

NEW NORTH PROJECT -WP1
SEAMLESS FREIGHT TRANSPORT FOR THE FUTURE

PHASE II: BOTTLENECKS

PROJECT STEERING GROUP MEETING
THE WOOD HOTEL, SKELLEFTEÅ
OCTOBER 16. 2025

BY STIG NERDAL, MANAGING DIRECTOR,
TRANSPORTUTVIKLING AS

WP1 – 3 phases:

1. Market
2. Bottlenecks
3. Recommendations/exit-strategy



Kløfta, E45 Finnmark, Norway

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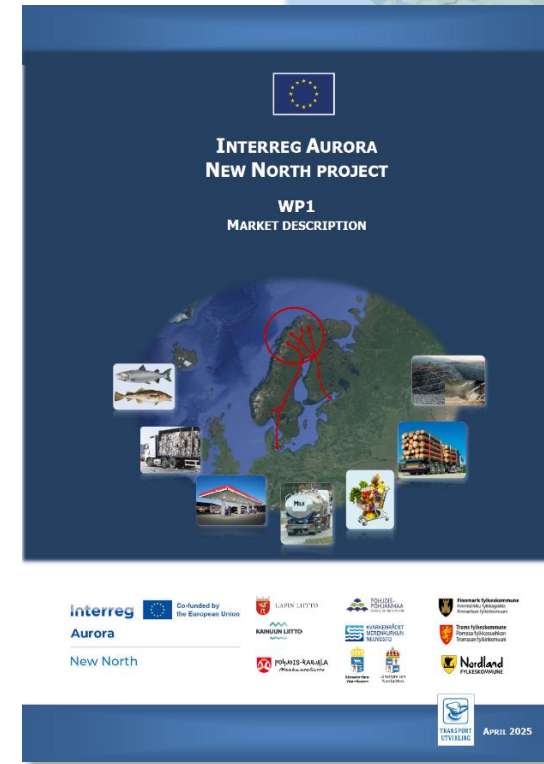
PRESENTATION OUTLINE

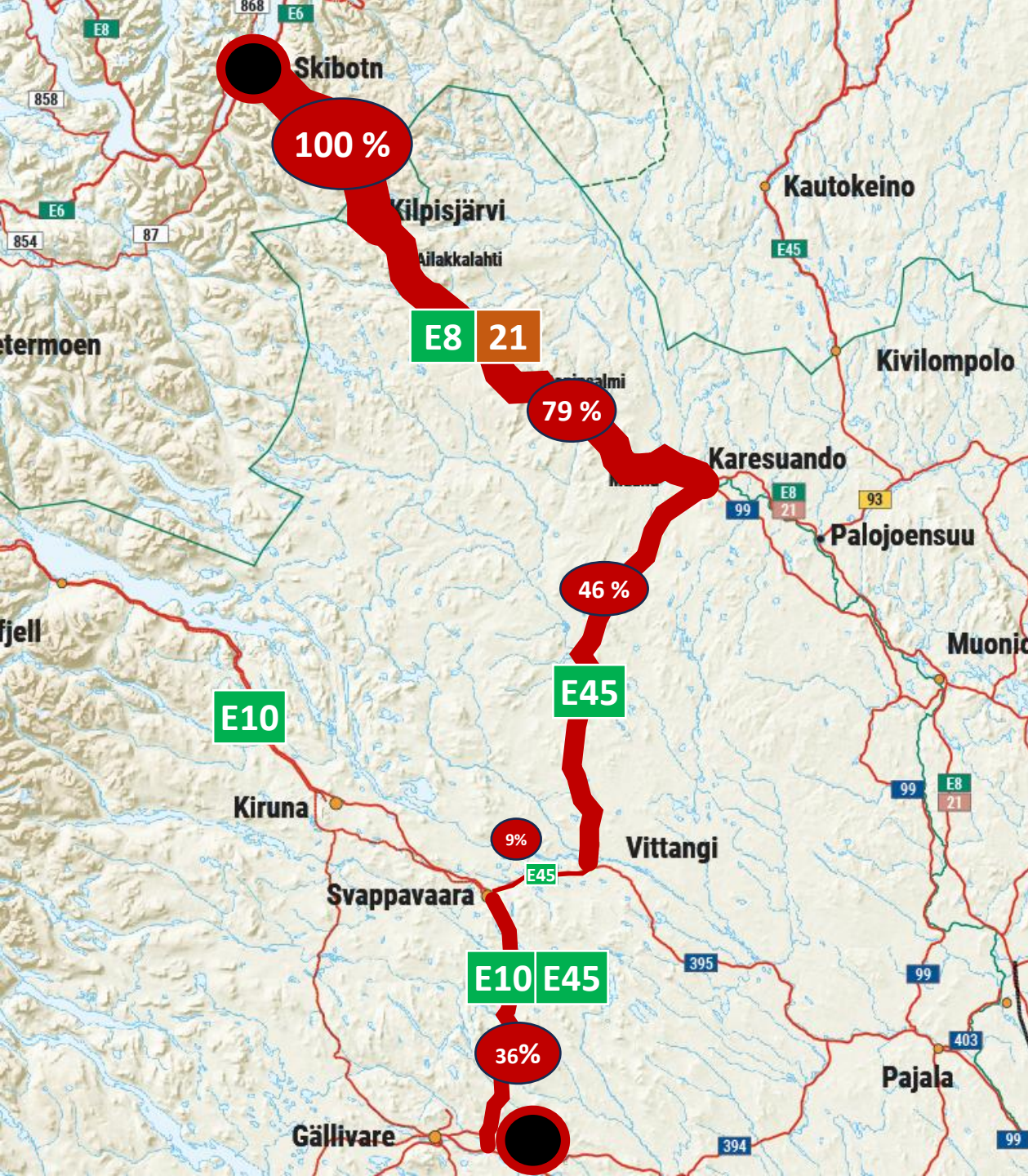
1. SHORT ABOUT PHASE I -(market)
2. AMBITIONS PHASE II -(bottlenecks)
3. ONGOING ACTIVITIES AND FOCUS AREAS
4. SOME PRELIMINARY FINDINGS



