



Impact assessment for amendments to the regulations on journeys with long or wide indivisible loads

The Swedish Transport Agency's proposal:

Additions are being made to the current regulations laying down the requirements for vehicle signs that may be used to mark wide or long indivisible loads. We add that retro-reflective materials marked in accordance with ECE Regulation 150 are permitted. Furthermore, all classes under ECE Regulation 104 may also be applied to retro-reflective materials for the vehicle signs.

The impact assessment was changed after the consultation phase; the changes are marked with lines in the left margin of the text.

A. General

1. What is the problem or the reason for the regulation?

A problem became apparent when the Swedish Transport Agency's regulations and general advice on journeys with wide indivisible loads (TSFS 2023:36) and the Agency's regulations and general advice (TSFS 2023:37) on journeys with long indivisible loads came into force, namely we were stipulating that retro-reflective materials for certain vehicle signs in the regulations had to be E-marked in accordance with ECE Regulation 104 Class C. Class C materials are not intended to be used for entire vehicle signs, but primarily to mark out the outer contours of heavy goods vehicles and lorry trailers by means of retro-reflective strips.

In practice, it is possible to manufacture vehicle signs with strips according to ECE Regulation 104 Class C, but this entails extensive manual work for the sign manufacturer. There are also additional classes under the Regulation that are intended for entire vehicle signs.

ECE Regulation 104 has been replaced to some extent by ECE Regulation 150, which will eventually replace Regulation 104 completely. Today, it is not possible to get new retro-reflective materials type-approved under Regulation 104. In the long term, this may mean that it is not possible to manufacture signs that meet the requirements of TSFS 2023:36 and TSFS 2023:37, specifically the marking requirements under ECE Regulation 104 Class C.

2. What is to be achieved?

The amendment aims to make the situation easier for manufacturers of vehicle signs and to contribute to an updated set of regulations. The amendment also aims to help ensure that vehicle signs will be available in the long term to companies carrying long indivisible loads.

3. What are the alternative solutions?

3.1 Impact if nothing is done?

If the rules are not changed, there will be no vehicle signs available in the long term, since companies will no longer have retro-reflective materials marked according to ECE Regulation 104.

Since ECE Regulation 150 for vehicle signs is in place, and we do not refer to the Regulation but instead impose other requirements in our regulations, our regulations could constitute an obstacle to trade.

3.2 Alternatives that do not involve regulation

The current requirements take the form of regulations issued by a government agency and can therefore only be amended through regulatory changes. There are no options that do not involve a change in regulation.

3.3 Regulatory alternatives

Amendments and additions are being made to the current requirements that stipulate that retro-reflective material used in signs must be E-marked according to ECE Regulation 104 Class C. The Class C requirement is being removed, which opens the way for all classes within the Regulation to be used. Additions are also being made to the provisions such that materials can be E-marked either according to ECE Regulation 150 or ECE Regulation 104. No new transitional provisions are being proposed, rather that the amendments to the regulations should enter into force as soon as possible.

An alternative would be to propose transitional provisions for entry into force.

4. Who will be affected?

Those affected by the draft rules are primarily manufacturers of vehicle signs for marking wide or long vehicles or for marking long or wide indivisible loads. There are relatively few enterprises operating in this sector, and they could be small, medium and large.

Indirectly, the draft regulations may make it easier for enterprises using the signs, primarily transport companies carrying long or wide indivisible loads.

It is difficult to identify or estimate the number of enterprises affected, but they could be small, medium and large enterprises.

5. What are the impacts of the regulation?

5.1 Enterprises

(X) The regulation is not deemed to significantly impact the working conditions, competitiveness or other conditions of enterprises. All consequences for enterprises are therefore described under 5.1.

() The regulation is deemed to significantly impact the working conditions, competitiveness or other conditions of enterprises. Therefore, the impact assessment does not contain a description under 5.1, but all the consequences for enterprises are described in Section C.

Enterprises manufacturing signs intended to mark long or wide indivisible loads will have a simpler and faster manufacturing process in order to produce compliant signs. They will not be subject to unnecessary manual work and can use more retro-reflective materials. The proposal will thus facilitate manufacturing, and reduce the cost and administrative burdens for businesses.

A simplified manufacturing process means that enterprises using these signs will probably have both increased access to and cheaper signs.

5.2 Citizens

Citizens are not affected by the proposal.

5.3 The State, regional authorities or municipalities

The State, regional authorities or municipalities are not considered to be affected by the proposal.

5.4 Environment

The proposal is considered to have a minor environmental impact, but may contribute to reduced waste of retro-reflective materials when vehicle signs are being produced.

5.5 Externalities

The proposal is not considered have any externalities.

6. What is the impact of the regulatory alternatives considered and why are the regulations considered to be the best alternative?

The proposal will give enterprises that manufacture vehicle signs more alternatives for retro-reflective materials to produce vehicle signs that meet the requirements laid down in our regulations.

