

# Impact assessment of draft regulations on reporting under the Fuel Act and on environmental information on fuels (STEMFS 2025: XX)

## Summary

The Swedish Energy Agency proposes new regulations (STEMFS 2025: XX) on reporting under the Fuel Act and on environmental information on fuels. With the proposal for new regulations, it is also proposed to repeal the Swedish Energy Agency's regulations (STEMFS 2017:3) on reporting and calculation under the Fuel Act and regulations (STEMFS 2021:1) on the obligation to provide consumers with environmental information on fuels. The new regulations are proposed as a result of proposed amendments to the Fuel Act (2011:319).

The proposed amendments comprise:

- Two previous regulations are merged into a new common regulation.
- The fossil fuel comparator is changed.
- The information to be submitted to the Swedish Energy Agency in an emissions report is simplified.
- Provisions on how emission reductions are to be calculated are removed.
- The definition of biocomponent is changed to renewable component.

## Contents

Summary.....	1
1 Preparatory work	4
1.1 Background.....	4
1.2 Problem and objective.....	5
1.3 The zero alternative.....	6
1.4 Alternative solutions.....	6
1.5 Legal situation.....	6
1.5.1 The Agency's powers to issue regulations.....	7
2 Description of the proposals and their alternative solutions	8
2.1 The requirement of six per cent emission reduction is removed.	8
2.2 Regulations are merged into a single regulation.....	8
2.3 Environmental information on fuels.....	8
2.4 Change of fossil fuel comparator.....	9
2.5 Reporting to the Swedish Energy Agency.....	9
3 Compliance with EU rules	11
4 Economic impact	12
4.1 Affected parties.....	13
4.2 Consequences for parties subject to reporting obligations.....	13
4.3 Consequences for other parties and companies.....	14
4.4 Impact on competitive conditions.....	14
4.5 Special consideration of small companies.....	15
4.6 Impact on the public sector.....	15
4.6.1 Impact on the Swedish Energy Agency.....	15
4.6.2 Impact on the public sector more broadly.....	15
4.7 Impact on households and individuals.....	15
5 Environmental impact	16
6 Social impact	17
7 Entry into force and information initiatives	18
7.1 Consultation.....	18

7.2	Follow-up.....	18
7.3	Contact persons.....	19

# 1 Preparatory work

The new regulations have been produced on the basis of the memorandum *Sustainability criteria for certain fuels and a new reduction obligation*<sup>1</sup>. The memorandum contains proposed amendments to the Fuel Act (2011:319). The amendments mean that the Swedish Energy Agency in turn needs to make certain amendments to the Swedish Energy Agency's regulation on reporting and calculation in accordance with the Fuel Act (STEMFS 2017:3).

The regulations on reporting and calculation in accordance with the Fuel Act form the basis for the environmental information to be provided by fuel suppliers and fuel sales outlets in accordance with the Fuel Ordinance (2011:346). The Swedish Energy Agency is therefore also updating regulations on the obligation to provide consumers with environmental information on fuels (STEMFS 2021:2). In connection with this update, it is proposed that previous regulations be merged into a new common regulation, which includes both regulations on reporting and calculation under the Fuel Act (STEMFS 2017:3) and related amending regulations (STEMFS 2021:2) and regulations on the obligation to provide consumers with environmental information on fuels (STEMFS 2021:1) with related amending regulations (STEMFS 2021:5).

## 1.1 Background

The Fuel Act (2011: 319) entered into force on 1 May 2011 and has since been revised in several rounds, the last amendment of which entered into force on 25 July 2022. The Fuel Act has provided that fuel suppliers are to take measures to ensure that greenhouse gas emissions do not exceed 88.5 grams of carbon dioxide equivalent per megajoule of fuel supplied in accordance with Section 21 and, if this requirement is not met, fuel suppliers are to pay an emissions fee in accordance with Sections 27 and 28. These provisions enact Article 7a of Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (Fuel Quality Directive). With the adoption of Directive (EU) 2023/2413 of the European Parliament and of the Council of 18 October 2023 amending Directive (EU) 2018/2001, Regulation (EU) 2018/1999 and Directive 98/70/EC as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652 ('the amending Directive'), Article 7a of the Fuel Quality Directive has expired (Article 3). The provisions of the Fuel Act apply in parallel with the provisions on the reduction obligation for petrol and diesel. The Government therefore proposes in the memorandum *Sustainability criteria for certain fuels and a new reduction*

---

<sup>1</sup>[Referral to the memorandum, Sustainability criteria for certain fuels and a new reduction obligation – Regeringen.se](#)

*obligation* to remove the requirement in the Fuel Act that fuel suppliers shall take measures to reduce emissions and also that the emission levy shall be abolished.

