Posten Bring's longest route on electricity: Trondheim â€“ Stokke on one charge

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Posten Bring is currently conducting a pilot project to see if it is possible to run regular traffic between Trondheim â€“ Drammen â€“ Stokke with electric trucks. The experience is very good.

– This is one of Southern Norway's longest routes in scheduled traffic and is a full 600 kilometers one way. This route is operated with the largest capacity we have on the road, says Steinar Haugen, Head of Procurement Transport who has been involved in the project.

Initially, Posten Bring wants to see if it is possible to carry out the route within the available time frame, with different quantities and tonnage – without significant deviations.

– Regular traffic places strict demands on regularity and there is no room for setting up solutions that are not robust in all types of weather and conditions. This has been a valuable test that gives us valuable learning, Haugen continues.

CONNECTION: The charging stations are not always sized for truck trailers. For driver Semklo, this means that the trailer must be disconnected and reconnected when charging. Photo: Posten Bring

One charging stop

The driver of the truck, Damian Semklo, says that the experience from the trip south was better than expected.

– It has actually exceeded all expectations. On the way south, I only had to stop to charge once. When I arrived in Stokke, I still had a good margin left in the battery, explains Semklo.

Semklo says he is excited about the journey north again, as the truck is more heavily loaded than it was south.

– I still think that there shouldn't be any problems. The way I see it, there will be a stop along the way, and then I think it should last all the way to Trondheim during the night.

Can be used right now

Jotra, with whom Posten Bring has collaborated for a long time on local distribution in Trøndelag and on scheduled traffic, is conducting the test in collaboration

with the group. So far, experience indicates that this type of transport can be put into operation with today's technology.

– Our preliminary assessment, together with the supplier, is that this is entirely possible to implement today. With fast charging, you can utilize the rest time that the driver has anyway, and then you can charge sufficiently without losing time, says Haugen.

He points out that there are still challenges, and that more testing is needed before the equipment can be put into regular operation.

– On the coldest days, for example in Østerdalen, one extra charge may be needed. But it will not have a major impact on the delivery time, and is manageable within today's operations.

Posten Bring has spent significant resources in recent years building out its own charging network for heavy vehicles at its terminals in Norway. To date, the group has 348 charging points at 22 locations across the country, but with more routes than just this one, it is an important prerequisite that the charging infrastructure is expanded.

– Our experience is that there is not enough charging capacity available for both us and other players in the market to adapt in line with our total needs, explains Haugen.

Will drive transformation

The test is part of a larger effort in which Posten Bring will take an active role in the transition to a low-emission society. The transition is particularly demanding in heavy transport.

– Restructuring the heavy vehicle fleet is one of the most demanding tasks we face, and it is also where emission cuts will pay off the most. We have come a long way in our own operations, but to succeed, the entire transport network must be involved, says Haugen.

He points out that the group depends on transport providers also taking action.

– We have to use our purchasing power actively. This means both setting clear requirements, but also participating in testing and developing new solutions together with suppliers. This test is a good example of just that, he concludes.

Source: Posten Bring

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