

**Impact assessment**

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Contents

1	Introduction.....	3
2	Regulation in laws and ordinances.....	3
2.1	Public Order Act (Ordningslagen).....	3
2.2	Regulation on the inspection of amusement park rides.....	3
3	The National Police Board's (NPB) Regulations.....	5
4	Recommendations from the Swedish Accident Investigation Authority.....	5
5	The Safer Amusement Parks report (SOU 2025:40).....	6
6	Standards.....	7
7	Description of the problem and the change that is sought.....	8
7.1	Changes in the police organisation.....	8
7.2	Scope and definitions.....	8
7.3	Unclear breakdown of responsibilities between operators and inspection bodies.....	9
7.4	Requirements on execution.....	9
7.5	The keeping of records is covered in general advice.....	10
7.6	Uncertainty about when an audit inspection shall be carried out.....	10
7.7	Need for checks of amusement park rides that are regularly dismantled and reassembled.....	10
7.8	Name of the inspector on the certificate of approval.....	11
8	The Swedish Police Authority's proposal.....	11
8.1	Scope and definitions.....	11

8.1.1	The proposal.....	11
8.1.2	Alternative solutions.....	12
8.2	A clearer division of responsibilities.....	12
8.2.1	The operator's responsibility for safety is clarified.....	12
8.2.2	The responsibilities of the inspection bodies are clarified.....	13
8.3	Requirements on execution.....	13
8.3.1	Requirements on execution shall be made by reference to standards	13
8.3.2	How to reference the standards.....	14
8.3.3	To which edition of a standard should the Regulations refer?.....	14
8.3.4	Standards should not be mandatory.....	16
8.3.5	Alternative solutions.....	17
8.4	The general advice on the keeping of records are being made into regulations and expanded.....	17
8.4.1	The proposal.....	17
8.4.2	Alternative solutions.....	18
8.5	The provision on audit inspections is expanded.....	18
8.5.1	The proposal.....	18
8.5.2	Alternative solutions.....	19
8.6	Requirements for assembly inspection are introduced.....	19
8.6.1	The proposal.....	19
8.6.2	Alternative solutions.....	19
8.7	Removal of the requirement for the inspector's name to appear on the certificate of approval.....	20
8.7.1	The proposal.....	20
9	Affected parties.....	20
9.1	Visitors.....	20
9.2	The operators.....	21
9.3	Inspection bodies.....	21
9.4	Municipalities.....	21
10	Impact.....	21
10.1	Impact on visitors.....	21
10.2	Impact on the operators and inspection bodies.....	22
10.2.1	Clarification of the division of responsibilities.....	22
10.2.2	Updated standards.....	23
10.2.3	The general advice on the keeping of records are being made into regulations and expanded.....	23
10.2.4	The rules on audit inspections are expanded.....	23
10.2.5	Requirements for assembly inspection are introduced.....	23
10.2.6	Removal of the requirement for the inspector's name to appear on the certificate of approval.....	24
10.3	Economic impact on the State, municipalities, and regions....	24
11	The baseline scenario.....	24
12	Information about the authorisations on which the authority's de- cision-making power is based.....	25

- 13 Assessment of whether the regulation is in line with or exceeds Sweden's obligations as a Member State of the European Union.25**
- 14 Special considerations regarding the entry into force date and a need for special information initiatives.....27**

1 Introduction

The Swedish Police Authority intends to draft new regulations and general advice on the inspection of amusement park rides. The Authority hereby presents its impact assessment in accordance with the Ordinance (2024:183) on impact assessments.

2 Regulation in laws and ordinances

This section presents the provisions contained in overriding legislation, which thus contain a framework for the Swedish Police Authority's regulations in this area.

2.1 Public Order Act (Ordningslagen)

According to Chapter 2, Section 13, first paragraph of the Public Order Act (1993:1617), , amusement park rides such as carousels, Ferris wheels, roller coasters, bumper cars, water slides and similar devices that move or carry persons for the purpose of amusement may be used at public gatherings, public events or in other cases made available to the public only if adequate safeguards are in place and if they have passed inspection. According to the second paragraph, the government or the authority designated by the government may issue regulations concerning testing and inspection of amusement park rides as well as bans on the use of such.

2.2 Regulation on the inspection of amusement park rides

The government has adopted the Ordinance (1993:1634) on inspections of amusement park rides (the Amusement Park Ordinance).

According to Section 1, that Ordinance applies to amusement park rides as defined in Chapter 2, Section 13 of the Public Order Act.

