

## Swedish report pursuant to Article 11.1 of Directive 1999/62/EC of the European Parliament and of the Council on user charges levied on their territory and charging of heavy goods vehicles for the use of certain infrastructures.

Pursuant to Article 11.1 of Directive 1999/62/EC, as amended by Directive (EU) 2022/362, on the charging of heavy goods vehicles for the use of certain infrastructures, the Member States which levy an external-cost charge and/or an infrastructure charge shall draw up a report on tolls, including concession tolls, levied on their territory and shall forward it to the Commission which shall make it available to the other Member States.

In Sweden, we have road user charges (tolls) for heavy goods vehicles and infrastructure charge at two toll domain that falls within the scope of this Directive.

### Road user charges (tolls):

Report on the road user charges (tolls) pursuant to the information requested in Article 11.1:

- a) *The evolution of charging for the use of road infrastructure, namely the networks and vehicle categories covered;*

Swedish vehicles pay a toll for the right to use the entire Swedish road network.

Foreign vehicles pay tolls for the right to use motorways and the roads listed below:

Roads	From (city)	To (city/border)
E 4	Uppsala (Gnista interchange)	the Finnish border
E 10	Töre	the Norwegian border
E 12	Holmsund	the Norwegian border
E 14	Sundsvall	the Norwegian border
E 22	Karlskrona (Vedeby interchange)	Norrköping (Skälvs interchange)
E 65	Svedala (Svedala interchange)	Ystad (the port)

Vehicles subject to tolls are N3 (Trucks 5001- x kg) - These concern trucks and truck/trailer combinations with a total weight of 12 tonnes or more that are used exclusively for the transport of goods.

Exemptions from toll liability are vehicles that belong to the armed forces, the police, the rescue services and vehicles that are registered as road maintenance vehicles in the road traffic register in Sweden.

The tax obligation also does not apply to vehicles whose age, calculated as the difference between the vehicle year and the current calendar year, is thirty years or older and which are not used in professional traffic as referred to in Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 on common rules concerning the conditions to be met by persons engaged in professional traffic and repealing Council Directive 96/26/EC or the Professional Traffic Act (2012:210).

- b) *The variation of user charges according to the category of vehicle and the type of heavy-duty vehicle;*

During the years 2022-2024, tolls were differentiated based on the number of axles and Euro class.

- c) *The variation of user charges according to the environmental performance of vehicles;*

Differentiation on tolls based on carbon dioxide emission class will be introduced from March 25, 2025.

Sweden does not charge road tolls on light vehicles.

- d) *The variation of infrastructure charges according to the time of day, type of day, or season;*

Not applicable.

- e) *The external-cost charge levied for each combination of class of vehicle, type of road and period of time;*

Not applicable. Sweden has no fee for external costs.

- f) *The weighted average infrastructure charge and total revenue raised through the infrastructure charge;*

Not applicable.

- g) *The total revenue raised through external-cost charges;*

Not applicable. Sweden has no fee for external costs.

- h) *The total revenue raised through congestion charges per category of vehicle;*

Not applicable.

- i) *The total revenue raised through mark-ups and on which road sections they were levied;*

Not applicable.

j) *The total revenue raised through tolls or user charges, or, where applicable, both;*

Road Charges	2022	2023	2024
<b>Total revenue raised through the Road Charges (thousand SEK)</b>			
Swedish vehicles	892 245	842 124	805 472
Foreign vehicles	559 293	566 789	526 781
<b>Sum</b>	<b>1 451 538</b>	<b>1 408 913</b>	<b>1 332 253</b>
EU-journal 2024-10-01			
11,3 SEK per €			
<b>Total revenue raised through the Road Charges (thousand €)</b>			
Swedish vehicles	78 960	74 524	71 281
Foreign vehicles	49 495	50 158	46 618
<b>Sum</b>	<b>128 455</b>	<b>124 683</b>	<b>117 898</b>

k) *The use of revenues generated by applying this Directive, and how this use has allowed the Member State to meet the goals referred to in Article 9(2), or, where such revenues are allocated to the general budget, information on the level of expenditure allocated to road transport infrastructure and sustainable transport projects;*

The revenue from the road charges (tolls) according to national budget rules goes to the general budget. In the Infrastructure Proposition 2024 (2024/25:28) the government allocated 354 billion SEK (31,3 billion €) between 2026–2037 to be used for maintenance of state roads including reinvestments, load-bearing capacity and frost protection of roads and for state co-financing of private roads.

l) *The evolution of the share vehicles belonging to the various emission classes on tolled roads.*

Number of Swedish vehicles in each Euro class:

	2022	2023	2024
• Euroklass 0	99 st.	124 st.	155 st.
• Euroklass 1	181 st.	243 st.	323 st.
• Euroklass 2	1 697 st.	1 932 st.	2 216 st.
• Euroklass 3	3 861 st.	4 492 st.	5 150 st.
• Euroklass 4	2 328 st.	2 763 st.	3 301 st.
• Euroklass 5	10 063 st.	12 317 st.	14 278 st.
• Euroklass 6	57 370 st.	54 553 st.	54 553 st.

