

DRIVE:SWEDEN

Vad krävs för att digitaliseringen ska skapa nytta i transportsystemet?

- erfarenheter från det strategiska innovationsprogrammet Drive Sweden

Malin Andersson, Programchef

Drive Sweden ett nationellt innovationsprogram om transportsystemets digitalisering och automatisering

Med stöd från

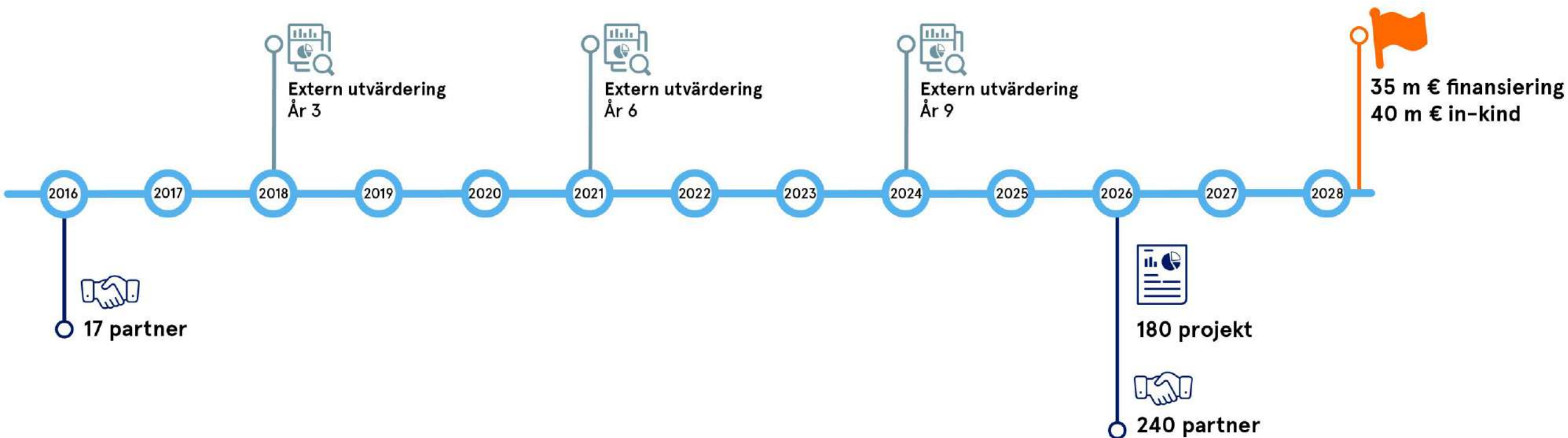


Energimyndigheten



Strategiska
innovations-
program

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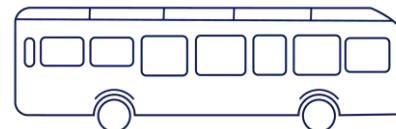
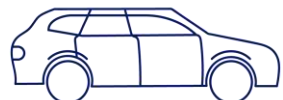
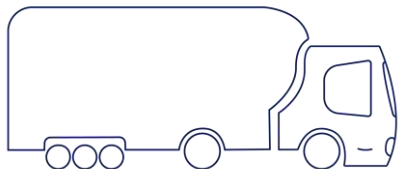


Vision

Drive Sweden stärker
svensk konkurrenskraft
genom digital teknik för
mer hållbara
transportsystem

Digital teknik som leder till

- effektiv användning av fordon och infrastruktur
- lika tillgång till resor och godsleveranser
- ökad miljöprestanda och trafiksäkerhet
- starka svenska företag och industri
- nya företag på mobilitetsmarknaden



New business models

Sustainable mobility tech creates opportunities, but outdated business models and rigid value chains hinder growth.



Mobility as a service

Shared mobility reduces car dependence, optimizes vehicle use, and lessens the need for parking.

Human factors

To fully benefit from new mobility solutions, users must be involved in their development.



Shared data for better services

Shared data from connected vehicles enables better decisions, creates business opportunities and enhances AI-driven services.



Policy & regulations

Outdated regulations slow innovation; future mobility requires adaptive laws and international cooperation.



Innovation Cloud

Drive Sweden Innovation Cloud provided a test infrastructure for remote driving pilots, connected solutions and data sharing.



Small safe vehicles

Digital solutions enhance a more safe and sustainable use of space efficient vehicles.



AD system demonstrators

Testing new technologies in real settings helps us understand their impact on a system level.



OUR FUTURE

Accessible and democratic transport

Zero emissions

Healthy environments for humans and animals

Zero deaths in traffic

No noise pollution

Optimized use of resources



BASE – Brunnshög Automated Sustainable Electromobility

BASE's goal is to promote sustainable urban development with reduced urban driving, by preparing for a shared autonomous mobility service that integrates with existing public transport.



ProMo – Proof of Concept for MaaS in Science Village

The purpose of the ProMo project is to address key factors and create a Proof of Concept for shared mobility. The project is based on a larger urban development project – Science Village at Brunnshög...



AI AWARE Scale Up

The aim of the project is to create a safer traffic environment by reading, understanding and predicting events in a traffic system. The project builds on and scales up the results of the Drive Sweden...



ITS measures in vehicles and infrastructure as a solution for reduced wildlife accidents

The projects goal is to identify measures with the greatest potential to reduce the number of wildlife accidents. Both Intelligent Transport Systems (ITS), measures in the infrastructure and driver...



AI Enhanced Mobility

AI Enhanced Mobility aims to build knowledge, experience and new collaborations within AI application for sustainable mobility systems. The project is a catalyst for applying AI in the field of...



Network Automated Driving Regulations

International and EU regulations for automated driving are in the middle of a jump. There will be extensive regulatory activities during the project period 2023–2025. Therefore, it is a perfect...



Urban Logistics Barkarby

What might a sustainable flow of products and goods to and from the city look like in the future? How do we use city spaces in an optimal way? What kind of vehicles should we use and how can the city...



