

E-buses in Sweden August 2019

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Svensk Kollektivtrafik The Swedish Public Transport Association

The trade organization of local and regional public transport in Sweden. Established in 1905.



Active members:

Regional PTA:s and County Transport Companies

Associated members:

Interest groups, suppliers and consultants.



Our focus

The public transport
brand name

Strategic business
monitoring and support

Lobbying



Networking

Research and analysis

Common systems

Blekingetrafiken



Xtrafik



LLT



Skånetrafiken



Värmlandstrafik



ÖRESUNDSTÅG



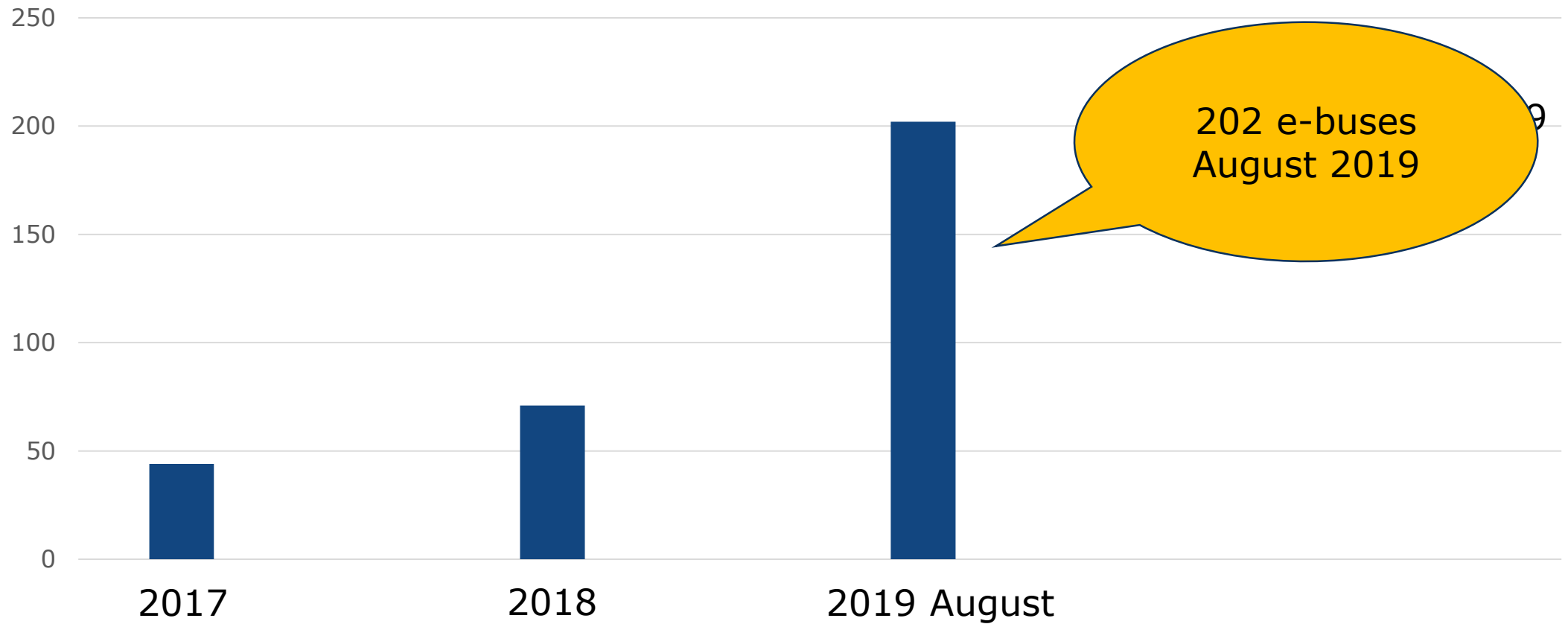
SVENSKKOLLEKTIVTRAFIK

Climate goals for Sweden

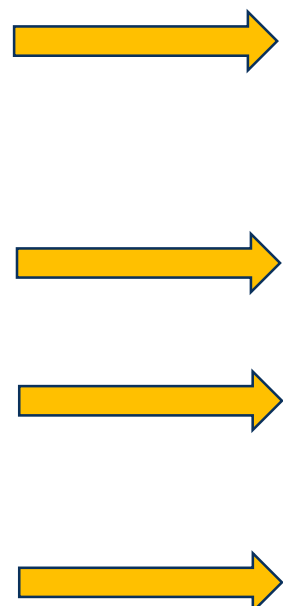
- Government: World's first fossil-free welfare country
- Overall climate goal: Zero net emissions of green-house gases by 2045
- Transport sector CO₂-emissions to be reduced by 70% by 2030
- Public Transport goal: Only fossil-free fuels by 2030
- EU's Clean Vehicle Directive:
 - 2021-2025: 45% of city buses in PT procurement to be Clean 22,5% zero-emission
 - 2026-2030: As above but 65% and 32,5 respectively

