

# The atmosphere when HCT-trials started in Finland 2013

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# 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



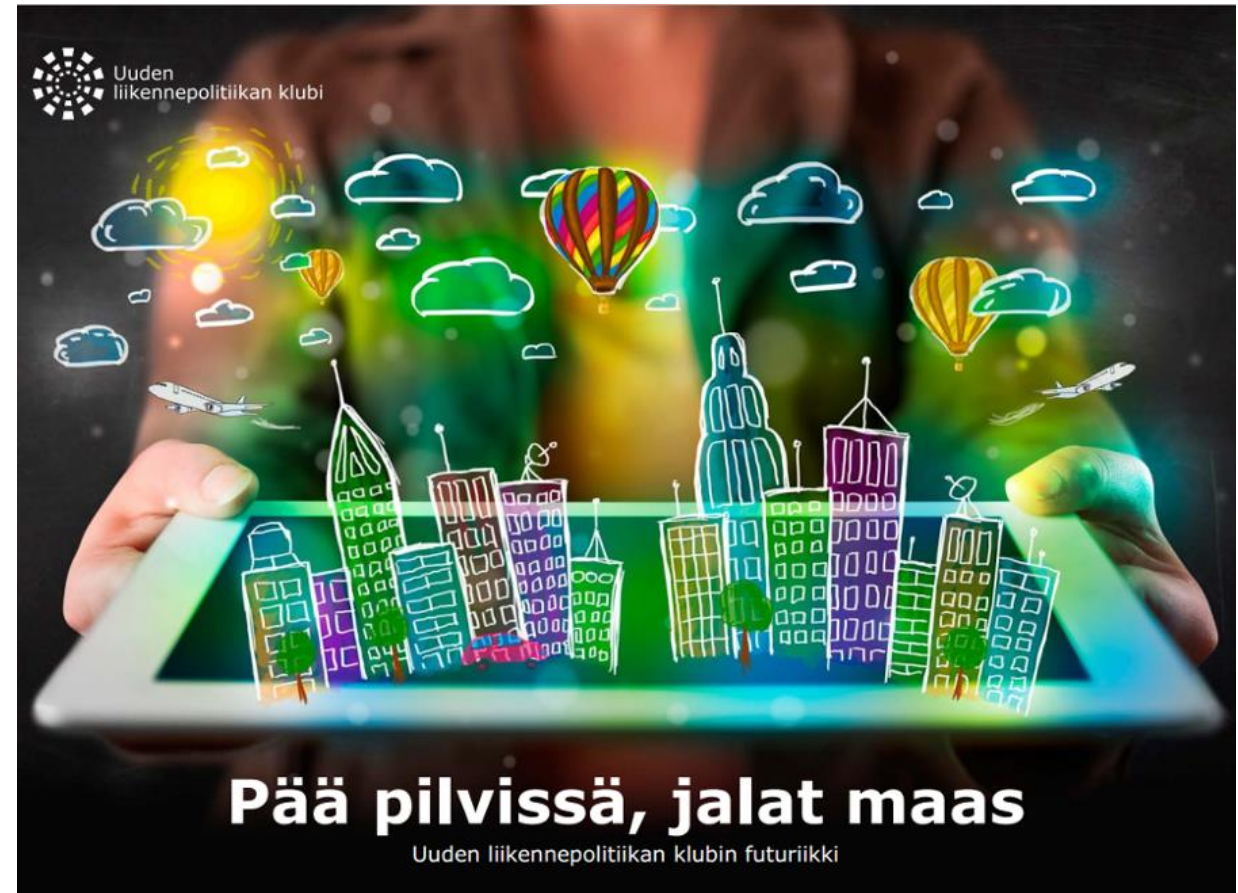
# Development is possible max. Weight 60 t → 76 t

- ▶ Government decision  
6/2013
- ▶ New regulation in force  
11/2013
- ▶ One big change opens the  
conversation that we can at  
least test something bigger



# New traffic policy club started 9/2012

- ▶ Old methods are not enough if we like see new development
  - ▶ We don't need demonstrations
  - ▶ We need test also thins that are possibly not working
- ▶ Council of state had "office" that was supporting trials and innovations





# New Traffic Safety Agency (Trafi)

- ▶ The new agency didn't have habits
- ▶ 1/2012 Trafi was responsible for permits to longer and heavier vehicles and combinations
- ▶ ETT and DUO2 where nice first step. We had feeling that it can't be so difficult to take the next step
- ▶ One big truck is not a big risk for the traffic but developing rules without several trials is really big risk



# Who is taking the biggest risk?



a positive way of  
doing things