

What's up?
Sweden

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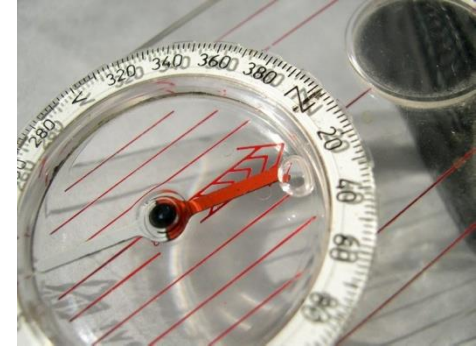


TRAFIKVERKET



Goals in climate act

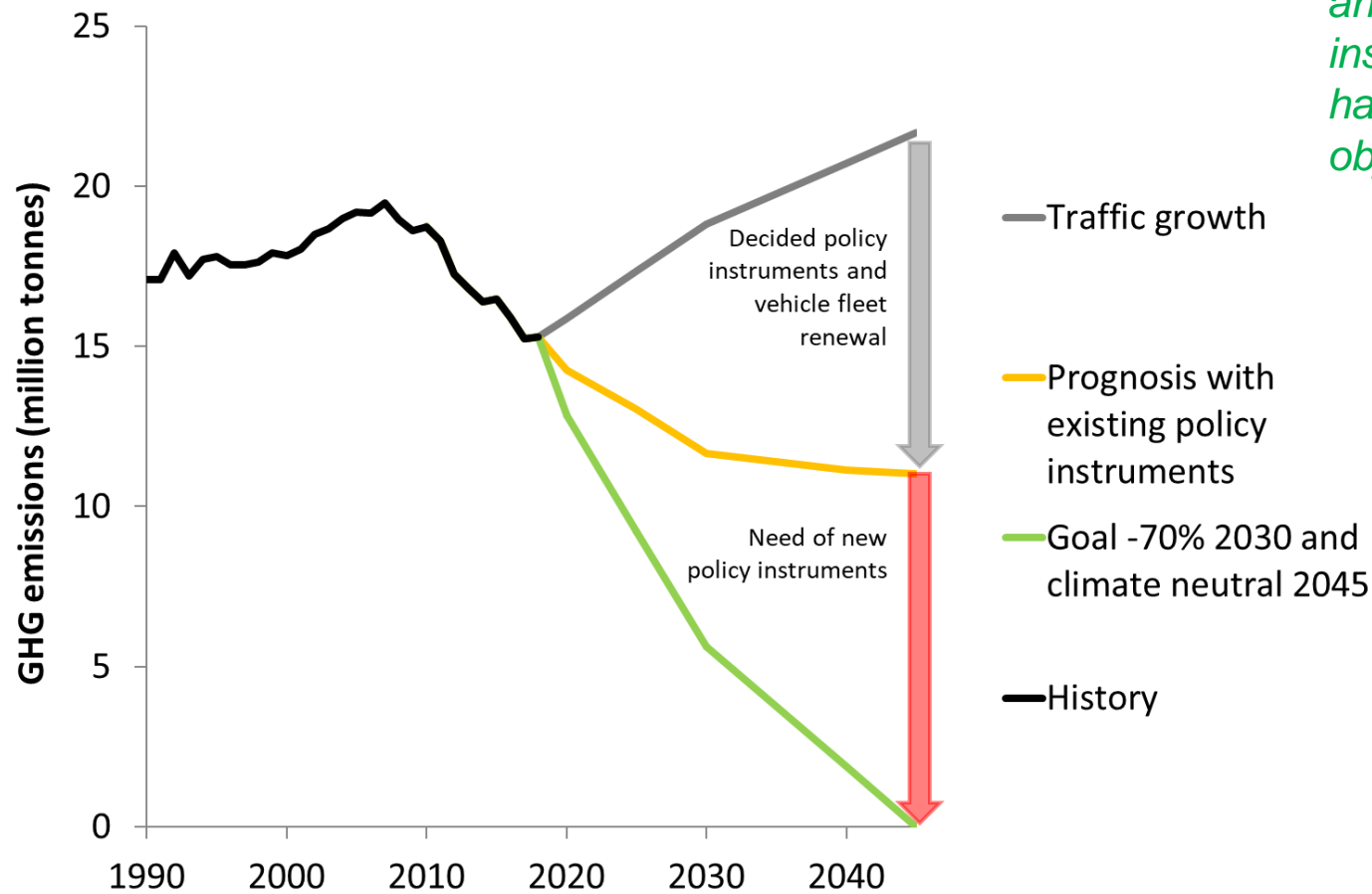
- By 2045 at latest Sweden is to have no net emissions of GHG
- Emissions from domestic transport (excl. aviation) are to be reduced by at least 70 percent between 2030 and 2010



Need of new measures and policy instruments

Emissions from Swedish road transport

Decided measures and policy instruments take us half way to the -70% objective 2030.