PHASE I – MARKET REPORT

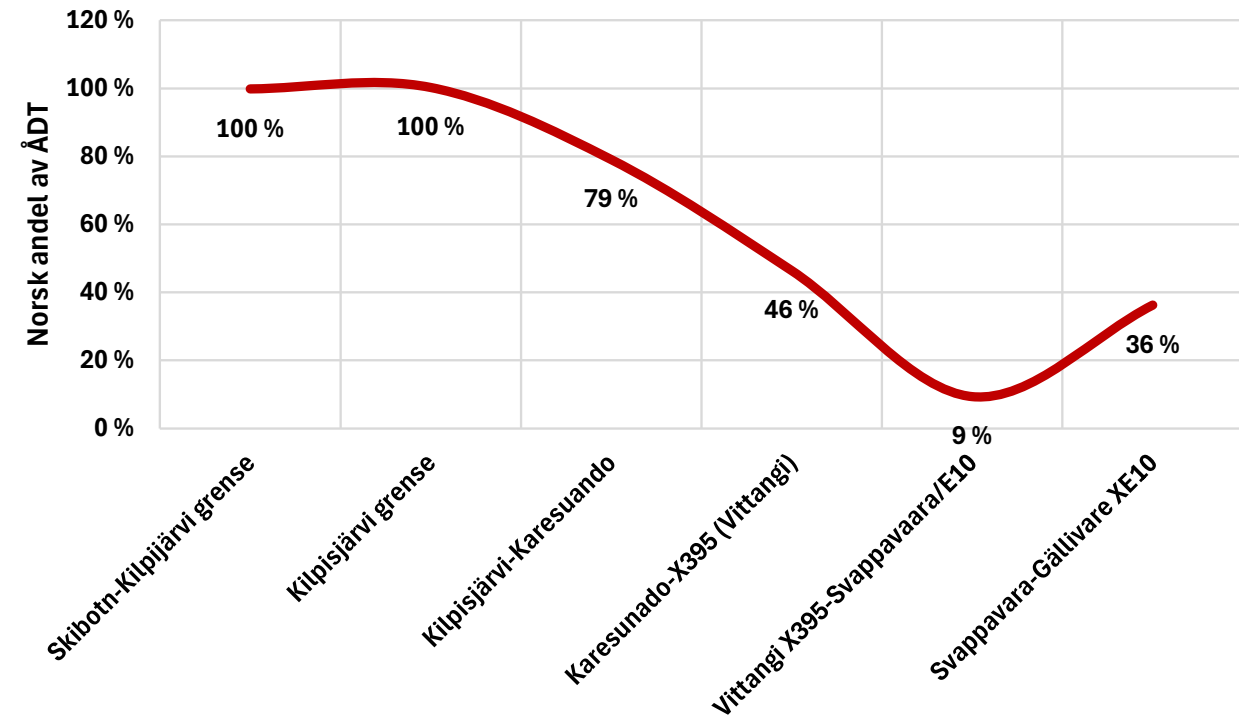
- Report presented in Narvik, April 2025
- Phase I is the basis for the project's phase II
- Detailed description of regional industries and transportation along 4 main corridors
- The countries do not use the same classifications for the heaviest vehicles.
- The Norwegian share of transport along the various corridors are quite high, - particularly seafood transports and in the northern part of the





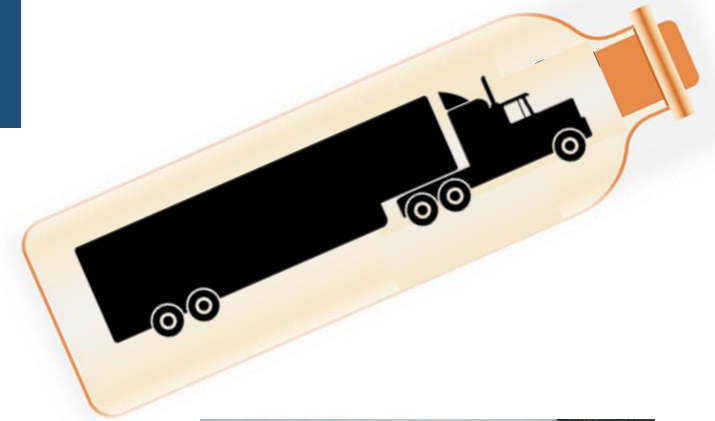
EXAMPLE NORWEGIAN SHARE E8/E45/E10

Corridor 3 (Section E8/E45 Skibotn-Kilpisjärvi-Karesuando-Svappavaara)



AMBITIONS PHASE II — SELECTED BOTTLENECKS

- Several bottlenecks will be discussed, but focus on a few selected bottlenecks/challenges for heavy vehicles
 1. Winter conditions (Mobility, closed roads, convoys etc
 2. Border crossings' (opening hours and other challenges/regulations)
 3. Missing or inappropriate rest areas along the corridors





1. Primary information

- Questionnaire to 375 truck drivers/trucking companies crossing the border stations
- In-depth interviews with 10 respondents/companies



2. Information concerning incidents from the road administrations

- Incidents statistics per month 2021-2025
 - ✓ closed roads, accidents, convoys etc.



Statens vegvesen

INFORMATION ABOUT NORWEGIAN/SWEDISH INCIDENTS

<70.000
information
cells

Basic information, from two countries. We processed the data into:

- **3 768 rows (on row per incident)**
- **18 columns of details per incident**
- **67 824 information cells**

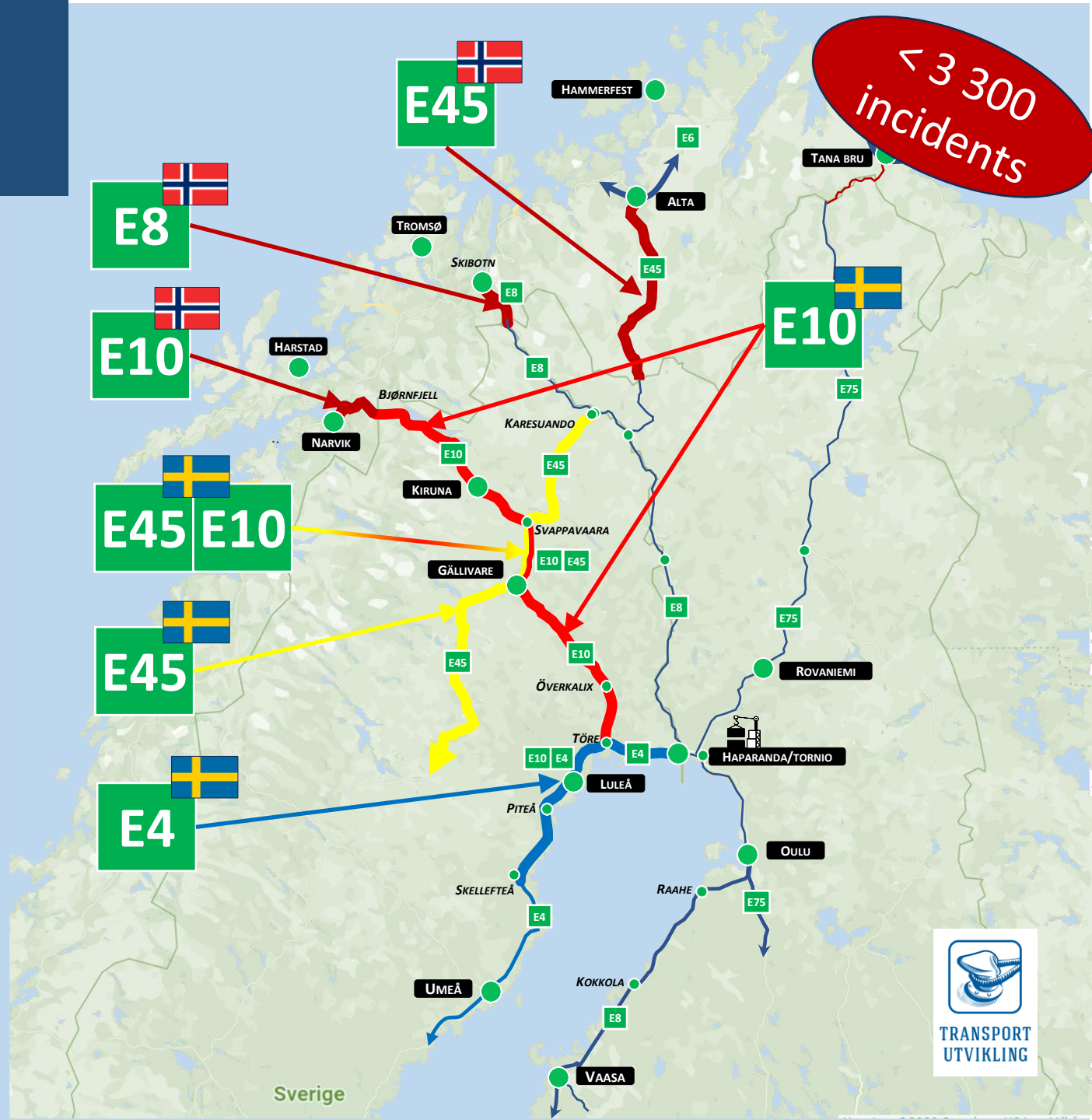
Slightly different structure

Incident statistics Norway/Sweden	
When (year-month-day)	
Incident - start	
Incident- end	
Where (place)	More details Sweden
Road no	
Type of incident	More details Sweden
Description, details	Only Sweden

