

RI.
SE

GreenRoute

Optimising freight transports
for a sustainable future

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**MobiOne**
Sedan 2001



HELSINGBORG

Tonys
Budbil

Background to the project

There is a need/challenge, expressed by various stakeholders, to reduce the climate impact from transportation.

DRIVE Sweden

A need expressed by
MobiOne's customers

Significant interest from
stakeholders in the
Logistikdatalabbet in
connection with
presentations on the theme

Digital technologies are applied to
optimize the utilization of vehicles
and infrastructure.

Access to sustainable mobility is
improved for both people and
goods.

Environmental performance and
traffic safety improved at the system
level, thanks to digital technology and
services.

Swedish automotive and ICT
industries remain strong and
competitive.

The mobility service market has been
expanded with new types of actors.

Vägledning för
transportköpare
(Länsstyrelsen Västmanlands
län)

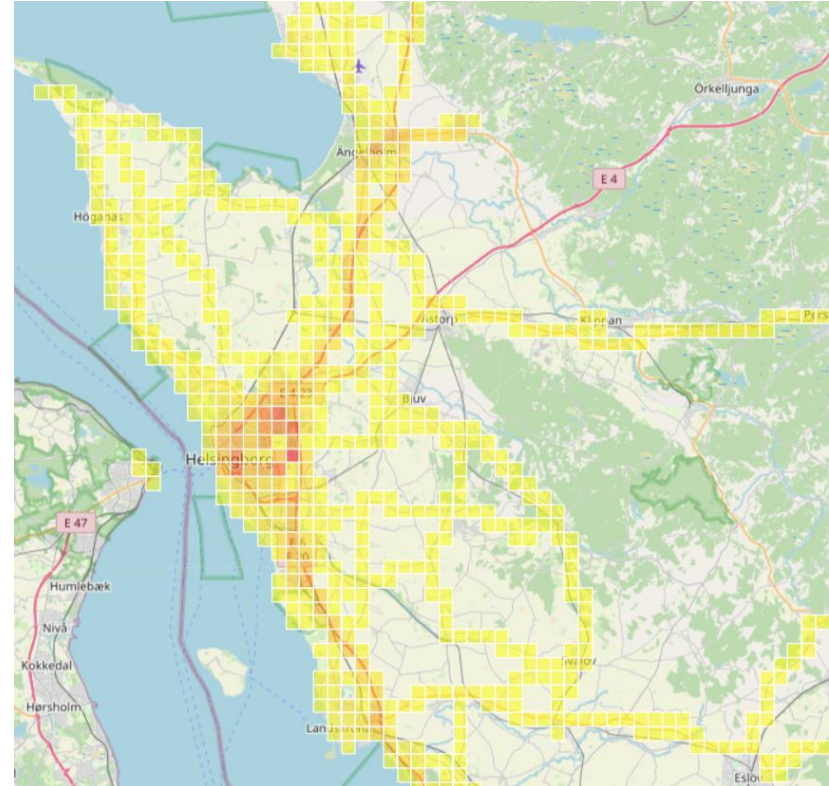
Regeringsuppdrag
Trafikverket: Utarbeta
förslag om horisontella
samarbeten och öppna data
för ökad fyllnadsgrad

Åkerinäringens färdplan
(Sveriges Åkeriföretag)

The aim of the project

To develop and introduce a prototype that supports planning and reporting related to climate impact.

The prototype will visualize and analyze the climate impact of freight transport in the form of a heatmap. Through this tool, users will gain a clear understanding of which areas and routes in the city are exposed to high levels of climate impact.



Key Components for Data and Visualization

1. Position-Based Time Series Data (MobiOne)
2. Emission Factors (Swedish Transport Administration)
3. Emission Calculations
4. Geospatial Visualization with Folium



Interactive Heatmaps

The screenshot shows the website for Trafikverket (The Swedish Transport Administration). The page title is "Emissionsberäkningsmodellen HBEFA". The page content includes:

- A "Dela" (Share) button and a "Kontaktuppgifter" (Contact information) dropdown menu.
- Text explaining that the HBEFA model is used to calculate national emissions from road traffic and that documentation and underlying data are available on this page.
- Text stating that Trafikverket is responsible for the climate reporting ordinance and provides data to the Swedish Environmental Protection Agency.
- Text explaining that the HBEFA model calculates both greenhouse gas emissions and air pollution emissions, using statistics on road networks, traffic situations, and fuel consumption factors.
- Text stating that the HBEFA model is used to produce national statistics and also for making forecasts and scenarios for future emissions.
- Text explaining that the HBEFA model also calculates greenhouse gas emissions and air pollution emissions, using statistics on road networks, traffic situations, and fuel consumption factors.
- Text stating that the HBEFA model is used to produce national statistics and also for making forecasts and scenarios for future emissions.

