



Nordic Council  
of Ministers

POLICY BRIEF

# Accelerating a Just Energy Transition

Nordic stakeholder input on opportunities,  
challenges, and best practices

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This publication is also available online in a web-accessible version at:  
<https://pub.norden.org/nord2024-013>



# Foreword

## Accelerating a Just Energy Transition

Nordic stakeholder input on opportunities, challenges, and best practices

This project was carried out in 2023 by IVL Swedish Environmental Research Institute and We Don't Have Time. The project was commissioned by the Swedish Environmental Protection Agency on behalf of the Nordic steering group for Climate Transition in the Nordics and the Nordic working group for Climate and Air. However, the content does not necessarily reflect the Nordic Council of Ministers' views, opinions, attitudes, or recommendations. The Nordic Council of Ministers will assess the full report's recommendations and discuss how they could be addressed going forward towards a climate neutral Nordic region, contributing to the Nordic Vision 2030.

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## Summary

The energy transition needed to limit global warming to 1.5 degrees Celsius or less will affect all people directly or indirectly. Bringing Nordic stakeholders together by engaging private sector, government officials and knowledge institutions is vital to help accelerate a just energy transition.

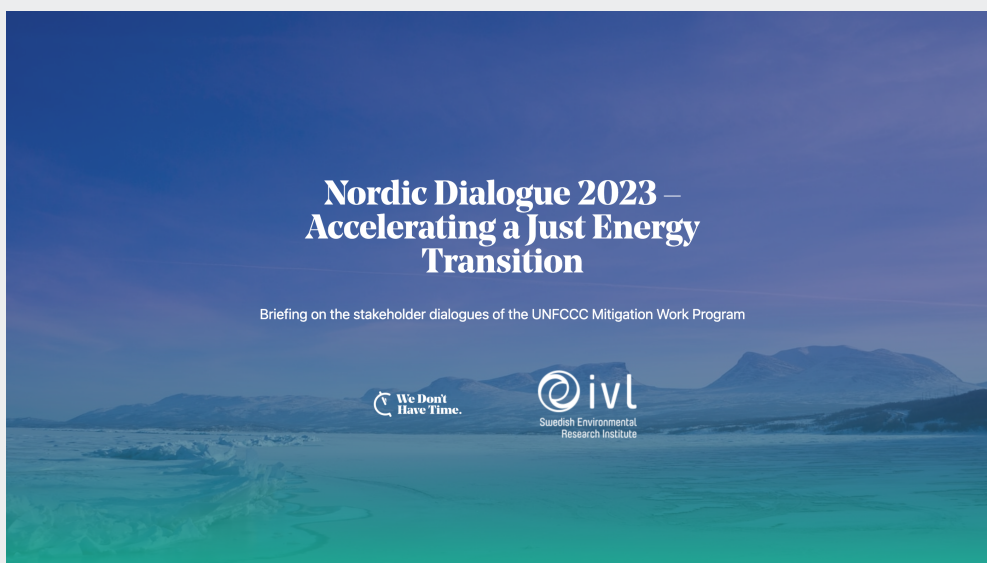
A platform for Nordic stakeholders has been initiated<sup>[1]</sup> to enable collaborative engagement in developing a Nordic narrative on regional climate action and coordinate input to global dialogues, events and processes – including under the, so called, Mitigation Work Programme<sup>[2]</sup> (MWP) of UNFCCC<sup>[3]</sup>. The platform will be used for coming years as an approach to bridge the gap between global negotiations and the implementation of actions across the Nordics to reach the climate goals of the Paris Agreement.



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1. Initiated by The Nordic Council of Ministers' Vision project "Climate Transition in the Nordics" (KloN) and the Nordic Working Group for Climate and Air (NKL)
  2. Sharm el-Sheikh mitigation ambition and implementation work programme
  3. United Nations Framework Convention on Climate Change



More than 60 Nordic stakeholders – business leaders, youths, researchers, policy-makers, public servants, entrepreneurs and representatives from relevant interest groups, participated in the dialogue from September to December 2023. They shared solutions, challenges, opportunities, suggestions for policy development, and best practices, on the topic “Accelerating a just Energy Transition”, focusing on Transport and on Energy Systems/Sectors.