Inspections under the Ordinance shall be carried out by an inspection body accredited in accordance with Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and repealing Regulation (EEC) No 339/93 and the Act (2011:791) on accreditation and conformity assessment or by an inspection body in any other country within the European Economic

Area that meets the corresponding requirements (Section 2).

An amusement park ride shall be inspected before it is put into use in Sweden for the first time and thereafter on scheduled periodic occasions. If the ride has been altered in any way that is of significance to safety, it shall be re-inspected. When a non-mobile amusement park ride, for which a building permit is required, is to be inspected before it is used for the first time in Sweden, the inspection body shall, unless unnecessary, consult with the municipal committee that handled the case involving the building permit application (Section 3).

The inspection body shall check that the amusement park ride has been executed in accordance with applicable regulations and is otherwise satisfactory from a safety perspective (Section 4).

If the inspection body finds that the amusement park ride is executed as specified in Section 4, the body shall issue a certificate to that effect (certificate of approval) (Section 5).

An approval is valid for one year, calculated from the last day of the month in which the inspection took place. If there are special reasons for doing so, a shorter period of validity may be assigned. The period of validity of the approval and the maximum number of persons that may use the amusement park ride at the same time shall be specified on the certificate of approval (Section 6).

If an amusement park ride has not been executed in accordance with applicable regulations, the ride may be approved for use for a limited period of time if it is clear that it can be used without risk of accident (Section 7).

The amusement park ride shall be re-inspected before expiry of the approval, but no earlier than three months before that date. The provisions of Sections 2–7 also apply to inspections pursuant to the first paragraph (Section 8).

If, due to damage or for any other reason, an amusement park ride does not provide adequate safeguards, the Swedish Police Authority shall prohibit the use of the amusement park ride for as long as the issue persists. If the Swedish Police Authority prohibits the use of an amusement park ride, the certificate of approval shall be returned to the Authority. A decision prohibiting use shall take effect immediately (Section 9).

Section 10 refers to Section 40 of the Administrative Procedure Act (2017:900) , which contains provisions on appeals to the Administrative Court.

Under Section 11, the Swedish Police Authority may issue detailed regulations concerning:
testing and inspection of amusement park rides as well as bans on the use of such after consultation with the Swedish Board for Accreditation and Conformity Assessment (SWEDAC), the National Electrical Safety Board, the Swedish National Board of Housing, Building and Planning and the Swedish Work Environment Authority.

3 The National Police Board's (NPB) Regulations

In 2012, the National Police Board (NPB) adopted regulations and general advice (RPSFS 2012:15) on the inspection of amusement park rides; FAP 513-1.

FAP 513-1 contains provisions on inspection bodies (Section 6), different types of inspection (Section 3, second paragraph, and Sections 7–11), certificates of approval and inspection plates (Sections (12–14),), on inspection reports (Section 15), and on notification to the Swedish Police Authority (Sections 16–17).

FAP 513-1 also contains provisions on requirements to which amusement park rides are subject (Section 4). According to the provision, only amusement park rides that meet the safety levels in the standards

- SS-EN 13814:2005 – Fairground and amusement park machinery and structures - Safety;
- SS-EN 1069-1:2010 – Water slides – Part 1: Safety requirements and test methods;
- SS-EN 1069-2:2010 – Water slides – Part 2: Instructions.
- SS-EN 60204-1 – Safety of machinery – Electrical equipment of machines – Part 1:
General requirements; and
- SS-EN 60204-11 – Safety of machinery – Electrical equipment of machines – Part

11: Requirements for equipment for voltages above 1 000 V AC or 1 500 V DC and not exceeding 36 kV, or amusement park rides that the inspection bodies deem to meet at least the same level of safety, are considered to provide adequate safeguards.

4 Recommendations from the Swedish Accident Investigation Authority

On 25 June 2023, a very serious accident occurred on the Jetline roller coaster at the Gröna Lund amusement park. One person died in the accident and several others were seriously injured. In response to the accident, the Swedish Accident Investigation Authority (SHK) conducted an investigation, which was presented in a final report in June 2024 (SHK 2024:07).

The report included the following recommendations to the Swedish Police Authority¹.