- **Possible to find closed roads/convoys, and mobility limitations in both countries**
- **Accidents involving heavy vehicles (only Sweden)**

INFORMATION FROM TRAFFIC-ADMINISTRATIONS IN NORWAY AND SWEDEN

- Roads:
 - where incidents are identified (map)
- Information pr. month:
 - 2021-2025
- Comparable periods (both countries, Oct.21-Mar.25)
 - 3 275 incidents

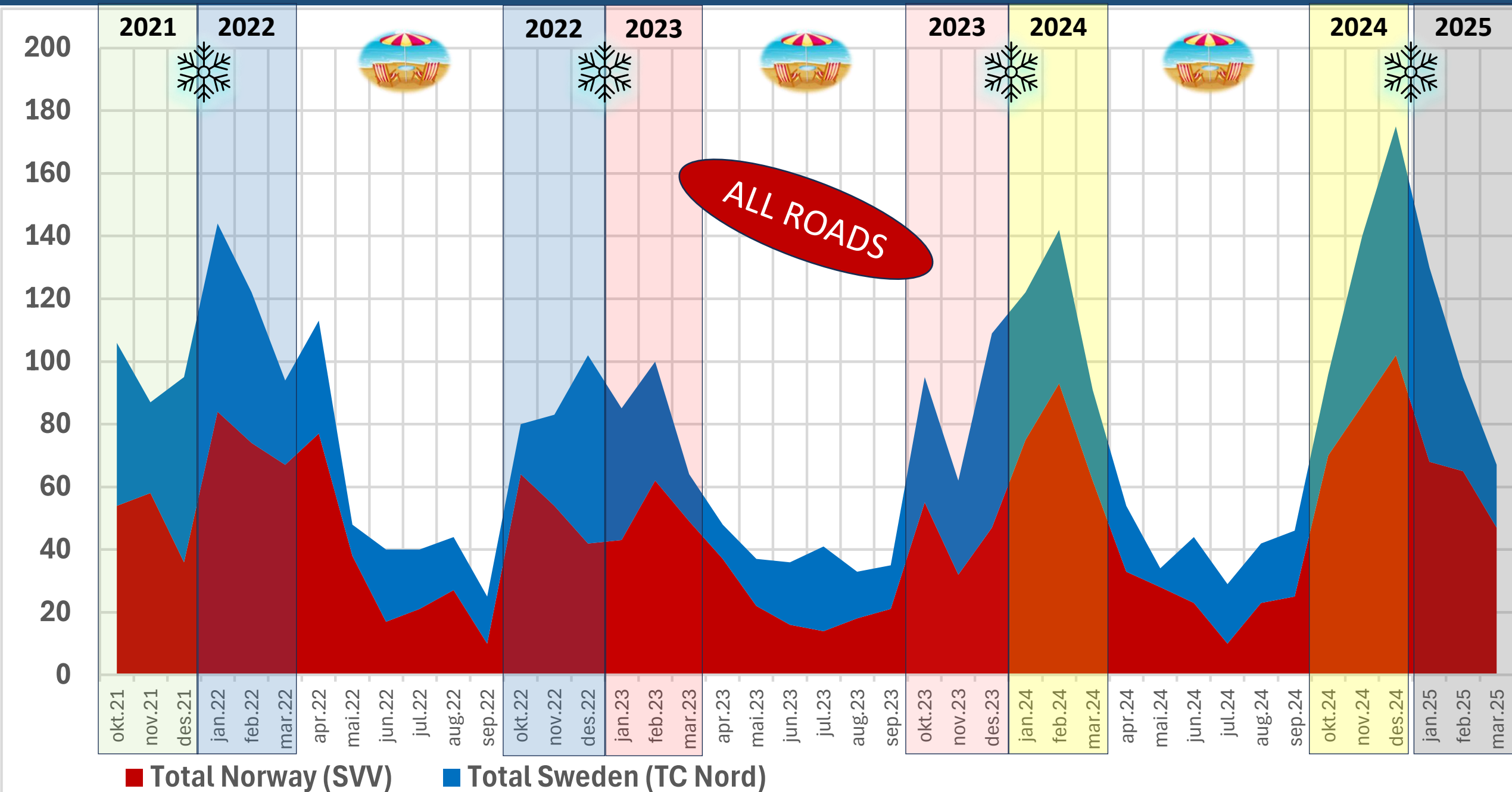


INCIDENTS — WITHER SHARE 2022-2024 (OCT-MARCH, 6 MONTHS)

