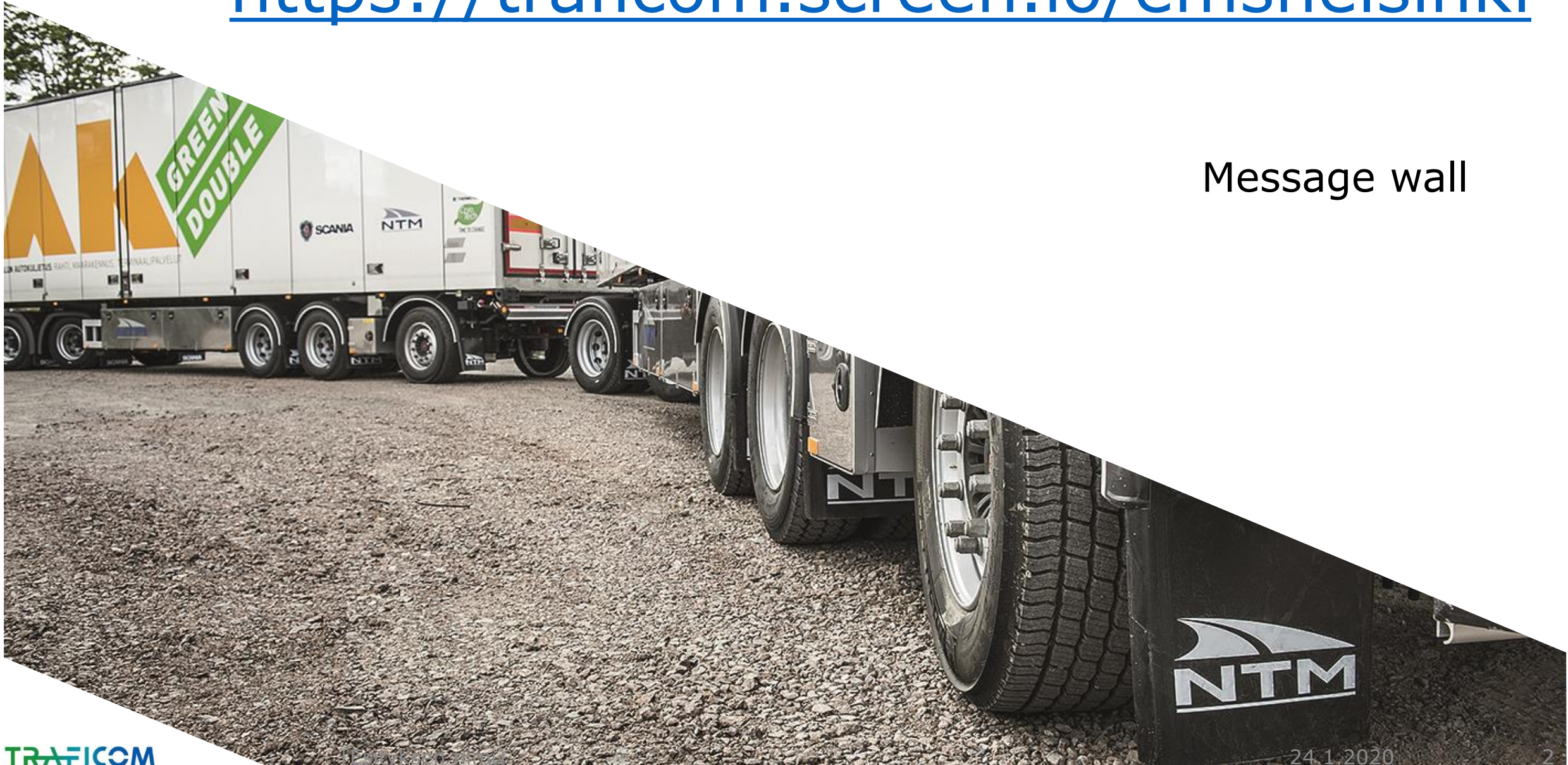


20.11.2013 everythin started here



<https://traficom.screen.io/emshelsinki>

