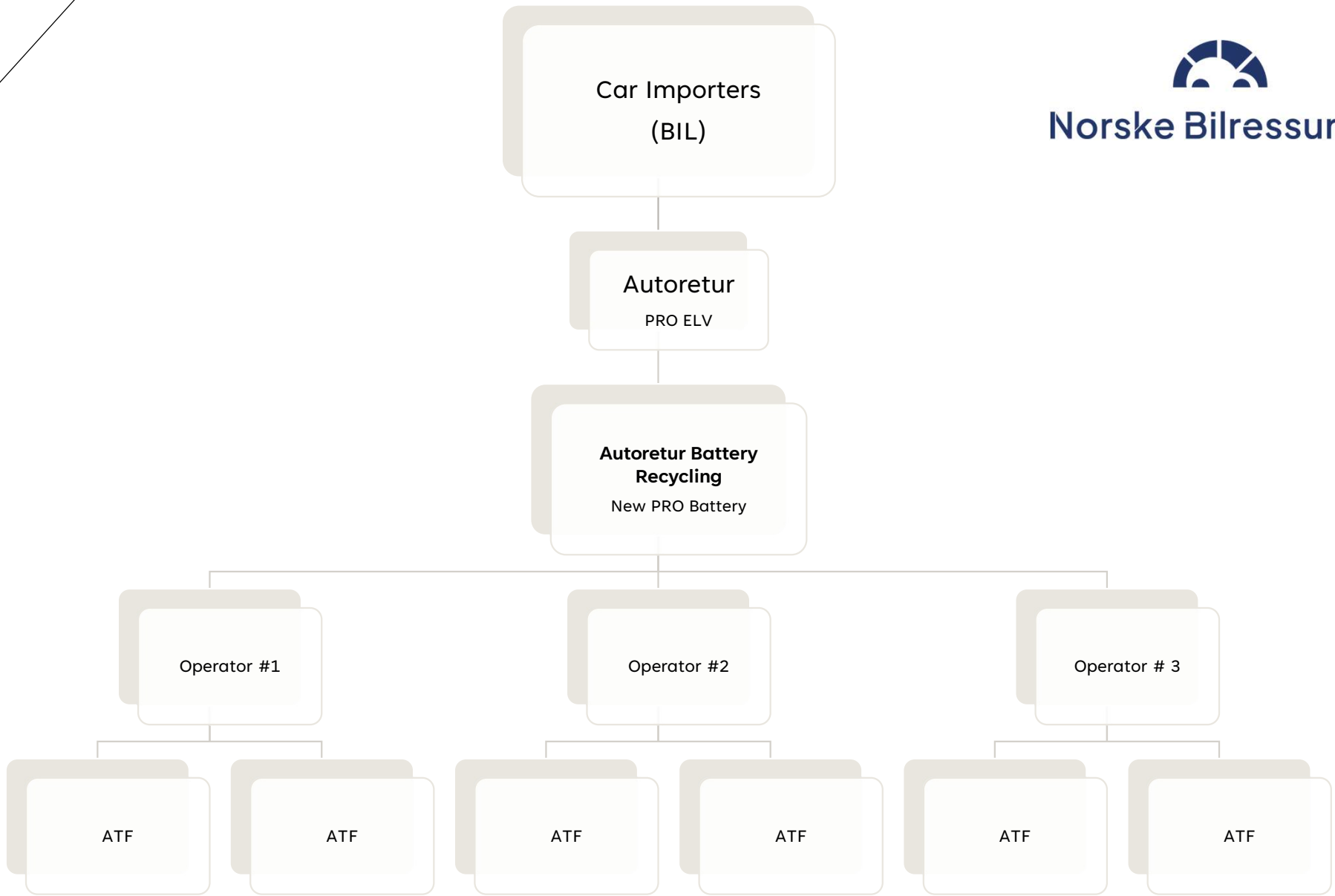
Are about to establish a new company Autoretur Battery Recycling AS to be PRO for batteries

Not legally established yet

Based on the same model as PRO Autoretur for ELVs



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AUTORETUR BATTERY RECYCLING AS

Autoretur Battery Recycling AS will have the following goal, responsibility & tasks:

- ☐ Responsible for requirements in EU Battery Regulation
- ☐ Ensure a system with high target achievement
- ☐ Secure Reporting
- ☐ Negotiate with the recycling operators on behalf of the importers



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SUMMARY

Lots of action has been taken and lots of actions are in process, however good sustainable solutions are still not in place.

Despite electric vehicles has been on the market for a very long time, a proper system is not yet in place.

The volum has just started to arrive at the ATFs so we are still in the starting point for treating electric vehicles and batteries.



THANK YOU

siri.sveinsvoll@knoks.no

www.biloppsamlerne.com