Three ways to decrease the emissions of GHG

1. Transport efficient society

- reduced need of transport
- shift to more efficient modes

2. improved energy efficiency

- efficient vehicles,
- ecodriving and lower speeds

3. Change to renewable energy

- Electric LDV and HDV
- Biofuels

We will need all!



Decided new policy instruments

Some examples

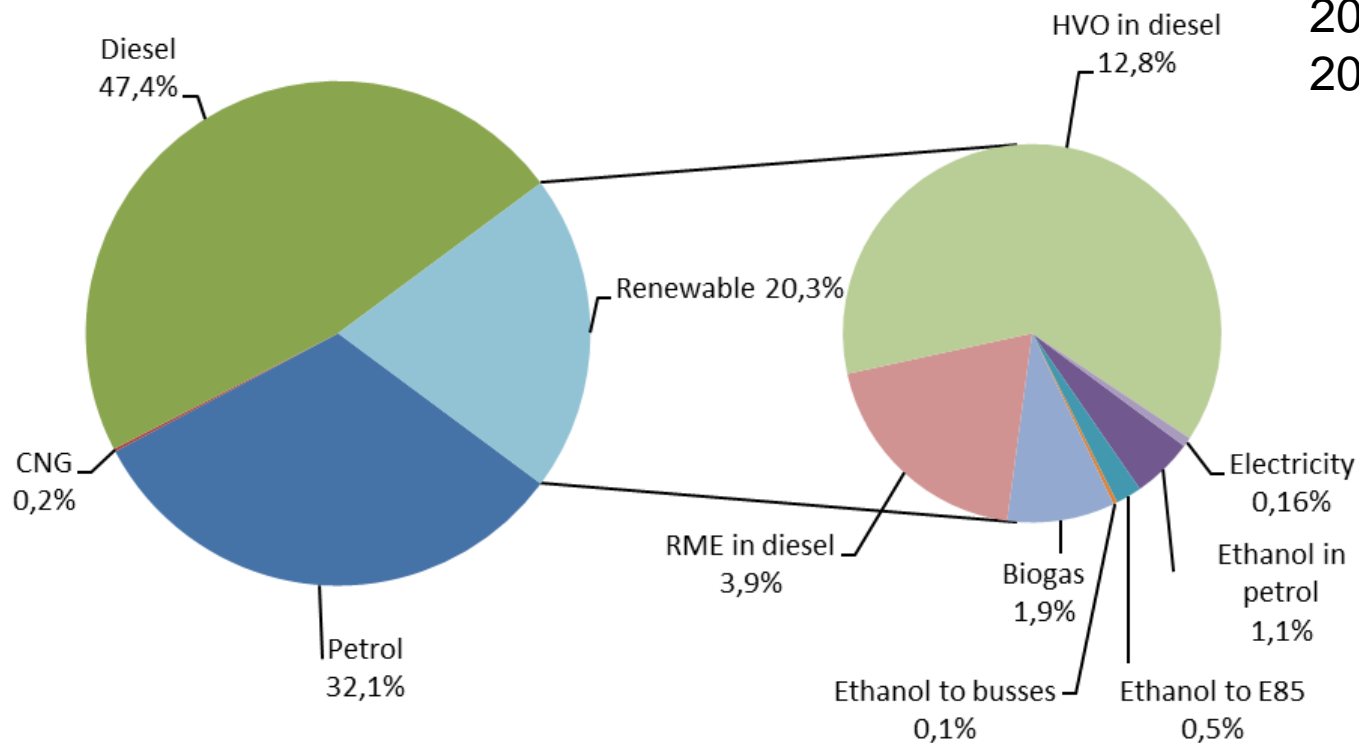
- EU CO2 regulations on passenger cars and HDV
 - -37,5% on passenger cars to 2030
 - -30 % on trucks to 2030
- Bonus – malus on LDV from 1 July 2018
- Reduction obligation on petrol and diesel from 1 July 2018
- Urban environmental agreements from October 2015
 - Now extended to 2029
 - Now also urban goods logistics
- Eco-bonus for transport by sea
- Eco-bonus for transport by rail
- 74 tonnes trucks from 2018 and also 34 meter are investigated
- Pilot for electric road 20-30 km in a few years (demos exists already on public roads)



