



# Sweden mobilises to electrify regional freight transport

Sweden's target is net zero emissions by 2045, at the latest, and negative emissions thereafter. The net zero target means that, in principle, greenhouse gas emissions from the transport sector need to be zero by 2045. Greenhouse gas emissions from the transport sector account for about one-third of emissions in Sweden, and road transport is the main source of these emissions.

Emissions reductions in the transport sector need to accelerate, and electrification is a crucial part of the solution. For electrification to be successful, collaboration is decisive. Three-quarters of domestic road freight transport in Sweden is within one county. Electric trucks suitable for regional freight transport are already on the market and therefore the potential for electrification of regional freight transport is great.

## **Electrification pledge for regional freight transport**

The Government has tasked the Commission for Electrification with presenting how society, jointly and in the near future, can accelerate electrification of regional freight transport. On 31 May 2021, the Electrification Commission presented Electrification Pledges made by 252 public and private actors dedicated to accelerating the electrification of regional freight transport.

In total, 16 regional electrification pledges have been presented. Regional electrification pledges are coordinated by the county council and/or the county administrative board, with the regional conditions and the contributing actors' undertakings constituting the pledge. Therefore, each electrification pledge is unique. However, all electrification pledges have one thing in common: they all raise the level of ambition regarding the

electrification of regional freight transport.

The following regions/counties in Sweden have presented an electrification pledge: Dalarna, Gävleborg, Gotland, Halland, Jämtland Härjedalen, Jönköping, Kronoberg, Norrbotten, Skåne, Stockholm, Uppsala, Värmland, Västerbotten, Västernorrland, Västmanland, Västra Götaland and Östergötland.

Market actors committed to accelerating the electrification of regional freight transport, operating in several regions and/or nationally, have been invited to take part in a national stakeholder group. Together, the national stakeholder group has presented its electrification pledge to speed up the transition.

Electrification pledges have been made by a total of 252 public and private actors, committed to decarbonising the transport sector, with each of them presenting their concrete actions to accelerate the electrification of road freight transport.

Published 31 May 2021



Government Offices of Sweden

# Conference to make world traffic safer

Some 1 700 delegates from around 140 countries – including some 80 minister-led delegations – have joined forces to reach new global goals for road safety by 2030.

On 19–20 February 2020, Sweden is hosting the 3rd Global Ministerial Conference on Road Safety 2020. World leaders in road safety are meeting to follow up and summarise the global traffic safety work carried out by the UN and the WHO and its Member States, and to create global support for a forward-looking declaration with guidelines for continued global road safety efforts up to 2030 – the Stockholm Declaration.

## **Closely linked to the Sustainable Development Goals of the 2030 Agenda**

Sweden is at the forefront when it comes to road safety. Vision Zero is internationally renowned and several countries see Sweden as a role model in road safety. The conference is therefore an opportunity to show more countries that Vision Zero is a successful concept and for them to be inspired by Sweden. The basic premise of Vision Zero is that roads, streets and vehicles should be adapted to people and that the responsibility for road safety should be shared between those who design transport systems and those who use them.

For Sweden, it is important that future road safety efforts are more clearly linked to other aspects of sustainability, the 2030 Agenda's Sustainable Development Goals, such as climate, gender equality, democracy, health, poverty and human rights.

Global support for a broad spectrum of actors' actions will reduce the number of fatal accidents and create safe traffic while strengthening climate, gender equality and democracy efforts.

This includes both overarching strategies and proven knowledge intended for states, multinational enterprises and car manufacturers.

Published 19 February 2020



# Together for a safer transport system

Road safety is one element of a sustainable society, and Swedish road safety efforts are based on the Vision Zero concept. Vision Zero is the long-term goal that no one should be killed or seriously injured in the transport system, and that the transport system must be gradually adapted to this.

The goal of Swedish policy is for the number of deaths in the road transport sector to be halved between 2007–2020, with the number of people who are seriously injured reduced by one quarter. The Vision Zero concept is an ambitious and visionary objective, which also entails a systemic change in Swedish road safety efforts. Vision Zero means that the traffic system is adapted to people, rather than inducing people to adapt to the traffic system. In September 2016, the Government adopted a comprehensive policy document for future road safety efforts – a new start for Vision Zero. The Vision Zero approach has been adopted by countries and cities around the world.

