PRESS RELEASE

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Norway's top-ranked charging network moves to Ocean: City of Oslo migrates 2,751 charge points with zero downtime for drivers

Norway's capital now runs public, private and car-sharing charge points from every vendor on one platform, live on OCPI 2.3 with tariffs linked to Nord Pool spot prices.

A municipal charging network does not fail all at once. It fails one dead charge point at a time, on a cold morning, at the curb where a resident expected to plug in. That is why Oslo's switch to a new CPMS had to be invisible to drivers. On 19 October, it was.

Bymiljøetaten (BYM) has migrated its network of 2,751 charge points to Ocean, replacing the city's previous charging management system. Ocean was selected as the best platform following an open public tender and took the project from contract signature to full go-live in five months, on the timeline committed to at the start. Oslo's entire municipal charging fleet, from public curbside locations to private sites, car-sharing hubs and reserved parking, is now managed from one platform.

The switch put Ocean in charge of the network that independent benchmarking firm Symbioen ranked #1 of 24 Norwegian networks for reliability in Q2 2026, in the country with the world's highest share of electric cars.

2,751	92%	5 months
charge points, 1,430 stations, one platform	of stations are public; 8% private and car-sharing	from contract signature to full go-live

A CUTOVER DRIVERS NEVER NOTICED

A migration of this scale called for a highly professional approach. Ocean's project managers and migration specialists worked alongside BYM to scope the project correctly, bring all IT systems live on schedule and plan every step for zero downtime at

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cutover. Drivers had a reliable charging experience from the moment each charge point moved to the new platform.

The migration ran in coordinated phases. Ahead of cutover, Ocean imported and prepared the full network in a production instance, so each switch came down to repointing charge points to Ocean and monitoring them live. Private and car-sharing stations moved first on 14 October, followed by the city's public network on 19 October. Drivers kept charging throughout. All 2,751 charge points were live on Ocean within 30 minutes of repointing. On Ocean, BYM manages five car-sharing companies and 2,274 RFID charging cards across charge points from two different manufacturers. BYM handles over 100 000 monthly sessions with an average charging time of 371 minutes.

> "Migrating a capital city's charging network is not just about shifting the charger endpoint to a new system. It's a full implementation project. Both teams work closely together, integrate IT systems and implement the APIs and functionality the operator needs for its own use cases, all on a clear delivery plan with solid testing before cutover. That's what it takes to deliver a zero-downtime migration and a stable operation a network like Oslo's needs. We're proud that such a mature, modern setup, running on OCPI 2.3 with live spot pricing, is now in production with BYM, and we thank the City of Oslo's team for making this seamless migration a joint effort. Oslo now runs every charge point, from every vendor, as one network and on the city's own terms."
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> **Rok Poteko**
> CEO, Ocean EV Charging

LIVE ON OCPI 2.3

Ocean connects directly to Bil i Oslo (the city's own driver app) over OCPI 2.3, implemented in full, down to the format of charge detail records (CDRs). Ocean already uses OCPI 2.3 for National Access Point (NAP) connections, while Oslo is the first network on the platform to run its CPO-to-eMSP connection on OCPI 2.3. Sessions, tariffs and driver data move between the two systems without manual reconciliation.

Charging tariffs are linked to the Nord Pool spot price, so what drivers pay follows what electricity actually costs, adjusted automatically as the market moves rather than updated by hand.

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BUILT AROUND HOW OSLO USES ITS CURBS

A city network serves more than one kind of driver, often at the same station. In Oslo, a single station can now serve both: one EVSE is public, shared over OCPI 2.3 and visible in the Bil i Oslo charging app, while the other stays private, works from a local authorization list and is reserved for a specific car-sharing operator.

With OCPI 2.3, Ocean also supports parking restrictions set at EVSE level, so BYM can tell drivers exactly who the bay in front of each charge point is for, whether that's drivers with disabilities, employees or taxi fleets. Ocean also applies the city's parking rules: parking is priced progressively by city zone, and drivers with disabilities park free at EVSEs reserved for them.

ONE NETWORK, CONNECTED TO THE NORDIC ECOSYSTEM

Public charging, shared-mobility hubs and reserved bays usually live in separate systems, often from different hardware vendors, each with its own login and its own blind spots. Ocean is hardware-agnostic and built on open protocols including OCPP and OCPI, so BYM runs charge points from any compliant manufacturer through one operator portal, with no vendor lock-in dictating what the city can do next.

The network is also integrated with Arrive (EasyPark), Bember and NOBIL, the charging station database that drivers and services across Scandinavia rely on.

> "Oslo has spent years building an extensive public charging network as part of the city's broader efforts to support electric mobility. Today, more than half of the passenger cars registered in Oslo are fully electric. Reliable operation and a straightforward experience for drivers remain central to our work.
>
> Working closely with Ocean, we have successfully migrated to the new charging management platform. Good coordination between our teams has been key to a smooth transition. The platform brings day-to-day management together in one system and supports electricity pricing linked to the market and the application of the city's parking regulations."
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> **Gylve Aftret-Sandal**
> Section Manager, Agency for Urban Environment, City of Oslo

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BUILT TO KEEP EVOLVING

With the migration complete, BYM is already looking ahead. It is now piloting Ocean Automation, a portfolio of rules-driven and AI systems that let any charge point operator's network audit itself, fix itself, and support its own drivers. Event2Action, part of Ocean Automation, responds to network events according to rules agreed with BYM, instead of leaving the team to work through them one ticket at a time. With autohealing, Ocean detects a faulted connector and soft-resets the charge point automatically; if the charge point still hasn't recovered after the third retry, the maintenance team is notified. With alarming, the maintenance and support teams get an email and an SMS alert as soon as a large share of the network goes offline or faulty at once, for example during a mobile network outage.

ABOUT OCEAN

Ocean is a hardware-agnostic, white-label charge point management platform. It connects any OCPP-compliant charge point, letting CPOs, eMSPs, fleets and utilities manage hardware from different manufacturers through one centralised system, with no vendor lock-in. The platform covers billing, smart charging, roaming and integrations across public, fleet, workplace and home charging, built on open standards so operators keep full control of their network and their data as they scale. Ocean is focused on high charging success rates and automation that let operators grow their networks with smaller, leaner teams. Built on 10+ years of CPMS development heritage and backed by KD Group, Ocean powers 40+ operators across 32 countries.

ABOUT BYMILJØETATEN

Bymiljøetaten manages the City of Oslo's shared public spaces, such as streets, squares, parks, recreational areas, sports facilities, the Marka forests and the inner Oslofjord. It is also responsible for air quality, noise, water and soil. Its goal is to make Oslo a safe, beautiful, green and active city.

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