## Human centered approach

The goal of mitigating the effects of climate change is indeed positive for everyone, but it is important to leave no one behind as we change ways to provide and utilize energy. This means trying to ensure a just impact – both positive and negative – across sectors, the labour markets, in society and the world at large.

The stakeholders witnessed that often there are technological solutions available or emerging, but a gap in considering the behaviour change needed and creating a human centered approach. Other recurring themes in the stakeholder dialogue were opportunities and challenges in working across sectors, capacity building, co-creation of policies, long term political incentive strategies and in sharing of good practices. Those actions were identified as some of the most important keys to enable and accelerate the just energy transition.

Detailed findings of the stakeholder dialogue, on topic of Transport Systems, were shared on the UNFCCC Submission Portal to inform and qualify the 2nd Global Dialogue on the MWP in October. Those findings, together with results from stakeholder dialogue on topic of Energy Systems, were compiled in an extensive report and presented and discussed in a live stakeholder event, Tuesday December 5, at We Don't Have Time's COP28-studios and online, which was viewed by more than 500,000 people worldwide.

Sharing learnings by communicating in different forums will be an important success factor as we globally accelerate the work towards reaching the goals of the Paris Agreement.

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***We are comparing new technologies and solutions to the structures and conditions of the past – instead we should look to new and holistic solutions for the energy transition.***

Linda Strindevall, Environment & Climate Change Manager OX2





**Image 1:** The Stockholm Studio of We Don't Have Time, day 5 of COP28, with (from left) moderator Catarina Rolfsdotter Jansson, Linda Gustavsson, Equality Strategist Umeå Municipality (Sweden), Mikkel Vindegg, Senior Researcher CICERO (Norway), Magdalena Streijffert, Senior Manager Public Affairs Neste Scandinavia (Finland) and Simone Andersson, Project Manager IVL Swedish Environmental Research Institute (Sweden).



**Image 2:** Jóhanna Hlín Auðunsdóttir, Director Environment Landsvirkjun (Iceland), sharing insights on female representation in the Icelandic geothermal industry sector at the Dubai Studio of We Don't Have Time, day 5 of COP28.



**Image 3:** The Dubai Studio of We Don't Have Time, day 5 of COP28, with (from left) Jóhanna Hlín Auðunsdóttir, Director Environment Landsvirkjun (Iceland), Markus Lutteman, Editor We Don't Have Time (Sweden), Emelie Öhlander, Climate Action Programme Manager Ericsson (Sweden) and moderator Nick Nutall.



## What is a JUST energy transition

When the world is moving towards more sustainable and green energy solutions, the industries and societies change, which poses risks of e.g. jobs disappearing, new health issues arising, increased demand of critical minerals or biofuels and need of change in education. Additionally, as underlined in a recent policy paper giving governance guidance for a just energy transition by United Nations Development Programme (UNDP)<sup>[4]</sup>, these negative impacts are often distributed unevenly in regards of marginalized and vulnerable groups. The term 'just' points to ensuring that all people are considered in the transition process and that it should be serving public interest rather than interests of specific groups.

Boaz Paldi, Chief Creative Officer of UNDP was invited to hold a virtual keynote address during the stakeholder workshops, on topic; "What is a Just Transition – and why is it important?". He shared the aim of leaving no one behind, and referred to a document highlighted at the Sustainable Energy Hub of UNDP<sup>[5]</sup>, set out by the voluntary Alliance for Just Energy Transformation (AJET), which outlines eight principles for a shared understanding of a Just Energy Transformation (note: the word 'transformation' is here used with same intent as 'transition'). These principles are very broad and while they provide a sound basis, perception of what a just energy transition is does vary between countries and regions. Details need to be defined to provide better relevance relevant in a Nordic context and fill a constructive purpose.