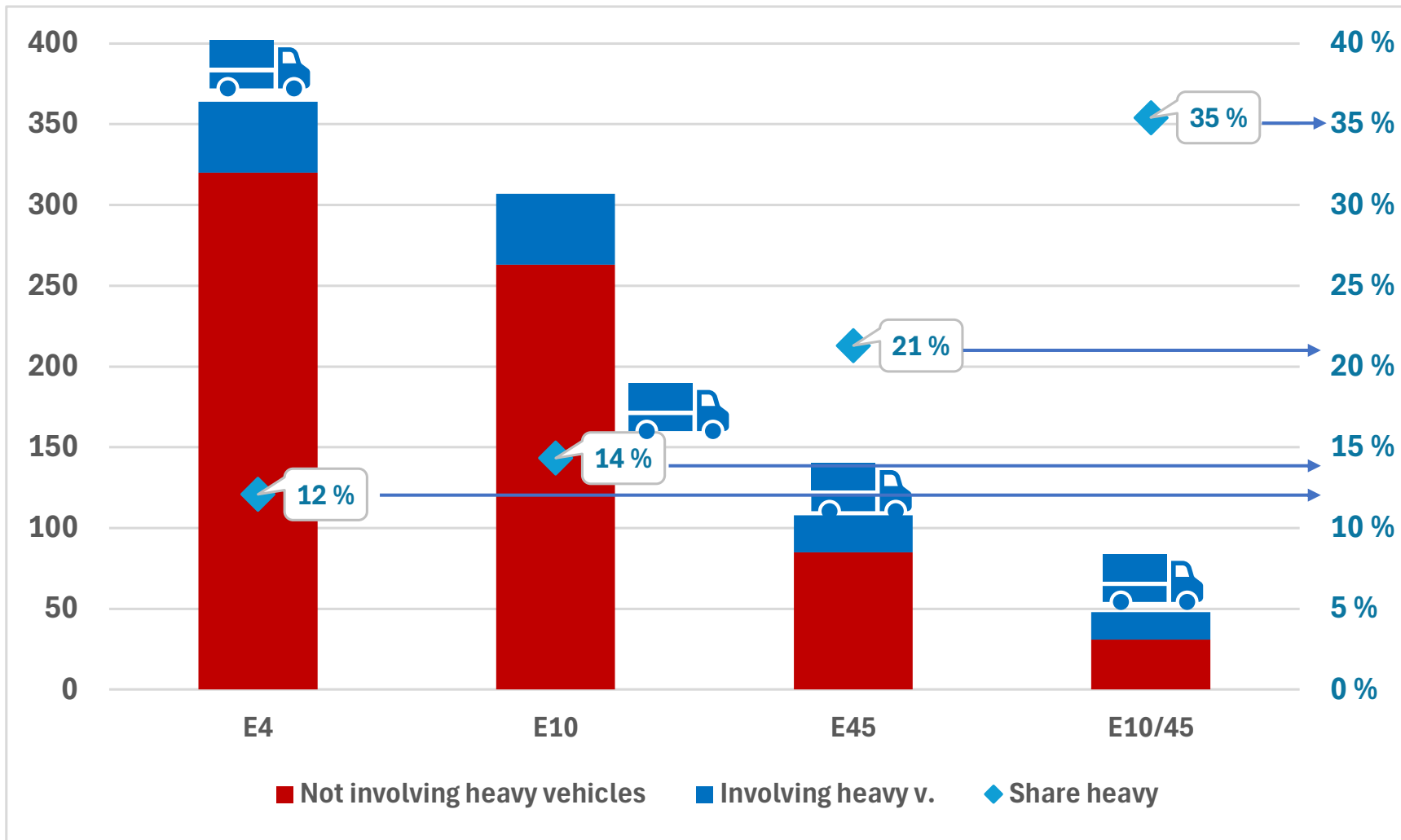


- 60-85% of the incidents takes place during winter-time
- Worst case: E10 Bjørnfjell

3 275 INCIDENTS OCT. 21 - MAR. 25 – ALL INCIDENTS PER YEAR/MONTH



INCIDENTS INVOLVING HEAVY VEHICLES JAN. 2023- MAR. 2025 (SWEDEN)



- 827 incidents
- 128 (16%) involving heavy vehicles
- Worst:
 - ✓ By number: E4/E10
 - ✓ By %: E45/E45 and E45

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EXAMPLE E10



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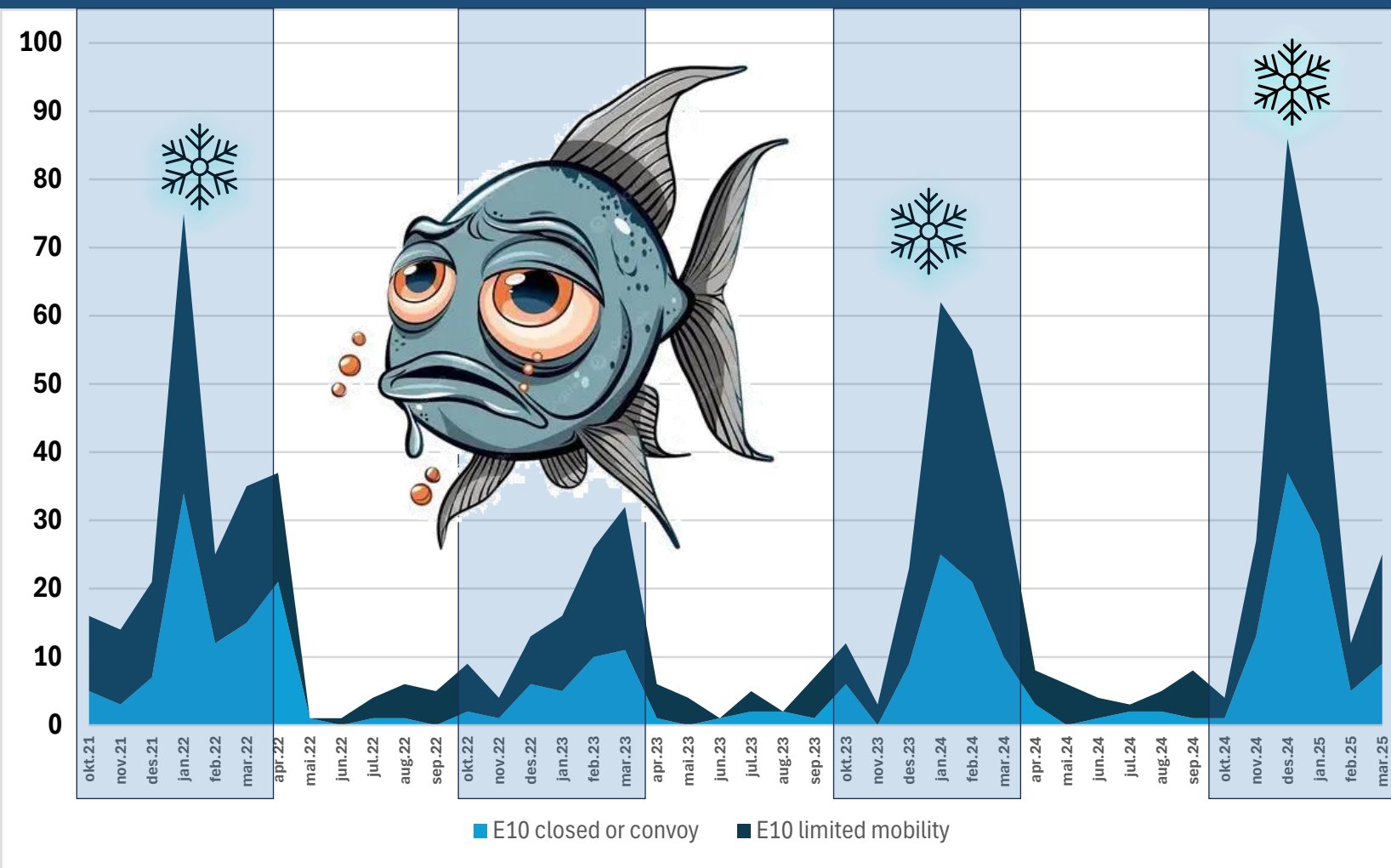


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EXAMPLE E10* – CLOSED/CONVOY OR LIMITED MOBILITY (OCT.21-MAR. 25)



Worst months:

- ✓ Up to 17(**) closed per month
- ✓ Including limited mobility (eg. convoys)
- ✓ Worst month: more than 40 (**) incidents influencing industrial transports

(*) including E10/E45

(**) The figure shows higher numbers. But many of the incidents in eg Swedish statistics are the same as in the Norwegian statistics. If eg. Bjørnfjell is closed, this single incident is found in both countries' statistics.

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ACCORDING TO STATISTICS: WHERE IS E10'S MOST CHALLENGING AREA

Kiruna (Jukkasjärvi) -Trældal (28 km from the Swedish/Norwegian border):

- 180 km
- 2022-2024: 844 incidents influencing mobility
- Close to 80%: Bjørnfjell area (28%* of the distance)

