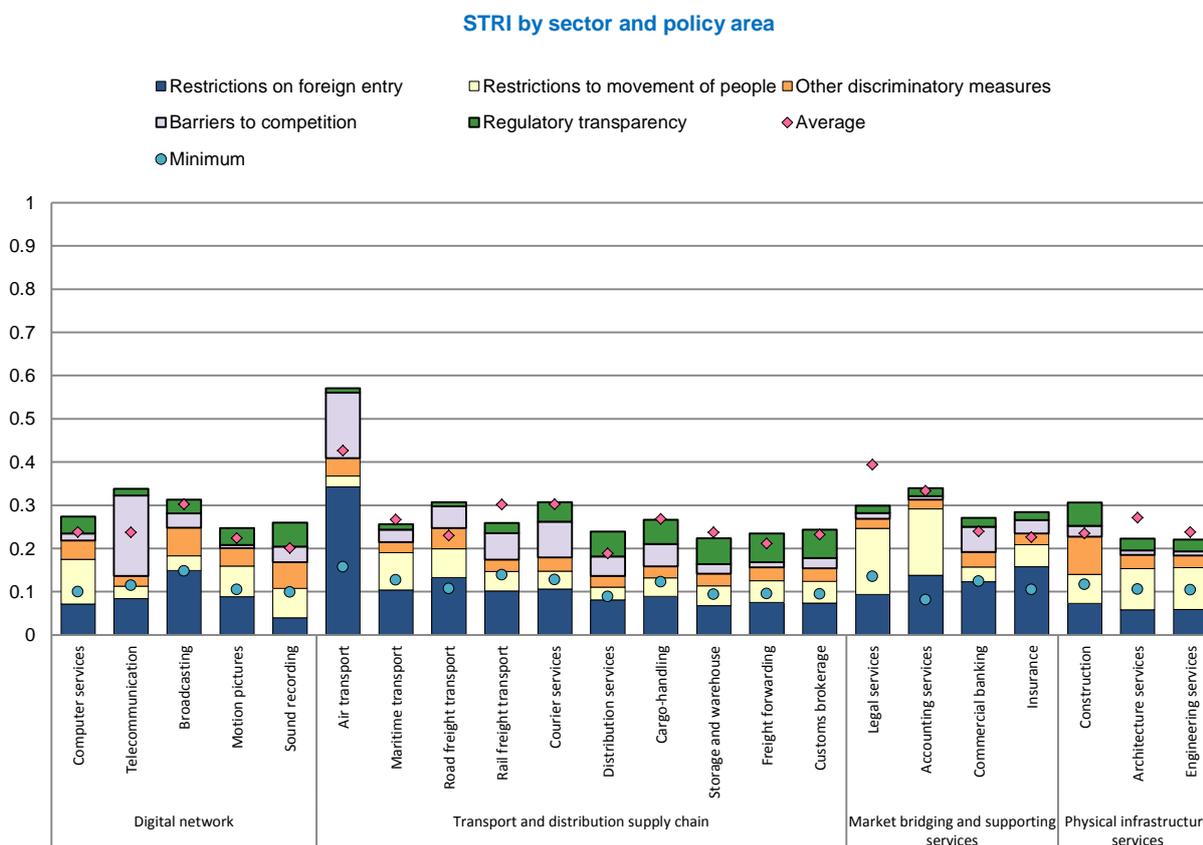


OECD Services Trade Restrictiveness Index (STRI): Norway

Norway exported services worth USD 37 billion and its services imports amounted to USD 46 billion in 2016. The largest services exporting sector is maritime transport, and petroleum-related services account for the largest category of services imports. Norway's score on the STRI index in the 22 sectors is shown below along with the average and the lowest score among the 44 countries included in the STRI database for each sector.



Note: The STRI indices take values between zero and one, one being the most restrictive. They are calculated on the basis of the STRI regulatory database which contains information on regulation for the 35 OECD Members, Brazil, China, Colombia, Costa Rica, India, Indonesia, Lithuania, Russia and South Africa. The STRI database records measures on a Most Favoured Nations basis. Preferential trade agreements are not taken into account. Air transport and road freight cover only commercial establishment (with accompanying movement of people).