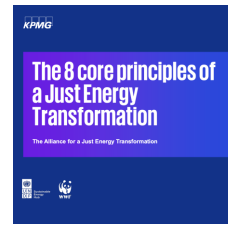
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4. <https://www.undp.org/publications/strengthening-energy-governance-systems-energy-governance-framework-just-energy-transition>

5. [The 8 core principles of a Just Energy Transformation | United Nations Development Programme \(undp.org\)](https://www.undp.org/publications/the-8-core-principles-of-a-just-energy-transformation)



## The 8 core principles of a Just Energy Transformation



(Source: UNDP website)

1. Be guided by science and understand the urgency to reduce emissions in line with the goals set out by the Paris Agreement.
2. Be fair and uphold the rights, needs and values of everyone. No single group should be privileged over others and the upfront costs must not fall on those with the least responsibility for climate change or ability to bear them.
3. Be sustainable, ambitious and consistent with wider, holistic strategies that contribute to the energy transition needed to limit global temperature increase to 1.5°C, or well under 2°C.
4. Be comprehensive, transparent and inclusive which requires that just transition strategies developed at the national level to be co-designed and implemented at the local level.
5. Ensure clearly-defined, robust and meaningful stakeholder engagement and social dialogue, including a specific focus on social protection and gender equality policies to promote equitable access to benefits.
6. Be centered on climate justice so that the burdens of climate change, as well as the costs of avoiding it, are shared fairly; both internationally and inter-generationally. Implementation of the transition must support jobs, local communities and improve human wellbeing in the developing world.
7. Recognize energy access as an essential contributor for social wellbeing, economic growth, enabler of sustainable development and improved livelihoods and transformation of energy systems must enable large scale access to clean, safe and reliable energy to meet developmental needs of all.
8. Ensure access to justice, decision-making and information. A common approach to investment which upholds indigenous and local community rights. Recognition and implementation of the right to meaningful participation in energy transition decision-making processes for all stakeholders, acknowledging and compensating for differences in resources and capacity to engage.



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**The mineral need is a huge challenge and can lead to goal conflicts. Norway’s planned seabed mining, for instance.**

Mikkel Vindegg, Senior Researcher  
CICERO, Center for International Climate Research





## Accelerating a just energy transition in energy systems

A general opinion amongst the stakeholders was that the concept of a “just energy transition” needs to be better defined – in a Nordic perspective and in a Global perspective from a Nordic point of view. This, along with setting targets, and sharing a positive vision of what the society looks like when the transition is made, would help stakeholders to know if they are actually working towards the right direction and will help prioritize actions.

What we have seen and heard during this stakeholder dialogue, boils down to a number of enabling actions for a just transition to a society free from fossil fuel dependency and with reduced energy and material demand. All which are very possible to address moving forward, like for instance:

- **Fill knowledge gaps** to speed up administrative processes and create better accuracy in decisions by policy makers, investors and other people in different positions.

- **Develop unison standards** to enable more relevant measurements and fair business comparisons.
- **Practice vision-scenarios with leaders and politicians** to reach an understanding of how a fossil free and energy efficient society will function, enabling them to aim collectively towards the same future.
- **Increase understanding of behaviour change dynamics** in value chains, technical systems and on an individual level, and invest in human centered approaches.
- **Prioritize to share best practices available** for benefits in larger scale, using authorities, various platforms and more of public funds to communicate.

## Capacity building authorities

The stakeholders were concerned that we are not moving fast enough to address the climate emergency at hand. There was also a general perception that climate adaptation efforts are lacking in the Nordic societies. Behavioral change was identified as one of the most significant challenges, where there is need of shifting from individualistic behavior and consumption towards a more sustainable, circular, and collective way of living.

Repeatedly mentioned was need of “bold leadership” together with “long-term planning and frameworks”. Lack of such can in certain parts derive from different political changes in leadership and ideologies but would most likely be mitigated by the creation of a joint visualization and narrative on what a just transition is and what a sustainable future will look like when transformation is done. Of course, such vision needs to be communicated and trickle down throughout society to ensure everyone are onboard, to feel certain of their role and see the benefits ahead.

More “green” capacity building within authorities would help with the building of a joint vision. It could also be of positive impact in lowering the frustration by progressive entrepreneurs and other stakeholders who get stuck in complex administrative and legislative structures, and/or are struggling to attract investors, much due to a general knowledge gap around new business models and technology solutions.