Message wall

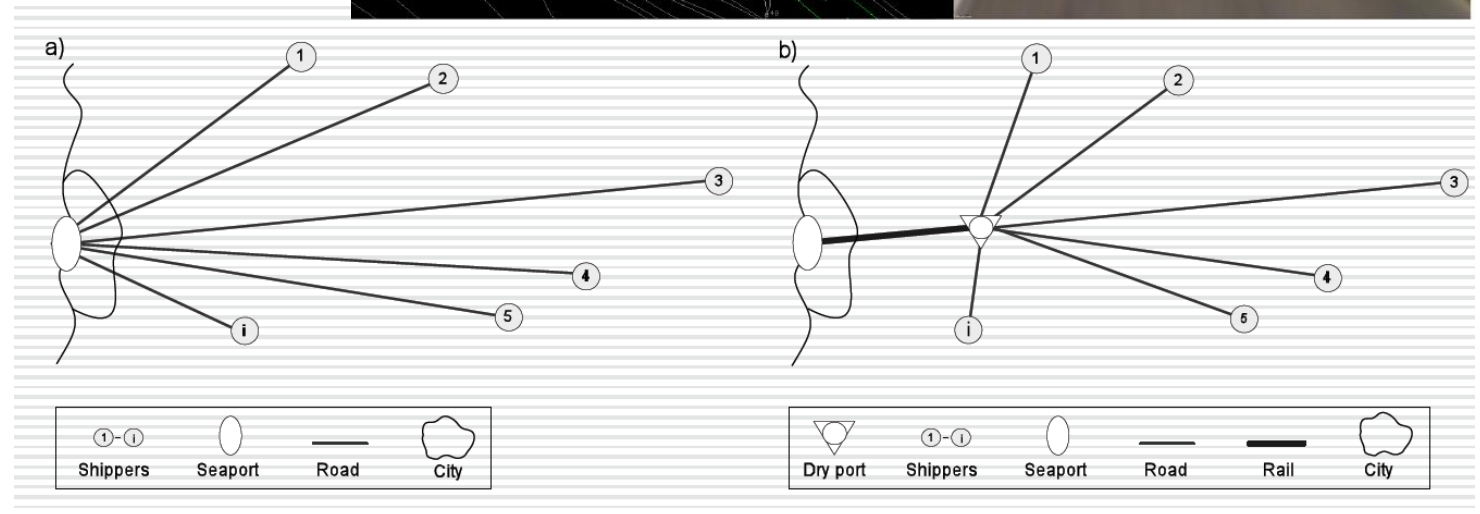
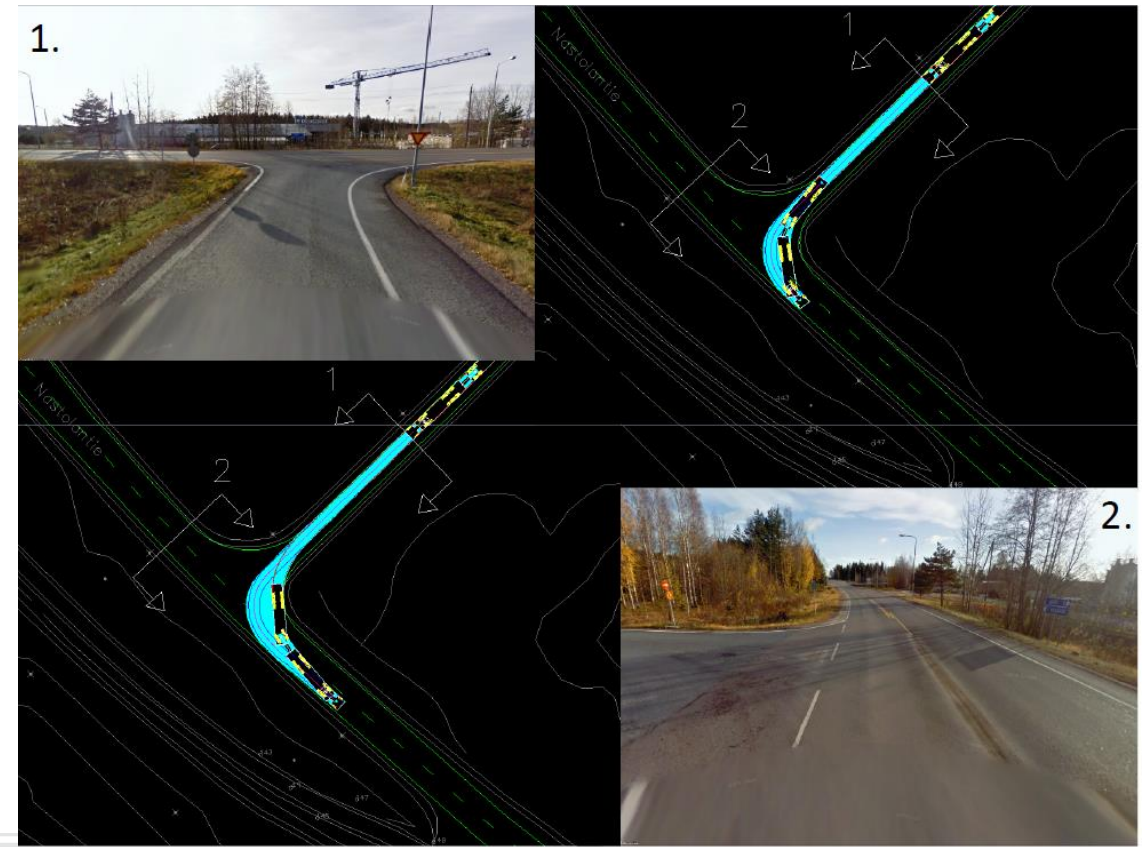