(*) From Björkliden and 28 km into Norway

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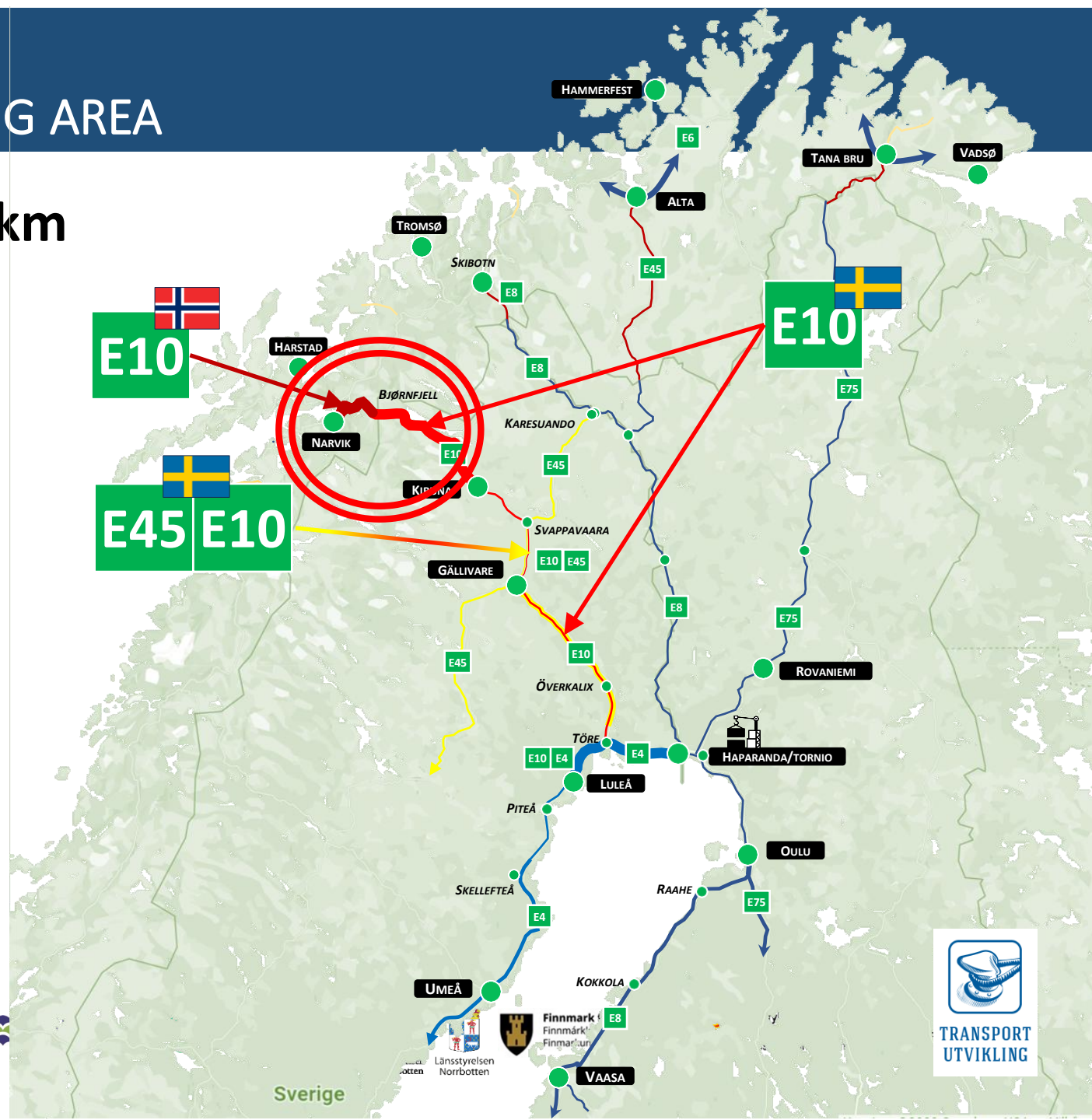
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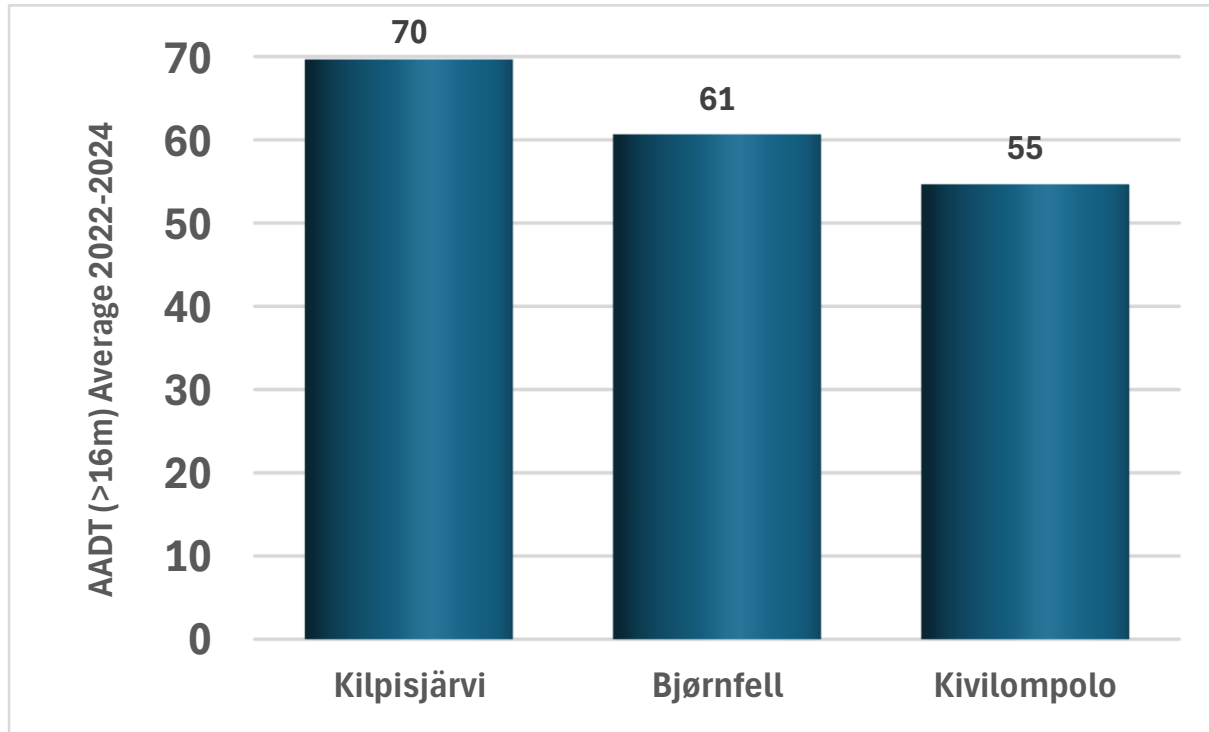


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WHAT IF.....



Despite the problems, E10 Bjørnfjell is the second largest border crossing for heavy vehicles in Northern Norway.

What if the problems were reduced.....