In this impact assessment, the Swedish Energy Agency presents the regulatory amendments resulting from the aforementioned amendments to the Fuel Act. The amendments to the regulations include the following:

- Two regulations are merged into one regulation.
- The fossil fuel comparator is changed.
- The provision on how emission reductions are to be calculated is deleted.
- The emissions report submitted to the Swedish Energy Agency need not include upstream emission reductions.
- The definition of 'biocomponent' is changed to 'renewable component' to also include renewable fuels.

## 1.2 Problem and objective

This impact assessment contains descriptions of the expected consequences of the Swedish Energy Agency proposing a new regulation on reporting under the Fuel Act and on the obligation to provide consumers with environmental information on fuel. The proposed amendments to the regulations are prompted by the Government's proposal to amend the Fuel Act (2011:319). By issuing a new revised regulation containing new provisions in the regulations on reporting under the Fuel Act and on the obligation to provide consumers with environmental information on fuels, the Swedish Energy Agency takes over the authorisations proposed to enter into force with the memorandum *sustainability criteria for certain fuels and a new reduction obligation*<sup>2</sup>. A summary of the authorisations can be found below in Section on regulation. The Swedish Energy Agency's proposal to issue a new regulation does not entail any extensive problems related to different alternatives for how the regulation could be designed. The proposed amendments to the regulations are minor and the authorisation to issue regulations does not leave much room for the Swedish Energy Agency to devise its own solution. The Swedish Energy Agency has, on the basis of the authorisations to issue regulations that have been assigned to the Agency, in combination with the fact that the overlying regulation has not needed to be supplemented to a broader extent, proposed minor regulatory amendments. The proposed amendments to the regulations are rather about the Swedish Energy Agency ensuring that regulations are drawn up in accordance with the

---

<sup>2</sup>[Sustainability criteria for certain fuels and a new reduction obligation - Regeringen.se](#)

authorisation to issue regulations and that the Swedish Energy Agency implements the consequential amendments resulting from amendments to the Fuel Act (2011:319) and amendments to EU legislation through the Fuel Quality Directive (FQD) and the Renewable Energy Directive. During the preparation of the proposal for a new regulation on reporting under the Fuel Act and on the obligation to provide consumers with environmental information on fuel, the Swedish Energy Agency has also implemented a simplification of the rules. This simplification consists of the proposal for several pre-existing regulations to be merged into one and the same regulation.

### **1.3 The zero alternative**

The proposed regulation is drafted in accordance with amendments to the Fuel Act, which are required by Sweden's obligation to implement EU law with the revisions to the Fuel Quality Directive and the Renewable Energy Directive. If no regulation is implemented, this would mean that certain issues not regulated in detail via a law or regulation would remain unregulated. This, in turn, would mean that operators would not be fully aware of the requirements to be met.

### **1.4 Alternative solutions**

The proposed regulations are made as a result of changes in the higher-ranking law and ordinance. Alternative solutions are therefore limited. One option for the fossil fuel comparator could be to maintain the current annex. However, the Supplementary Directive in which the Annex is retrieved is repealed and the Annex has been used only to a lesser extent. Another option for the fossil fuel comparator could be to have a separate figure for natural gas, which has previously had a lower value. The Swedish Energy Agency considers that the proposal to have only one fossil fuel comparator is preferable, as it simplifies and is consistent with other neighbouring legislation.

### **1.5 Legal situation**

The Fuel Act (2011: 319) and the proposal to amend the Fuel Act (2011: 319) in combination with the Fuel Ordinance (2011: 346) specify the Swedish Energy Agency as the supervisory authority. The Swedish Energy Agency is authorised to issue detailed regulations, some of which implement more detailed provisions of the Act.