The page also features a "Dokumentation" (Documentation) section with links to:

- HBEFA FoI slutrapport 2019-2021 pdf, 1,5 MB
- Nationella utsläppsberäkningar med HBEFA pdf, 933,4 kB
- Trafikarbetets fördelning 2021 pdf, 1,7 MB

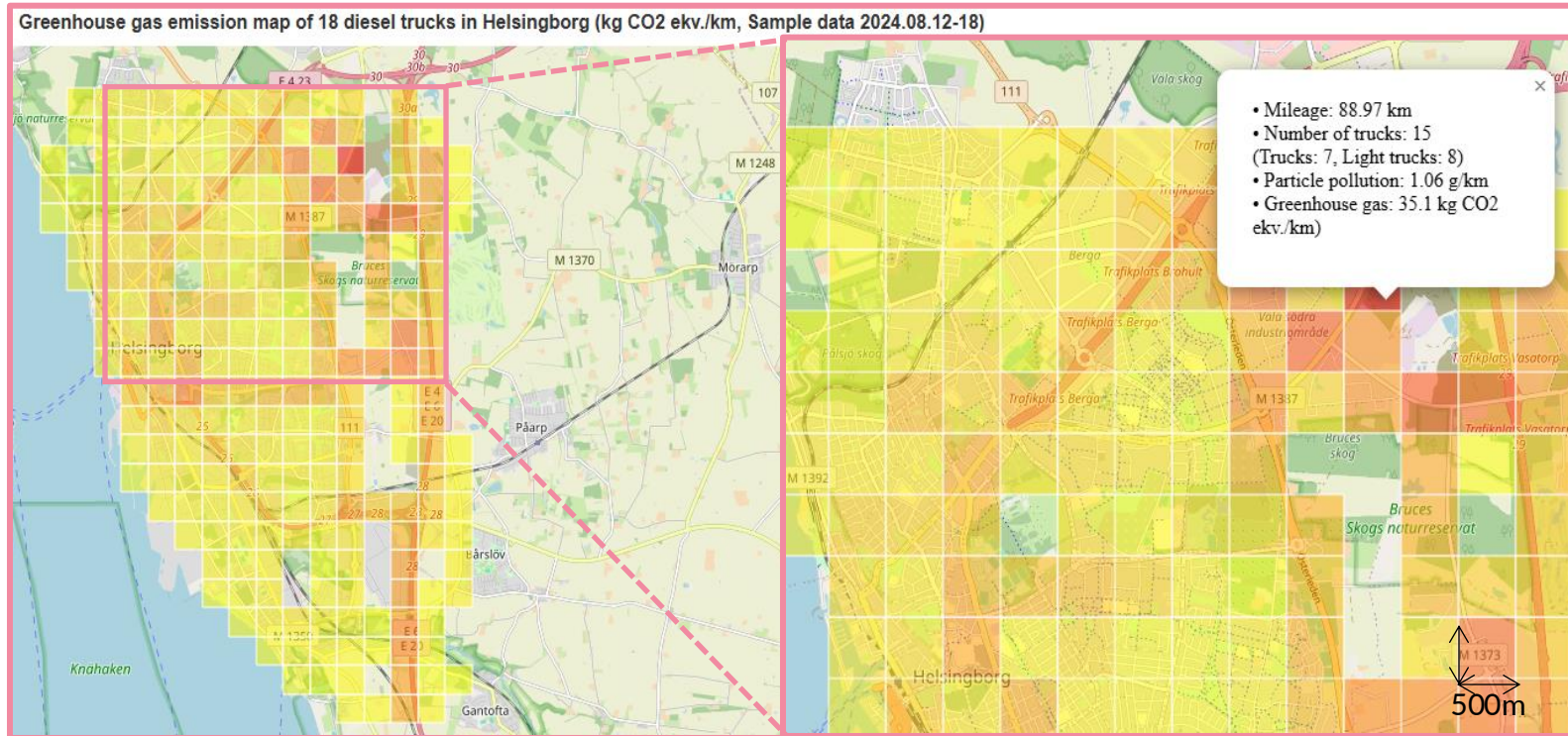
There is also a "Relaterade webbplatser" (Related websites) section with links to:

- ERMES-groups webbplats
- HBEFA:s internationella webbplats

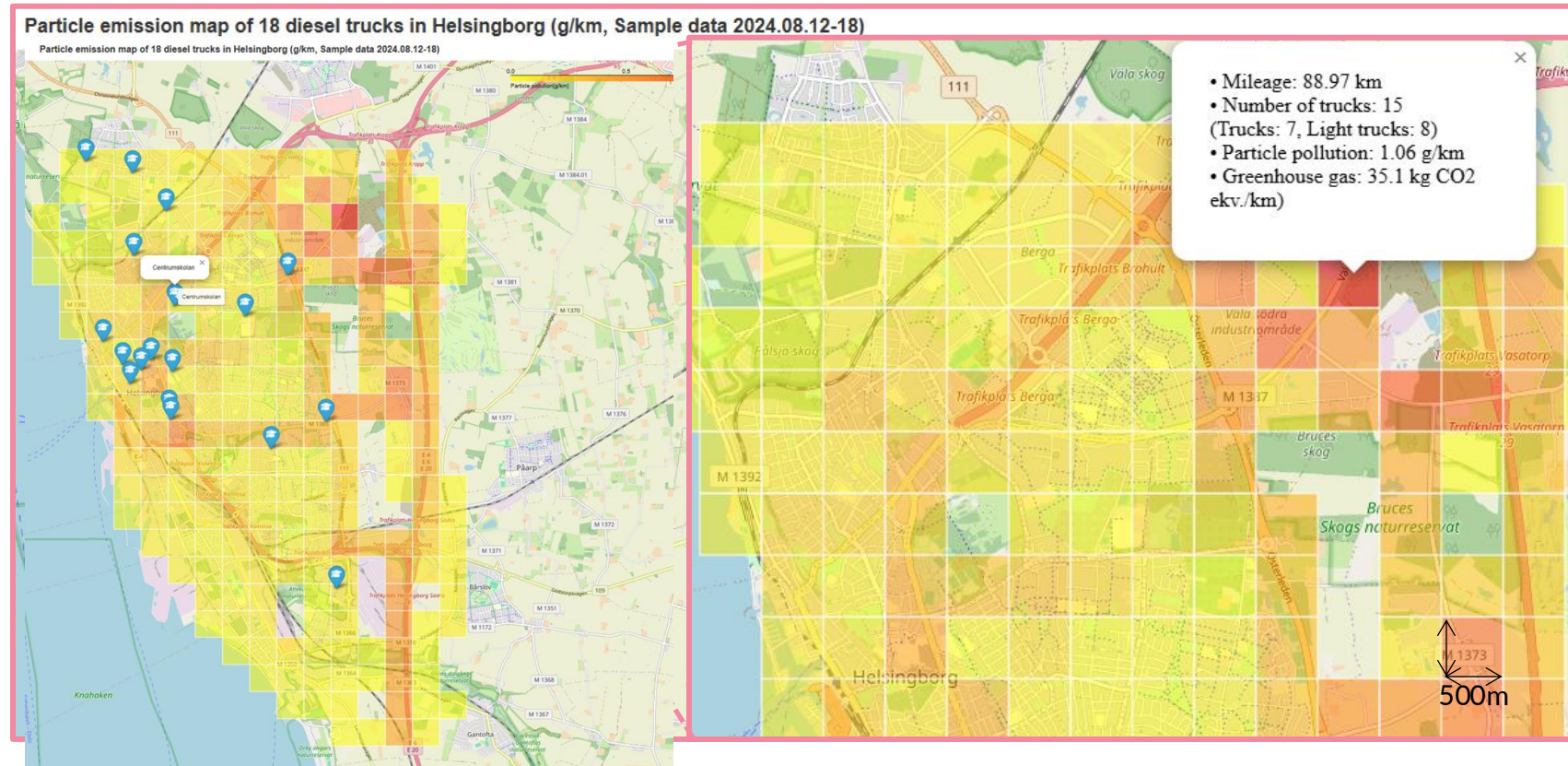
Below this, there is a section for "Omsättningsverktyget" (Turnover tool) with a description and links to the tool and a PM description.

At the bottom, there is a section for "Handbok för vägtrafikens luftföroreningar" (Handbook for road traffic air pollution) with a description and a link to the emission factors for road traffic.

Example heatmap: CO₂ emissions



Example heatmap: Particles



Key considerations

Interviews and workshops, covering topics such as:

- Heatmaps??
- Incentives for buyers
- Integration with E-commerce solutions
- Importance of measurement and follow-up
- Transparency and continuity

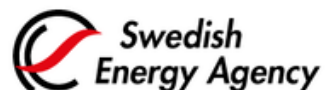
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