The first HCT/EMS2 trial in Finland

Otto Lahti
Tuomo Vallas
20.1.2020

Planning

- ▶ 4/2010 meeting with Swedish ETT and Duo2 projects
- ▶ 2011-2012 High level meetings in Finland
- ▶ Modelling 32 m A-double on Finnish road network
- ▶ Dry Port concept



Strategy paper from Ministry of Transport 2012

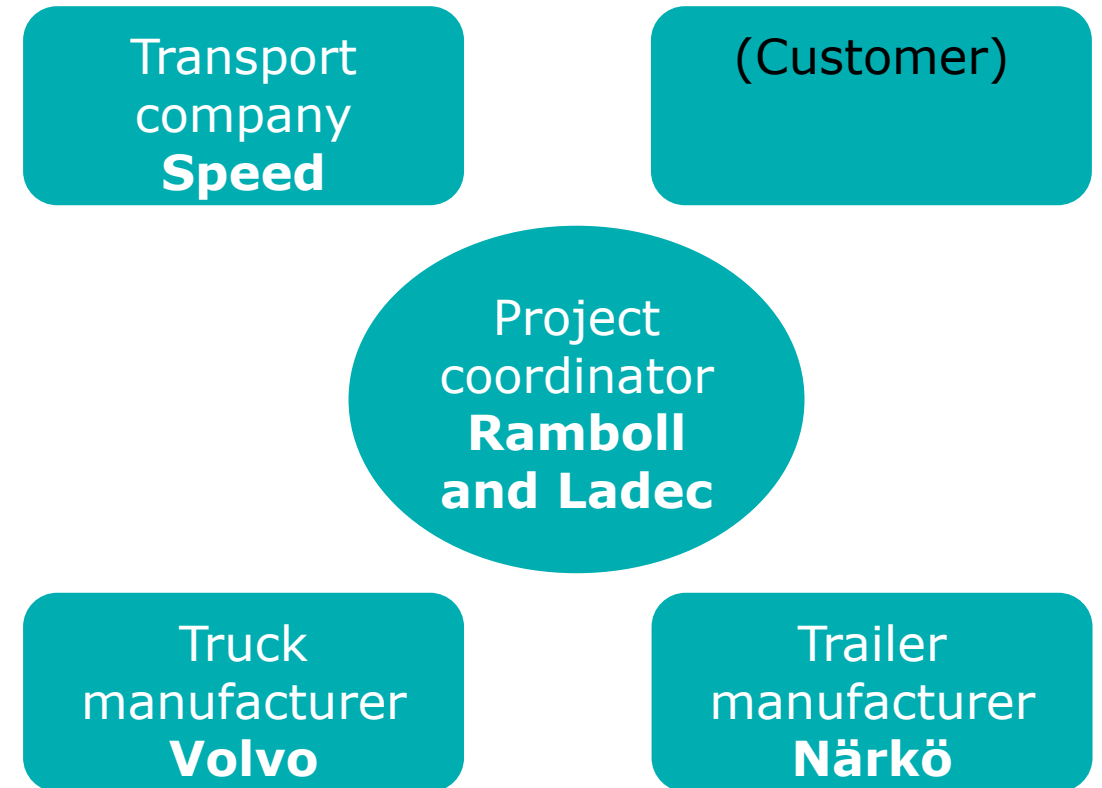
- ▶ Main interest in timber transport
- ▶ Two more axels and about 15 t more mass
 - ▶ In Sweden it was called ST-kran
- ▶ In the paper was also mentioned:

Finland should also start “5 year” trials with longer and heavier trucks



The first meeting 1/2013

- ▶ Everything was new and we did not have a clue how the proses should work
- ▶ We took parts from all old exemption processes
- ▶ In Transport safety agency (Trafi) was atmosphere that we will make new thins possible



Rekka Kukko test drive

- ▶ Copy some difficult turns from real traffic to closed area
- ▶ All test with normal truck and HCT
- ▶ Lett the divers train first with out audience



Better way: Mark the lines with tape. It looks real for the drivers.