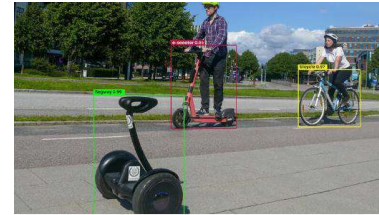
HelsingBotica – Prestudy on Data Sharing for Improved Micromobility and Delivery Robots

The HelsingBotica project is a prestudy that explores data sharing for improved micromobility and delivery robots in the city of Helsingborg. The project aims to create learnings for an innovative and...



Independent examiner in trials with automated vehicles

Drive Sweden Policy Lab (DSPL) is a platform for joint policy development with actors from business, authorities and research that enables smart mobility. In this case, DSPL Case 6, the purpose is to...



MicroVision – Development, Testing, and Demonstration of a Real-Time Support System for Electric Vehicle Riders

The project's goal is to leverage recent algorithmic advances to improve road safety in relation to micro-mobility. We aim to develop a low-cost, camera-based safety system that offers real-time...



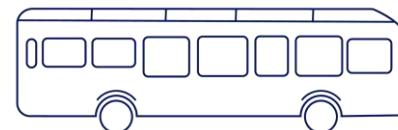
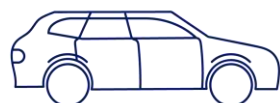
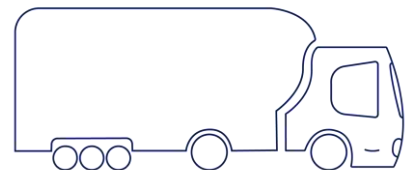
CoMiMo – Connected Micro Mobility

CoMiMo – Connected Micro Mobility – is based on a system solution that removes the obstacles that exist today for connected, efficient and safe micromobility. The project creates collaboration and...



Network Shared E-scooters

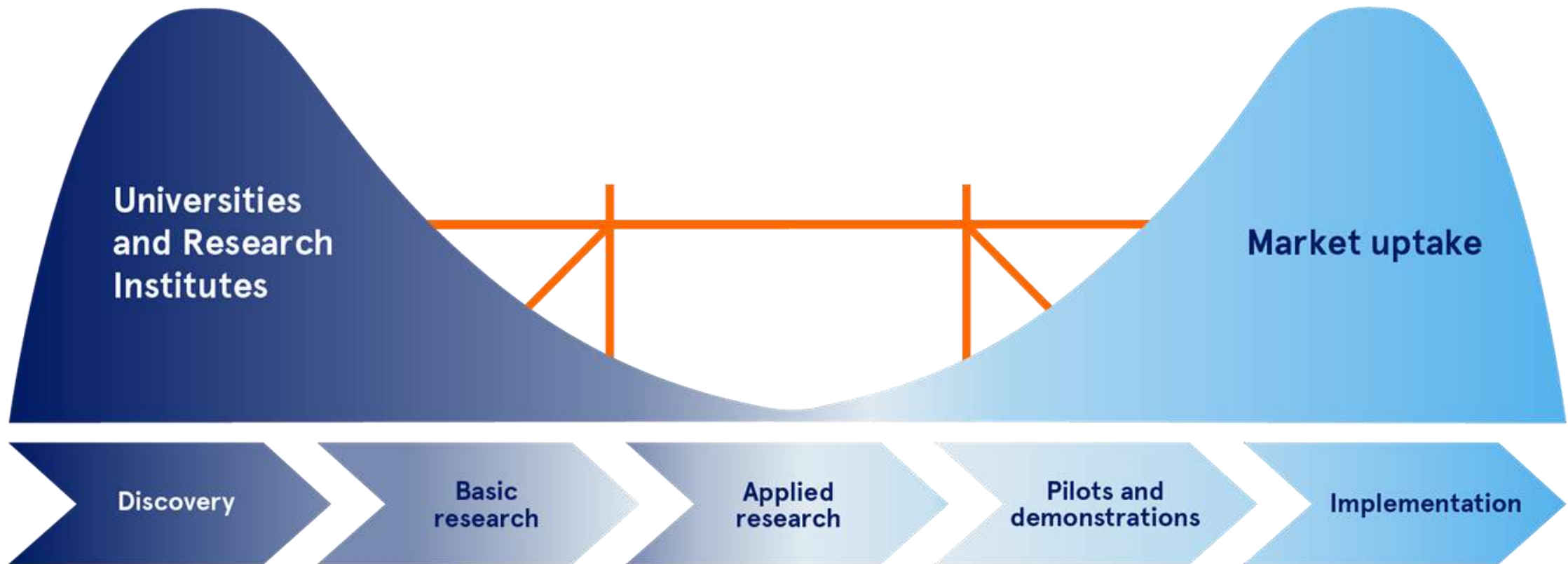
New mobility services can contribute to the transition to a climate-smart society, but require adaptations and new standards.