## **Sweden to host a global ministerial conference on road safety**

Sweden's results in the area of road safety, together with our approach based on Vision Zero, have attracted a great deal of attention around the world. On 19–20 February 2020, Sweden will host the 3rd Global Ministerial Conference on Road Safety. The conference is expected to gather minister-led delegations from some 80 countries. It will be organised together with the World Health Organisation (WHO).

Swedish road safety is an example for the rest of the world and, in connection with the conference, Sweden has the chance to strengthen its image. The conference is also an opportunity to show more countries around the world that Vision Zero is a successful concept.

## **Many traffic fatalities, but the trend can be reversed**

Each year, 1.4 million people die in traffic. This means that 3 500 people lose their lives in traffic every day. Traffic accidents are currently the world's eighth most common cause of death, and the most common among young people (5–24 years of age). More motorisation around the world has led to a rise in deaths, and this is expected to rise even further as traffic increases. The WHO predicts that traffic accidents will be the fifth most common cause of death globally by 2030.

“Despite the gloomy situation and the major challenges, there is still cause for optimism. Many countries have shown that it is possible to reverse the trend, and Sweden is one such country,” says Minister for Infrastructure Tomas Eneroth.

“When Sweden hosts the world's largest road safety conference, we will also make sure that more countries follow our lead, understand the idea behind Vision Zero efforts and are inspired by Sweden,” Mr Eneroth continues.

## **Global efforts for safer road traffic**

Even at global level there is cause for optimism. In 2009, world leaders reached agreement on road safety issues. At the First Global Ministerial Conference on Road Safety in Russia, a ‘Decade of Action for Road Safety’ was launched for the period 2011–2020. The aim was to highlight road safety issues politically and encourage world leaders in the area to take action to reduce road fatalities.

The 2030 Agenda was introduced in 2015, and target 3.6 states that the number of global deaths and injuries from road traffic accidents is to be halved by 2020. However, road safety issues have a clear bearing on a number of other sustainability aspects of the 2030 Agenda, such as gender equality, democracy, public health, urban development and innovation.

The aim of the conference is to create global support for a forward-looking declaration with guidelines for continued global road safety efforts up to 2030. The conference will be highlighted during the ITF Summit.

## **The conference will receive attention at the ITF Summit**

At this year's high-level International Transport Forum (ITF) in Leipzig, the Ministry of Infrastructure will organise a session about the Global Ministerial Conference on Road Safety, hosted by Minister for Infrastructure Tomas

Eneroth. The focus will be on jointly discussing the challenges and needs, the upcoming conference in February 2020 and how continued road safety work should be conducted up to 2030.

Published 07 June 2019



# Efficient, high-capacity and sustainable freight transport – a national freight transport strategy

A strategy that can address the needs of tomorrow's modern freight transport systems.

The Government has presented a national freight transport strategy for efficient, high-capacity and sustainable freight transport – the first of its kind. The strategy focuses on the modern freight transport systems of tomorrow, where freight transports are efficient and smart, and utilise the full potential of railways and a larger share of shipping capacity. With the national freight transport strategy, the Government wants to clarify and enable consensus around the directions on how the freight transport system should be developed.

The national freight transport strategy focuses on creating the conditions for efficient, high-capacity and sustainable freight transports and has been developed in dialogue with relevant actors. It gives an overview of the current situation and clarifies the overall focus in the freight and logistics area. This focus and associated measures will help achieve the transport policy objectives, strengthen the competitiveness of business and promote the shift of freight transports from road to rail and shipping.

Freight are transported using all modes of transport – by rail, road, shipping (including inland shipping) and aviation – throughout Sweden and to other countries. Freight transports have major importance for the smooth running of Sweden, even when under strain. This means that freight transport issues have major importance for several political objectives, including transport policy objectives, industrial policy objectives, the 2030 Agenda and the UN Sustainable Development Goals.

The strategy is a platform for continued collaboration in the freight transport area. The success of the strategy's implementation is dependent on all

stakeholders continuing to take responsibility, and on dialogue, knowledge sharing and collaboration being able to continue.