### 1.5.1 The Agency's powers to issue regulations

The regulatory authorisations proposed for the Swedish Energy Agency are set out in the table below:

Ordinance: (2011/346)	The Swedish Energy Agency may, by authorisation, issue:	How the authorisation is managed
<b>Section 13, paragraph 1</b>	The Swedish Energy Agency may issue regulations on 1. 1. reporting in accordance with Section 20 of the Fuel Act (2011:319) and exemption from the reporting obligation;	The Swedish Energy Agency's proposal – issue further regulations. See Chapter 1.7.4-1.7.5, see Sections 5-8 of the draft regulations.
<b>Section 13, paragraph 2</b>	The Swedish Energy Agency may issue regulations on 2. 2. how a reduction of greenhouse gas emissions, in accordance with Section 21 of the Fuel Act, is to be calculated; and	The Swedish Energy Agency's proposal – issue a proposal to delete the provision. The provisions needed to ensure the six per cent requirement will be removed. See Chapter 1.7.1
<b>Section 13, paragraph 3, first subparagraph</b>	The Swedish Energy Agency may issue regulations on 3. 3. the design and content of consumer information in accordance with Section 11a, and when the information is to be affixed to devices for refilling fuel, published on the website and updated.	The Swedish Energy Agency's proposal - issue further regulations. See Chapter 1.7.3, see Sections 13-15 of the draft regulations.

## 2 Description of the proposals and their alternative solutions

This section presents proposals for new regulations. The new regulations aim to implement the proposed changes in higher-ranking law and regulation and to simplify readability.

### 2.1 The requirement of six per cent emission reduction is removed

Fuel suppliers shall no longer have an obligation under the Fuel Act to take measures to reduce greenhouse gas emissions from delivered fuels. This also means that the provisions requiring fuel suppliers to pay a penalty if they do not comply with the requirement to reduce emissions should be repealed. This is a direct consequence of the amendment to the Fuel Act and there are no alternative solutions, because the Swedish Energy Agency's authorisation to prescribe for this disappears. In accordance with the legislative proposal in the *Sustainability criteria for certain fuels and a new reduction obligation*, by which the Fuel Act is proposed to be amended, Sweden's greenhouse gas emissions will not be affected, as the requirements of the reduction obligation have been stricter compared to the requirements of the Fuel Act.

### 2.2 Regulations are merged into a single regulation

The Swedish Energy Agency currently has two separate regulations, one for reporting and calculation under the Fuel Act and one on the obligation to provide consumers with environmental information on fuels. These two regulations are now proposed to be combined into one and the same regulation. The proposed new regulation will facilitate by improving readability for the fuel suppliers subject to the requirements. In connection with the merger of regulations, previous amending regulations are repealed in order to improve readability.

### 2.3 Environmental information on fuels

As a result of amendments to the Act on Sustainability Criteria for Certain Fuels (2010:598), the definition of *biocomponent* is changed to *renewable component*. This means that other renewable components in fuel, such as RFNBO, are also included. There is no requirement to specify the raw material for electricity as fuel. For RFNBO, there is therefore no requirement to indicate raw material, as the raw material is primarily electricity.

The formulation of environmental information for consumers to be affixed to refuelling devices is proposed to be maintained in its current form.

## **2.4 Change of fossil fuel comparator**

Previous calculations and reporting of greenhouse gas emissions under the fuel regulations were based on instructions under the Fuel and Quality Directive (FQD) and the related Council Supplementary Directive (EU) 2015/652. The Supplementary Directive was repealed with effect from 31 December 2024. Since the six per cent emission reduction requirement is also removed, reference to the previous Annex 1 in the fuel regulations is proposed to be removed. However, reporting in accordance with the Fuel Act has also been the basis for the environmental information. Annex 1 contained greenhouse gas intensity of fossil raw materials and processes. Only a few of these raw material processes have been used by stakeholders in the annual reporting to the Swedish Energy Agency. As a result of the repeal of the Supplementary Directive and in order to simplify the reporting procedure, it is proposed that fossil emissions for raw materials of fossil components be set at 94 grams of carbon dioxide equivalent per megajoule.

This proposed change has, in particular, consequences for the fossil component natural gas, which has previously had lower emissions. It also means that fossil emissions from, for example, oil shale, receive significantly lower emissions than before. Raw materials with emissions higher than 94 grams of carbon dioxide equivalent per megajoule have so far never been reported to the Swedish Energy Agency. Nor does it entail any direct economic consequences, since the emission levy under the Fuel Act ceases to apply. For fuel suppliers of gaseous fuels, the change means that fuels with fossil origin will have a lower environmental performance than previously.

## **2.5 Reporting to the Swedish Energy Agency**

The emissions report submitted by fuel suppliers to the Swedish Energy Agency also forms the basis for the obligation to provide consumers with environmental information on fuels, which means that the requirements for annual reporting need to be maintained. Nevertheless, some changes are proposed to simplify this reporting. Upstream emission reductions need not be accounted for, greenhouse gas emissions of fossil components are determined at 94 grams of carbon dioxide equivalent per megajoule and the possibility of co-reporting is removed as a result of the removal of the emission reduction requirement. In the past, companies have had the opportunity to report together and jointly meet the six per cent emission reduction requirement. However, since this requirement will no longer exist, there is no reason for companies to jointly report.