- Carry out an overhaul of the regulations on amusement park rides. The overhaul should aim at an increased level of safety by, inter alia:
 - The amusement park companies' responsibility for safety is highlighted more clearly, including that this responsibility encompasses all measures necessary to ensure that an attraction has adequate safeguards.
 - the need for systematic safety efforts is reflected;
 - specific requirements for checks and inspections are introduced to ensure that a fairground attraction has not undergone any changes or procedures that could compromise its safety;
 - the general advice on logbooks is supplemented so that the logbook for each attraction also states what maintenance measures, changes or procedures have been carried out on the attraction;
 - references to applicable standards are updated;
 - it is clarified that the requirements on operation and maintenance in the applicable standards also cover amusement park attractions manufactured before 1 July 2006 (see Section 2.4). (SHK 2024:07 R2)
- If, during the overhaul, the Swedish Police Authority deems it infeasible to make sufficient changes at the regulatory level, the Swedish Police Authority should refer the matter of necessary legislative amendments to the government. (SHK 2024:07 R3).²

5 The Safer Amusement Parks report (SOU 2025:40)

On 29 August 2024, the government decided to appoint a special investigator who was tasked with, among other things, considering measures to increase oversight of amusement parks. The background to this was, inter alia, a petition from the Swedish Police Authority to the Ministry of Justice for a review of the Authority's responsibilities under the Amusement Parks Ordinance. In its petition, the Swedish Police Authority stated that its responsibilities under the Amusement Parks Ordinance is non-existent or, in any case, of little policing relevance.

The part of the special investigator's task concerning the overhaul of the regulatory framework for amusement parks was presented in April 2025 in the interim report 'Safer amusement parks' (SOU 2025:40).). The report proposes a new law for the inspection and supervision of amusement park rides. The proposal means, inter alia, that the Act shall state that the Product Safety

¹ SHK 2024:07 Final report, p. 6.

² SHK 2024:07 Final report, Jetline, Gröna Lund, p. 6.

Act's provisions on services shall apply when amusement park rides are provided and that the Swedish Consumer Agency shall supervise activities that provide amusement park rides. The proposal also means that the regulatory right is reallocated from the Swedish Police Authority to the Swedish Consumer Agency. The new law is proposed to enter into force on 1 January 2027. The report has been circulated for comment. The comments from the Swedish Police Authority expressed a positive view of the proposed transfer of responsibilities from the Swedish Police Authority to the Swedish Consumer Agency and the streamlining of the Swedish Police Authority's tasks that doing so entails.³

6 Standards

A standard is a technical specification established by a recognised standardisation organisation for repeated or ongoing application. Standards are not mandatory in themselves. A European Standard is a standard established by a European standardisation organisation. Standardisation work within the European standardisation organisations is open to all those who want to, and have the opportunity to, participate in the work, such as companies and their interest groups and consumer organisations. The Swedish Standards Institute (SIS) is a Swedish standardisation organisation that participates in the European standardisation work. The standardisation work takes place entirely in the form of private law.

The standard for amusement park rides is a European standard developed by the European Committee for Standardisation, Comité européen de normalisation (CEN). The Standard also applies as a Swedish Standard. It is not a so-called harmonised standard under EU law. The current standard consists of three parts called SS-EN 13814-1:2019+A1:2024, SS-EN 13814-2:2019+A1:2024 and SS-EN 13814-3:2019+A1:2024. The first part governs design and manufacture; the second part operation, maintenance, and use; and the third part requirements for inspections during design, manufacture, maintenance and use. The standard is comprehensive and sets minimum requirements for safe design, manufacturing, operation and maintenance. The standards for water slides also set minimum requirements for safe design, manufacture, operation and maintenance. The current standard for water slides consists of two parts called SS-EN 1069-1:2017+A1:2019 and SS-EN 1069-2:2017.

7 Description of the problem and the change that is sought

The National Police Board's regulations and general advice(RPSFS 2012:15) on the inspection of amusement park rides; FAP 513-1, was adopted in 2012. That legislation is outdated and needs to be revised for several reasons, which are described below.

³ A246.580/2025.

As stated in section 5, the Säkrare Tivoli (Safer Amusement Parks) report proposes a new regulatory framework for amusement park rides, which, according to the proposal, shall come into force on 1 January 2027. The view of the Swedish Police Authority is that waiting for the new regulations to come into force is not an option. The need for revision is urgent and the regulations should therefore be revised even if work is ongoing on new legislation in this area.

7.1 Changes in the police organisation

On 1 January 2015, the police in Sweden were reorganised into a single authority, the Swedish Police Authority. The new organisation of the police authority necessitates certain editorial changes to the regulations.