drivesweden.net/projekt

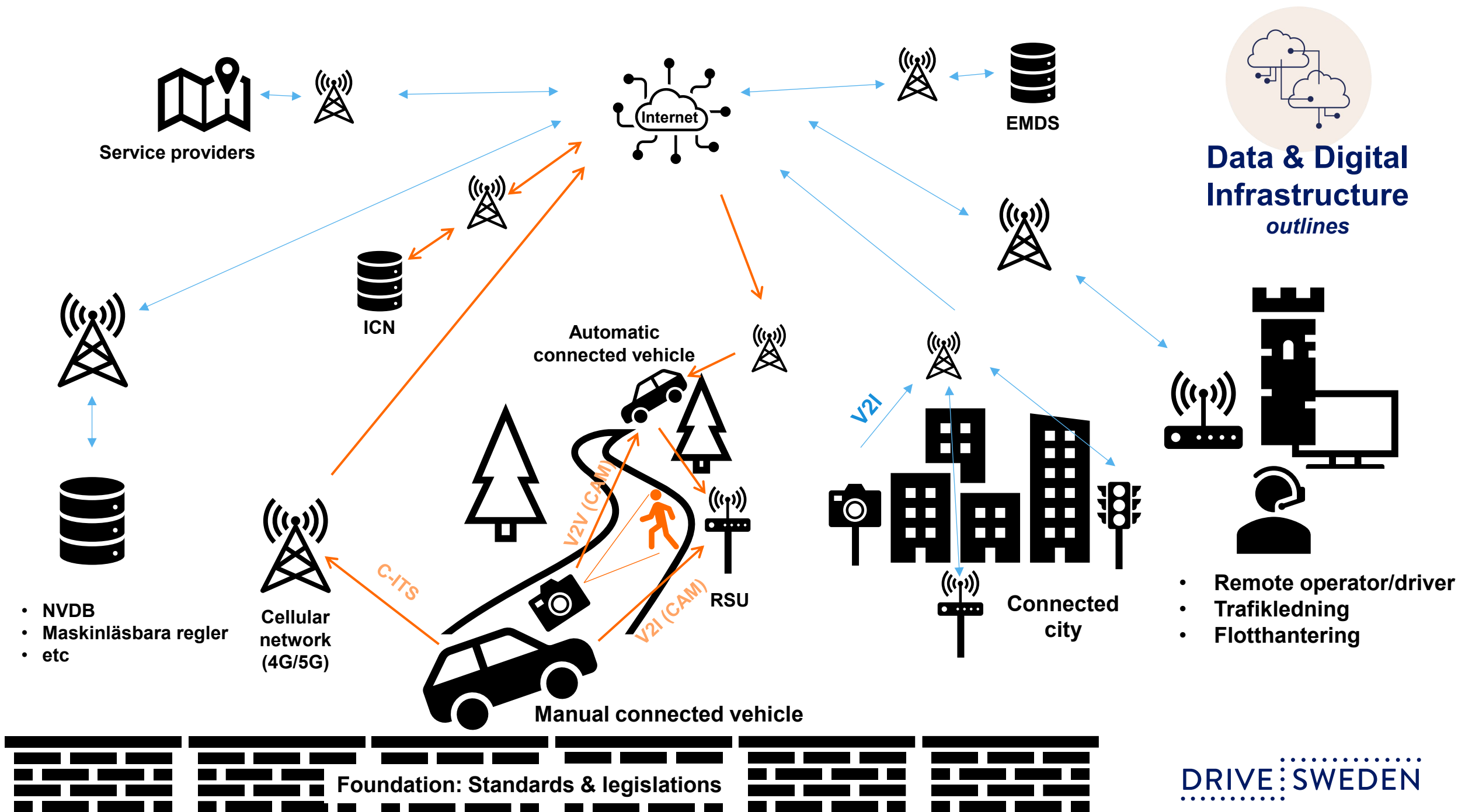
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Överbrygga “dödens dal”



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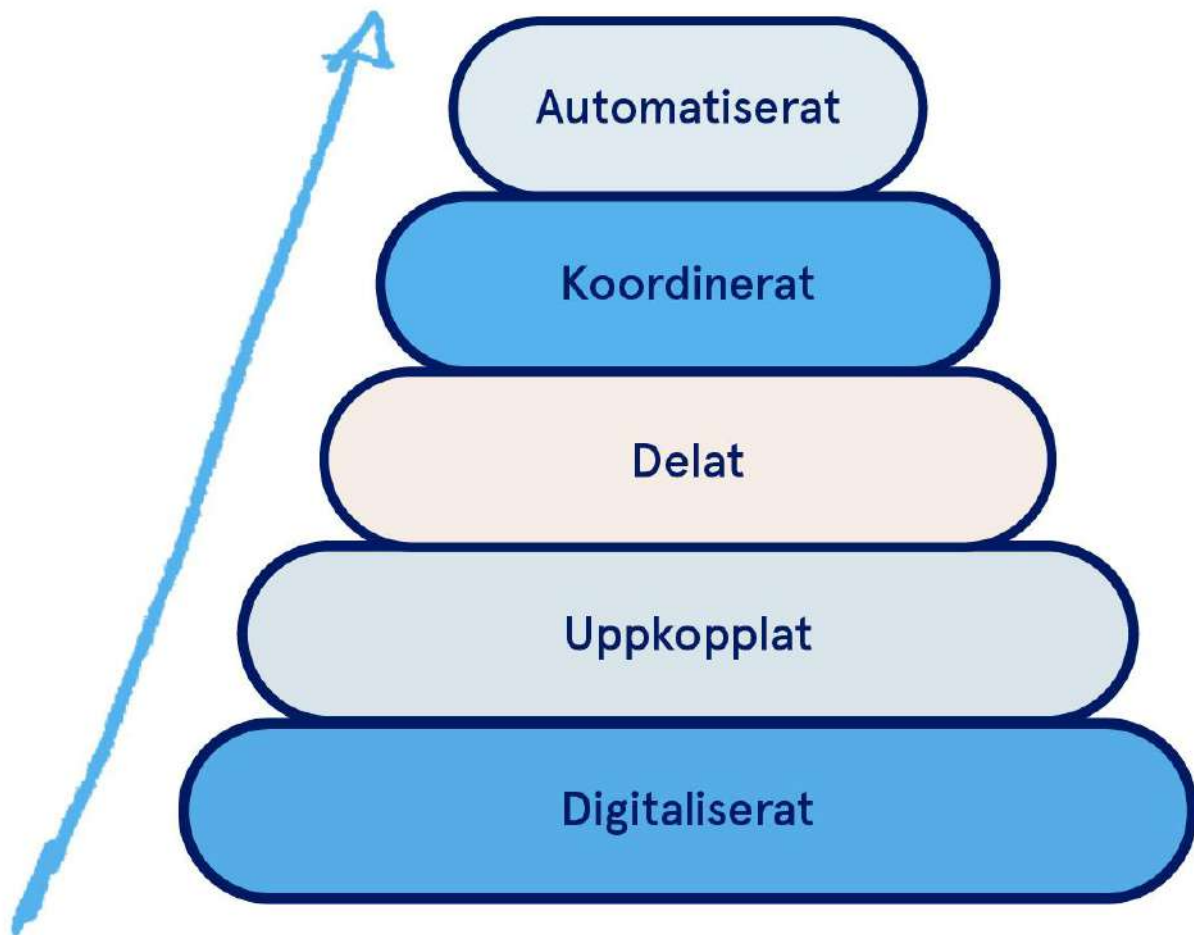
värdet nyttorna

