



Emissions from light and heavy goods road vehicles **Summary**
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Transport Analysis

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Publisher: Brita Saxton

Publication date: 2015-06-09

Summary

In Sweden and the European Union, greenhouse gas (GHG) emissions from light and heavy goods road vehicles are increasing. Over the past 25 years, efforts to reduce GHG emissions from passenger cars in Sweden have resulted in a 16% decrease in emissions, despite increased traffic. On the other hand, for heavy goods road vehicles, efforts have concentrated on reducing emissions of other hazardous substances, such as NO_x, particulate matter, and non-methane volatile organic compounds.

Vehicle-kilometres and the number of vehicles have remained stable since 1990, while tonne-kilometres carried by heavy goods road vehicles have increased by 20%. Over the same time period, light goods road vehicles have doubled in number and vehicle-kilometres.

The increase in GHG emissions has mainly been due to increased vehicle-kilometres travelled by light goods road vehicles and increased tonne-kilometres for heavy goods road vehicles. To reach national and international climate and energy goals, a combination of measures is necessary. The European Commission's regulation on type approval for engines in heavy goods road vehicles has led to significant changes in the emissions of particulate matter and other hazardous substances. However, political and economic instruments are essential in order to mitigate increasing emissions of CO₂. In addition, for light goods road vehicles, increased knowledge of their usage would provide better conditions for developing effective regulatory instruments regarding emissions.

The turnover of the vehicle fleet is not fast enough for the sector to contribute to reaching national and international climate goals. Increased availability of alternative fuels and the introduction of effective instruments for increasing the turnover of the vehicle fleet would increase the likelihood of reaching the climate goals.



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.