Route evaluation

- ▶ The transport company makes first own evaluation for tight turns
- ▶ Road authorities uses same proses for higher weights what they use for special transports
- ▶ You need good co operation between road authorities and vehicle authorities



First permit to one 80 t 32 m HCT

- ▶ The permit 11/2013 soon after it was possible with new regulations
- ▶ Traffic started on two best roads in Finland
 - ▶ Helsinki – Tampere
 - ▶ Helsinki – Lahti
- ▶ In the beginning there was lot of negative news in press



Month reports

- ▶ A short report in the beginning of moth from last moth traffic to HCT-coordinator
 - ▶ Trips, km, litres / 100 km
 - ▶ Technical problems, problems in traffic...
 - ▶ Development ideas
- ▶ HCT-steering group had meeting about 15. day every month

rek.nro	LZZ-600					
merkki	Volvo FH 540 HP 6x2					
auton nimi:	Sevi 4					
kokonaispaino enintään:	68tn	Jan	Feb	Mar	Apr	Mai
Ajokilometrit		7794	9349	10622	11840	11374
HCT km		7794	8410	7670	7980	8242
HCT ajon osuus %		100,0	90,0	72,2	67,4	72,5
Polttoaineen kulutus lit/100 km		42,0	48,1	45,6	42,3	42,3
Ajetut keikat pääreiteittäin:						
Hki - Lahti - Hki		2			1	4
Hki - Heinola - Hki						
Hki - Tampere - Hki		14	11	21	12	18
Hki - Jyväskylä - Hki		2				1
Hki - Kotka - Hki		5	9	3	18	3

Winter and summer reports

- ▶ Two times in year larger report from research results
- ▶ One special theme every time to all different projects:
 - ▶ Fuel economy
 - ▶ Transport costs
 - ▶ Winter traffic
 - ▶ Tight turns

- Vantaalla kuljettaessa Nuolitieltä Nuolikujalle ja terminaaliin sekä takaisin samaa reittiä vaatii tilaa vastaantulijan kaistalta



- käännettäessä Nuolitieltä Tikkurilantielle on ryhmityttävä osin vasemmalle kaistalle



Auramaan ajolinjavertailu HCT-yhdistelmä/verrokkiyhdistelmä

First accident

Video toisesta
onnettomuudesta

- ▶ It can happen any day and it will happen some day
- ▶ In this case the driver fell in sleep early in the morning
 - ▶ No one was injured
- ▶ Dashboard cameras are use full for research
 - ▶ Something interesting happens 1/500 000 km



New roads for HCT trucks

Video

- ▶ It's clever to start with two easy routes
- ▶ The trial should stay challenging with new routes every year
- ▶ It should be easy to do test drives without commercial load to new terminals



Developing the HCT-truck every year

- ▶ Big transport companies are investing to new trailers every year.
 - ▶ After some experience you get better ideas for HCT-trailers and can invest to new HCT trailers and leave old ones to normal use
- ▶ Permit should be flexible
 - ▶ Short trials with other truck gives also lot of new information



Developing logistic system

- ▶ In complicated system you can't just replace two semitrailers with one HCT-truck
- ▶ Customers timetables and drivers working hours are challenging when loading and unloading takes more time
- ▶ This is the most difficult thing with bigger trucks



System level

- ▶ One 76 t 32 m container A-double saves 25000-35000 l diesel /year compared to two 40 t 16,5 m
- ▶ More important is the number of these trucks
 - ▶ 10
 - ▶ 50
 - ▶ 250

New rules for longer and heavier trucks should be easy to implement in everyday trucking. High security requirements will slightly increase the cost of investment. It does not matter if other costs are falling. Route specific permissions make the operation too complicated. Transport companies don't compromise on flexible customer service. In most of cases transport companies know better than the authorities which roads are suitable for longer trucks.



Since 21.1.2019

- ▶ Max length 34,5 m
 - ▶ A-double 2x40/45 ft
 - ▶ B-double 2x40 ft
- ▶ Max load 2x28 t container



Thank you for your interest
Questions?

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