



EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs
Single Market Enforcement
Notification of Regulatory Barriers

Notification Number : 2024/0118/SE (Sweden)

Amendments to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles and the Road Traffic Tax Act (2006:227)

Date received : 05/03/2024

End of Standstill : Not applicable (closed)

Fiscal Measures : Yes

Message

Message 001

Communication from the Commission - TRIS/(2024) 0595

Directive (EU) 2015/1535

Notification: 2024/0118/SE

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késések - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20240595.EN

1. MSG 001 IND 2024 0118 SE EN 05-03-2024 SE NOTIF

2. Sweden

3A. Kommerskollegium

3B. Finansdepartementet

4. 2024/0118/SE - T40T - Urban and road transport

5. Amendments to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles and the Road Traffic Tax Act (2006:227)

6. Heavy vehicles

7.



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8. The proposed provisions increase the road user charge and at the same time differentiate according to the CO₂ emission class. They also mean that the way changes in the CO₂ emission class affect the road user charge is regulated.

The proposed provisions on the extended road user charge obligation means that the current 12 tonnes road user charge limit is reduced. This means that motor vehicles with a maximum weight exceeding 3.5 tonnes and motor vehicle combinations with such vehicles become subject to a charge. Motor vehicle combinations where the motor vehicle has a maximum mass not exceeding 3.5 tonnes and a semi-trailer, if the total weight of the combination exceeds 3.5 tonnes, become chargeable.

The proposed provisions on vehicle tax involve introducing vehicle tax rates for heavy goods vehicles weighing less than 12 tonnes, that can be run on diesel oil and become subject to a charge due to the extension of the obligation to pay the road user charge. The vehicle tax is set at SEK 300 for all lorries concerned except those with a semi-trailer. For these trucks, the vehicle tax is instead set at SEK 1,000.

The provisions are proposed to enter into force on the days determined by the Government. This is estimated to be 26 March 2027 for the extension of the obligation to pay the road user charge and no earlier than 1 January 2025 for the other amendments.

9. Sweden has been affiliated with an intergovernmental cooperation since 1 January 1998 in the form of a common levying of road user charges for heavy goods vehicles when using certain roads. Within the framework of the cooperation, the Parties have agreed to amend the road user charge in order to adapt it to amendments to Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures. The amendments proposed in the Act on Road User Charge for Certain Heavy Vehicles aim at implementing the amendments agreed in cooperation.

The amendments proposed in the Road Traffic Tax Act aim at supplementing the current regulatory framework for vehicle tax with taxes on those lorries that can be run on diesel oil and which become subject to a road user charge through the amendments to the Act on Road User Charge. There are currently no vehicle tax rates for these vehicles.

10. Reference(s) to basic text(s): No basic texts available

11. No

12.

13. No

14. Yes

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission
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