E-bus fleet in Sweden

E-buses in Swedish Public Transport 2017-2019



11 out of 20 counties have at least one e-bus



Region	City	No of E-buses	Length	Manufacturer	Operator	Ops. Since	Charging	Battery
Uppsala	Enköping	1	8	Iveco/Rosero	Sambus	2017 Oct	Depot	75Kwh
	Bålsta	1	8	Iveco/Rosero	Sambus	2018 Oct	Depot	75Kwh
Stockholm	Norrtälje	5	12	BYD	Nobina	2019 Jun	Depot	
	Barkarby	3	4	EasyMile	Nobina	2018 Oct	Depot	
	Sigtuna	5	12	BYD	Transdev	2019 Jun	Depot	
Norrbottn	Luleå	5	12,8	Linkker	LLT	2018 Oct	Pantograph	55 kWh
Kronoberg	Växjö	1	9,2	Optare	Flexbuss	2019 May	Depot	90 kWh
Västerbotten	Umeå	10	12&18	Hybricon	Transdev	2015 May	Depot	80 kWh
	Umeå	25	18	VDL	Transdev	2019 Jun	Depot	169 kWh
Jämtland	Östersund	3	12	Scania	Vy Buss	2018 Mar	Pantograph	120 kWh
	Östersund	2	12	Scania	Vy Buss	2019 Aug	Pantograph	150 kWh
Värmland	Karlstad	4	18	VDL	Keolis	2018 Dec	Pantograph	170 kWh
	Karlstad	3	9	Optare	Keolis	2015 Aug	Depot	90 kWh
Västmanland	Västerås	1	12	Solaris	Svealandstr.	2014 Aug	Depot	160kWh
	Västerås	7	8	Rosero	Svealandstr.	2018 Sep	Depot	88kWh
Sörmland	Eskilstuna	2	12	BYD	Transdev	2015 Sep	Depot	287 kWh
	Eskilstuna	10	12	BYD	Transdev	2017 Mar	Depot	324 kWh
	Nyköping	19	12,2	BYD	Nobina	2019 Aug	Depot	348 kWh
	Katrineholm	4	12,2	BYD	Nobina	2019 Aug	Depot	348 kWh
Skåne	Flen	1	12,2	BYD	Nobina	2019 Aug	Depot	348 kWh
	Malmö	13	12	Volvo	Nobina	2018 Dec	Pantograph	200 kWh
	Ängelholm	5	12	BYD	Nobina	2016 Jan	Depot	292 kWh
	Landskrona	14	12	BYD	Nobina	2019 Jan	Depot	348 kWh
	Landskrona	5	12	Ganz/Solaris	Nobina	2003 Sep	Trolley	54 kWh
	Ystad	5	12	Mercedes	Bergkvara	2019 Aug	Depot	243 kWh
Västra Götaland	Helsingborg	13	18	VDL	Arriva	2019 Jun	Pantograph	160 kWh
	Borås	10	18	BYD	Nobina	2019 Aug	D/P	
	Lidköping	11	12	BYD	Nobina	2019 Aug	Depot	
	Ale	5	10	BYD	Nobina	2019 Aug	Depot	
	Uddevalla	4	12	Volvo	BIVAB	2019 Jun	Depot	
	Göteborg	1	10	Volvo	Keolis	2015 May	Pantograph	
	Göteborg	1	12	Volvo	Keolis	2015 May	Pantograph	
	Göteborg	2	18	Volvo	Transdev	2018 Apr	Pantograph	
Göteborg	1	7	Mellor	Connect Bus	2018 May	Depot		



So far it is a different landscape

Swedish PT bus fleet 2017		
Volvo	3239	32%
Scania	2197	22%
MAN	1717	17%
Mercedes	1188	12%
Oth.	1858	18%
Total	10199	

Manufacturer	No of E-buses	
BYD	91	45%
VDL	42	21%
Oth. (10)	69	34%
Total	202	

PTO	No of E-buses	
Nobina	95	47%
Transdev	54	27%
oth. (10)	53	26%
Total	202	

Factors that will influence e-bus development



- Government subsidies for e-buses
- Overall positive view on e-buses
- Ambitious climate goals



- Insufficient power distribution grid capacity
- Regional e-buses not yet available in the market
- Power tax exemption so far not valid for e-buses (only trains and trams)

Thank you!

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