Lean administrative structures and processes with diverse input to secure inclusivity and fairness, can fast-track pilot trials of new innovations. To identify and/or develop such, and alert stakeholders of its existence via an already well-established platform, was asked for and could preferably be handled within the Nordic Council of Ministers.

## Skills development and avoiding goal conflicts

Many stakeholders expressed that there are jobs available, but lack of skilled workforce to employ. A continuous focus on skills development is therefore needed, both to help people in the fossil industry value chain transition to other jobs, and to equip students with knowledge of the latest technology and job opportunities. There are several Nordic examples of structures and routines for successful collaboration between unions, workplaces, academic institutions and government to share and scale. A suggestion was to identify vulnerable communities which could benefit from local work opportunities in the expansion of new technology structures, to prevent economic divides and ensure inclusivity.

Another opportunity identified was to foster a better, and more inclusive, dialogue between sectors to avoid goal conflicts, e.g. material needs vs land use. There is also still a need of reducing polarization in regions and admitting historical mistakes of failed projects and injustices.

Besides the social justices and obvious energy demands, a just energy transition also regards sustainable resource management, for the sake of environmental issues and not depleting resources and leaving future generations in distress. Adopting circular economy principles and policies to facilitate such resource saving business models is important in the work of accelerating a just energy transition. Hence reducing energy consumption through different technological and systemic solutions should be prioritized and perspectives of biodiversity and ecosystems need to be considered early in energy infrastructure development for a more holistic approach.

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***Administrative processes are too slow. Not made for today's challenges and innovative solutions emerging.***

Edward Murray, CEO  
GreenIron





## Accelerating just energy transition in transport systems

One part of the stakeholder dialogue regarded transport systems. Enabling a reduction in transport emissions is a multi-faceted work, for instance by ensuring inclusive and holistic mobility planning by authorities, along with technology advancements. In total 25 stakeholder organizations contributed to a document shared with the UNFCCC for one of their Global Dialogue workshops. It had comments and link referrals to examples of innovative companies, research projects and implemented pilot projects. See the full report for details. The stakeholders emphasized the need for:

- A clear policy landscape to enable long-term planning and investments.
- Knowledge elevation within authorities to make informed decisions.
- Capacity to modernize policies and regulations to match the transition ambitions and goals.

- Standards and coordination of plans.
- Continuous sector integration.
- Public procurement demands to push for fossil free alternatives and innovative solutions.
- Collaborative clusters with representatives from authorities, the private sector, research entities and civil society.

An overall observation by the stakeholders, is that many parts of a transition are blocked by social resistance and reluctance to change behaviour. Besides technological progress and economic incentives, there is a need for a more human centered approach to accelerate change. Real impact will come when people and companies utilize the solutions offered.

**This stresses the importance of:**

- Showcasing role models
- Enhancing communication within value chains
- Create public awareness
- Give more attention to public demand and acceptance of solutions

To accelerate the transition, it is imperative to share learnings of successes as well as set-backs and inspire across sectors on how to go from words to action. Building on this work will ensure uniformity, conformity, and compliance with decisions across activities implemented.

## **Four areas of energy transition in the transport sector**

### **1) Deploying and shifting modes of transport**

**Nordic Expertise and Good Examples – shifting mode of transport**

- Green transport planning involving authorities, employers, property owners, and others to decrease vehicle usage and increase public transport.
- Bike priority, including the creation of safe bike routes and the removal of car parking along streets.
- Urban growth agreements, aiming for zero growth in car traffic and prioritizing walking and cycling.
- A gender perspective on the choice of transport mode, recognizing that women tend to choose more sustainable modes.
- The use of strategic tools like the Nordic Urban Mobility 2050 Futures Game to create future mobility scenarios.

- Climate budgeting, where public organizations link fiscal budgets to yearly climate budgets to achieve emissions reductions.
- Reserved parking spaces in city centres for carsharing, and new building blocks incentivized to decrease parking and provide carsharing.
- Congestion/traffic charges for city centres.
- Last-mile solutions with bicycle transport for urban delivery and electric waste management vehicles for emission and noise reduction.
- Public engagement of communities in climate change mitigation activities.

