We perform strategic planning for Sweden’s national transport network

• We are responsible for the long-term planning of the transport system for road traffic, rail traffic, maritime shipping and air traffic

• We are responsible for construction, operation and maintenance of the state road network and national railway network

• We promote and take action in regional strategic planning and transport system analyses and community planning projects

• We interlink the transport system with regional and municipal community
Brief data on the Swedish Transport Administration

The Board

Director-General
Gunnar Malm

6,300 employees, 150 occupations

Business volume in 2012
SEK 52,000,000,000

Of which
- Investments: SEK 25 billion
- O&M and traffic control: SEK 18 billion
- Miscellaneous: SEK 9 billion
Our vision

Everyone shall arrive in a smooth, green and secure way
Our business concept

We are developers of society who every day develop and manage smart infrastructure. We do this in cooperation with other players in order to make life easier all over Sweden.
Sweden’s roads and railways

- 11,900 km of rail tracks
- 560 stations for embarking and disembarking
- 11,400 points
- 98,400 km of State roads
- 76,100 km of private roads with a State subsidy
- 40 ferry lines
- 16,000 bridges (3,781 railway bridges)
- 41,000 km of municipal streets and roads
Road mileage in Sweden
billion vehicle-kilometres

Source: Trafikanalys
Passenger transport
Billion passenger-kilometres on the railways

More than a 75% increase since 1988

Source: Trafikanalys
Goods transportation

Billion tonne-kilometres on the railways

Source: Trafikanalyser
Sea transport
Goods handling in Swedish ports, billion tonnes

Source: Trafikanalys
Air transport
Number of passengers at Swedish airports

Source: Trafikanalys
The Four-stage Principle

1. **Rethink**
   Measures that can influence the need for transportation and choice of transport mode

2. **Optimise**
   Measures that rationalise the use of existing infrastructure and vehicles

3. **Rebuild**
   Limited reconstruction measures

4. **Build new**
   New investments and major reconstruction measures
The Swedish Transport Administration will meet Sweden’s transport policy goal

The goal of Sweden’s transport policy is to ensure an efficient and sustainable transport provision, for citizens and industry all over the country.
Two main objectives support the overall goal

Functional goal:

Accessibility

Considered-related goals:

Safety, environment and health
Swedish Transport policy principles

- Customers must be given great freedom to decide how they want to travel and how a transport is performed.

- Decisions on transport production should take place in decentralized forms.

- Collaboration within and between different modes of transport should be promoted.

- Competition between transport operators and transport options will be promoted.

- Traffic socioeconomic costs will be a platform for the formulation of transport policy instruments
Economic efficiency in the transport sector?
- Theoretical basis of modern CBA methodology in Sweden

• Hicks/Kaldor criteria, potential Pareto efficiency: - Perform profitable actions so that the benefits outweigh the costs - welfare of society is expected to increase if the winners could compensate the losers.

• Little’s dual criteria: - Hicks/Kaldor criterion is met and the democratic decision-making system must believe that the new welfare distribution that arises is acceptable.

• Individual’s own preferences and the Marginal Cost Principle: - Requires roughly that the investment costs reflects individuals' willingness to pay and that only the transport is performed whose short run marginal costs are covered.
Structure of the Summary table of impacts

• Efficiency
  – Priced Impacts
  – Non-Priced Impacts

• Equity/ Fairness

• Transport Policy Goal Analysis
  – Effektiveness in goal achievement
  – Sustainability
Quality and transparency

CBA, the Summary table of Impacts and ex post evaluations are done in accordance with guidelines and recommendations from the Transport Administration and ASEK- the working group for methods in CBA in the Transport sector.

Developed calculations and analysis are delivered for review, quality stamping and decisions on the use. Approved and authorized economic analyzes, calculations, etc. is then made public via the Transport Administration website.
Link to trv.se of efficiency analysis and traffic forecasts in the transport sector: http://www.trafikverket.se/samhallsekonomiochprognoser

…Thank you!