7.2 Scope and definitions

As stated in Section 2.1, according to Chapter 2, Section 13 of the Public Order Act, amusement park rides may be used at public gatherings, public events or in other cases made available to the public only if adequate safeguards are in place and if they have passed inspection. The provision states that amusement park rides are carousels, Ferris wheels, roller coasters, bumper cars, water slides and similar devices that move or carry persons for the purpose of amusement. The definition is not exhaustive; the provision is also intended to cover equipment for e.g. bungee jumping, summer tobogganing tracks, mechanical bulls, and other types of adventure tracks (see Bill 2003/04:174 s. 29).

According to Section 1 of the Amusement Parks Ordinance, that ordinance applies to amusement park rides as defined in Chapter 2, Section 13 of the Public Order Act. A corresponding provision is found in Section 1 of FAP 513-1.

The inspection bodies have indicated that in some cases it may be difficult to determine whether or not a device is covered by the requirements for amusement park rides in FAP 513-1. The question has been raised as to whether it is possible to clarify the concept in the regulations.

Section 2 of 513-1 states that, for the purposes of the legislation, a person who runs an amusement park ride is defined as someone who organises a public gathering or event. As stated in Section 2.1, the requirements for adequate safeguards and for inspections apply not only to rides provided at public gatherings and events, but also when amusement park rides are provided to the public in other circumstances. The definition in FAP 513-1 thus does not correspond to the Public Order Act.

7.3 Unclear breakdown of responsibilities between operators and inspection bodies

In the consultation meetings that the Swedish Police Authority has conducted with operators and inspection bodies, it has emerged that the division of responsibilities between operators and inspection bodies needs to be clarified. The same is stated in the Swedish Accident Investigation Authority report on the accident at Gröna Lund. According to the report, there is a risk that the regulations' narrow focus on designated technical checks and inspections will lead to reactive safety efforts that overshadow the big picture of potential risks in the operation as a whole. The Swedish Accident Investigation Authority recommends that the Swedish Police Authority amend the regulations so that amusement park companies' responsibility for safety is highlighted more clearly, including that this responsibility encompasses all measures necessary to ensure that an attraction has adequate safeguards, and that the need for systematic safety efforts is reflected.⁴

7.4 Requirements on execution

According to Section 4 of FAP 513-1, only amusement park rides that meet the safety levels specified in certain listed standards, or amusement park rides that inspection bodies deem to meet at least the same safety level, shall be considered to provide adequate safeguards. The standards listed are the 2005 standards for amusement park rides⁵, the 2010 standard for water slides⁶, and the Swedish Standard for Safety of machinery – Electrical equipment of machines – Part 1: General requirements, and Part 11: Requirements for equipment for voltages above 1 000 V AC or 1 500 V DC and not exceeding 36 kV. These standards are no longer valid and have been replaced by other standards.

There is a transitional provision in FAP 513-1 p. 4 for rides manufactured before 1 July 2006. For such rides, the safety level of Swedish Standard SS 767 70 01 or an equivalent level may be applied instead of the 2005 amusement park standard. The purpose of a transitional provision is for it to apply during a transitional period. The transitional provision in point 4 has applied since the regulations entered into force, and therefore needs to be reviewed.

As stated in Section 4, the Swedish Accident Investigation Authority recommends that the Swedish Police Authority update references to current standards and that it is made clear that the requirements on operation and maintenance in current standards also cover amusement park rides manufactured before 1 July 2006.⁷

⁴ SHK 2024:07 Final report, Jetline, Gröna Lund, p. 54–55.

⁵ SS-EN 13814:2005 – Fairground and amusement park machinery and structures - Safety;

⁶ SS-EN 1069-1:2010 – Water slides – Part 1: Safety requirements and– SS-EN 1069-2:2010 – Water slides – Part 2: Instructions.

⁷ SHK 2024:07 Final report, Jetline, Gröna Lund, p.54–55.

7.5 The keeping of records is covered in general advice

A general advice text for Section 4 of FAP 513-1 states, among other things, that records should be kept for each amusement park ride and that those records should be presented during inspections. There is also advice on what the records should contain. One of the Swedish Accident Investigation Authority recommendations to the Swedish Police Authority is that the general advice on the keeping of records is supplemented so that the logbook of each attraction also states what maintenance measures, changes or procedures have been carried out on the attraction.

The Swedish Police Authority also notes that logbooks are essential for the efficacy of both safety management systems and inspections. It is uncertain whether the regulation achieves its purpose in this respect, as the rules on the keeping of records are not mandatory.