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***A city is a social system, not a technical one. It is important to remember that in urban planning.***

Michaela Ehteshami, Communication Strategist  
Mobility Sweden

#### **Challenges – shifting mode of transport**

- Terminology and target setting should aim for a "transport-efficient society" and mitigate unnecessary transport.
- Lack of systematic benefit mapping of mobility solutions and integrated urban logistics hubs.
- Need of positive role models, incentives and effective marketing strategies to push behaviour change.
- Weather issues affecting non-motorized transport.
- Ensuring fair working conditions in services like bicycle delivery, by promoting collective agreements and employee influence.

#### **Opportunities – shifting mode of transport**

- Foster inclusive dialogues and motivate behavior change to make transport accessible to everyone.
- Develop transit-oriented solutions to facilitate seamless access to public transport and shorter trips.



- Create inclusive policies which prioritize walking, cycling, public transport, and sharing solutions, guided by needs-based assessments.
- Incorporate emission-free passenger ferries in procurement processes (where geographically suitable), making them more economically competitive with bus traffic.
- Promote target-driven urban planning that discourages increased vehicle usage and incentivizes resource-efficient urban development.

”

***A lot of public funds goes into technology research – we need to make sure the solutions eventually also reach the wider public.***

...

***Success in fair measures for mobility access could be for instance; how many people made it to the doctor's office, how many were on time for their job and how many students reached school instead of staying home due to expensive or complicated mobility solutions.***

Sigma Dolins, Researcher Mobility Transformation  
RISE Research Institutes of Sweden

## **2) Energy and resource efficiency**

### **Nordic Expertise and Good Examples – resource efficiency**

- Clean Shipping Index for maritime supply chain actors with third-party verification.
- Gothenburg Port's "The Green Connection" initiative to reduce CO<sub>2</sub> emissions.
- Pilot projects for drones and delivery robots in zero-emission urban logistics.

- Fast-growing mobility companies like Voi, offering electric micromobility.
- Research projects studying off-peak deliveries and pooling for transport efficiency.
- Autonomous vehicle solutions for various applications.
- Recycling of batteries for electric vehicles, with Nordic countries leading in this field.
- Carpooling initiatives by municipalities and organizations, with low/zero emissions vehicles and public access on evenings/weekends.
- Digital coordination of sea vessels to port using Collaborative Decision Making (CDM).
- Reducing parking space near buildings by encouraging carpooling and public transport connections.
- Combining port and rail transport for more efficient cargo handling.
- Adding sails to sea vessels to reduce fuel consumption.
- Increasing the size of vehicles transporting materials in cities to reduce emissions.
- Implementing just-in-time principles at the harbor to save time, money, and emissions.
- Implementing Mobility-as-a-Service (MaaS) to provide a single platform for different sustainable transportation options.

### **Challenges – resource efficiency**

- Overcoming barriers like trust issues, improving information sharing, dealing with income loss, knowledge gaps and attitudes.
- Data collection for tracking progress towards emission targets in the freight sector, especially on Scope 3 emissions, remains voluntary. Standardization is needed, including a baseline year for comparison.
- Standardized measurements and calculation templates are required to ensure accurate emissions calculations, especially during distributor changes.
- Larger car designs could risk encouraging broader road lanes and parking spaces, affecting efficiency.
- Heavy Cargo Transport (HCT) development can lead to more efficient but cheaper road transport compared to rail, requiring consideration of sustainability in value chains.

- Different digital systems for travels across regions pose challenges for bookings, payments etc.
- There is a need for better measurement of the success of transport and mobility – to promote more fair and equal access.
- Pilot tests should focus on human-centered solutions rather than purely technical aspects to ensure safety, comfort, and user-friendliness.

#### **Opportunities – resource efficiency**

- Global directives can reduce competition and promote more eco-friendly practices, as seen in the International Maritime Organization (IMO) demanding better fuel efficiency for sea freight.
- Coordination of national policy instruments can enhance their effectiveness by preventing overlapping effects.
- Battery-driven catamarans for public transport are highly energy-efficient.
- Improved logistics can increase cargo filling and reduce emissions, especially in "last mile-transport."