## **Freight transport strategy focuses on the freight transports of tomorrow**

The transport system is in the middle of a paradigm shift. Innovative researchers and companies are developing and transforming transports at a rapid pace. The freight transports of tomorrow will be fossil-free and automated, and freight logistics will primarily be managed digitally. To address the challenges faced by the freight transports of tomorrow, the Government considers it necessary to develop all modes of transport in a coherent transport system. By prioritising investment in important transport infrastructure, developing regulations and policy instruments, as well as investing in knowledge, the conditions for efficient, high-capacity and sustainable freight transports can be greatly improved. The measures presented in the strategy and the ongoing work will focus on achieving competitive and sustainable freight transport and the transition to fossil-free transports, as well as innovation, skills and knowledge.

### **Focus of continued work**

#### **National freight transport council**

A national freight transport council is to be set up to contribute to the work for efficient, high-capacity and sustainable freight transports and the implementation of the freight transport strategy. The establishment of the council will create continuity in the work to develop freight transports and enable the continuous exchange of experiences and views between the Government and representatives of industry, stakeholder organisations, research and higher education institutions, central government agencies, municipalities, county councils and others.

#### **Competitive and sustainable freight transports**

Well-functioning freight transports are a prerequisite for a thriving Sweden and for Swedish companies to be able to export their products. Fair competition, order, stability and decent conditions are all important. The entire global economy must change to address the challenge of climate change. Being competitive in the coming decades means being competitive in that transition. With competitive and sustainable freight transports, the industrial sector, which is a major buyer of transport, is given the opportunity to grow. This, in turn, helps to create the conditions for more jobs and a stronger economy throughout the country.

### **Transition to fossil-free freight transports**

Climate change is one of the Government's top priorities. The Government has adopted a climate strategy, in which reduced emissions from transports are an important part. In relation to freight transports, efforts are focused on increasing transport efficiency, including through coordination and community planning, but also on implementing the transition to renewable fuels and developing more energy-efficient vehicles. Innovations that form part of the solution to the climate change issue will also be implemented in the transport system – and thus also be showcased in the 'permanent world exhibition' that the Swedish transport system should be.

### **Innovation, skills and knowledge**

Strengthening Sweden's competitiveness requires the ability to create and produce innovative solutions and technologies, and develop existing and new companies. Sweden is to be a permanent world exhibition for innovation in the transport area. Therefore, continued investment in research and innovation must be made in areas of Swedish strength. It must be possible for innovations, after testing and evaluation, to rapidly move from pilot project to reality and become part of the permanent world exhibition and of the freight transport system.

### **Follow-up and evaluation**

The freight transport strategy needs to be followed up and evaluated to be successively developed. The Government has therefore instructed Transport Analysis to continuously follow up the strategy and evaluate the work.

Published 01 October 2018



# Third high-level meeting on connected and automated vehicles led to common conclusions

Minister for Infrastructure Tomas Eneroth chaired the meeting in Gothenburg on 18–19 June 2018, where EU transport ministers met to discuss connected and automated driving on the roads.

## **Third high-level meeting in Gothenburg**

This meeting was the third high-level meeting for follow-up of the Declaration of Amsterdam and an opportunity to showcase Swedish work in the area of connected and automated vehicles. During the meeting, which was made up of several parts, working groups that have been working since the meetings in Amsterdam and Frankfurt presented their reports, and the final touches were made to the meeting conclusions to be adopted. Besides EU transport ministers, European and international industry organizations were also invited to the high-level meeting.

## **Inquiry proposes simpler regulations**

One prerequisite for this technology being accepted in society is the safe development of automated transport. In early March, the Government's Inquiry Chair Jonas Bjelfvenstam submitted the final report entitled 'The path to automated driving – market introduction' (SOU 2018:16). The Inquiry proposes a number of regulatory changes necessary to begin using and developing automated vehicles on the roads over the next few years. The Inquiry also proposes measures that need to be taken in the longer term. The regulatory changes are proposed to enter into force on 1 July 2019. The final report is subject to public consultation until September 1 2018.

During the ministers' meeting a short film showing examples of some of the connected and automated vehicles that one can find on Swedish roads and working spaces, was displayed.

Published 21 June 2018



# Tomas Eneroth to lead high-level meeting on connected and automated vehicles

Minister for Infrastructure Tomas Eneroth has invited the EU transport ministers to discuss connected and automated driving on the roads. The meeting will take place in Gothenburg on 18–19 June 2018.