PRELIMINARY FINDINGS: QUESTIONARY TO TRUCK DRIVERS CROSSING THE BORDERS



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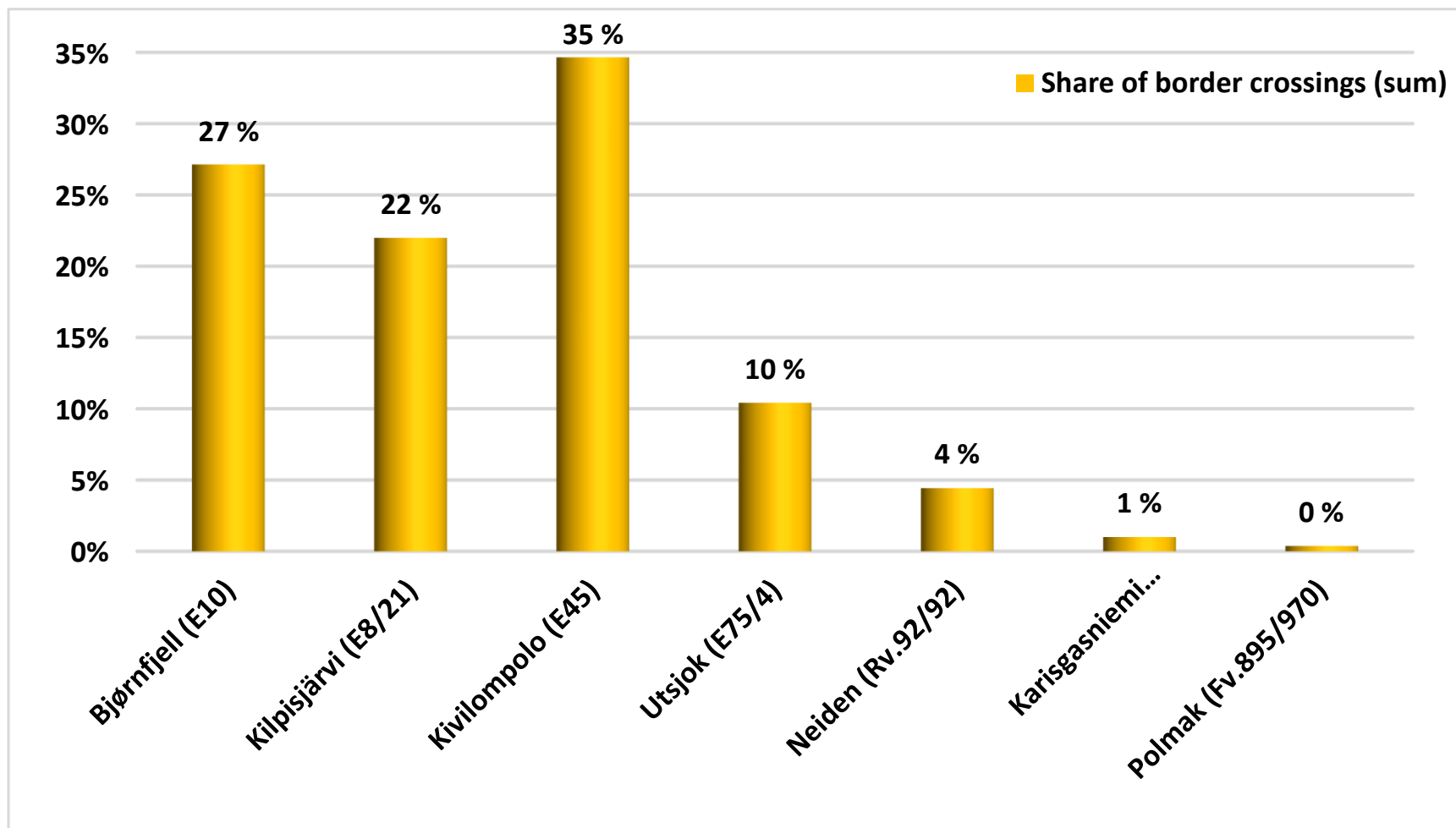


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THE DRIVERS EXPERIENCE FROM BORDER CROSSINGS



Corresponds reasonably well with the traffic statistics

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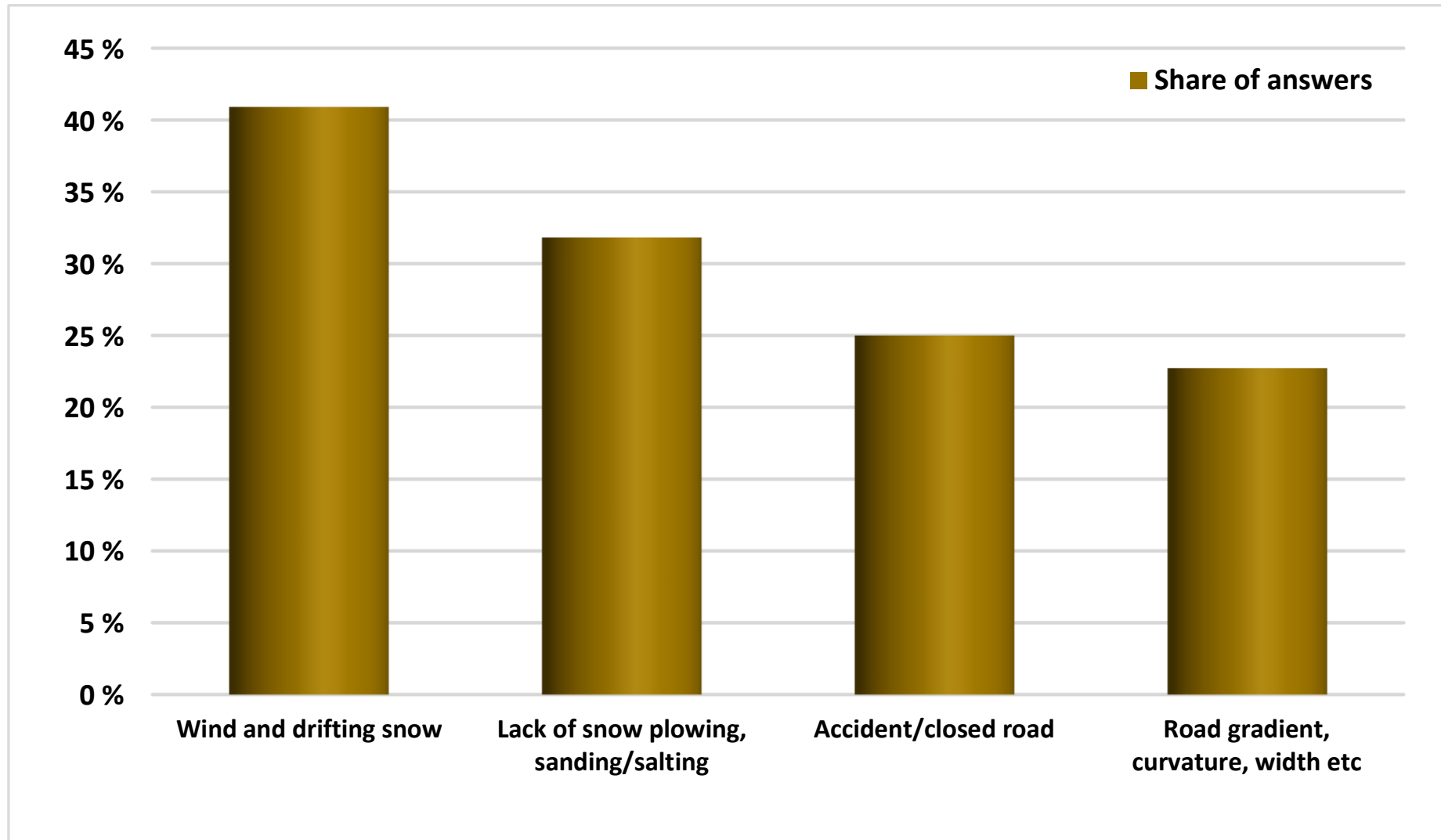