The proposal is expected to contribute to more up-to-date rules that are also more future-proof, since ECE Regulation 150 is set to be further developed and replace ECE Regulation 104. Today, both these Regulations contain corresponding requirements for the retro-reflective materials, with no increase in the technical requirements for retro-reflective materials. In the long term, only Regulation 150 will be applied, as it is not possible to get new retro-reflective materials type-approved under Regulation 104 today.

If we do not change the provisions, there is a risk that Sweden will be brought before the Court of Justice of the European Union since the current provisions can be seen as a barrier to trade because we require only one of two applicable Regulations.

We are not proposing any transitional provisions because we are opening up the number of retro-reflective materials that may be used for the production of vehicle signs. Since ECE Regulation 150 covers the same technical requirements as ECE Regulation 104, there are no changes to the technical requirements, for example to the reflectivity or colour spectrum of materials. For this reason, we are not introducing stricter rules, but are maintaining the level of technical requirements, but allowing for more different materials.

Linguistic changes are also being made in addition to the amendments outlined above. The wording referring to an UNECE Regulation is being changed to ECE Regulation as this is in line with the way the Agency refers to these international legal provisions. These changes are not considered to have any impact but should help make it easier for the reader.

We are also making some general linguistic changes that simplify the text in the regulations in order to facilitate understanding of the sections.

Some minor linguistic and grammatical errors in the regulations and transitional provisions also became apparent during the consultation phase, which have been corrected for the adoption of the amended regulations.

7. On what authorisation is the Agency's right to make decisions based?

The Swedish Transport Agency's authorisation to issue regulations on vehicle signs for journeys with wide or long indivisible loads derives from



the Agency's mandate under Chapter 4, Section 15 and Section 17b of the Road Traffic Ordinance (1998:1276).

8. Is the regulation consistent with or does it exceed the obligations arising from EU law or other international rules?

The Government's authorisation and the regulations we are proposing are not considered to go beyond the obligations arising from Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic. There are no other international rules that concern this.

Since the draft regulations contain technical requirements for vehicle signs, they will be notified to the Commission in accordance with Directive (EU) 2015/1535¹. Sweden has transposed this Directive through the Ordinance (1994:2029) on Technical Rules.

The proposal do not include any provisions on services in the internal market under the Services Directive². Thus, the proposal does not need to be notified under that Directive.

The proposal does not include any provisions on data flow management under the Data Flow Regulation³. Thus, the proposal does not need to be notified to the Commission under that Regulation.

9. Does special consideration need to be given regarding the date of entry into force, and is there a need for special information initiatives?

We deem that the proposal should enter into force as soon as possible.

¹ Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

² Directive 2006/123/EC of the European Parliament and of the Council of 12 December 2006 on services in the internal market.

³ Regulation (EU) 2018/1807 of the European Parliament and of the Council of 14 November 2018 on a framework for the free movement of non-personal data in the European Union.



B. Transport policy effectiveness

The overall goal of Swedish transport policy is to ensure a socio-economically efficient and long-term sustainable transport supply for citizens and businesses throughout the country. Under the overall goal, there are performance objectives and health, environment and safety (HES) objectives with a number of prioritised areas.

The performance objective is to create accessibility for people and goods. The design, functioning and use of the transport system shall help provide everyone with basic accessibility, with good quality and usability, as well as contribute to the development dynamic across the whole country. At the same time, the transport system must uphold the value of equality, meaning it must meet the transport needs of both men and women in equal measure.

The HES objective concerns health, environment and safety. The design, functioning and use of the transport system shall be adapted so that no one is killed or seriously injured. It shall also contribute to the overall generational goal for the environment and achieving the environmental quality goals, as well as contribute to increased health.

10. How does the regulation affect the performance objective?

The proposal will have a slight positive impact on companies' ability to transport wide or long indivisible loads.

11. How does the regulation affect the HES objective?

The proposal will not affect the HES objective.

C. Companies

The regulation is not deemed to significantly impact the working conditions, competitiveness or other conditions of companies. All consequences for companies are therefore described under point 5.1.



D. Summary of impacts

Affected party	Impacts that cannot be quantified		Quantified impact (SEK thousands)	Comments
	Advantages	Disadvantages	+ / -	
Enterprises	Facilitates the production of vehicle signs. Cheaper vehicle signs. The availability of vehicle signs is ensured in the long term.			
Citizens	-	-		
The State etc.	-	-		
Externalities	Reduced waste during sign manufacturing.	-		
Total				

E. Consultation

While the current regulations were being developed, the basic information was provided to companies that manufacture vehicle signs for consultation. No comments were received at this stage. Nor were any comments received when this proposal was notified. When the regulations came into force, we were contacted by one company that highlighted the problem outlined in this impact assessment.

If you have any questions or any opinions you would like to share regarding this impact assessment, please contact us:

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