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Impact assessment of amendments to the Swedish Transport Agency's regulations and general advice (TSFS 2025:3) on rally cars;

The Swedish Transport Agency's proposal:

To decide on an amendment to the Swedish Transport Agency's regulations and general advice (TSFS 2025:3) on rally cars, whereby the requirement for a catalytic converter on special-type rally cars is not mandatory if the original car was not required to be fitted with a catalytic converter. Exemptions from this requirement are limited to cars that were type-approved without a catalytic converter before 1 January 1993, when the requirement for catalytic converters in cars became mandatory within the EU.

The decision also applies to the introduction of the same cut-off date regarding exemptions from the requirement for catalytic converters for standard rally cars.

The impact assessment has been amended after consultation. Changes are marked by a line in the margin.

A. General

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

The regulations stipulate that a special-type rally car with an internal combustion engine shall be equipped with a catalytic converter.

However, the regulations do not take into account the fact that special-type rally cars are sometimes built from mass-produced cars of older model years and are intended for use in competitions aimed at such cars (historic rally cars). In some cases series-produced cars of older annual models lack catalyst requirements, which means that the requirements for approving a special-type rally car will be harder than those that applied for the approval of the original car.

Before TSFS 2025:3 was decided and entered into force, these vehicles had exemptions from the catalytic converter requirement under previous rules (VVFS 2012:31). However, this exception was inadvertently removed.

There are corresponding exemptions for rally cars of the standard type (Chapter 3, Section 22 of TSFS 2025:3).

2. What is to be achieved?

The purpose of the proposed amendment is to ensure that rally cars built from older vehicles, prior to 1 January 1993, are not required to have a catalytic converter in cases where the original vehicle was not required to have one.

3. What are the possible solutions?

3.1 Impact if nothing is done?

Without an amendment, vehicle owners need to seek exemptions from the requirement in the regulations. The application for an exemption is subject to a fee of SEK 3 000 (in 2025).

3.2 Alternatives that do not involve regulation

Since the proposal aims to amend an existing regulation, there is no alternative that does not involve regulation.

3.3 Regulatory proposal

The proposed regulation means that the requirement for catalytic converters on special-purpose rally cars built from a production car – which were not subject to a catalytic converter requirement when they were type-approved – will be removed from the regulations.

The exemption covers special-type and standard rally cars which were approved before 1 January 1993, when automotive catalytic converter requirements were introduced in the EU.

4. Who will be affected?

Those mainly affected by the draft requirements are vehicle owners intending to register a special-type rally car for use in a racing context for these cars.

The proposal also affects inspection bodies that carry out registration and roadworthiness inspections and the police who carry out roadside inspections.

5. What are the impacts of the regulation?

5.1 Companies

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

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

The proposal does not involve any costs or other significant consequences.

5.2 Individuals

The proposed change means that, in cases where there was no requirement for the original vehicle to be equipped with a catalytic converter, vehicle owners will not have to equip the vehicle with a catalytic converter when it is converted to a special-type rally car.

The vehicle owner therefore no longer needs to apply for an exemption from the requirement, with each application entailing a cost of SEK 3 000.

5.3 The State, regional and municipal authorities

The proposal does not entail any costs or other significant consequences for State, regional or municipal authorities.

The proposal means that fewer applications to the Swedish Transport Agency need to be made and thus processed. However, these are considered to be relatively few in number and have no significant consequence.

5.4 Environment

The proposal has very limited environmental impacts. This is partly because the number of vehicles involved is very limited, and partly because they may only be driven on public roads in connection with racing events.

Furthermore, the proposed amendment does not affect whether or not these vehicles are fitted with a catalytic converter, but rather whether the vehicle owner needs to apply for an exemption, which would entail an additional cost.

5.5 External effects

The proposal does not involve any costs or other significant consequences.

6. Summary of options considered and why the draft regulation is considered the best option

There are no alternatives to the proposal, as it concerns an amendment to the Swedish Transport Agency's regulations.

7. What authorisations form the basis for the Agency's right to make decisions?

The Swedish Transport Agency stipulates with the support of Chapter 8, § 16 of the Vehicle Regulation (2009:211).

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

The draft regulation is deemed to be in accordance with EU law and otherwise compatible with other international regulations, but as the draft contains exemptions from technical rules, it will be notified to the Commission under the Ordinance on technical rules (1994:2029).

The draft regulation does not impose any new requirements on service providers, so the proposals do not need to be notified under the Ordinance on Services in the Internal Market (2009:1078).

The proposal does not contain any requirements that would involve the regulation of professions requiring notification under the Act on the Recognition of Professional Qualifications (2016:145) or a proportionality assessment pursuant to the Ordinance on Proportionality Testing in the case of New or Changed Requirements for Professional Qualifications (2020:757).

The proposal does not contain any data localisation requirements, which is why notification is not required according to Article 4(2) of Regulation (EU) 2018/1807 of the European Parliament and of the Council of 14 November 2018 on a framework for the free flow of non-personal data in the European Union (the Data Flow Regulation).

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

The regulations should enter into force as soon as possible in order to minimise the costs that vehicle owners have to pay for applying for an exemption from the provision in question.

B. Fulfilment of transport policy goals

The overall goal of Swedish transport policy is to ensure a socio-economically efficient transport provision that is sustainable in the long term for both citizens and businesses all over the country. The overall goal also includes performance goals and health, environment and safety (HES) goals with a number of prioritised areas.

The performance goal is to create accessibility for people and goods. The design, functioning and use of the transport system shall help to provide everyone with basic accessibility of high quality and usability, as well as contributing to development throughout the country. At the same time, the transport system must be gender-equal, which means it should respond to the transport needs of both men and women in equal measure.

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

10. How does the regulation affect the performance goal?

The draft regulation does not affect the performance objective.

11. How does the regulation affect the HES goal?

The draft regulation is expected to have very little impact on the HES objective, as special-type rally cars are not permitted on public roads outside races. Furthermore, only a small number of rally cars are affected.

C. Companies

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

D. Summary of consequences

Affected party	Impacts that cannot be quantified		Quantified impact (SEK thousands)	Comments
	Advantages	Disadvantages		
			+ / -	
Companies				
Citizens			- 3 per vehicle	No charge for applying for an exemption
The State, et al.				
External effects				
Total				

E. Proportionality of the draft

The proposal is considered to be proportionate as it will not have any adverse consequences if the amendment is implemented, but will make things easier for the parties concerned and result in savings for these vehicle owners.

F. Follow-up and evaluation

There are no plans to carry out a specific evaluation of the amendment, as the main measurable outcome is that fewer or no applications for exemptions are expected to be submitted to the Swedish Transport Agency.

However, applications may still be submitted despite the amendment to the regulations, as the change only affects vehicles that were not originally subject to a catalytic converter requirement. It is therefore difficult to assess the effect of the regulation on the basis of the number of applications.

G. Consultation

There is no consultation obligation with other authorities.

As a result of the responses received, a consequential amendment was made to a paragraph that was not included in the first round of consultations. The consequential amendment was subsequently circulated for consultation to a limited extent.

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

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