For reporting to environmental information, data on aggregated emissions is sufficient, but based on how the reporting under the Act on Sustainability Criteria for Certain Fuels is designed, it is proposed to continue reporting at party level, as the reporting in the two regulatory frameworks overlaps.

Operators who are not obliged to have environmental information are also not obliged to report under the Fuel Act. However, this exemption for environmental information is per point of sale and not per fuel supplier. The exemption follows from Section 11b of the Fuel Ordinance (2011:346). Therefore, all fuel suppliers will still have to report under the Fuel Act.

### 3 Compliance with EU rules

The regulatory amendments implemented by the Swedish Energy Agency are designed to comply with EU rules and to ensure that the national regulatory framework applicable to fuels is updated, following the changes made at EU level. It has previously been stipulated in the Fuel Act that fuel suppliers must take measures to ensure that greenhouse gas emissions do not exceed 88.5 grams of carbon dioxide equivalent per megajoule of fuel supplied according to Section 21. If this requirement is not met, fuel suppliers shall pay an emission fee in accordance with Sections 27 and 28. These provisions enact Article 7a of Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (Fuel Quality Directive). In the amending directive, Article 7a of the Fuel Quality Directive has expired (Article 3). The provisions of the Fuel Act apply in parallel with the provisions on the reduction obligation for petrol and diesel. The Government therefore proposes in the memorandum *Sustainability criteria for certain fuels and a new reduction obligation*, to remove the requirement in the Fuel Act for fuel suppliers to take measures to reduce emissions and also to abolish the emission levy. The Swedish Energy Agency has therefore, in the proposed amendments to the regulations, ensured that the amendments to EU rules and national legislation mentioned above are also implemented in the provisions issued by the Swedish Energy Agency through amendments to regulations.

## 4 Economic impact

The proposed regulatory amendments will affect operators obliged to carry out reporting to the Swedish Energy Agency annually. The operators report through three regulatory frameworks: The Fuel Act (2011:319), the Act (2017:1201) on the reduction of greenhouse gas emissions from certain fossil fuels, and the Act (2010:598) on sustainability criteria for biofuels. There is a certain overlap between what should be reported in the regulations, which means that even if parts of the fuel regulations are removed, certain information still needs to be reported through the other regulations. Section 2.5 describes in more detail the regulatory amendments implemented for operators obliged to carry out annual reporting to the Swedish Energy Agency. The amendments to the regulations mean that the amount of data to be reported annually is reduced, which may lead to some reduction in administrative burden and costs. The Swedish Energy Agency estimates that the reduced workload for companies that need to report annually to the Swedish Energy Agency is a maximum of one hour per company per year. The Swedish Energy Agency assesses on the basis of an assumed salary cost of SEK 50,000/month for the operator's staff and a salary surcharge of 84% (for overhead, holiday compensation and employer's contribution) together gives an hourly cost of SEK 575. There will thus be a reduced cost for the annual reporting of one hour times SEK 575. The companies' costs are thus expected to decrease by SEK 575 per year. Overall, the change is expected to be marginal, as the reporting must continue to be carried out, but the reporting includes a smaller amount of data. Below is a description of the data that will disappear:

- Upstream emission reduction does not need to be reported.
- The possibility of co-reporting is removed as a result of the removal of the emission reduction requirement.

Section 2.2 describes that the Swedish Energy Agency proposes that the regulations on fuel and the regulations on environmental information be grouped into one and the same regulation. Previously, these regulations have been divided into two separate regulations. This change to the regulations means a simplification for operators who are affected by the regulatory framework, as it increases readability and transparency. However, the economic consequences of this change are considered to be so marginal that no direct economic consequences can be observed from the change.

#### 4.1 Affected parties

The Swedish Energy Agency considers that the parties that will be affected by the amendments to the regulations are: parties subject to reporting obligations under the Fuel Act, parties who are obliged to provide information on fuel pursuant to Section 11 of the Fuel Ordinance, and consumers of fuel.

#### 4.2 Consequences for parties subject to reporting obligations

For reports made during 2023, about 70 fuel suppliers were covered by the obligation to report data to the Swedish Energy Agency. An overview of the companies that reported in 2023 is presented in Table Table 1. A large proportion (just over 60%) of the reporting companies are large or medium-sized enterprises.

