

1 Text of the Act

The government proposes the following legislative text.

1.1 Draft Act amending the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles

It is hereby laid down in respect of the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles:

that Sections 2a, 5, 11, 13, 21 and 25 shall have the following wording:

that four new paragraphs, namely Sections 17b–17d and 23a, shall be inserted, with the following wording.

Current wording

Vehicle year means the information in the road traffic register indicating the model year of a vehicle or, in the absence of such information, the year of manufacture. If both pieces of information are missing from the register, vehicle year means the year in which the vehicle was first put into service.

Proposed wording

Section 2a¹

*For the purpose of the Act;
— the Eurovignette Directive: Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 as regards the charging of vehicles for the use of certain infrastructures, as amended by Directive (EU) 2022/362 of the European Parliament and of the Council;*

— Euro emission class: the emission class specified in Annex 0 to the Eurovignette Directive;

— CO2 emission class: the emission class specified in Section 9 of the Act (2024:000) on the Classification of Heavy Vehicles into CO2 Emission Classes, or the equivalent emission class for foreign vehicles;

— vehicle group: the same as in Section 1 of the Act on the Classification of Heavy Vehicles into CO2 Emission Classes;

— sub-group of vehicles: the same as in Section 1 of the Act on the Classification of Heavy Vehicles into CO2 Emission Classes;

— vehicle year: the information

¹ Most recent wording 2006:474.

in the road traffic register indicating the model year of a vehicle or, in the absence of such information, the year of manufacture, or, if both pieces of information are missing from the register, the year in which the vehicle was first put into service;

Section 5²

For vehicles that are or should be registered in the Swedish road traffic register (Swedish vehicles), and which are not de-registered or temporarily registered, a road user charge shall be paid for the right to use the Swedish road network. For foreign vehicles, a road user charge shall be paid for the right to use motorways and the roads listed in Appendix 1.

The charge shall apply to motor vehicles or articulated combinations of vehicles with a gross weight of at least 12,000 kilograms, if the vehicle is intended *exclusively* for the carriage of goods by road.

For Swedish vehicles with a towing device, the charge is based on the maximum permissible laden weight that *the combination of vehicles* may have.

The charge shall apply to motor vehicles or articulated combinations of vehicles with a gross weight of at least 12,000 kilograms if the vehicle is intended *for or used* for the carriage of goods by road.

For Swedish *motor vehicles* with a towing device, the charge is based on the maximum permissible laden weight that *the combination of motor vehicles* may have.

Current wording

Section 11³

The road user charge is levied as follows, with different amounts imposed depending on the number of axles and the *pollutant emissions* requirements that a vehicle's engine meets, *in accordance with such Euro emission class of a vehicle that:*

– *for Classes 0 to V, Annex 0 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, as amended by Directive 2011/76/EU of the European Parliament and of the Council, and*

– *for Class VI, Annex I to Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy-duty vehicles (Euro 6) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive*

² Most recent wording 2001:570.

2 ³ Most recent wording 2019:155.

2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC, as amended by Commission Regulation (EU) No 133/2014.

<i>Maximum 3 axles</i>				
<i>EURO Class</i>	<i>Annual charge in EUR</i>	<i>Monthly charge in EUR</i>	<i>Weekly charge in EUR</i>	<i>Daily charge in EUR</i>
<i>0</i>	<i>1,407</i>	<i>140</i>	<i>37</i>	<i>12</i>
<i>I</i>	<i>1,223</i>	<i>122</i>	<i>32</i>	<i>12</i>
<i>II</i>	<i>1,065</i>	<i>106</i>	<i>28</i>	<i>12</i>
<i>III</i>	<i>926</i>	<i>92</i>	<i>24</i>	<i>12</i>
<i>IV</i>	<i>842</i>	<i>84</i>	<i>22</i>	<i>12</i>
<i>V</i>	<i>796</i>	<i>79</i>	<i>21</i>	<i>12</i>
<i>VI</i>	<i>750</i>	<i>75</i>	<i>20</i>	<i>12</i>
<i>or cleaner</i>				