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TYPE OF WINTER CHALLENGES



Wors case:
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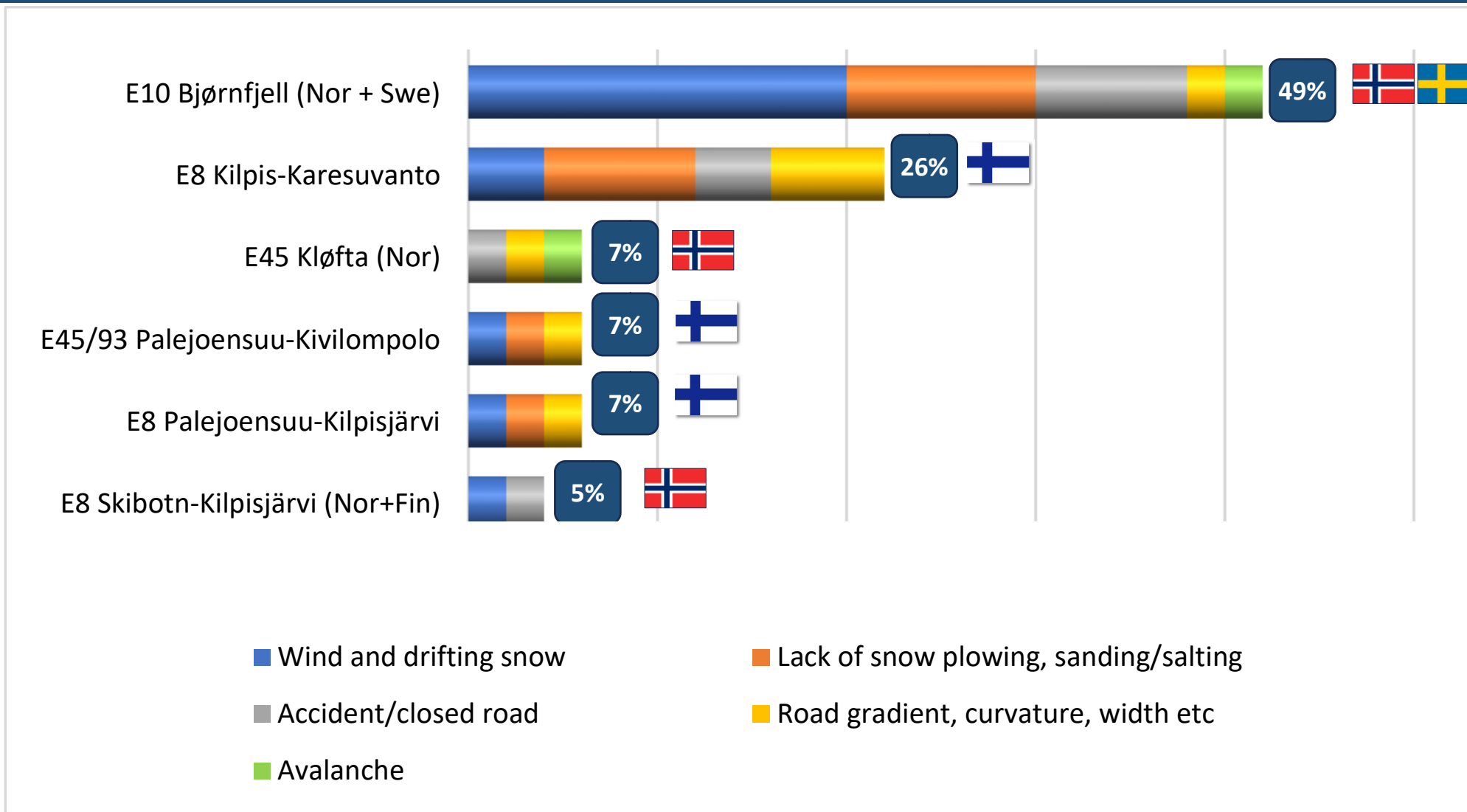


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ACCORDING TO THE DRIVERS, -WHERE DO MOST CHALLENGES OCCUR, - AND WHY



E10 Lofoten (Nor)
E6 Baddereidet (Nor)

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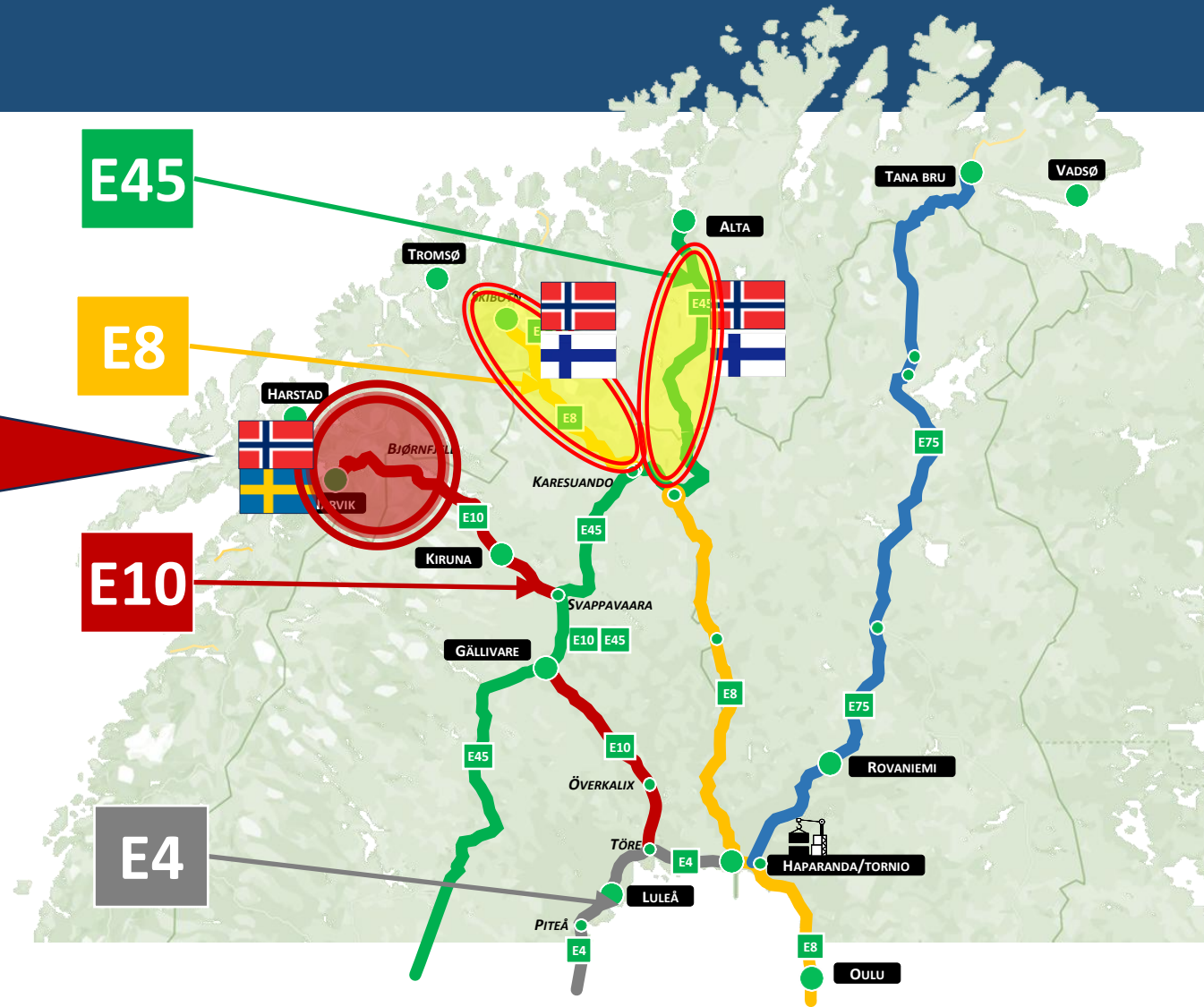
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ACCORDING TO THE DRIVERS THE MOST CHALLENGING AREAS

All challenges are found at E10 Bjørnfjell:

- Winther condidions
- Closed.....
- Convoys....
- Opening hours
- Rest area/toilet when waiting....
-