**Teknik
diket**
standarder



**Juridik
diket**
Data Act etc.

Projekt Catalyst

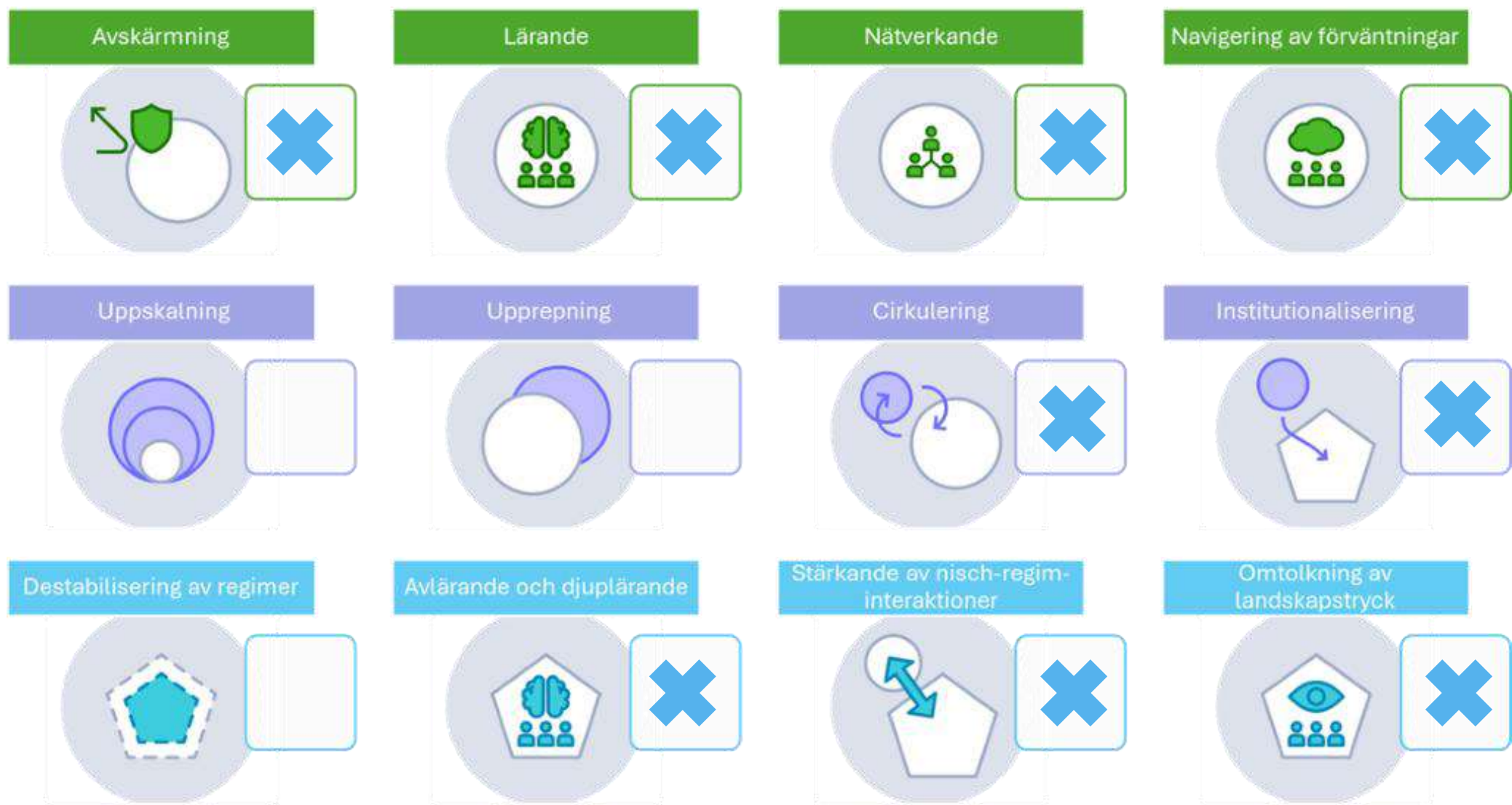


Vem skapar nyttorna?

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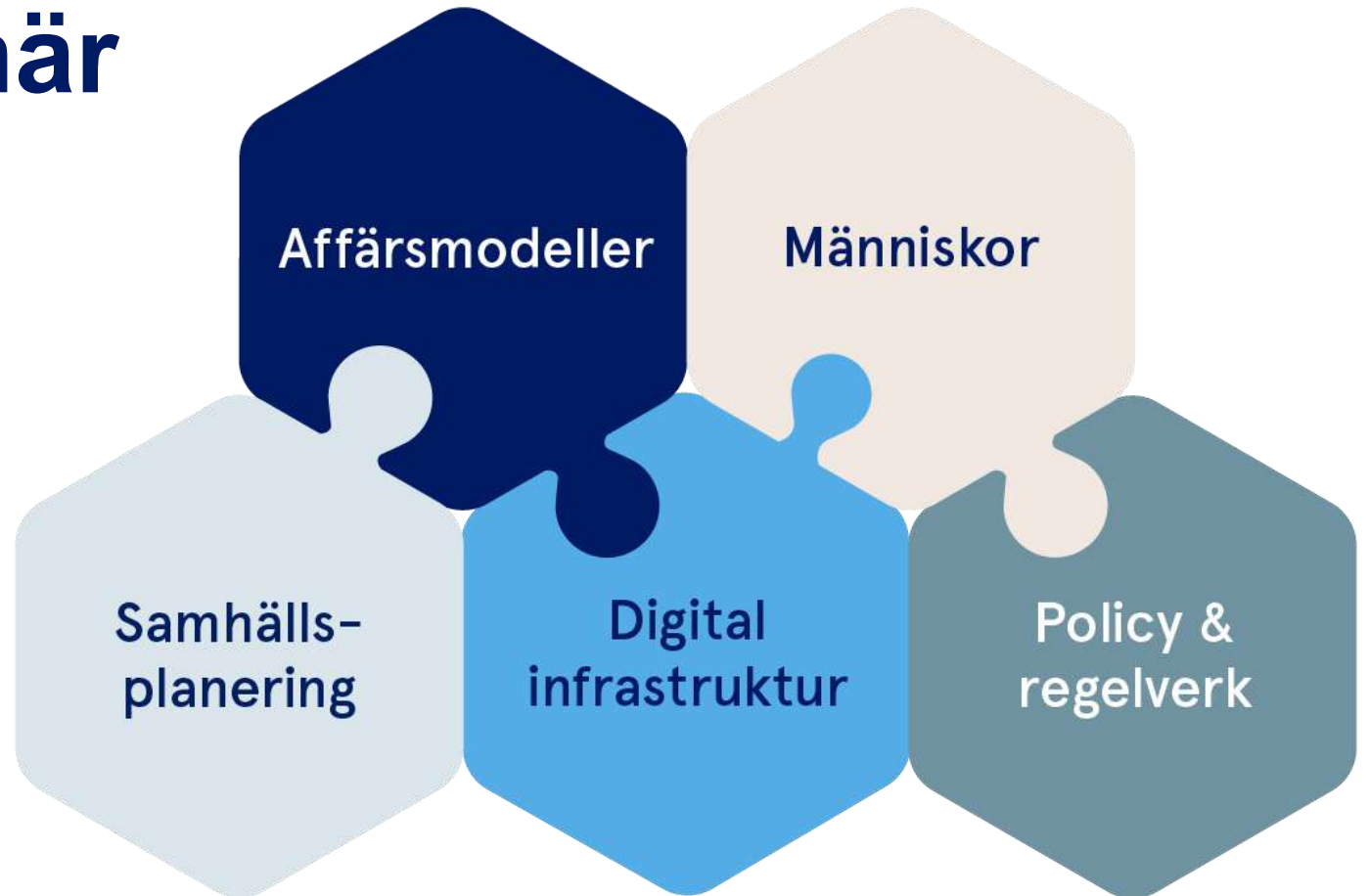
Förändring i transportsystem ÄR svårt!