<i>Minimum 4 axles</i>				
<i>EURO Class</i>	<i>Annual charge in EUR</i>	<i>Monthly charge in EUR</i>	<i>Weekly charge in EUR</i>	<i>Daily charge in EUR</i>
<i>0</i>	<i>2,359</i>	<i>235</i>	<i>62</i>	<i>12</i>
<i>I</i>	<i>2,042</i>	<i>204</i>	<i>54</i>	<i>12</i>
<i>II</i>	<i>1,776</i>	<i>177</i>	<i>47</i>	<i>12</i>
<i>III</i>	<i>1,543</i>	<i>154</i>	<i>41</i>	<i>12</i>
<i>IV</i>	<i>1,404</i>	<i>140</i>	<i>37</i>	<i>12</i>
<i>V</i>	<i>1,327</i>	<i>132</i>	<i>35</i>	<i>12</i>
<i>VI</i>	<i>1,250</i>	<i>125</i>	<i>33</i>	<i>12</i>
<i>or cleaner</i>				

The road user charge for vehicles that do not comply with the emission requirements set out in Annex 0 to *Directive 1999/62/EC* shall be levied in accordance with *Euro class 0*.

The road user charge for EEV vehicles referred to in Annex 0 to *Directive 1999/62/EC* shall be levied in accordance with *Euro class V*.

For Swedish vehicles with a towing device, the road user charge shall be determined on the basis of the largest possible number of axles that a combination of vehicles may have.

Proposed wording

Section 11

The road user charge shall be levied as follows, with different amounts imposed depending on the number of axles and the requirements that a vehicle's engine meets in respect of the CO₂ emission class and, where applicable, Euro-emission class.

<i>Maximum 3 axles</i>					
<i>CO₂ emission class</i>	<i>Euro emission class</i>	<i>Annual charge in EUR</i>	<i>Monthly charge in EUR</i>	<i>Weekly charge in EUR</i>	<i>Daily charge in EUR</i>

1	0	1,434	143	50	14
	I	1,246	124	44	12
	II	1,085	108	38	11
	III	944	94	33	9
	IV	858	85	30	9
	V	811	81	28	8
	VI	764	76	27	8
	or cleaner				
2		688	68	24	7
3		592	59	21	6
4		459	45	16	5
5		191	19	7	2

Minimum 4 axles					
CO2 emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	2,404	240	84	24
	I	2,081	208	73	21
	II	1,810	181	63	18
	III	1,572	157	55	16
	IV	1,431	143	50	14
	V	1,352	135	47	14
	VI	1,274	124	45	13
	or cleaner				
2		1,146	114	40	12
3		987	98	35	10
4		764	76	27	8
5		319	31	12	4

The road user charge for vehicles that do not comply with the emission requirements set out in Annex 0 to the *Eurovignette Directive* shall be levied in accordance with *Euro-emission class 0*.

The road user charge for EEV vehicles referred to in Annex 0 to the *Eurovignette Directive* shall be levied in accordance with *Euro-emission class V*.

For Swedish *motor vehicles* with a towing device, the road user charge shall be determined on the basis of the largest possible number of axles that a *combination of motor vehicles* may have.

Section 13

The road user charge *shall* be payable during the calendar month preceding the month in which the charging period begins, subject to the second or third subparagraph.

When the obligation to pay the charge enters into force, the road user charge *shall* be paid no later than three weeks after the commencement of the obligation to pay.

If the nature of a vehicle is changed in such a way that a different amount of charge *shall* be levied, a new road user charge *shall* be imposed. The road user charge *shall* be paid no later than three weeks after the end of the calendar month during which the registration inspection took place or should have taken place at the latest.

The road user charge *should* be payable during the calendar month preceding the month in which the charging period begins, subject to the second or third subparagraph *or Section 17b*.

When the obligation to pay the charge enters into force, the road user charge *should* be paid no later than three weeks after the commencement of the obligation to pay.

If the nature of a vehicle is changed in such a way that a different amount of charge *should* be levied, a new road user charge *should* be imposed. The road user charge *should* be paid no later than three weeks after the end of the calendar month during which the registration inspection took place or should have taken place at the latest.

Section 17b

If the CO2 emission class of a vehicle is changed to a lower class after a review pursuant to Section 10(1)(1) of the Act (2024:000) on the Classification of Heavy Vehicles into CO2 Emission Classes, this shall only affect the vehicle's road user charge for the charging periods starting on or after the date on which the new classification takes effect.

If a road user charge has already been imposed on such a vehicle, the difference between the charge imposed and the new higher road user charge (additional charge) shall be paid.

The additional charge should be paid no later than 30 days after the decision on the additional charge.

