

Impact assessment of amendments to the Swedish Transport Agency's regulations and general recommendations on technical requirements for vehicle combinations with a length exceeding 25.25 metres

The Swedish Transport Agency's proposal:

To decide, firstly, on a further design for vehicle plates to be affixed to the rear of a vehicle combination exceeding 25.25 metres in length in Sweden, and, secondly, to allow vehicle plates to be positioned centrally above the vehicle's longitudinal centre line.

A. General

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

Design of vehicle plates

The reason for the proposed amendment to the Swedish Transport Agency's regulations is to facilitate cross-border traffic between Sweden and Denmark involving road trains exceeding 25.25 metres in length.

As the design of the two countries' vehicle plates differs, the plate must be replaced when the border between the countries is crossed in order to comply with national legislation. In January 2026, Denmark decided to incorporate the design of the Swedish plate into national legislation, meaning that Swedish drivers will no longer need to change plates when crossing the border into Denmark.

Placement of vehicle plates

Current regulations regarding the placement of the vehicle plate mean that the plate may obscure rear lighting on the trailer due to its size. This applies in particular to container freight transport, where containers are loaded onto trains, for example. As the containers are not owned by the haulage company, they cannot attach the vehicle plate to the container without damaging someone else's property; instead, they must attach it to the chassis of the trailer, which means it may obscure the rear lights.

2. What is to be achieved?

Design of vehicle plates

Under the proposal, Danish hauliers with Danish plates would not be required to change their plates when crossing the border between Sweden and Denmark with vehicle combinations exceeding 25.25 metres in length. This is in line with the current rules for Swedish drivers, who do not need to change their Swedish plates when entering Denmark since the Danish national regulations, under which Swedish plates are accepted as an alternative, came into force on 1 January 2026.

Placement of vehicle plates

Under this proposal, the plate can be positioned centrally above the vehicle's centre line, thereby reducing the risk of the rear lights being obscured by the plate.

3. What are the possible solutions?

3.1 Impact if nothing is done?

Design of vehicle plates

The Danish authorities have proposed new regulations concerning vehicle plates to be affixed to vehicle combinations exceeding 25.25 metres in length that may be driven on the road on the basis of Regulation (BEK No 1605) on vehicles in trials with double trailer combinations in Denmark. The proposal includes an alternative design of the plate that is the same as the current Swedish rules, regulated by the Swedish Transport Agency's regulations (TSFS 2025:17) on technical requirements for vehicle combinations exceeding 25.25 metres.

If no action is taken, from 1 January 2026, the current design of the vehicle registration plate in accordance with TSFS 2025:17 will apply in both Sweden and Denmark, whilst the Danish equivalent of the vehicle plate will continue to apply only in Denmark.

Placement of vehicle plates

If nothing is done, hauliers will be forced either to damage someone else's property by screwing the plate onto the container, or to risk losing the plate if it is attached only temporarily without being properly secured; which is also not permitted, as the plate could fall off whilst in transit.

3.2 Alternatives that do not involve regulation

Design of vehicle plates

There are no alternatives that do not involve regulation.

Placement of vehicle plates

There are no alternatives that do not involve regulation.

3.3 Regulatory proposal**Design of vehicle plates**

The Swedish Transport Agency is proposing an amendment to TSFS 2025:17 to introduce the Danish design as an alternative design for vehicle plates.

Placement of vehicle plates

The Swedish Transport Agency is proposing an amendment to TSFS 2025:17 to allow for an alternative position for the vehicle plate.

4. Who will be affected?**Design of vehicle plates**

The main concern is Danish road hauliers operating cross-border services to Sweden with vehicle combinations exceeding 25.25 metres in length.

The Swedish Police Authority, which is the designated control authority for regulatory compliance, is affected.

Other road users are affected because a different design of vehicle plate may appear on Swedish roads.

Placement of vehicle plates

Essentially, hauliers who transport containers that they do not own themselves are affected.