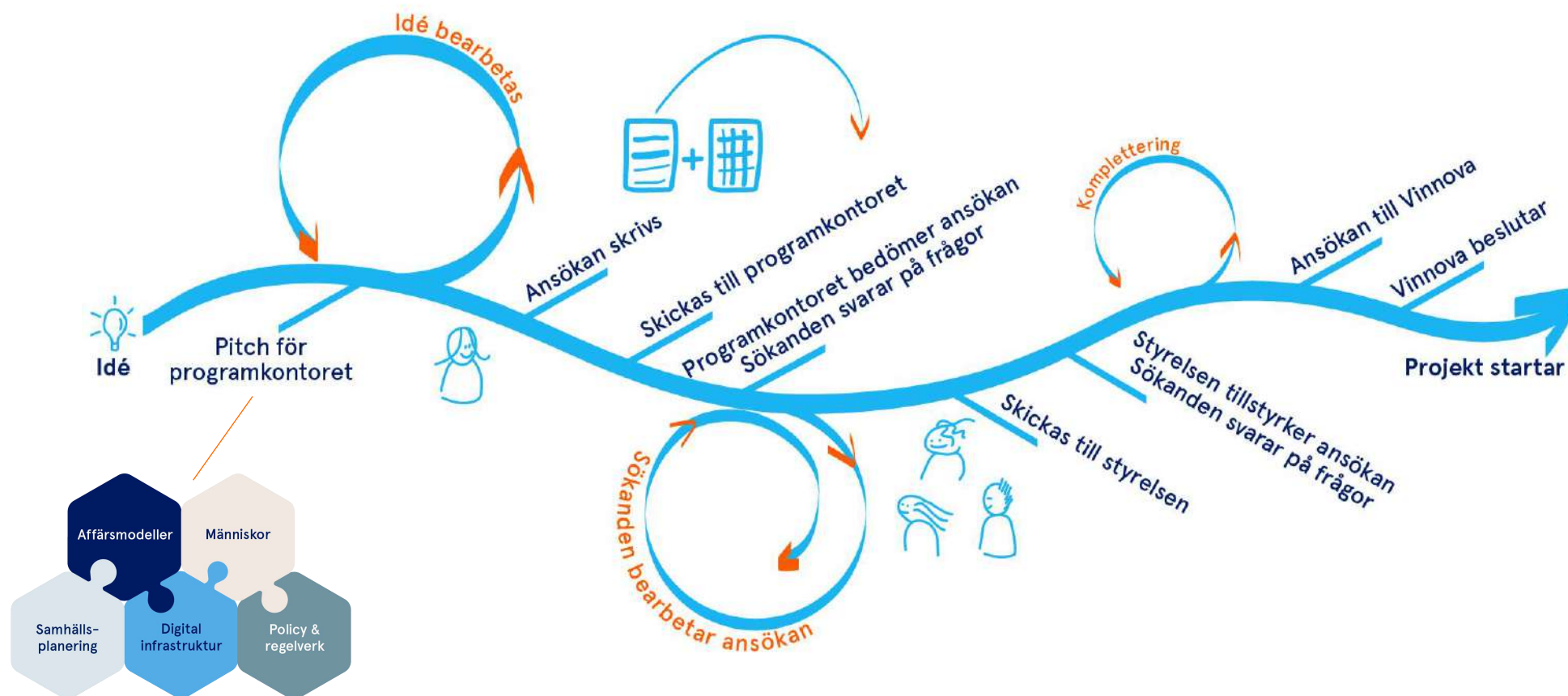
Funktionsstyrkor och systemsvagheter

Ramverk från uppgift i kursen “Transformativ Innovationspolitik” 2026, Chalmers CIIST
baserat på forskning från Bergek, Hekkert m.fl.

Viktiga faktorer när transportsystem förändras



Att hitta rätt fråga & konstellation



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CoMiMo Connected Micro Mobility

A PROJECT CARRIED OUT BY LUND UNIVERSITY IN COLLABORATION WITH GOCIMO, FOODORA, UNIVERSITY OF BORÅS, NORDSTAN AND VIALUMINA WITH SUPPORT FROM VINNOVA AND DRIVE SWEDEN

Rapid growth of e-commerce has increased last-mile logistics challenges, such as, high emissions from fossil-fueled vehicles and traffic congestion as well as noise, safety, and social inclusion issues for riders

The CoMiMo project and systems solution addresses the gaps of charging times, parking, and range limitations



The CoMiMo pilot in Gothenburg included:

- Deployment of 60 electric mopeds and 5 battery-swap stations ('beacons')
- Integration of geofencing, remote monitoring, and automated user verification
- Iterative system design using Google Drive collaboration and monthly reviews

Results achieved as of May 2025:

- Over 125,000 SWAPS made without any problems, also in winter
- Almost 2,500,000 km driven
- Equivalent to more than 215,000 kg of CO2 saved
- Satisfied drivers

Next steps:

- Already rolled out in Stockholm and Malmö with Copenhagen this summer
- ... stems design and business model



Mattias Tingvall • 1st

CEO | Launching GoCimo - Light Electric Vehicles with Battery Swapping ...
2mo •

We are hiring! 🎉

Join us and become our Head of Growth and Expansion!