7.6 Uncertainty about when an audit inspection shall be carried out

Inspection bodies and operators have stated that in some cases there is uncertainty about when an audit inspection shall be carried out. What should be included in an audit inspection and in which situations such an inspection shall take place therefore needs to be reviewed.

7.7 Need for checks of amusement park rides that are regularly dismantled and reassembled

The inspection bodies and consultation stakeholders have pointed out a need to introduce requirements for assembly inspection, especially as regards travelling funfair buildings and structures that are regularly disassembled and reassembled. The current regulations lack rules on assembly inspection. On the other hand, the general advice to Section 4 states that, in order to meet the requirements of the Public Order Act concerning adequate safeguards, continuous maintenance examinations of the ride must be carried out in the form of assembly checks and ongoing supervision. It is also stated that assembly checks include checking that ride is set up in the manner determined in its initial inspection or an audit inspection.

As stated in Section 4, the Swedish Accident Investigation Authority recommends that the Swedish Police Authority introduce specific requirements for checks and inspections to ensure that a fairground attraction has not undergone any changes or procedures that could compromise its safety.⁸

⁸ SHK 2024:07 Final report, Jetline, Gröna Lund, p.54–55.

7.8 Name of the inspector on the certificate of approval

The inspection bodies have requested that the requirement for the inspector's name to appear on the certificate of approval be replaced by a requirement for other information from which the inspector in question can be determined, such as an employee number.

8 The Swedish Police Authority's proposal

In this section, the Swedish Police Authority sets out the possible solutions that it deems most appropriate and the reasoning behind them.

8.1 Scope and definitions

8.1.1 The proposal

Section 7.2 states that the inspection bodies have indicated that in some cases it may be difficult to determine whether or not a device is covered by the requirements for amusement park rides in FAP 513-1 . The Swedish Police Authority therefore proposes that the general advice for Section 1 be developed somewhat further.

As stated in Section 7.2, the definition in Section 2 of FAP 513-1 , of a person who runs an amusement park ride does not correspond to the Public Order Act. The Swedish Police Authority proposes that the definition be eliminated and replaced by the new concept of operator. According to the proposal (Section 2), an operator is defined as a person who provides an amusement park ride according to Chapter 2, Section 13 of the Public Order Act. The amendment is therefore merely an adaptation to what already applies under Chapter 2, Section 13 of the Public Order Act.

8.1.2 Alternative solutions

The Swedish Police Authority has considered the possibility of further clarifying the concept of amusement park ride through regulations. However, this is not possible because the term must have the same meaning in the Swedish Police Authority's regulations as in the Public Order Act and the Amusement Parks Ordinance. The Swedish Police Authority cannot, on the basis of the authorisation in Section 11 of the Amusement Parks Ordinance, prescribe the meaning of a term used in laws and regulations.

8.2 A clearer division of responsibilities

Section 7.3 states that there is a need to clarify the division of responsibilities between operators and inspection bodies. Several proposals in the regulations aim to do just that.

8.2.1 The operator's responsibility for safety is clarified

It is clear from the Swedish Accident Investigation Authority's report that the operator's responsibilities need to be clarified. According to said report, it is not sufficiently clear from FAP 513-1 that it is the person who runs an amusement park ride who is responsible for ensuring that the amusement park ride has adequate safeguards in place.⁹

The proposal for Section 3 contains a reference provision to Chapter 2, Section 13 of the Public Order Act, which states that amusement park rides may be made available to the public only if adequate safeguards are in place. The Swedish Police Authority proposes that a general advice text for the provision should state that the operator's responsibility under Chapter 2, Section 13 of the Public Order Act should be considered to include all measures necessary to ensure that the amusement park ride has adequate safeguards in place.

¹⁰

There is also a need to clarify the operator's responsibilities in terms of inspections. The proposal for Section 8, first paragraph, is a reference provision to Chapter 2, Section 13 of the Public Order Act, which states that an amusement park ride may be made available to the public only if it has passed inspection. In a second paragraph, the Swedish Police Authority proposes a rule clarifying that the operator is responsible for ensuring that inspections are carried out in accordance with the provisions of the Amusement Parks Ordinance and the Swedish Police Authority's regulations and general advice.

8.2.2 The responsibilities of the inspection bodies are clarified

The proposal for Section 9, first paragraph, is a reference provision to Section 4 of the Amusement Parks Ordinance, which states that the inspection body shall check that the amusement park ride has been executed in accordance with applicable regulations and is otherwise satisfactory from a safety point of view. The Swedish Police Authority proposes a second paragraph clarifying that the purpose of an inspection is to check that the amusement park ride is executed, has ongoing supervision, and is maintained in such a way that it provides adequate safeguards.