Biofuels in Swedish road transport 2018

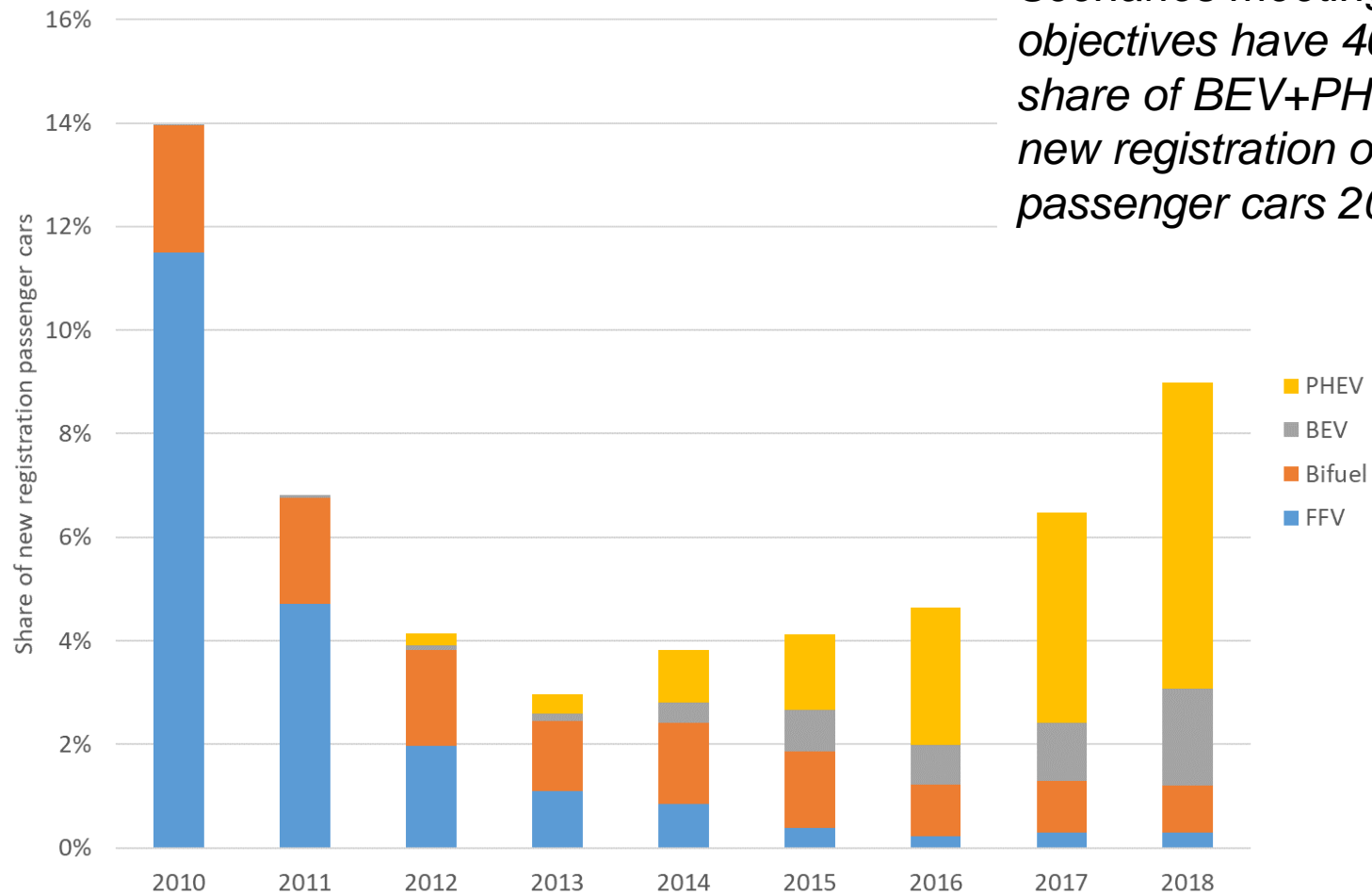
Reduction obligation

	Petrol	Diesel
2018	2,6%	19,3%
2019	2,6%	20%
2020	4,2%	21%
2030	indicative	40%



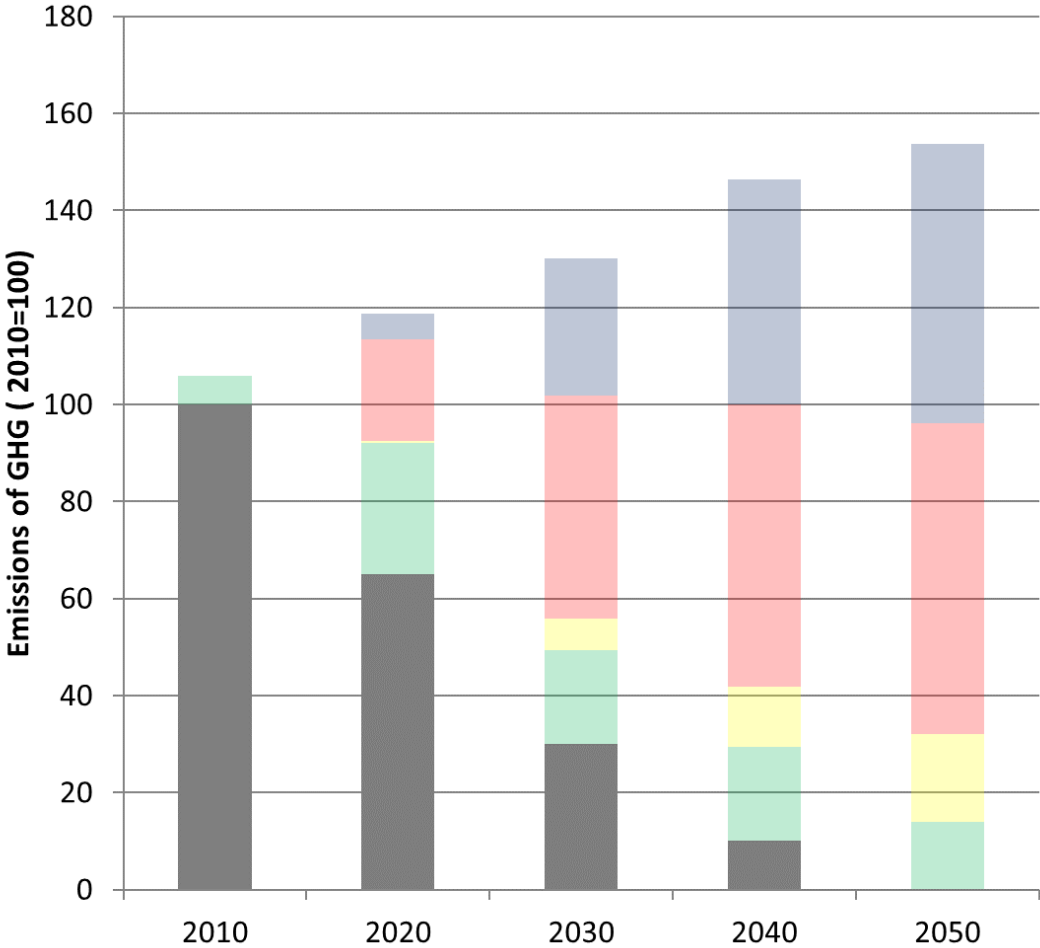
From flexfuel to plugin *in Sweden*

Scenarios meeting climate objectives have 40 – 70 % share of BEV+PHEV in new registration of passenger cars 2030



Emissions of GHG from road transport

in a climate scenario including all three types of measures



Total mileage of passenger cars are lower in 2030 than today in climate scenario

Use of biofuels limited to levels allowing Sweden to export biofuels in long term

Emission measurements and modelling *in Sweden*

- A national collaborative partner network, consisting of IVL, AVL-MTC and WSP, the activities of which are financed by the Swedish Transport Administration (~0,2 million euro per year)
 - Started in 2004
 - HBEFA – used on national to local level
 - Group responsible for updating the national HBEFA version and contributing to HBEFA on international level
- Swedish In-service conformity program (~1,6 million euro per year)
 - TÜV Nord measure light duty vehicles (PC and LCV) – chassidyn and PEMS, evap, cold start, WLTP, ERMES, NEDC cycles (~50 vehicles per year)
 - AVL measure heavy duty vehicles (RT/AT/TT and buses) – PEMS and some chassidyn (~15 vehicles per year)