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***Irrespectively of how great a technological progress is, it doesn't guarantee a real impact if people and/or companies do not take it into use.***

Ari Aalto, VP Mobility and Transport, VTT Technical Research Centre of Finland

### **3) Electrification of vehicles**

#### **Nordic Expertise and Good Examples - electrification**

- Electric vehicle incentives and introduction in Iceland, Norway, and Sweden.
- Knowledge of electric charging infrastructure for cars and boats in Norway.
- Maritime Cleantech, a world-leading cluster for clean maritime solutions with nearly 150 partners.



- Heavy Duty Vehicle (HDV) and non-road mobile machinery electrification in Finland.
- Electric aviation with companies like Heart Aerospace.
- Electric roads implementation, such as the Evolution Road pilot project in Lund, Sweden.
- Environmental zones in Nordic cities, restricting vehicles to electric options.
- Public procurement by traffic companies emphasizing social sustainability in value chains.
- The E18 Western corridor in Norway, focusing on holistic logistics infrastructure through intermunicipal cooperation.

”

***Technical solutions to reduce fuel consumption, batteries, shore power and supportive sails have been very successful. Without incentives like the Climate Step and the NOX-fund it would have been challenging to manage the heavy investments and create a business case.***

Claes Möller, CEO, Tärntank Ship Management

### **Challenges – electrification**

- Transition complexities when developing new infrastructure and value chains requires coordinated efforts from multiple stakeholders, involving property owners, authorities, electric companies, vehicle owners, and users.
- Adaptation of routines, permits and policies during the transition phase is essential, demanding improved communication across sectors and departments.
- Addressing new safety risks associated with electrified vehicles and considering drivers' working environments is crucial.
- Authorities need efficient decision processes, legislation around grids need to be modernized and energy companies plans need to be fine-tuned and flexible to avoid bottlenecks in the energy supply.

- Lack of investments and demand for high-power charging infrastructure, which is vital for electric vehicles.
- Policy makers need a better understanding of business model innovations to promote green transport and ensure sufficient energy and power supply.
- Uncoordinated deliveries and sub-optimization in logistics operations result in inefficiencies.
- The need for improved climate policies and tax systems to align with electrification targets and sustainable road transport.

### **Opportunities – electrification**

- Bidirectional charging allows electric vehicles to support grid stability, especially with intermittent energy sources like solar and wind.
- Energy flexibility solutions, such as batteries and data-based grid optimization services, can alleviate energy supply constraints.
- Emerging business opportunities related to battery technology.
- Electrification of smaller ferries and airplanes, along with electric road systems, present cost-effective alternatives to conventional options.
- Electrification projects like the Electric Road Systems (ERS) show promising benefits, with the potential for significant expansion.
- Promoting shared infrastructure for logistics operations, urban consolidation centres, and parcel lockers can optimize transport and reduce costs.
- Regulatory measures, like mandating emissions-free maritime transportation and updating legislation, can advance sustainability in the maritime sector.
- Public procurement criteria should incentivize emerging technologies and encourage a systems-thinking approach.
- Integrating waterborne transportation into public transit systems can enhance sustainability.



***In Norway public procurement has driven the electrification of ferries, eliminating the financial risk as the authority has been taking the additional cost of technology and investments in an early and immature market. Public tenders and procurement are very good tools to help implement new solutions.***

Liv-Elisif Queseth Kalland, Expert Maritime and Hydrogen, Zero Emission Resource Organisation

## **4) Shifting to low- or zero-carbon fuels**

### **Nordic Expertise and Good Examples – shifting fuels**

- Fossil-Free Construction Sites through public procurement in Oslo (Norway).
- National Plan for Future Fuelling and Storage for water transport in an InterReg-project in Sweden.
- Marine transport transition to electro fuels like e-methanol in Örnsköldsvik, Sweden.
- Successful biofuels, biogas, and e-fuels initiatives in Sweden and Finland.
- Green Hydrogen production plant in Northern Norway, Varanger Kraft.
- Prominent research on Hydrogen production from aluminum waste and seawater by the University in Iceland.
- Nordic countries excel in integrating complex systems.
- Ongoing research on clean hydrogen derivatives, electric vehicles, electrified roads, and Mobility-as-a-Service.
- Integration of carbon capture and storage in zero-carbon fuel production.
- Incentives and policy instruments like Bonus Malus, Reduction VAT, Super Rebate Car, and Public Procurement.