The Swedish Police Authority also proposes in Section 11 a provision whereby when carrying out an inspection, the inspection body shall check that the operator has ordered the correct type of inspection and shall inform the operator if any other type of inspection should have been ordered. That check shall be based on the information contained in the logbook of the amusement park ride. This means that if the inspection body, when examining the records, finds that there is a need to carry out a different type of in-

⁹SHK 2024:07 Final report, Jetline, Gröna Lund, p. 55.

¹⁰ SHK 2024:07 Final report, p. 54.

spection than that which the operator has commissioned them to carry out, the inspection body shall inform the operator to that effect.

8.3 Requirements on execution

8.3.1 Requirements on execution shall be made by reference to standards

As stated in Section 7.4, the requirements on the execution of amusement park rides consist primarily of references to standards. Several of the standards have been repealed, which is why the rules need to be revised. One of the Swedish Accident Investigation Authority's recommendations to the Swedish Police Authority is to update references to current standards and that it should be made clear that the requirements on operation and maintenance in current standards also cover amusement park rides manufactured before 1 July 2006.¹¹

The Swedish Police Authority considers that the European standards in this area adequately meet the need for safety requirements for amusement park rides.

The standards are comprehensive and exhaustive. There are also European standards for water slides. Furthermore, according to Section 4 of the Ordinance (1994:2029) on technical regulations, a government agency that intends to adopt a technical regulation shall examine whether there is an international or European standard in the area and inquire about the possibility of adapting the regulation to it. The Swedish Police Authority therefore proposes that the requirements on the execution of amusement park rides should continue to be set mainly by reference to standards.

8.3.2 How to reference the standards

Static reference shall be made

One question that has been raised is whether it is possible to make a so-called dynamic reference to standards in the regulations, i.e. that the operator shall comply with the requirements of the latest version of a particular standard. Such wording indirectly implies that the Swedish Police Authority is transferring its regulatory powers to the standardisation bodies, which is not permitted under the Instrument of Government.¹² Instead, a so-called static reference must be used, which means that the regulations refer to a specific edition of the standard.

¹¹SHK 2024:07 Final report, p. 54.

¹²Håkan Strömberg, Normgivningsmakten (regulatory powers) according to the 1974 Instrument of Government, 3rd edition, p. 195.

Reference shall be made to standards in their whole

It has been discussed whether reference should be made to specific parts of the standard or whether reference should be made to the standard in its entirety. The issue has been discussed at, inter alia, the consultation meetings that the Swedish Police Authority has conducted with other relevant authorities and with the accredited inspection bodies. The Swedish Police Authority deems the content of the standards to form a coherent whole, such that it is inappropriate to refer only to certain parts. Reference should therefore be made to standards in their whole.

8.3.3 To which edition of a standard should the Regulations refer?

The main rule

It follows from Section 4 of FAP 513-1 that amusement park rides shall meet the requirements of the standard that was in force when the Regulations were adopted in 2012. The Swedish Police Authority proposes that this also be the case under the new Regulations, i.e. that as a general rule, amusement park rides shall meet the requirements of the standard for amusement park rides that applies when the new regulations are adopted, i.e. Swedish Standard SS138-14:2019+A1:2024 parts 1-3, which was adopted on 30 August 2024 (proposal for Section 4, first paragraph). For a water slide, the currently applicable standard for water slides shall also be applied, i.e. SS-EN 1069:2017+A1:2019 Parts 1 and 2. An amusement park ride shall also meet the requirements of the standards Safety of machinery - Electrical equipment of machines – Part 1: General requirements (SS-EN 60204-1:2018 + A1:2025) and Safety of machinery – Electrical equipment of machines – Part 11: Requirements for equipment for voltages above 1 000 V AC or 1 500 V DC and not exceeding 36 kV.(SS-EN 60204-11:2019).

Consultations with operators and inspection bodies have revealed that manufacturers of amusement park rides provide recommendations to their customers, i.e. the operators, regarding measures that the manufacturer considers should be taken with regard to the rides (so-called bulletins). This may, for example, involve measures to rectify ride faults or shortcomings of which the manufacturer has become aware. The Swedish Police Authority deems it necessary that such recommendations be followed in order for a ride to be considered as providing adequate safeguards. In Section 4, second paragraph, the Swedish Police Authority proposes a provision to this effect.