Horizontal policy measures

Norway has a lower score on the STRI than the average in seven out of 22 sectors. This can be explained in large part by general regulations that apply to all sectors in the economy. At least half of the board members and the manager (CEO) in corporations must be residents of Norway or the European Economic Area (EEA). Wage parity with local employees is required for natural persons seeking to provide services in the country on a temporary basis as intra-corporate transferees, contractual services suppliers or independent services suppliers. The duration of stay is limited to 24 months on their first entry permit. Norway also has relatively stringent business visa requirement for non-EEA visitors. Rights under the public procurement act are limited to partners in regional trade agreements and members of the WTO's Government Procurement Agreement. A minimum amount of capital must be deposited in a bank or with a notary in order to register a corporation. The standards for cross-border transfer of personal data are set at the EU level. Transfers to non-EEA economies can only take place when these ensure an adequate level of protection that is substantially similar to that required in the EU or when private data processors, both

senders and receivers, establish various safeguards approved by the data protection authorities. Finally, the state retains a prominent role in the economy. There is at least one state-owned enterprise among the ten largest companies in construction, telecommunications, distribution, broadcasting, commercial banking, insurance, courier services, logistics and air, rail and road transport. In certain cases, the government can also overrule the decision of the regulatory body.

The sectors with the relatively lowest STRI scores

Legal services, architecture and rail transport are the three sectors with the lowest score relative to the average STRI across all countries. Like in most countries a license is required to practise domestic law. Local qualifications and prior local practice are required to obtain the license. International law, in contrast, is subject to a permit to operate, but otherwise there are no sector-specific restrictions. Architecture is not a regulated profession in Norway and only horizontal measures contribute to the overall score. Rail freight transport is dominated by the state-owned incumbent. There are no sector-specific restrictions other than those determined by EU regulation on exemption from the competition law of certain railway agreements.

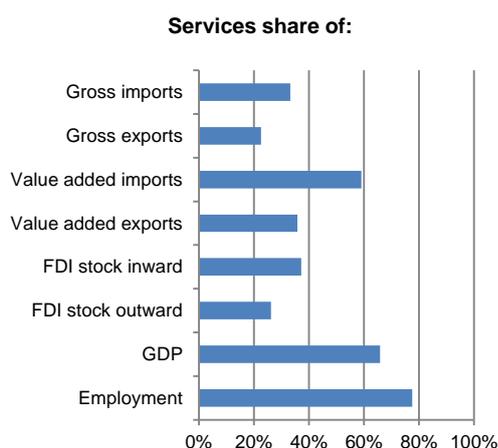
The sectors with the relatively highest STRI scores

Telecommunication, Road freight transport and Air transport, are the three sectors with the highest score relative to the average STRI across all countries. The state holds a majority share in the largest telecommunications operator, and the government may in certain cases instruct the telecommunications regulator. Road freight transport is subject to EU regulation that requires EEA residence for the manager of a road transport operator and partly exempts road carrier agreements from anti-trust regulation; and the state owns a major company in the sector. Air transport is the only services sector in which Norway employs foreign equity restrictions. As a result of the common European Union (EU) regulation on air services, non-EEA nationals cannot own more than 49% in Norway's airlines. The EEA-wide exemption of certain airline arrangements from competition law and regulations on airport slot allocation and slot trading further contribute to the score in this sector. The state, together with the Danish and Swedish states are the majority owners of the main carrier.

Recent policy changes

Pro-competitive regulations overseen by an independent regulator was introduced in the rail freight sector in 2017. By the same token the competition authority can no longer be instructed by the government in individual cases or general interpretation of the competition law and its decisions can be appealed to a newly established independent body.

Efficient services sectors matter



Services account for about a third of Norway's imports and about a fifth of its exports. The services share is significantly higher in value added terms both for exports (36%) and imports (about 60%), indicating that Norway trades services-intensive goods. Services account for close to 80% of employment, but only about 60% of GDP, suggesting that on average labour productivity is significantly lower in services.

The information and communication technology revolution opens new opportunities for inclusive growth in Norway. Innovation and adoption of technology relies on access to knowledge and to the networks, people, goods and services that carry the knowledge around the world. In this context, Norway could benefit from more open markets for services trade through the temporary movement of natural persons.

More information

- » Access all of the country notes, sector notes and interactive STRI tools on the OECD website at <http://oe.cd/stri>
- » Read more about services trade policies and their impacts in this publication: [Services Trade Policies and the Global Economy](#)
- » Contact the OECD Trade and Agriculture Directorate with your questions at stri.contact@oecd.org