Table 1 Overview of the companies that reported under the Fuel Act in 2023. Companies that reported in 2023 but do not exist today are not included in this list

Size/type of company	Number	Average number of employees	Average turnover (SEK thousands)
Large enterprises	12	568	25,150,013
Medium-sized enterprises	28	41	1,184,693
Small enterprises	4	3	49,168
Micro-enterprises	5	3	5,660
No employees	7	0	500,169
State/Municipal/Regional	6		
Other	3		

The others include foreign companies, non-profit associations and economic associations, for which we do not have information on the number of employees or turnover. In the category of no employees, there may be companies that have employees in another company within the same group and could be classified accordingly. We have not looked closely at what kind of company it is, but simply categorised them as 'no employees'.

The proposed regulatory changes mean that reporting parties no longer need to report upstream emission reductions and that the co-reporting of emission reductions is removed. All in all, this means that the amount of data that those parties subject to the reporting obligation need to report is reduced. The Swedish Energy Agency's assessment is that the amendment to the regulations entails only a marginal reduction in costs for those parties subject to the reporting obligation, as the companies must continue to carry out the annual reporting. In this context, the annual reporting is a significantly higher administrative cost in relation to the hours worked that the Swedish Energy Agency considers that the reporting parties are saving through the amendments to the regulations. An industry organisation has stated that fuel suppliers altogether spend about 320 hours per year on reporting. However, this figure also includes the reporting time for the Act on the reduction of greenhouse gas emissions from certain fossil fuels (2017: 1201) and the Act on sustainability criteria for biofuels (2010: 598), as the three sets of rules are reported together.

### 4.3 Consequences for other parties and companies

The Swedish Energy Agency considers that the amendments to the regulations will not affect any other parties, other than those who are obliged to submit reports in accordance with the Fuel Act.

However, there may potentially be more parties subject to the reporting obligation, as companies that produce and sell renewable fuels of non-biological origin may be obliged to submit reports. If the company also has an annual sales volume exceeding 1,500 cubic metres of liquid fuel or 1,000,000 cubic metres of gaseous fuel, these companies shall provide consumers with information on the environmental performance of the fuels. However, it is unlikely that many new parties will be added that only sell renewable fuels of non-biological origin and at the same time exceed the above sales volumes. Renewable fuels of non-biological origin are also not expected to be consumed in significant volumes in the transport sector. There have been several projects in the pipeline on the use of renewable fuels of non-biological origin for the production of sustainable aviation fuel. Recently, however, several projects on the production of SAF have been discontinued. There is therefore considerable uncertainty as to whether and, if so, how large quantities of renewable fuels of non-biological origin will be used as a fuel. Regarding the question of whether there will be new companies, the Swedish Energy Agency's assessment is that companies that will need to provide information to consumers about the environmental performance of fuels are primarily those companies that are already required to do so.

### 4.4 Impact on competitive conditions

The proposal to set greenhouse gas emissions from fossil components at 94 grams of carbon dioxide equivalent per megajoule means that carbon dioxide emissions from natural gas will have a higher emission value than before. Biogas used as vehicle gas sometimes contains a certain proportion of natural gas, even though the average share of biogas was 95% in 2023<sup>3</sup>. The change in fossil fuel comparator to 94 grams of carbon dioxide equivalents per megajoule will mean that fuel suppliers supplying vehicle gas containing natural gas will have a slightly reduced environmental performance for the vehicle gas supplied by the fuel suppliers. However, the Swedish Energy Agency considers that this will not affect the competitive conditions for fuel suppliers of vehicle gas in relation to other fuel suppliers as a result of the deterioration in environmental performance, since the share of natural gas in vehicle gas is so small. The Swedish Energy Agency's assessment is that the regulatory amendments do not affect conditions of competition beyond what has been described.

---

<sup>3</sup>[Statistics on vehicle gas – Energigas Sverige](#)

#### **4.5 Special consideration of small companies**

There is already a provision in the Fuel Ordinance (2011:346) Section 11b which means that if a company has an annual sales volume of less than 1,500 cubic metres of liquid propellant or 1,000,000 cubic metres of gaseous propellant, the company is exempted from having to provide consumers with information on the environmental performance of the fuels at the point of sale. The Swedish Energy Agency has assessed that there is no reason to prescribe further consideration for small companies than has already been implemented by the Fuel Ordinance.