The exemption

The consultation meetings conducted with operators and inspection bodies have shown that, for some older attractions, it is not always possible to comply with the requirements of SS138-14:2019+A1:2024 part 1, i.e. the part of the standard that relates to the design and manufacture. If those requirements

are made applicable also retroactively, it may mean that a ride can no longer be used, or has to be rebuilt at a cost that is not commensurate with its beneficial use. In addition, Part 1 of the standard states that the document is applicable in the case of manufacture and major modifications to amusement park rides carried out after the date of publication of the Standard.¹³ The Swedish Police Authority therefore proposes in Section 5 a rule that even an amusement park ride that does not comply with the parts of the 2024 standard for fairground rides and 2017 the standard for water slides that relate to design and manufacture can, under certain conditions, still be considered to have adequate safeguards. However, the other parts of the 2024 amusement park standard, i.e. the parts that relate to operation, maintenance, and use, and the requirements for inspection regarding maintenance and use, shall always be applied. The same goes for other parts of the 2017 standard for water slides, i.e. the part concerning instructions. This is also in line with the Swedish Accident Investigation Authority recommendation to the Swedish Police Authority that the requirements on operation and maintenance in current applicable standards should also cover amusement park rides regardless of when they were manufactured.

The first condition for the exemption to apply (Section 5(1)) is that the amusement park ride shall instead at least meet the requirements of the Swedish or European standard for amusement park rides that was in force on the date of the initial inspection of the ride. If the ride device has undergone an audit inspection, it shall instead meet at least the requirements of the standard that applied when the ride was approved in its latest audit inspection. However, the oldest standard that may be applicable is SS-EN 1069-12:2010 part 1 for water slides and SS 767 70 01 for other amusement park rides.

The second condition (Section 5(2)) is that if the amusement park ride has been modified without undergoing an audit inspection, the requirements of the standard in force at the time of the modification shall be met in respect of the modification, if such means that the ride will be equally safe or safer.

The third condition (Section 5(3)) is that the operator has taken the measures that may reasonably be required to ensure that the ride complies with the requirements of Part 1 of the 2024 standard for amusement park rides and Part 1 of the 2019 standard for water slides. It goes without saying that an operator should strive for the highest possible level of safety by applying the latest standards wherever possible. The Swedish Police Authority proposes a general advice text by which measures that may reasonably be required shall include, among other things, measures aimed at ensuring the integrity of the structure and other risk mitigation measures.

¹³ Translation from English: This document is applicable to manufacturing and major modification of amusement devices and rides for designs after the effective date of publication.

The way in which the proposal for Section 5 is drafted does not require an equivalent to point 4 of the transitional provisions to the FAP 513-1 currently in force.

8.3.4 Standards should not be mandatory

The basic principles of standards according to the WTO TBT Agreement and the EU Standardisation Regulation (EU) 1025/2012 are that it should be voluntary to apply them. References to standards should therefore, where possible, be formulated in such a way that the standards retain their voluntary nature. It follows from the proposal for Section 6 that, an amusement park ride that meets the requirements of a standard is considered, in the application of the Regulations, as equivalent to a ride that the inspection body deems to have at least the same level of safety. A corresponding rule is found in Section 4 of FAP 513-1.

8.3.5 Alternative solutions

With regard to the question of which edition of a standard to apply to an amusement park ride, several options have been discussed during the revision work. The Swedish Police Authority has considered, among other things, a rule that all amusement park rides, regardless of age, shall comply with the requirements in the latest standards in order to qualify for use, which in practice would constitute retroactive requirements. An advantage of such a rule is that all rides made available to the public would have the latest technical solutions and could therefore be assumed to be very safe. However, safety deficiencies are not automatically linked to the age of the amusement park ride. Retroactive requirements may therefore oblige operators to retrofit or phase-out rides that are not necessarily less safe than newer devices. This would have major economic consequences, especially for smaller operators, without a corresponding increase in safety. The Swedish Police Authority therefore deems the disadvantages of such a solution to outweigh the advantages.

8.4 The general advice on the keeping of records are being made into regulations and expanded

8.4.1 The proposal

Given how important the records are for the safety efforts, the Swedish Police Authority proposes that the keeping of records be governed in regulations rather than in general advice (proposed Section 7). This means that the requirement for the operator to present the records to the inspection body in the event of an inspection is also governed in regulations instead of general advice (the proposed Section 13). The proposal is related to the proposal whereby when carrying out an inspection, the inspection body shall check that the operator has ordered the correct type of inspection; see Section 8.2.2. The aim is to ensure that the inspection body receives the documentation it

needs to carry out the inspection properly. It also provides an opportunity for the inspection body to check whether or not the operator has ordered the correct type of inspection and, if not, make them aware of it.