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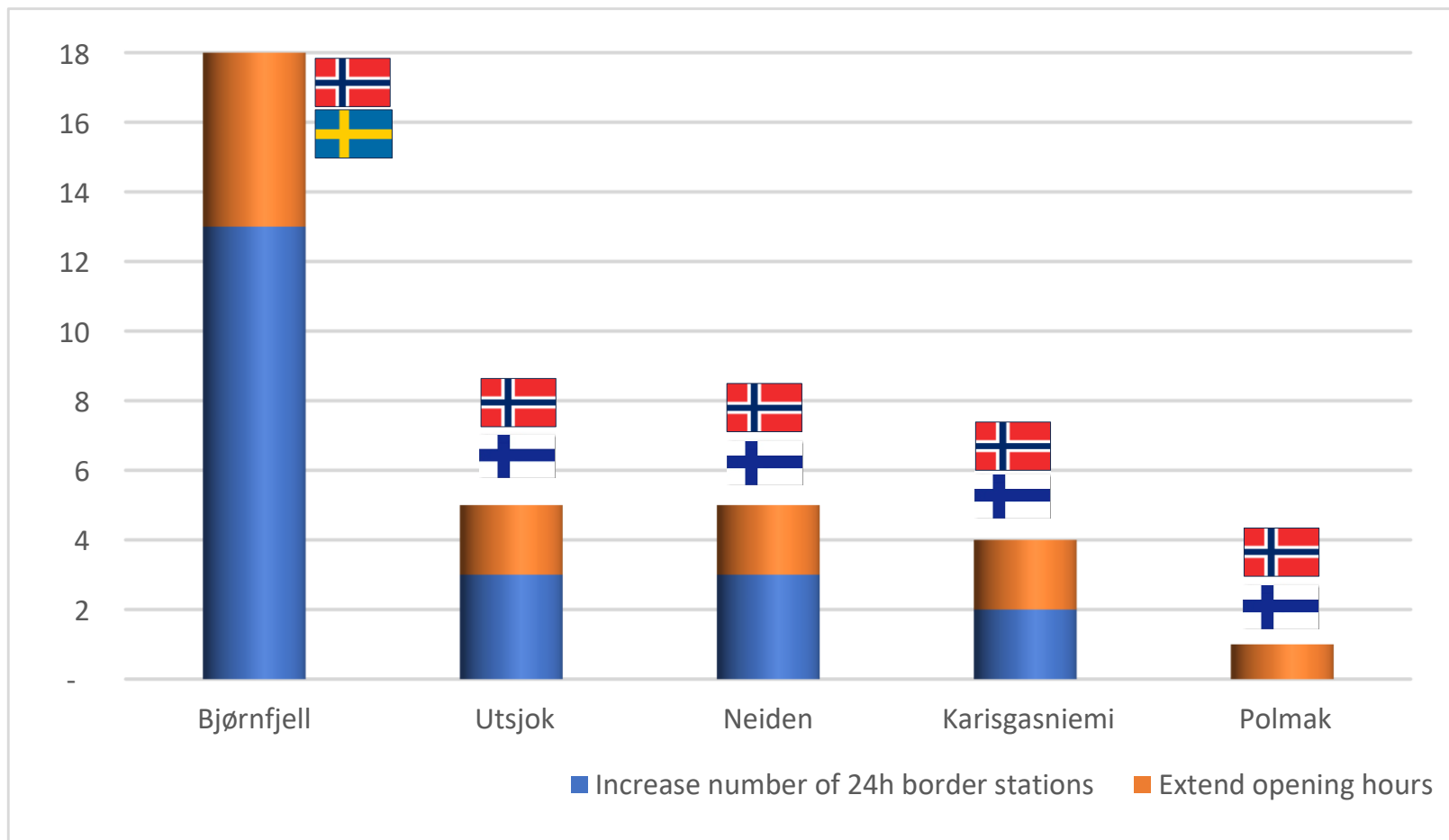
WHERE TO EXTEND OPENING HOURS



E8 KILPISJÄRVI



E45 KIVILOMPOLO



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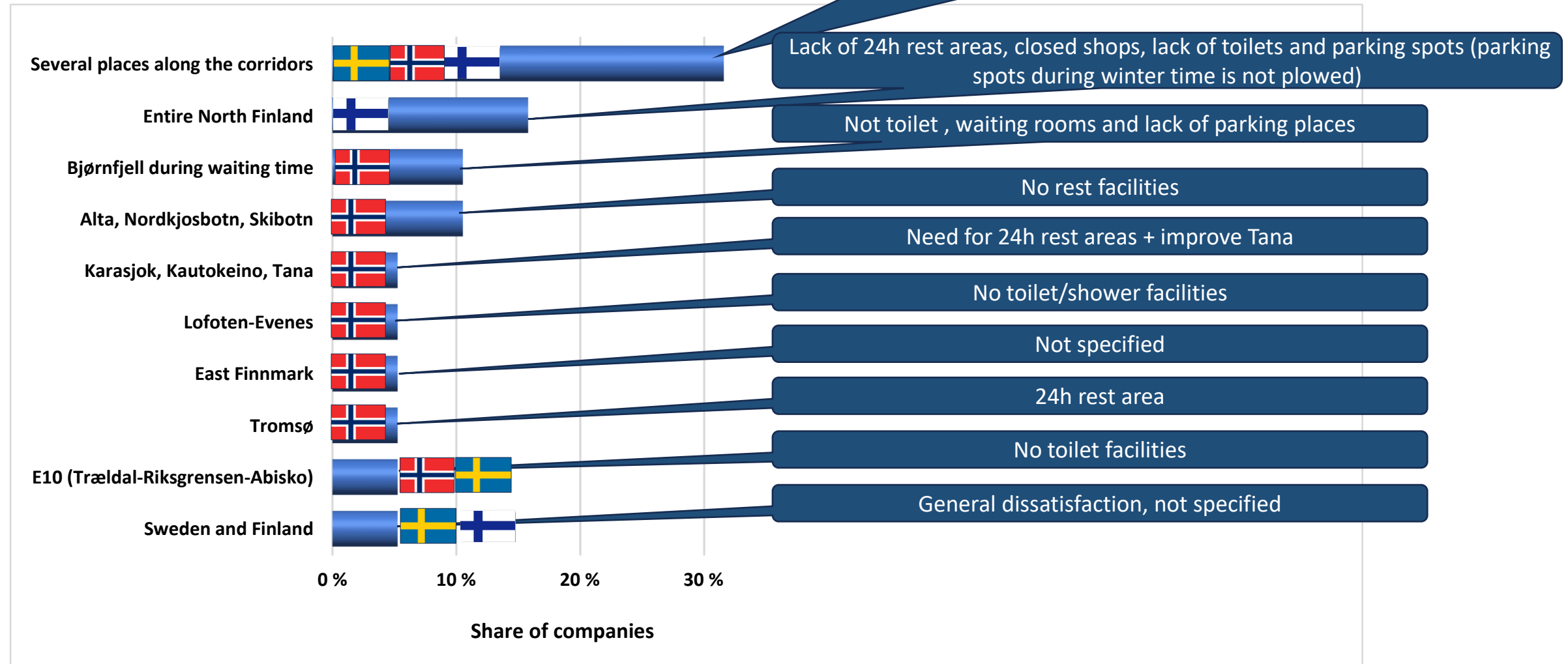


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WHERE TO IMPROVE REST-AREAS



OTHER CHALLENGES MENTIONED BY THE DRIVERS



- **Mobile connection, Northern Finland**

- **Roadside assistance**



- **Road standard**



- **Winter maintenance**



- **Information**

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24h rest-area: E10 Bessešjohka

THANK YOU FOR YOUR ATTENTION



24 HOURS REST AREA - E10 BESSEŠJOHKA - KIRUNA