Section 17c

If the CO2 emission class of a

vehicle is changed following a new assessment in accordance with Section 11 of the Act (2024:000) on the Classification of Heavy Vehicles into CO2 Emission Classes, the difference between the charge imposed and a new lower road user charge (excess charge) shall be reimbursed.

Reimbursement shall be made at an amount equal to the excess charge for the number of days for which the charge has been paid, calculated from the date on which the new CO2 emission class charge is to be applied to the vehicle group or sub-group of vehicles to which the vehicle belongs. Each day shall be considered as 1/360 of a full year.

If the excess charge is to be reimbursed and the road user charge for the period to which the excess charge relates has not yet been paid, the road user charge may be reduced. Such decisions are made based on automated processing using data from the road traffic register.

Section 17d

The additional charge pursuant to Section 17b or the excess charge pursuant to Section 17c shall be paid by or refunded to the person who is or should be registered as owner in the road traffic register at the time from which the charge for the new CO2 emission class is to be applied.

Section 21⁴

The road user charge shall not be paid for the vehicle for the period during which the corresponding charge under the Agreement on the Levying of a User Charge for the Use of Certain Roads by Heavy Vehicles signed in Brussels on 9

The road user charge shall not be paid for the vehicle for the period during which the corresponding charge under the Agreement on the Levying of a User Charge for the Use of Certain Roads by Heavy Vehicles signed in Brussels on 9

February 1994, and the Protocol signed in Brussels on 18 September 1997 concerning Sweden's accession to the Agreement, has been paid in another country. The Agreement has been amended by the Amending Protocols signed in Brussels on 22 March 2000, 21 October 2010 and 6 December 2017. The Agreement and the Protocols are published in Sweden's International agreements (SÖ).

February 1994, and the Protocol signed in Brussels on 18 September 1997 concerning Sweden's accession to the Agreement, has been paid in another country. The Agreement has been amended by the Amending Protocols signed in Brussels on 22 March 2000, 21 October 2010, 6 December 2017 and 29 March 2023. The Agreement and the Protocols are published in Sweden's International agreements (SÖ).

Section 23a

If the result of a conversion pursuant to Section 23 of an amount in Section 11 exceeds the limits laid down in the first subparagraph of Article 7a(2) of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.

If the result of a conversion pursuant to Section 23 of an amount in Section 11 for CO2 emissions class 2–5 entails a lower percentage reduction than the lowest percentage in the applicable range under Article 7ga(3), first subparagraph, of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.

If an amount is to be adjusted under both the first and second paragraphs, the amount shall be set at the lower amount.

Section 25⁵

A chargeable vehicle may not be used if the prescribed road user charge has not been paid.

A chargeable vehicle may not be used if the prescribed road user charge has not been paid. *However, in the case of additional charge pursuant to Section 17b, this shall only apply after the*

⁵ Most recent wording 2006:236.

period within which the charge should have been paid has expired.

The first paragraph *shall* not apply if a payment order for the road user charge has been submitted to a bank or similar payment intermediary, even if the road user charge has not been entered in the accounts as provided for in Section 15(2).

The first paragraph *should* not apply if a payment order for the road user charge has been submitted to a bank or similar payment intermediary, even if the road user charge has not been entered in the accounts as provided for in Section 15(2).

1. This Act shall enter into force on the date determined by the Government.

2. Older provisions shall continue to apply to conditions relating to the period prior to the entry into force.

3. For vehicles belonging to a vehicle group or sub-group of vehicles not covered by paragraphs (a) to (d) of Article 2(1) of Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC, in its original wording, a charge for CO₂ emission classes 2 and 3 is applied from the date on which an emission reduction curve for the group or sub-group to which the vehicle belongs was established by amending Regulation (EU) 2019/1242 and entered into force.

4. For vehicles belonging to a vehicle group or sub-group of vehicles not covered by paragraphs (a) to (d) of Article 2(1) of Regulation (EU) 2019/1242, in its original wording, a charge for CO₂ emission class 4 will be applied for the first time three years after the reference values for CO₂ emissions for the group or sub-group to which the vehicle belongs have been set by an implementing act adopted pursuant to Article 7ga(7) of the Eurovignette Directive; or from the earlier date determined by the government.

5. The amounts in euro referred to in Section 11 of the new wording shall be converted into SEK. The exchange rate for euro to SEK referred to in Section 23 shall be used for the conversion and rounded down to the nearest lower whole SEK amount. If necessary, such adjustment to the recalculated amount subject to Section 23a shall be made. The recalculated amounts shall be determined by the Government prior to the entry into force and apply until the end of the calendar year of the entry into force.