Sweden is a world leader on road safety solutions and is at the forefront in terms of connected and automated vehicles. Connected, cooperative and automated vehicles and systems have the potential to radically change our transport systems, our innovative development and our labour market. In the long run, the technology can also provide new opportunities for mobility and transport in sparsely populated areas and for people who currently have limited possibilities for organising their own transport.

## **The way forward**

Developments in this area are generating new issues for decision-makers, authorities and the industries affected. In the transport sector, the challenge is using traditional technology alongside new technological solutions. This must be done in line with international regulations. Minister for Infrastructure Tomas Eneroth has invited other EU transport ministers to a high-level meeting to be held in Gothenburg in June 2018 to discuss how the area of connected, cooperative and automated vehicles and systems can develop in a more harmonised manner within the EU, enabling tests and demonstrations in the area.

## **Third high-level meeting in Gothenburg**

This meeting will be the third high-level meeting for follow-up of the Declaration of Amsterdam and an opportunity to showcase Swedish work in the area of connected and automated vehicles. During the meeting, which is

made up of several parts, working groups that have been working since the meetings in Amsterdam and Frankfurt will present their reports, and the final touches will be made to the meeting conclusions to be adopted. Besides EU transport ministers, European and international industry organisations are also invited to the high-level meeting.

A preparatory hearing ahead of the high-level meeting will take place in early June with a focus on the interaction between humans and machines, and on the industry's prospects of developing new areas of application.

### **Inquiry proposes simpler regulations**

One prerequisite for this technology being accepted in society is the safe development of automated transport. In early March, the Government's Inquiry Chair Jonas Bjelfvenstam submitted the final report entitled 'The path to automated driving – market introduction' (SOU 2018:16). The Inquiry proposes a number of regulatory changes necessary to begin using and developing automated vehicles on the roads over the next few years. The Inquiry also proposes measures that need to be taken in the longer term. The regulatory changes are proposed to enter into force on 1 July 2019. The final report is subject to public consultation until September 1 2018.

Published 11 May 2018



# A national cycling strategy for more and safer cycling

The Government has adopted 'A national cycling strategy for more and safer cycling – contributing to a sustainable society and a high quality of life throughout the country'. The Government wants to encourage long-term sustainable transport solutions. More and safer cycling can help reduce congestion and the environmental impact of travel in built-up areas, and contribute to improved public health. The Government is investing a total of SEK 100 million in an additional cycling initiative in 2016–2017.

One of the strategy's important starting points is cyclists. They are not a homogeneous group with similar travel habits, needs and circumstances; they are women and men, girls and boys of different ages and at various life stages who use bicycles in different ways and for different purposes.

The national cycling strategy is the first of its kind and has the overall aim of promoting more and safer cycling. The strategy is an expression of the Government's ambitions in the area of cycling and a platform for future joint efforts. It aims to strengthen positive cycling trends and encourage more people to change their habits and start cycling. The strategy focuses on the following: more bicycle-friendly municipalities; greater knowledge about different groups of cyclists; higher priority for bicycle traffic in community planning; more demonstration projects; more functional and user-friendly cycling infrastructure, and adapted management and maintenance; and increased physical activity. A number of assignments to promote more and safer cycling are currently being prepared in connection with the strategy. In conjunction with adopting the strategy, the Government also took decisions on two specific assignments:

- The Government has instructed Transport Analysis, together with relevant actors, to design a uniform method for measuring bicycle traffic at local and regional level, and to submit proposals on how to promote its consistent application.

- The Government has tasked the Swedish Transport Administration with allocating SEK 9 million to non-profit organisations in 2017 for information and education initiatives to promote more and safer cycling

Alongside the work on the strategy, a review of regulations with a bearing on cycling has been conducted at the Government Offices. The Government intends to refer several proposals for consideration concerning regulatory amendments, including to allow cyclists over the age of 15 to ride on the road although a cycle path exists, and the possibility of allowing municipalities to create special cycle streets through an amendment to the Road Traffic Ordinance.

Alongside the work on the strategy, a review of regulations with a bearing on cycling has been conducted at the Government Offices. The Government intends to refer several proposals for consideration concerning regulatory amendments, including to allow cyclists over the age of 15 to ride on the road although a cycle path exists, and the possibility of allowing municipalities to create special cycle streets through an amendment to the Road Traffic Ordinance.

