

**HCT - Symposium  
Helsingfors  
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**TRAFIKVERKET**

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2014

- Transportstyrelsen report the changes that has to be done within laws-rules and regulations to introduce HCT in Sweden.
- Trafikverket report the possibilities to introduce HCT related to the infrastructure at an overall level

2015

- Trafikverket report the improvements that must be done in the infrastructure to open the road network
- Trafikverket also state that i long term goal should be to open the state roads (almost all) for BK4

2016

- Trafikverket report which roads that could be open for BK4 without doing any improvements

2017

- The Swedish parliament make the changes in the laws (introduce BK4)

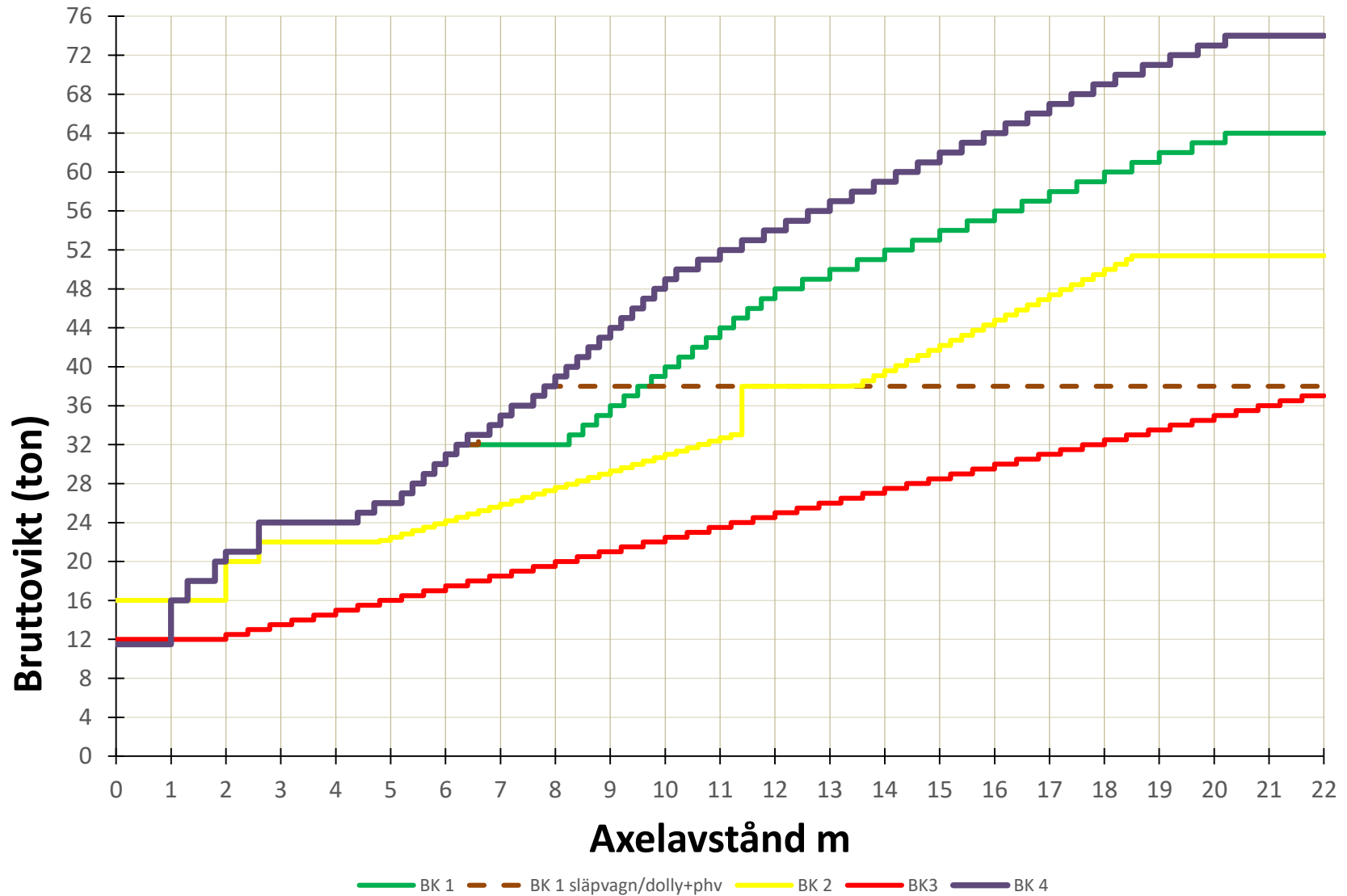
2018

- The Swedish government decides about the changes in rules and regulations
- Trafikverket open 11 600 km of the state roads in July 2018,