6. If a road user charge has been imposed before the entry into force, the difference between the imposed road user charge and a new higher road user charge or a new lower road user charge pursuant to Section 11 of the new version shall be paid or refunded for the period from the entry into force until the end of the charging period. Each calendar month shall be considered as 1/12 and every day as 1/360 of a full year.

7. The difference shall be paid by, or refunded to, the person chargeable at the time of entry into force.

8. The difference does not need to be refunded if it is less than 50 SEK.

9. If the difference is to be repaid and the road user charge imposed pursuant to Section 11 of the older version has not yet been paid, the road user charge may be reduced instead of refunding the difference. Decisions on reduction are made based on automated processing using data from the road traffic register.

10. The difference shall be paid no later than 30 days after entry into force.

11. The difference does not have to be paid if it is less than SEK 300.

12. The prohibition on the use of a chargeable vehicle under Section 25 of the new version shall not apply to the difference until after the last payment date.

1.2 Draft Act amending the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles

It is hereby laid down in respect of the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles:

that Sections 5, 6, 11, 23 and 23a shall read as follows:

that two new paragraphs, Section 11a and Section 11b, shall be included with the following wording.

*Wording according to Section 2(1) Proposed wording
of the draft Act*

Section 5

For vehicles that are or should be registered in the Swedish road traffic register (Swedish vehicles), and which are not de-registered or temporarily registered, a road user charge shall be paid for the right to use the Swedish road network. For foreign vehicles, a road user charge shall be paid for the right to use motorways and the roads listed in Appendix 1.

The obligation to pay the charge shall apply to motor vehicles or articulated combinations of motor vehicles with a gross weight of at least 12,000 kilograms, if the vehicle is intended for or used for the carriage of goods by road.

For Swedish motor vehicles with a towing device, the obligation to pay the charge shall be based on the maximum permissible laden weight that the combination of motor vehicles may have.

The obligation to pay the charge shall apply to motor vehicles with a gross weight exceeding 3,500 kilograms, or motor vehicle combinations of such vehicles, if the vehicle is intended for or used for the carriage of goods by road.

The obligation to pay the charge shall also apply to motor vehicle combinations of motor vehicles with a gross weight not exceeding 3,500 kilograms with a towing device for a semi-trailer, if the vehicle is intended for, or used for, the carriage of goods by road and the gross weight of the motor vehicle combination exceeds 3,500 kilograms. For Swedish motor vehicles with a gross weight not exceeding 3,500 kilograms with a towing device for a semi-trailer, the obligation to pay the charge shall be based, however, on the maximum permissible laden weight that the combination of motor vehicles may have.

Section 6⁰

The obligation to pay the charge shall not apply to vehicles belonging to:

1. the Armed Forces;
2. the police or the security services.
3. the State, a municipality or someone else and the vehicle is intended to be used for emergency services; *and*
4. the road maintenance.

The exemption provided for in the first subparagraph is subject to the condition that the vehicle bears external signs indicating that the vehicle belongs to one of the categories specified.

Furthermore, the obligation to pay the charge does not apply to vehicles whose age, calculated as the difference between the vehicle year and the current calendar year, is thirty years or more and which are not used for pursuing the occupation of road transport operators referred to in Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC or the Commercial Transport Act (2012:210).

3. the State, a municipality or someone else and the vehicle is intended to be used for emergency services; *or*

Also, the obligation to pay the charge shall not apply to:

1. vehicles whose age, calculated as the difference between the vehicle year and the current calendar year, are thirty years or more and which are not used for pursuing the occupation of road transport operator as referred to in Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC or the Commercial Transport Act (2012:210) *or*

2. *zero-emission vehicles under Article 2(1)(29) of the Eurovignette Directive, if the vehicle has a gross weight not exceeding 4,250 kilograms.*

For combinations of vehicles, the motor vehicle determines whether the combination is exempt from the obligation to pay the charge.

Wording according to Section 2(1) of the draft Act

Section 11

The road user charge shall be levied as follows, with different amounts imposed depending on the number of axles and the requirements that a

⁰ Most recent wording 2014:669.

vehicle's engine meets in respect of the CO₂ emission class and, where applicable, Euro-emission class.