5. What are the impacts of the regulation?**5.1 Companies**

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

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

Design of vehicle plates

The proposed regulation mainly concerns Danish hauliers and hauliers who wish to use Danish vehicle plates. At present, it is impossible to make an accurate estimate of how many companies or hauliers will be involved. At

present, very few cross-border journeys are made between Sweden and Denmark by vehicle combinations exceeding 25.25 metres, and those that do are currently using Swedish plates as this is the only permitted option. No one knows how many crossings there will be in the future, nor is there any information on how many Danish hauliers choose to use the Danish version of the plate.

Placement of vehicle plates

The proposal has no negative consequences for companies, only greater flexibility in mounting the vehicle plate appropriately.

5.2 Individuals

Design of vehicle plates

Whenever a new road sign or vehicle marking/plate is introduced, there will be a period during which other road users may not fully understand the meaning of the new plate or marking. How quickly everyone understands the new design is dependent on how common it is.

Placement of vehicle plates

The Swedish Transport Agency considers that the proposal does not entail any significant consequences.

5.3 The State, regional and municipal authorities

Design of vehicle plates

The Swedish Transport Agency considers that the proposal does not entail any significant consequences for the State or regional and municipal authorities.

Placement of vehicle plates

The Swedish Transport Agency considers that the proposal does not entail any significant consequences.

5.4 Environment

Design of vehicle plates

The assessment of the Swedish Transport Agency is that there will be no environmental effects as a result of the proposal.

Placement of vehicle plates

The assessment of the Swedish Transport Agency is that there will be no environmental effects as a result of the proposal.

5.5 External effects

Design of vehicle plates

The assessment of the Swedish Transport Agency is that there will be no consequences beyond those described in 5.1–5.4.

Placement of vehicle plates

The assessment of the Swedish Transport Agency is that there are no consequences beyond those described in 5.1–5.4.

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

Design of vehicle plates

There are no alternatives to the proposed regulation to allow the Danish vehicle plate design to be allowed in Sweden.

Placement of vehicle plates

There are no viable alternatives to the proposal to allow greater flexibility in the positioning of vehicle plates if we are to increase the number of ways in which vehicle plates can be fitted to trailers.

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

By virtue of Chapter 4 Section 17(f) of the Road Traffic Ordinance (1998:1276) and Chapter 8 Section 16 of the Vehicles Ordinance (2009:211), the Swedish Transport Agency lays down the following.

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

The Weights and Dimensions Directive 96/53/EC¹ applies to the maximum authorised dimensions in national and international traffic and to the maximum authorised weights in national traffic. The draft regulation contains provisions on technical vehicle requirements for vehicle combinations exceeding 25.25 metres and, therefore, has no link to the Directive.

In the type approval process, there is a requirement level based on dimensions and weights that are lower than what is currently permitted in Sweden. This means that, in accordance with the provisions of the Road Traffic Ordinance for travel on roads that are not private, vehicles to be included in vehicle combinations must comply with national requirements.

¹ Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.

The draft regulation is deemed to be in accordance with EU law and otherwise compatible with other international regulations, but as the draft contains 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?

There is no need to take particular account of the date of entry into force, but this should be done without delay as the Danish provisions have already entered into force.

The regulations are scheduled to enter into force in the fourth quarter of 2026.

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 free flow of traffic in the transport system is always affected to varying degrees by transport, and this is particularly true of long vehicle combinations. The proposed regulation is linked to fulfilling the performance goal by helping to facilitate cross-border traffic.

11. How does the regulation affect the HES goal?

The proposal is not considered to affect the HES goal.

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	Greater flexibility			
Citizens		An additional plate to interpret.		Short-term impact.
The State, et al.				
External effects				
Total				

E. Proportionality of the draft

The draft is considered proportionate as it provides for more flexibility and more possibilities to comply with the requirements.

F. Follow-up and evaluation

There are no practical means of monitoring how many Danish hauliers pass the Swedish border with the alternative plate design on their vehicles. This would require monitoring and analysis of all border crossings.

G. Consultation

There is no consultation obligation with other authorities.

In 2024, the Swedish Transport Agency and the Danish Road Traffic Authority took part in a number of discussions and workshops aimed at facilitating cross-border traffic between the two countries. The draft amendment in question is the result of that work.

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

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