Sweden has no data on foreign vehicles.

## Infrasctructure charges:

Report on the bridges of Sundsvall and Skuru pursuant to the information requested in Article 11.1:

- a) *The evolution of charging for the use of road infrastructure, namely the networks and vehicle categories covered;*

There are two toll domain that falls within the scope of this Directive. The infrastructure charge at the bridges in Sundsvall and Skuru. The toll in Sundsvall was introduced as of February 1, 2015 and the toll in Skuru was introduced as of October 1, 2023. The infrastructure charges are only varied based on type of vehicles;

- 1, Heavy Goods Vehicles over 3.5 tons and
- 2, Other vehicles.

- b) *The variation of infrastructure charges according to the category of vehicle and the type of heavy-duty vehicle;*

See Table under f).

- c) *The variation of infrastructure charges according to the environmental performance of vehicles;*

Not applicable.

- d) *The variation of infrastructure charges according to the time of day, type of day, or season;*

Not applicable.

- e) *The external-cost charge levied for each combination of class of vehicle, type of road and period of time;*

Not applicable.

f) *The weighted average infrastructure cost charge and total revenue raised through the infrastructure charge;*

<b>Sundsvall bridge</b>	2022	2023	2024
<b>Weighted average infrastructure cost charge (SEK/passage)</b>			
Goods vehicles over 3.5 tonnes	20	20	20
Other vehicles	9	9	9
<b>Total revenue raised through the infrastructure charge (mill. SEK)</b>			
Goods vehicles over 3.5 tonnes	9,456	8,492	7,809
Other vehicles	41,936	42,181	40,857
Total	51,393	50,673	48,666
Acc. to article 10.1	EU-journal 2024-10-01 11,300 SEK per €		
	2022	2023	2024
<b>Weighted average infrastructure cost charge (€/passage)</b>			
Goods vehicles over 3.5 tonnes	1,770	1,770	1,770
Other vehicles	0,796	0,796	0,796
<b>Total revenue raised through the infrastructure charge (mill. €)</b>			
Goods vehicles over 3.5 tonnes	0,837	0,751	0,691
Other vehicles	3,711	3,733	3,616
Total	4,548	4,484	4,307

<b>Skuru bridge</b>	2022	2023 <sup>1</sup>	2024
<b>Weighted average infrastructure cost charge (SEK/passage)</b>			
Goods vehicles over 3.5 tonnes	-	4	4
Other vehicles	-	4	4
<b>Total revenue raised through the infrastructure charge (mill. SEK)</b>			
Goods vehicles over 3.5 tonnes	-	0,100	1,793
Other vehicles	-	4,694	62,689
Total	-	4,794	64,483
Acc. to article 10.1	EU-journal 2024-10-01 11,300 SEK per €		
	2022	2023 <sup>1</sup>	2024
<b>Weighted average infrastructure cost charge (€/passage)</b>			
Goods vehicles over 3.5 tonnes	-	0,354	0,354
Other vehicles	-	0,354	0,354
<b>Total revenue raised through the infrastructure charge (mill. €)</b>			
Goods vehicles over 3.5 tonnes	-	0,009	0,159
Other vehicles	-	0,415	5,548
Total	-	0,424	5,706

<sup>1</sup> The toll in Skuru was introduced as of October 1, 2023.

g) *The total revenue raised through external-cost charges;*

Not applicable.

h) *The total revenue raised through congestion charges per category of vehicle;*

Not applicable.

i) *The total revenue raised through mark-ups and on which road sections they were levied;*

Not applicable.

j) *The total revenue raised through tolls or user charges, or, where applicable, both;*

See Table under f).

k) *The use of revenues generated by applying this Directive, and how this use has allowed the Member State to meet the goals referred to in Article 9(2), or, where such revenues are allocated to the general budget, information on the level of expenditure allocated to road transport infrastructure and sustainable transport projects; and*

#### **Sundsvall:**

The tolling scheme applies to one road bridge on the E4, a major road passing the Sundsvall municipality, in Västernorrland County. E4 is part of the trans-European road network. Thus the bridge has contributed to developing the transport network as a whole, in providing alternative infrastructure for transport users and expanding road transport capacity.

#### **Skuru:**

The tolling scheme applies to one road bridge on the road 222, a major road passing Nacka municipality, in Stockholm county. Thus the bridge has contributed to developing the transport network as a whole, in providing alternative infrastructure for transport users and expanding road transport capacity.

l) *The evolution of the share vehicles belonging to the various emission classes on tolled roads.*

Not applicable.