Maximum 3 axles					
CO2 emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	1,434	143	50	14
	I	1,246	124	44	12
	II	1,085	108	38	11
	III	944	94	33	9
	IV	858	85	30	9
	V	811	81	28	8
	VI or cleaner	764	76	27	8
2		688	68	24	7
3		592	59	21	6
4		459	45	16	5
5		191	19	7	2
Minimum 4 axles					
CO2 emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	2,404	240	84	24
	I	2,081	208	73	21
	II	1,810	181	63	18
	III	1,572	157	55	16
	IV	1,431	143	50	14
	V	1,352	135	47	14
	VI or cleaner	1,274	124	45	13
2		1,146	114	40	12
3		987	98	35	10
4		764	76	27	8
5		319	31	12	4

The road user charge for vehicles that do not comply with the emission requirements set out in Annex 0 to the Eurovignette Directive shall be levied in accordance with Euro-emission class 0.

The road user charge for EEV vehicles referred to in Annex 0 to the Eurovignette Directive shall be levied in accordance with Euro-emission class V.

For Swedish motor vehicles with a towing device, the road user charge shall be determined on the basis of the largest possible number of axles that a combination of motor vehicles may have.

Proposed wording

Section 11

The road user charge shall be levied as follows, *unless otherwise specified in Section 11a*, with different amounts imposed depending on the number of axles and the requirements that a vehicle's engine meets in respect of the CO₂ emission class and, where applicable, Euro-emission class;

Maximum 3 axles					
CO ₂ emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	1,434	143	50	14
	I	1,246	124	44	12
	II	1,085	108	38	11
	III	944	94	33	9
	IV	858	85	30	9
	V	811	81	28	8
	VI or cleaner	764	76	27	8
2		688	68	24	7
3		592	59	21	6
4		459	45	16	5
5		191	19	7	2
Minimum 4 axles					
CO ₂ emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	2,404	240	84	24
	I	2,081	208	73	21
	II	1,810	181	63	18
	III	1,572	157	55	16
	IV	1,431	143	50	14

	V	1,352	135	47	14
	VI	1,274	124	45	13
	or cleaner				
2		1,146	114	40	12
3		987	98	35	10
4		764	76	27	8
5		319	31	12	4

Section 11 a

For motor vehicles and combinations of motor vehicles with a gross weight of less than 12,000 kilograms, the road user charge is levied as follows, with different amounts imposed depending on the number of axles and the requirements that a vehicle's engine meets in respect of the CO2 emission class and, where applicable, Euro-emission class.

Maximum 3 axles					
CO2 emission class	Euro emission class	Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	956	95	33	10
	I	831	83	29	8
	II	723	72	25	7
	III	629	62	22	6
	IV	572	57	20	6
	V	541	54	19	5
	VI	510	51	18	5
	or cleaner				
2		459	45	16	4
3		395	39	14	4
4		306	30	11	3
5		130	13	5	2

CO2 emission class	Euro emission class	Minimum 4 axles			
		Annual charge in EUR	Monthly charge in EUR	Weekly charge in EUR	Daily charge in EUR
1	0	1,603	160	56	16
	I	1,387	138	49	14
	II	1,206	120	42	12
	III	1,048	104	37	10
	IV	954	95	33	10
	V	901	90	32	9
	VI	849	84	30	8
	or cleaner				
2		764	76	27	7
3		658	65	23	6
4		510	51	18	5
5		213	21	8	2

Current wording

Proposed wording

Section 11b

The road user charge for vehicles that do not comply with the emission requirements set out in Annex 0 to the Eurovignette Directive shall be levied in accordance with Euro-emission class 0.

The road user charge for EEV vehicles referred to in Annex 0 to the Eurovignette Directive shall be levied in accordance with Euro-emission class V.

For Swedish motor vehicles with a towing device, the road user charge shall be determined on the basis of the maximum permissible laden weight and the largest possible number of axles that a combination of motor vehicles may have.

Section 23⁰

The road user charge shall be paid in SEK. The amounts in euro referred to in Sections 11, 17 and 22 shall be converted into SEK for each calendar year.	The road user charge shall be paid in SEK. The amounts in euro referred to in Sections 11, <i>11a</i> , 17 and 22 shall be converted into SEK for each calendar year.
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The conversion takes place at the exchange rate for euro to SEK applicable on the first working day of October of the previous year and published in the Official Journal of the European Union. Where an amount calculated for a given year before rounding off differs from the amount of the previous year by less than 5 %, the amount of the previous year shall continue to apply.

Before the end of November, the Government shall determine the recalculated amounts to be levied under this Act in the following calendar year. The amounts shall be rounded down to the nearest lower whole SEK amount.