Scale GoCimo in Europe and make a real impact 🚀



Head of Growth and Expansion - GoCimo Group AB and its subsidiaries

careers.gocimo.com

Projekt: CoMiMo
drivesweden.net/projekt

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Data och systemstöd



Delad väglagsinformation för tillförlitlig busstrafik

Hawzheen Karim, ViaPM
Eva-Marie Wenehed, iter8 (f.d. Tyréns)
Miguel Ramos, VR Sverige AB
Niklas Petrov, Sundbyberg Stad



Uppkopplade fordon (FCD), VVIS och sensordata:



Använder friktionsdata från uppkopplade fordon, väderdata för vägar från närliggande VVIS-stationer, samt mobila sensorer på bussar för att fånga både aktuella och prognostiseradeintervägförhållanden.



Vägväderprognoser:



Tillämpar högupplösta prognoser för vägförhållanden (upp till 72 timmar), baserade på kombinerad VVIS-data, fordonsdata och sensorinput, för att möjliggöra proaktivt vinterunderhåll och trafikledning.

VAISALA

Operativ styrning och produktionsdata:



Integrerar GPS-data, loggade vinterunderhållsåtgärder (t.ex. saltning och plogning) samt resursanvändning för att stödja operativ styrning, verifiering och uppföljning av genomförda åtgärder.



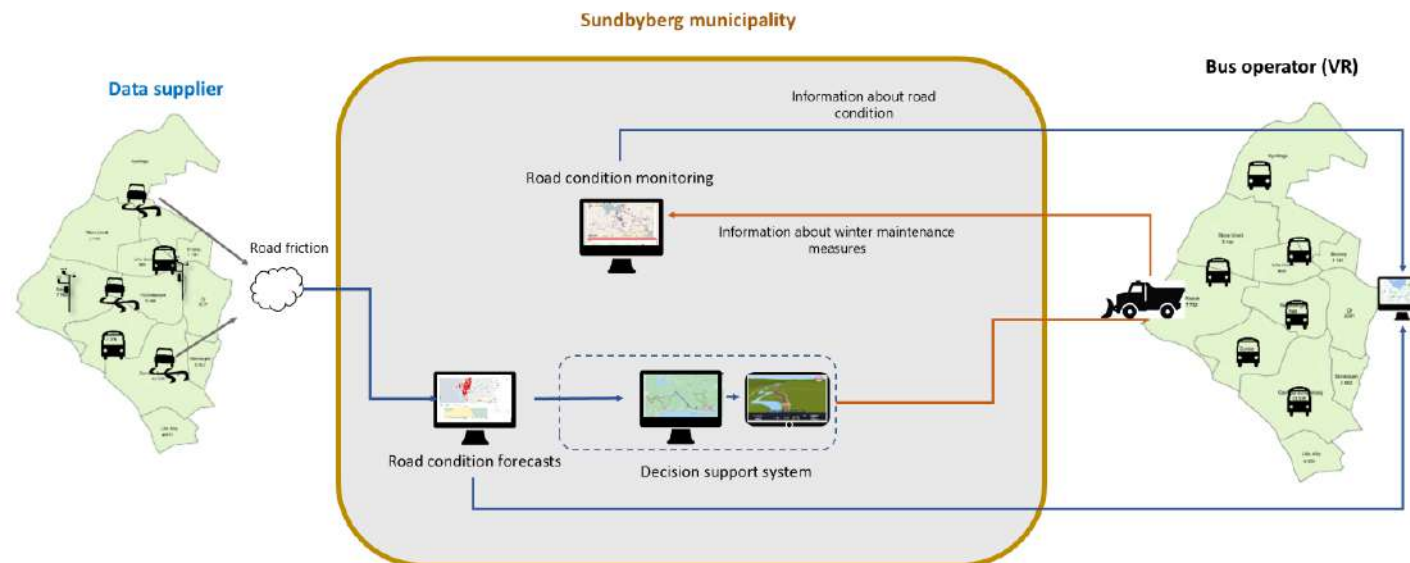
Analys av kollektivtrafikens prestanda och tillgänglighet:



Kopplar väg- och trafikförhållanden till bussars restid, punktlighet och tillgänglighet för att analysera systemeffekter och identifiera orsaker till förseningar.

TYRÉNS

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Kostnads-nyttoanalys

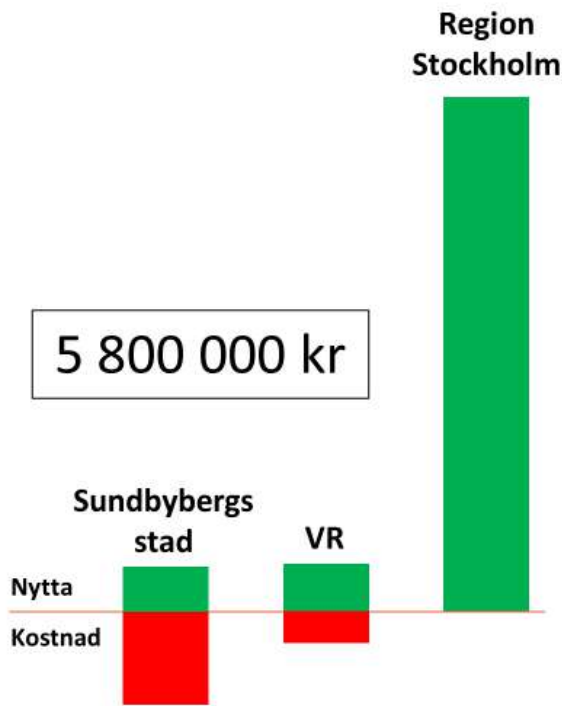
Sundbyberg stad och VR Sverige

Kostnad-nytta (kr/år) i 2022 prisnivå		Besparing i produktionskostnader Sundbyberg stad och VR Sverige			
		3%	4%	5%	6%
Samhällsnyttor (förbättrad punktlighet och minskade skador)	1%	-700 000	-500 000	-400 000	-200 000
	5%	1 000 000	1 200 000	1 400 000	1 500 000
	10%	3 200 000	3 300 000	3 500 000	3 700 000
	15%	5 300 000	5 500 000	5 600 000	5 800 000