#### **4.6 Impact on the public sector**

##### **4.6.1 Impact on the Swedish Energy Agency**

The proposed amendments to the regulations will not entail any noticeable changes for the Swedish Energy Agency. The amendments to the regulation merely provide for a slightly smaller amount of data to be collected, through the annual reporting to the Swedish Energy Agency carried out by fuel suppliers. The impact on processing costs is estimated to be negligible.

##### **4.6.2 Impact on the public sector more broadly**

The Swedish Energy Agency considers that the amendments to the regulations will not affect the rest of the public sector.

#### **4.7 Impact on households and individuals**

Environmental information is aimed at consumers, which means that it can be important for households and individuals. However, no changes are proposed in the design of the environmental information, therefore the proposed new regulations are not expected to have any consequences for households and individuals.

## 5 Environmental impact

The proposed amendments to the regulations are not expected to have any clear environmental consequences. Fuel suppliers shall no longer have an obligation under the Fuel Act to take measures to reduce greenhouse gas emissions from delivered fuels. However, this does not affect Sweden's greenhouse gas emissions significantly, since the requirements of the reduction obligation have been stricter compared to the requirements of the Fuel Act. In addition to the fuels subject to reduction (petrol, diesel and aviation kerosene), alternative fuels, such as renewable diesel (e.g. B100 and HVO100), vehicle gas based on biogas and E85, etc. have been met by the emission reduction requirements of the Fuel Act. On the other hand, the requirement for alternative fuels to reduce emissions by at least 6 % is eliminated, which could potentially lead to higher emissions from those fuels. However, the reporting to the Swedish Energy Agency in recent years shows that all of these fuels have a better environmental performance and a higher emission reduction than six percent. Another change that could potentially have a marginal environmental impact, however, is that the environmental information that fuel suppliers must provide is also extended to include renewable fuels of non-biological origin. This could, in theory, lead consumers to choose a fuel that consists of renewable fuels of non-biological origin and thus produces lower greenhouse gas emissions than an entirely fossil-based fuel.

## 6 Social impact

The Swedish Energy Agency's assessment is that human health, living conditions, labour market and housing conditions are not affected by the proposed rules.

## 7 Entry into force and information initiatives

In order to make it easier for operators, the Swedish Energy Agency intends that the regulations will enter into force at the same time as the higher-ranking law and ordinance. If the regulations can enter into force at the same time as laws and regulations, the risk of confusion as to the applicable law is reduced.

The proposed amendments to the regulations will not entail any major changes compared to the previous regulations. However, there may be a need to inform parties subject to reporting obligations under the Fuel Act of the changes being implemented. The Swedish Energy Agency sees a particular need to provide information on the changes that are linked to the annual reporting that parties subject to reporting obligations must carry out to the Swedish Energy Agency. Among other things, that the fossil fuel comparator will be changed, that it will be possible to report renewable fuels of non-biological origin, which means that environmental information about transport fuels will also be changed. In addition, it is worth informing about the simplifications implemented by the annual reporting to the Swedish Energy Agency and the fact that several previously applicable regulations are merged into one single regulation.

### 7.1 Consultation

On 12 June and 6 November 2024, the Swedish Energy Agency held a public dialogue meeting with stakeholders affected by the regulations on sustainability criteria, fuel and reduction obligations<sup>45</sup>. The dialogue meeting was an opportunity for the Swedish Energy Agency to provide information about the upcoming regulatory changes that are a consequence of the updated Renewable Energy Directive RED III at EU level and related amendments in the Sustainability Criteria Act, the Fuel Act and the Reduction Obligation Act and associated regulations. The Swedish Energy Agency invited those parties that are affected or will be affected by the upcoming regulatory changes. During the meeting, there was also the opportunity for participating parties to provide input and ask questions.

### 7.2 Follow-up

The Swedish Energy Agency follows up on the proposed amendments to the regulations concerning reporting, through the annual reporting of fuels. The Swedish Energy Agency also has a mandate under Section 15 of the Fuel Ordinance to monitor the effects of environmental information on fuels. The

---

<sup>4</sup>[Dialogue meeting on revised sustainability criteria and regulations in transport](#)

<sup>5</sup>[Dialogue meetings on revised sustainability criteria, reduction obligation and fuel types](#)

consequences of the amendments to regulations relating to environmental information will be evaluated in connection with this follow-up.

### **7.3 Contact persons**

Hanna Hanning, [hanna.hanning@energimyndigheten.se](mailto:hanna.hanning@energimyndigheten.se) 016-544 23 45

Eva Nordlander, [eva.nordlander@energimyndigheten.se](mailto:eva.nordlander@energimyndigheten.se) 016-544 21 32