Wording according to Section 2(1) of the draft Act *Proposed wording*

Section 23a

If the result of a conversion pursuant to Section 23 of an amount in Section 11 exceeds the limits laid down in the first subparagraph of Article 7a(2) of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.	If the result of a conversion pursuant to Section 23 of an amount in Section 11 <i>or Section 11a</i> exceeds the limits laid down in the first subparagraph of Article 7a(2) of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.
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If the result of a conversion pursuant to Section 23 of an amount in Section 11 for CO ₂ emissions class 2–5 entails a lower percentage reduction than the lowest percentage in the applicable range under Article 7ga(3), first subparagraph, of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.	If the result of a conversion pursuant to Section 23 of an amount in <i>11 or Section 11a</i> for CO ₂ emissions class 2–5 entails a lower percentage reduction than the lowest percentage in the applicable range under Article 7ga(3), first subparagraph, of the Eurovignette Directive, the recalculated amount shall instead be set at the maximum amount in SEK permitted under the Article.
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If an amount is to be adjusted under both the first and second paragraphs, the amount shall be set at the lower amount.	
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1. This Act shall enter into force on the date determined by the Government.

⁰ Most recent wording 2008:478.

2. Older provisions shall continue to apply to conditions relating to the period prior to the entry into force.

3. For vehicles belonging to a vehicle group or sub-group of vehicles not covered by paragraphs (a) to (d) of Article 2(1) of Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC, in its original wording, a charge for CO₂ emission classes 2 and 3 is applied from the date on which an emission reduction curve for the group or sub-group to which the vehicle belongs was established by amending Regulation (EU) 2019/1242 and entered into force.

4. For vehicles belonging to a vehicle group or sub-group of vehicles not covered by paragraphs (a) to (d) of Article 2(1) of Regulation (EU) 2019/1242, in its original wording, a charge for CO₂ emission class 4 will be applied for the first time three years after the reference values for CO₂ emissions for the group or sub-group to which the vehicle belongs have been set by an implementing act adopted pursuant to Article 7ga(7) of the Eurovignette Directive; or from the earlier date determined by the government.

5. The amounts in euro referred to in Section 11a shall be converted into SEK. The exchange rate for euro to SEK referred to in Section 23 in the new wording shall be used for the conversion and rounded down to the nearest lower whole SEK amount. If necessary, such adjustment to the recalculated amount resulting from Section 23a in the new wording shall be made. The recalculated amounts shall be determined by the Government prior to the entry into force and apply until the end of the calendar year of the entry into force.

6. For Swedish vehicles, for which a road user charge is payable in accordance with Section 11a at the time of entry into force, the first charging period begins on the same day as the day of entry into force. The road user charge for such vehicles shall be paid no later than 30 days after its entry into force. The road user charge shall be paid by the person chargeable at the time of entry into force.

7. The prohibition on the use of a chargeable vehicle under Section 25 shall not apply until after the last date of payment of the charge payable in accordance with Section 11a at the time of entry into force.

1.3 Draft Act amending the Road Traffic Tax Act
(2006:227)

It is hereby laid down that Appendix 2 to the Road Traffic Tax Act (2006:227) shall have the following wording:

1. This Act shall enter into force on the date determined by the Government.

2. Older provisions shall continue to apply to road traffic tax that relate to the period prior to the entry into force.

Current wording

Appendix 2⁰

Vehicle tax

Type of vehicle	Weight for tax purposes, kilograms	Tax, SEK	
		basic amount	additional amount for each full 100 kilograms above the lowest weight in the class
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B Heavy goods vehicles			
1. Heavy goods vehicles that cannot run on diesel oil	3,501–	984	–
2. Heavy goods vehicles that can run on diesel oil			
2.1. with a towing device for a 2-axle semi-trailer;			
2.1.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501–5,999	3,094	–
	6,000–6,999	3,426	–
	7,000–7,999	5,413	–
	8,000–8,999	6,430	–

⁰ Most recent wording 2014:1502.