Källor:

Samhällsnyttor (förbättrad punktlighet och minskade skador): VR kostnader 5 problemvinterdagar 2023/2024 + Sundbybergs stads kostnader + Samhällsnyttor av minskade skador (STRADA och ASEK8) och förbättrad punktlighet, produktionsdata

Besparing i produktionskostnader Sundbyberg stad och VR Sverige: Besparingar i produktion och saltförbrukning



Region Stockholm

Nytta (kr/år) i 2022 prisnivå		Besparing av minskade skador			
		1%	5%	10%	15%
Besparing av förbättrad punktlighet	1%	32 600 000	161 600 000	322 800 000	484 100 000
	5%	34 000 000	162 900 000	324 200 000	485 400 000
	10%	35 700 000	164 600 000	325 900 000	487 100 000
	15%	37 400 000	166 300 000	327 600 000	488 800 000

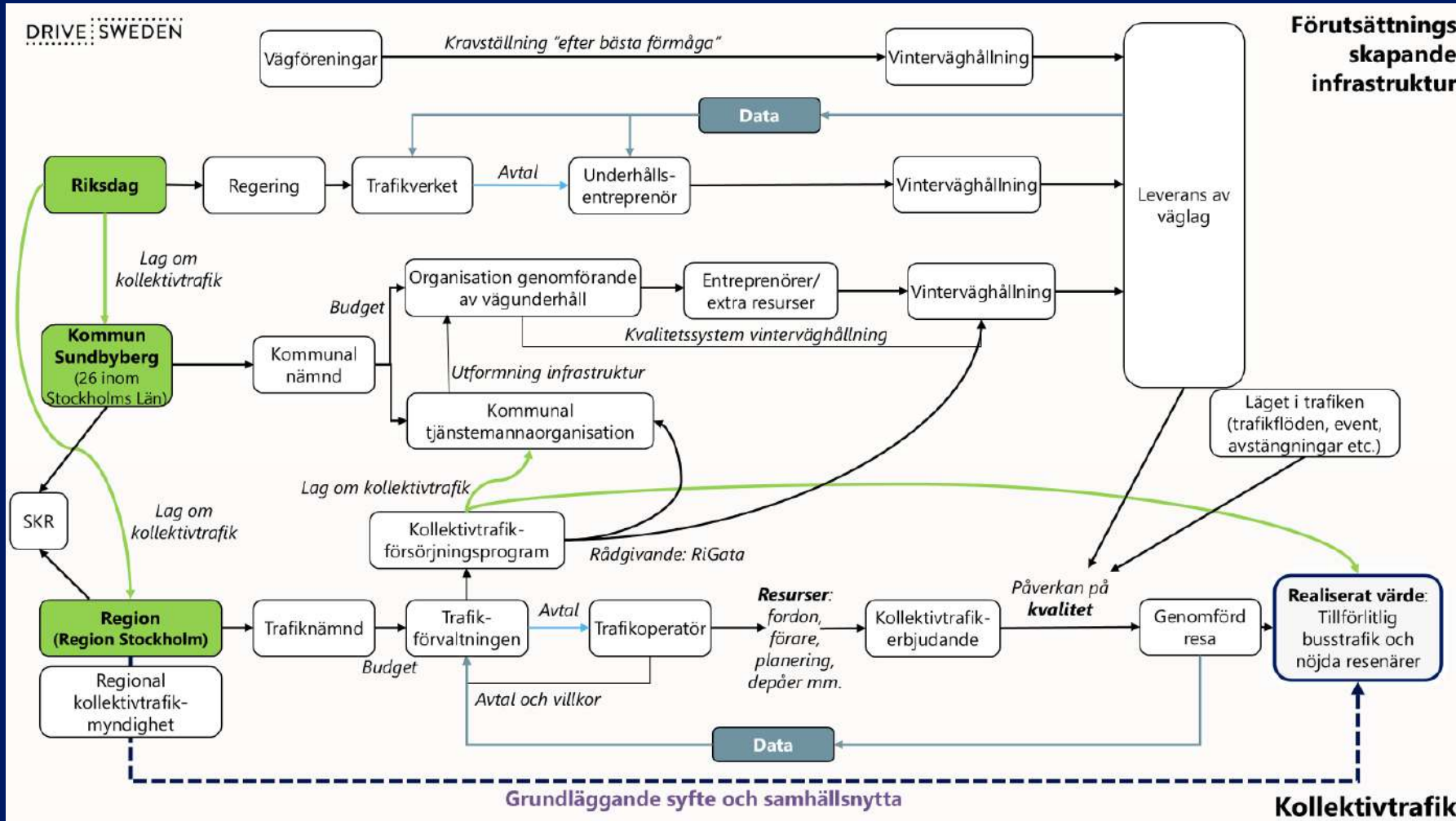
Källor:

Besparing av förbättrad punktlighet: VR punktlighetsdata för 5 problemvinterdagar 2023/2024 uppskattad för hela region Stockholm

Besparing av minskade skador: Samhällsnyttor av minskade skador (STRADA och ASEK8) och förbättrad punktlighet, produktionsdata

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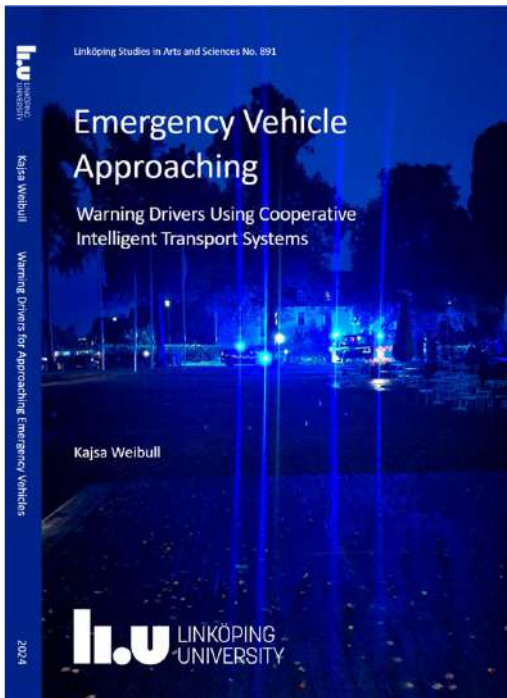
Komplexiteten i ansvaret...



