



NTM Annual member meeting 2019

Is the Swedish national freight strategy measures able to influence development towards climate targets?

09.30 Registration and coffee

10.00 Welcome greeting by NTM chair person Maria Nilsson Öhman, DHL

10.05 Formal annual meeting

10.30 The Government's national freight strategy and a sample of crucial measures
Åsa Tysklind, Manager National Freight Advisory Board at Swedish Transport Administration

11.00 Swedish climate targets for transport in general and specifically freight
Håkan Johansson, National coordinator Climate and energy, at Swedish Transport Administration

11.20 How to measure reduced climate impact from national freight strategy?
Discussion with Håkan Johansson based on

11.20 Discussion

12.00 Lunch



Climate effects of measures in the national freight strategy

- Some examples



Transport efficiency - road



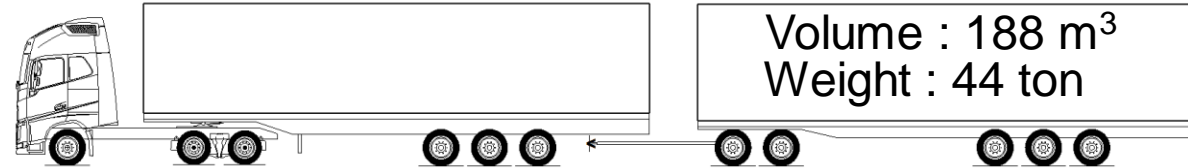
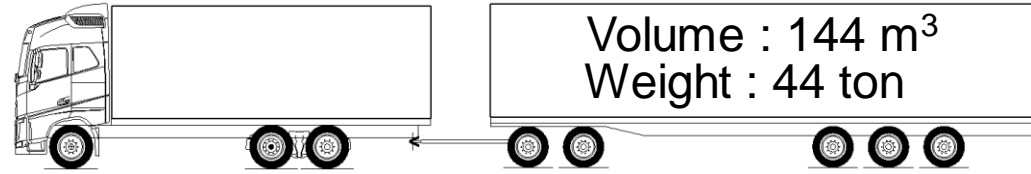
Present	Capacity	Lf [w%]	FC [l/km]	CO2e wtw [kg/l]	CO2e wtw [kg/km]	Number, tor [n/dyg]	Days [n/år]	Distance [km]	Present [ton/år]
Bil 25,25m	40	50%	0,4	2,8	1,12	6	240	600	968
Bil 25,25m	40	75%	0,43	2,8	1,204	5	240	600	867

Difference [ton/år]	Difference [%]
-101	-10%

Calculation criterias:

According to one action in the national freight plan on open data and horizontal collaboration the assumption for this case is load factor increases from 50% to 75% and thereby one out of six trucks can be eliminated.

HCT - road



Present	Capacity	Lf [w%]	FC [l/km]	CO2e wtw [kg/l]	CO2e wtw [kg/km]	Number, tor [n/dyg]	Days [n/år]	Distance [km]	Present [ton/år]
Bil 25,25m	40	50%	0,35	2,8	0,98	6	240	600	847
Bil 34,5m	40	50%	0,35	2,8	0,98	4	240	600	564

Difference [ton/år]	Difference [%]
-282	-33%

Calculation criterias:

HCT, 34,5 m trucks is adopted according to proposal in the national freight plan which enables duo trailers and thereby two out of six trucks can be eliminated.

Road to sea



Present	Capacity	Lf [w%]	FC [l/km]	CO2e wtw [kg/l]	CO2e wtw [kg/km]	Number, tor [n/dyg]	Days [n/år]	Distance [km]
Tractor and trailer	26	50%	0,3	2,8	0,84	500	700	294

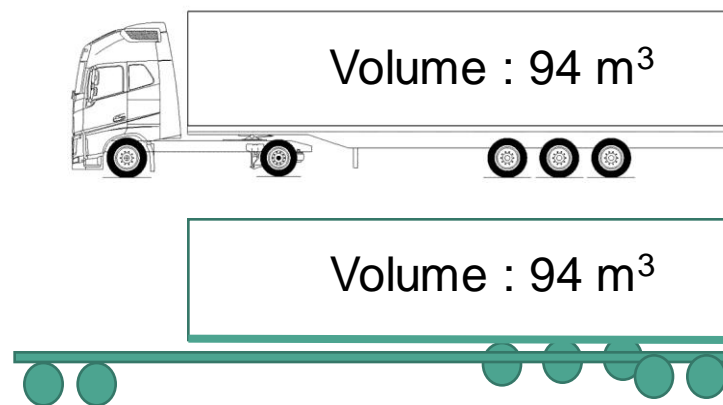
	Journeys [n/week]	Weeks	CO2e wtw [kg/km]	Sträcka [km]	Present [ton/år]
RoRo	1	1	148	1325	196

Difference [ton/år]	Difference [%]
-98	-33%

Calculation criterias:

Incentives according to the action of promoting sea transport in the national freight plan enables 500 trailers from Denmark to Sweden to be shipped by RoRo ferries at one departure per week instead of a continuous flow every day.

Road to intermodal railway



Present	Capacity	Lf [w%]	FC [l/km]	CO2e wtw [kg/l]	CO2e wtw [kg/km]	Number, tor [n/dyg]	Days [n/år]	Distance [km]	Present [ton/år]
Tractor and trailer	26	50%	0,3	2,8	0,84	44	240	500	4435

New solution	Days	Vagnar [n]	CO2e wtw [kg/km]	Sträcka [km]	Nuläge [ton/år]
Electric train	240	44	0,0071	500	38

Difference [ton/år]	Difference [%]
-4398	-99%

Calculation criterias:

According to the action in the national freight plan to stimulate intermodal rail 22 wagons departs every day from Malmö to Stockholm. Every wagon is loaded by one trailer in both directions.

Discussion and comments at the meeting

(Some examples)

- *“Difficult to increase load factor in road transport from 50% to 75%. They are already fully loaded”*
- *“HCT is a potential path forward but there is a risk that it lowers cost, hence increases gtransport demand.”*
- *“To use deliver once per week by sea is unrealistic when everybody requires “just-in-time delivery every day.”*
- *“The electric mix used for the calculation has a huge impact on the results. Using Swedish electric production mis delivers unrealistically low emissions.”*