	9,000– 9,999	8,429	–
	10,000– 10,999	8,857	–
	11,000– 11,999	11,775	–
	12,000– 12,999	13,365	–
	13,000– 13,999	16,875	–
	14,000–	17,737	–
2.1.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	7,000– 7,999	1,727	–
	8,000– 8,999	2,084	–
	9,000– 10,999	3,423	–
	11,000– 12,999	4,751	–
	13,000–	7,213	–
2.2. with a towing device for a semi-trailer that has three or more axles;			
2.2.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 4,999	2,669	–
	5,000– 5,999	2,826	–
	6,000– 6,999	3,525	–
	7,000– 7,999	8,453	–
	8,000– 8,999	11,021	–
	9,000– 9,999	11,811	–
	10,000– 10,999	15,676	–
	11,000– 11,999	16,476	–
	12,000– 12,999	17,486	–
	13,000– 13,999	18,496	–
	14,000– 14,999	19,506	–
	15,000–	20,015	–
2.2.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Heavy Vehicles	7,000– 17,999	4,638	–
	18,000– 19,999	6,416	–
	20,000–	9,491	–

2.3. with a towing device
other than a towing device
for a 2-axle semi-trailer;

2.3.1. not subject to the
road user charge pursuant to
the Act (1997:1137) on
Road User Charge for
Certain Heavy Vehicles

3,501– 8,999	2,420	–
9,000– 9,999	2,547	–
10,000–10,999	2,821	–
11,000–11,999	3,801	–
12,000–12,999	4,781	–
13,000–13,999	5,261	–
14,000–14,999	5,937	–
15,000–15,999	6,480	–
16,000–16,999	8,210	–
17,000–	9,908	–

2.3.2. subject to the road user
charge pursuant to the Act
(1997:1137) on Road User
Charge for Certain Heavy
Vehicles

7,000–	300	–
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2.4. with a towing device
other than a towing device for
a semi-trailer that has three or
more axles;

2.4.1. not subject to the
road user charge pursuant to
the Act (1997:1137) on
Road User Charge for
Certain Heavy Vehicles

3,501–11,999	2,232	–
12,000–12,999	3,041	–
13,000–13,999	3,811	–
14,000–14,999	4,581	–
15,000–15,999	5,351	–
16,000–16,999	6,711	–
17,000–17,999	7,571	–
18,000–18,999	8,943	–
19,000–19,999	10,451	–
20,000–	11,024	–

2.4.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	7,000–	500	–
2.5. without a towing device, with two axles;			
2.5.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 8,999	2,420	–
	9,000– 9,999	2,547	–
	10,000– 10,999	2,821	–
	11,000– 11,999	3,801	–
	12,000– 12,999	4,781	–
	13,000– 13,999	5,261	–
	14,000– 14,999	5,937	–
	15,000– 15,999	6,480	–
	16,000– 16,999	8,210	–
	17,000–	9,908	–
2.5.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	12,000– 12,999	317	–
	13,000– 13,999	879	–
	14,000– 14,999	1,236	–
	15,000–	2,799	–
2.6 without a towing device, with three axles;			
2.6.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 11,999	2,232	–
	12,000– 12,999	3,041	–
	13,000– 13,999	3,811	–
	14,000– 14,999	4,581	–
	15,000– 15,999	5,351	–
	16,000– 16,999	6,711	–
	17,000– 17,999	7,571	–

	18,000–18,999	8,943	–
	19,000–19,999	10,451	–
	20,000–	11,024	–
2.6.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	12,000–16,999	552	–
	17,000–18,999	1,134	–
	19,000–20,999	1,471	–
	21,000–22,999	2,268	–
	23,000–	3,525	–
2.7. without a towing device, with four or more axles;			
2.7.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501–11,999	2,232	–
	12,000–12,999	3,041	–
	13,000–13,999	3,811	–
	14,000–14,999	4,581	–
	15,000–15,999	5,351	–
	16,000–16,999	6,711	–
	17,000–17,999	7,571	–
	18,000–18,999	8,943	–
	19,000–19,999	10,451	–
	20,000–	11,024	–
2.7.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	12,000–16,999	552	–
	17,000–18,999	1,134	–
	19,000–22,999	1,471	–
	23,000–24,999	1,492	–
	25,000–26,999	2,329	–
	27,000–28,999	3,698	–
	29,000–	5,486	–