Published 04 September 2017



# Anna Johansson opened Vision Zero Conference 2017

On 14–15 June, the Ministry of Enterprise and Innovation, the Swedish Transport Administration and the Swedish Transport Agency hosted the Vision Zero Conference 2017 in Stockholm. World-leading road safety experts, ministers and decision-makers from across the globe met for two days to discuss road safety at a strategic level.

More than 1.25 million people around the world die each year in traffic accidents, making it the ninth most common cause of death worldwide and the leading cause of death among people aged 15–29 years. Up to 50 million people are injured each year in traffic accidents. The UN 2030 Agenda and the Sustainable Development Goals (SDGs) include road safety for the first time, and the overarching theme of the conference was how the SDGs can be achieved in light of Vision Zero.

Sweden's road safety efforts are successful. Zero Vision has attracted international attention, and the concept has now been adopted by many other countries and cities around the world. A recent European Commission comparison of road safety in the EU ranked Sweden's roads the safest.

– Road safety efforts must be intensified worldwide. Sweden has come a long way in its road safety efforts and can contribute knowledge and experience from its Vision Zero work, said Minister for Infrastructure Anna Johansson.

Ms Johansson also took the initiative to hold a roundtable discussion on how vulnerable road users, such as pedestrians and cyclists, can be better included in road safety efforts and how a more gender-equal transport system may help improve road safety. Participants in the roundtable discussions included Matthew Baldwin (European Commission), Etienne

Krug (WHO), Laura Ballesteros (Secretariat of Mobility of Mexico City), Claudia Adriazola (WRI Ross Centre for Sustainable Cities), Rob McInerney (International Road Assessment Programme, iRAP), David Ward (Global NCAP) and Winnie Mitullah (University of Nairobi, Kenya).

The two-day conference opened at 10.00 on 14 June at the Clarion Hotel Sign in Stockholm. The roundtable discussion was held on 14 June from 13.00 to 14.00.

Published 22 June 2017



# A Swedish aviation strategy – for aviation's role in the transport system of tomorrow

The Government has adopted 'A Swedish aviation strategy – for aviation's role in the transport system of tomorrow'. The aviation strategy is a policy document, a platform that clarifies the Government's overall view of aviation's role in the transport system and also presents the Government's priorities in seven different areas on the continued work to develop the conditions for Swedish aviation.

– This is the first time a Swedish government has drawn up a national aviation strategy with such a broad approach. Aviation is part of the transport system, which means that it must be developed in collaboration with other modes of transport to create an efficient and sustainable transport system, says Minister for Infrastructure Anna Johansson.

– Aviation plays an important role in helping to meet the needs regarding long-distance travel, but at the same time we must take further action to reduce aviation's adverse environmental and climate and impact. All measures that we take must be carried out in a coherent fashion so as to achieve the best possible results.

The Government's continued aviation efforts will be based on the seven focus areas presented in the strategy and the starting points and priorities highlighted in each focus area. The seven focus areas are: accessibility in Sweden and internationally; strengthening Arlanda Airport as a hub and major airport; reducing the environmental climate impact of aviation; a high level of aviation safety with goal-based regulations; fair conditions and healthy competition; a nation with strong research and an innovative aviation industry; and increased exports of Swedish goods and services.

– Arlanda Airport will be the leading major airport in the Nordic region. This is why it is very important that we quickly begin efforts to develop Arlanda Airport in a way that is sustainable in the long term. The Government will therefore appoint an 'Arlanda Airport council' to draw up a strategic roadmap for Arlanda Airport's long-term development. The smaller regional airports are also important in the transport system, and a review of their role and prospects must also be carried out, says Ms Johansson.

Another important area of the aviation strategy is the issue of decent conditions and healthy competition in the aviation industry. The Government will continue to work to ensure that clear regulations and healthy competition guide legislation in the transport sector, and that this results in improved working conditions throughout the EU.

The Government's aviation strategy has been drawn up in dialogue with public authorities, the aviation industry and other stakeholders affected by the strategy. Dialogue and cooperation will remain important elements in the work ahead to achieve the strategy's objectives.

Published 15 February 2017