## Challenges – shifting fuels

- Knowledge gap amongst decision-makers of how to redesign their vision and targets for a transition to low- or zero-carbon fuels.
- Unclear rules and incentives plus frequent changes in political landscape and regulations slows down investments in biofuel production and other sustainable fuel sources.
- Cost of biofuels often higher than conventional fuels, leading to uncertainty for vehicle owners.
- Administrative complexity when applying for support mechanisms is challenging.
- Coordination of transition to various new fuels is required amongst stakeholders.
- Need for investments for essential scaling and industrializing of new fuel solutions.

## Opportunities – shifting fuels

Weight exemption for electric and biogas lorries would help maximize cargo optimization.

Utilizing biomass resources for biofuel production in a better way in the Nordic region.

Replacing fossil natural gas with biogas can be suitable for heavy transport on roads and at sea, reducing emissions and increasing energy resilience.

Developing new business models, infrastructure, and investment opportunities for sustainable biofuels and e-fuels.

Implementing a “Per Kilometer Charge” can help replace lost tax revenue from fuel taxes.

Developing calculation models to accompany new technology advancements and set relevant predictions and scenarios.

Utilizing abundant local resources, such as wind energy for hydrogen production, can create sustainable fuel sources.

Developing multimodal Energy Hubs where different transport modes can establish energy infrastructures for more efficient logistics.

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*An advantage of operating in the Nordics is that we have good potential in increasing production of both biogas and renewable diesel (HVO/RME).*

*We also have a fossil fuel free electricity production.*

Christel Grip, Sustainability and Communications Manager, Widriksson Logistics



## To transform society in a just way

As the Nordic stakeholder dialogue concluded that we need to divert from “business as usual” and that we are not moving fast enough, there is need for bold leadership and decisions. Parallels can be done with historical transitions and in situations where a shared, positive, vision has been communicated. Here are the key takeaways to enable and accelerate behaviour and systems change with considerations of a fair energy transition.

## Key takeaways



Secure inclusive and holistic planning and then add technology.



Include perspective of biodiversity and ecosystems early in planning processes.



Use a more human centered approach, to ensure that technology and systems will function as planned. Impact comes when solutions are utilized.



Enable knowledge elevation within authorities, which will help in decision making and in modernizing of policies.



Set standards and coordinate to facilitate use of similar data and measurements for smooth alignment of systems and enable fair reporting. Energy is utilized by everyone, and integration of sectors will help move the transition faster forward.



Use public procurement and collaborative clusters as power tools in pushing for change.



Ensure clear policy landscape and instruments.



Share successes and set-backs – inspire action across sectors.



Highlight role models, communicate within professional value chains and raise public awareness.



Eliminate fossil subsidies. Redirect the financial advantages to support the transition instead of upholding the old and dirty technologies.



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***We have a Nordic Legacy of a social governance and a societal system, which enables central systems integration, planning and business models. This Social Paradigm needs to be exported to help others accelerate the transition!***

Johan Bruce, Economic Policy Manager  
Forest industries Sweden

# About this publication

## Accelerating a Just Energy Transition

### Nordic stakeholder input on opportunities, challenges, and best practices

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Nord 2024:013

ISBN 978-92-893-7853-6 (PDF)

ISBN 978-92-893-7854-3 (ONLINE)

<http://dx.doi.org/10.6027/nord2024-013>

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Cover photo: Stijn/Unsplash

Published: 17/5/2024

## Nordic co-operation

Nordic co-operation is one of the world's most extensive forms of regional collaboration, involving Denmark, Finland, Iceland, Norway, Sweden, and the Faroe Islands, Greenland and Åland.

Nordic co-operation has firm traditions in politics, economics and culture and plays an important role in European and international forums. The Nordic community strives for a strong Nordic Region in a strong Europe.

Nordic co-operation promotes regional interests and values in a global world. The values shared by the Nordic countries help make the region one of the most innovative and competitive in the world.

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