Vehicle tax

Type of vehicle	Weight for purposes, kilograms	Tax, SEK	
		basic amount	additional amount for each full 100 kilograms above the lowest weight in the class
<hr/>			
B Heavy goods vehicles			
1. Heavy goods vehicles that cannot run on diesel oil	3,501–	984	–
2. Heavy goods vehicles that can run on diesel oil			
2.1. with a towing device for a 2-axle semi-trailer;			
2.1.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 5,999	3,094	–
	6,000– 6,999	3,426	–
	7,000– 7,999	5,413	–
	8,000– 8,999	6,430	–
	9,000– 9,999	8,429	–
	10,000– 10,999	8,857	–
	11,000– 11,999	11,775	–
	12,000– 12,999	13,365	–
	13,000– 13,999	16,875	–
	14,000–	17,737	–
2.1.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 6,999	1,000	–
	7,000– 7,999	1,727	–

	8,000– 8,999	2,084	–
	9,000–10,999	3,423	–
	11,000–12,999	4,751	–
	13,000–	7,213	–
2.2. with a towing device for a semi-trailer that has three or more axles;			
2.2.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501– 4,999	2,669	–
	5,000– 5,999	2,826	–
	6,000– 6,999	3,525	–
	7,000– 7,999	8,453	–
	8,000– 8,999	11,021	–
	9,000– 9,999	11,811	–
	10,000–10,999	15,676	–
	11,000–11,999	16,476	–
	12,000–12,999	17,486	–
	13,000–13,999	18,496	–
	14,000–14,999	19,506	–
	15,000–	20,015	–
2.2.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for <i>Certain</i> Heavy Vehicles			
	3,501– 6,999	1,000	–
	7,000–17,999	4,638	–
	18,000–19,999	6,416	–
	20,000–	9,491	–
2.3. with a towing device other than a towing device for a 2-axle semi-trailer;			
2.3.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501– 8,999	2,420	–
	9,000– 9,999	2,547	–
	10,000–10,999	2,821	–
	11,000–11,999	3,801	–
	12,000–12,999	4,781	–

	13,000–13,999	5,261	–
	14,000–14,999	5,937	–
	15,000–15,999	6,480	–
	16,000–16,999	8,210	–
	17,000–	9,908	–
2.3.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501–	300	–
2.4. with a towing device other than a towing device for a semi-trailer that has three or more axles;			
2.4.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501–11,999	2,232	–
	12,000–12,999	3,041	–
	13,000–13,999	3,811	–
	14,000–14,999	4,581	–
	15,000–15,999	5,351	–
	16,000–16,999	6,711	–
	17,000–17,999	7,571	–
	18,000–18,999	8,943	–
	19,000–19,999	10,451	–
	20,000–	11,024	–
2.4.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 6,999	300	–
	7,000–	500	–
2.5. without a towing device, with two axles;			
2.5.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles	3,501– 8,999	2,420	–
	9,000– 9,999	2,547	–

	10,000–10,999	2,821	–
	11,000–11,999	3,801	–
	12,000–12,999	4,781	–
	13,000–13,999	5,261	–
	14,000–14,999	5,937	–
	15,000–15,999	6,480	–
	16,000–16,999	8,210	–
	17,000–	9,908	–
2.5.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501–11,999	300	–
	12,000–12,999	317	–
	13,000–13,999	879	–
	14,000–14,999	1,236	–
	15,000–	2,799	–
2.6 without a towing device, with three axles;			
2.6.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501–11,999	2,232	–
	12,000–12,999	3,041	–
	13,000–13,999	3,811	–
	14,000–14,999	4,581	–
	15,000–15,999	5,351	–
	16,000–16,999	6,711	–
	17,000–17,999	7,571	–
	18,000–18,999	8,943	–
	19,000–19,999	10,451	–
	20,000–	11,024	–
2.6.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles			
	3,501–11,999	300	–
	12,000–16,999	552	–
	17,000–18,999	1,134	–
	19,000–20,999	1,471	–
	21,000–22,999	2,268	–
	23,000–	3,525	–

2.7. without a towing device, with four or more axles;

2.7.1. not subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles

3,501–11,999	2,232	–
12,000–12,999	3,041	–
13,000–13,999	3,811	–
14,000–14,999	4,581	–
15,000–15,999	5,351	–
16,000–16,999	6,711	–
17,000–17,999	7,571	–
18,000–18,999	8,943	–
19,000–19,999	10,451	–
20,000–	11,024	–

2.7.2. subject to the road user charge pursuant to the Act (1997:1137) on Road User Charge for Certain Heavy Vehicles

3,501–11,999	300	–
12,000–16,999	552	–
17,000–18,999	1,134	–
19,000–22,999	1,471	–
23,000–24,999	1,492	–
25,000–26,999	2,329	–
27,000–28,999	3,698	–
29,000–	5,486	–