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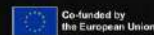
Time saved with EVA?

- Median response time 15 min (Prioritized call)
- In Sweden 10 000 out of hospital cardiac arrests/year
- One min shorter response time = Increase chance to survive with 0.7 % units
- One min shorter response time = 70 lives saved/year
- An economic value of a life is 3.5 million Euro
- Saving one life per year is enough to bring societal and economical benefit.

Karolinska institutet. (2026). https://ki.se/forskning/popularvetenskap-och-dialog/popularvetenskapliga-teman/tema-hjartstopp/hjartstopp-en-kamp-mot-liden?utm_source=chaipit.com
Sund, B. (2010). Effect of response times on survival from out-of-hospital cardiac arrest: using geographic information systems. Working paper, Örebro University.

Traffic light priority service for emergency vehicles saves lives and money

The most serious emergency vehicle accidents occur at traffic-light-controlled intersections



Traffic Light Priority Service

Key points

System that provides traffic light priority for emergency vehicles

700

Traffic light intersections

300

Emergency vehicles

1000+

Traffic light intersections by the end of 2026

300 000+

Priority requests per year

1 500 000 €+

Annual benefit to society

Temamöte 12 maj
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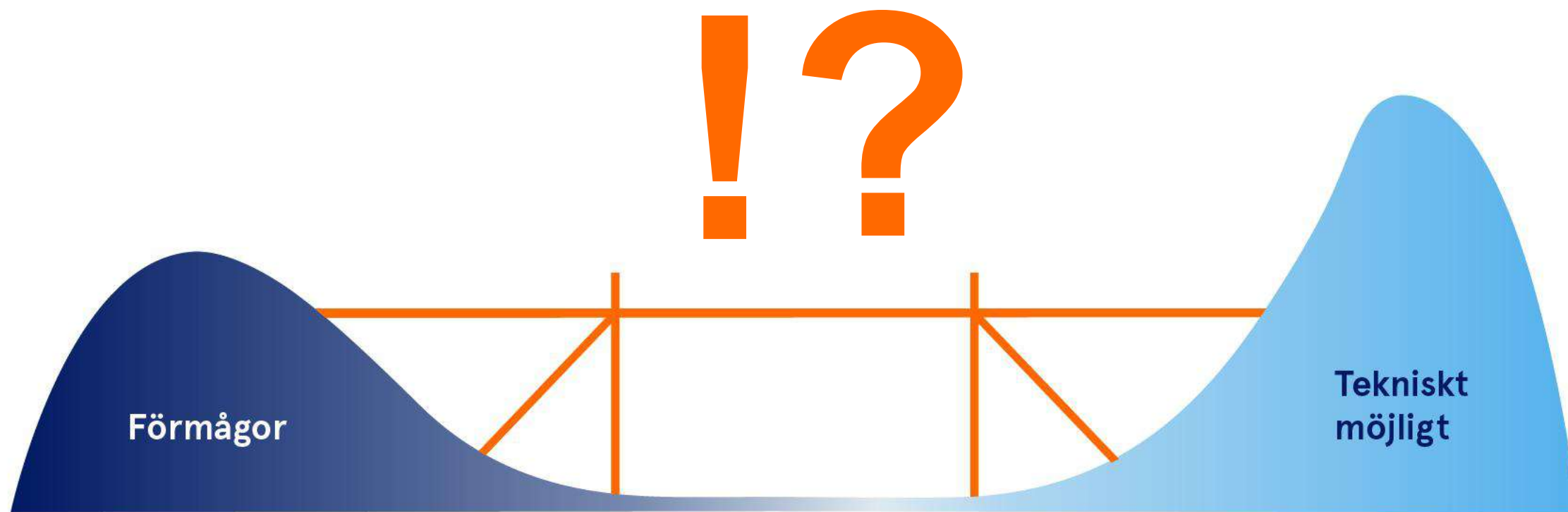
Ecosystem for digital services



Temamöte 12 maj
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Medskick

Underskatta inte komplexiteten, omfamna den

Låt ännu fler bli involverade, detta angår alla i transportsystemet

Skapa relevans och uppmärksamhet: räkna, artikulera, kommunicera nyttorna

Bidra till att svensk förmåga växer snabbt, vi halkar efter

Prata med varandra!!

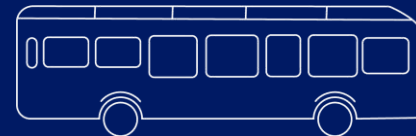
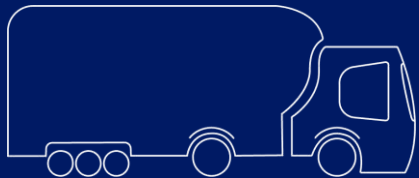
Orka! 



Drive Sweden Forum 2026



15 September
Gothenburg



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TACK!



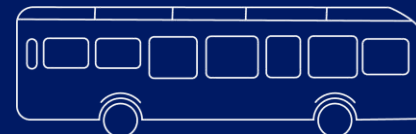
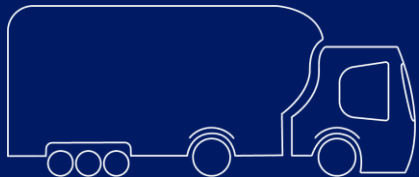
Malin Andersson
Program Director

drivesweden.net

linkedin.com/company/drive-sweden

malin.andersson@drivesweden.net

Missa inte
vårt nyhetsbrev
och inbjudningar
till event!



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