# Heavy trucks in Sweden (up to 74 ton)

- Sweden has adopted a step by step approach as deployment plan
- Sweden has a long term goal to open (almost) all network for BK4
- There are needs of improvements, 700 bridges and 10 % of the road network
- In the National plan for the transportsystem it's stated that 70-80 % of the most important roads should be open at 2029

# Loading classes







- 11.600 km of state roads opened for BK4 1<sup>th</sup> of July 2018
- Opened additionally 9 000 km state roads during 2019
- Approximately 21 procent of the state roads are open for BK4
- There are problems with the last mile access (municipalities)
- There are some "blind spots" in the map today

# The way forward

- Trafikverket are implementing the 12 year National transport plan
- The deployment plan is done in dialogue with the industry, both at national and regional level (improvements)
- The roads that can be opened for BK4 without any improvement of the infrastructure will be open in 2020, up to 30 % of the state roads
- Trafikverket will report a Strategic plan (stepwise) for deployment of BK4 in the end of April
- Trafikverket will also present a plan for how to work more efficient with other road authorities in the same report in the end of April (related to last mile access)



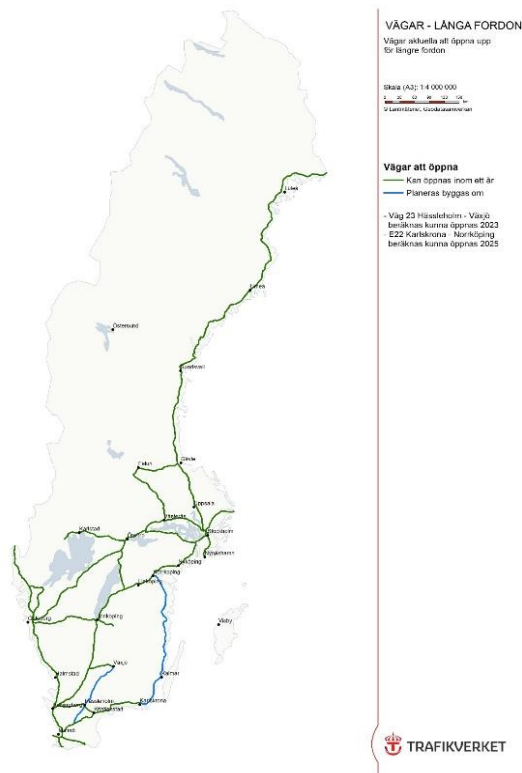
## Assignment that was reported to the Swedish government in Mars 2019

”Analys if and where longer trucks can be aloud to traffic the Swedish road network.”

Rapport | Mars 2019

**Längre lastbilar på det svenska vägnätet – för mer hållbara transporter**

# Suggested road network



- 4500 km of the road network can be opened for longer trucks.
- Mainly Motorways and other mid-separated roads
- Minor adjustment of the infrastructure must be done
- Cost of 150 millions Skr.
- Social benefit between 10-14 billions Skr
- Need to analyse the last mile access more



# Trafikverket suggestions – How to move forward

- Decisions have to be done regarding the changes in rules and regulations for longer trucks
- Trafikverket prepare to open the suggested road network 4500 km that can be opened with minor improvements
- Transportstyrelsen analys and decides about rules and regulations for longer trucks
- Start to analys how to work with the last mile access, also includes to analys potential new logisitc solutions
- Trafikverket also starts to analys how to open more roads for longer trucks, we have additionally 4500 km that can be open in the future
- We have to continue the R&D to get more knowledge



A photograph of a paved road curving through a forest. The trees are covered in bright yellow autumn leaves, creating a canopy over the road. The ground is also covered in fallen yellow leaves. The word "Thanks!" is written in white, bold, sans-serif font in the center of the image.

**Thanks!**