As stated in Section 7.5, the Swedish Accident Investigation Authority has recommended that the Swedish Police Authority amend the regulatory framework so that further information shall be included in the records. The Swedish Police Authority proposes that the records shall also contain information on all modifications, alterations and other measures taken on the ride as well as information about events that may have affected the safety of the amusement park ride in terms of operation with passengers.

The Swedish Police Authority has chosen not to introduce any requirements for the records to be kept in any specific format. The operator should be free to choose whether the records are kept in physical form (e.g. as a logbook) or in digital form.

If the records are incomplete, the inspector should point it out to the operator. It is up to the inspector to decide whether the shortcomings are so extensive that they cannot fulfil their obligations under FAP 513-1 and therefore cannot carry out the inspection.

8.4.2 Alternative solutions

In light of the Swedish Accident Investigation Authority recommendations, the Swedish Police Authority does not consider there to be any alternative to the proposal that the keeping of records governed by regulations and that the records should contain more information than they do today.

8.5 The provision on audit inspections is expanded

8.5.1 The proposal

As stated in Section 7.6, it is unclear in which situations an audit inspection should be carried out. According to FAP 513-1, an audit inspection shall be carried out on the part of the amusement park ride that has been modified. The Swedish Police Authority proposes that an audit inspection shall instead cover all or part of the amusement park ride, as deemed necessary by the nature and safety significance of the change (proposed Section 18).

Furthermore, the Swedish Police Authority proposes that the general advice for the provision be expanded in order to further clarify the situations in which an audit inspection is to be carried out. The proposed general advice states that a “change” should mean any repair, alteration or extension, removal of a permanent amusement park ride, feared damage, or other change

of significance to safety. In addition, there is a non-exhaustive list of changes that should warrant an audit inspection.

The Swedish Police Authority also proposes a general advice text to the effect that general recommendation that it may be necessary for the inspection body to be able to examine the ride even before the repair, modification or conversion is carried out so that the inspection body can be able to assess during an audit inspection whether an amusement park ride has adequate safeguards after a repair, modification or conversion. The inspection bodies have pointed out the need for such a provision. A similar provision is found in the general advice for Section 7 of the Swedish Work Environment Authority's Regulations (AFS 2003:6)) on the inspection of lifting equipment and certain other technical equipment, as well as general advice on the application of the regulations. The general advice states that it may be necessary for the inspection body to be able to examine the ride even before the repair, modification or conversion is carried out in order to be able to assess whether an amusement park ride has adequate safeguards after a repair, modification or conversion.

8.5.2 Alternative solutions

The Swedish Police Authority has considered the possibility of further clarifying when an audit inspection shall be carried out. However, the Swedish Police Authority deems it not possible, by virtue of the authorisation in Section 11 of the Amusement Parks Ordinance, to govern this through regulations.

8.6 Requirements for assembly inspection are introduced

8.6.1 The proposal

The Swedish Police Authority proposes that the regulations be supplemented with a requirement for assembly inspection. As stated in Section 3 of the Amusement Parks Ordinance, after its initial inspection, an amusement park ride shall be inspected on scheduled periodic occasions. In contrast to the assembly checks carried out within the framework of safety management systems and thus upon each relocation, disassembly, and reassembly, an assembly inspection shall be carried out during an unannounced visit within one year of the most recently passed inspection. The aim is to better incentive operators to carry out their own checks (which includes assembly checks) in the best possible way.

This type of inspection is likely to be relevant only for the amusement park rides of travelling funfairs. For permanent rides, an audit inspection is the relevant action in the corresponding scenario.

8.6.2 Alternative solutions

The Swedish Police Authority has considered various solutions. One option is not to introduce a requirement for assembly inspection, but to stick with the requirement for assembly checks, i.e. safety management systems. As stated in the report Safer amusement parks, the Swedish Association for Testing Inspection and Certification (SWETIC), which organizes the three companies that are accredited to inspect amusement park rides in Sweden, has requested a requirement for assembly inspection. The report presents the arguments for and against such a requirement. It is noted that each assembly of an amusement park ride entails risk, from a safety perspective. On the other hand, there is no evidence to suggest that there are more accidents involving amusement park rides that are disassembled, reassembled, or relocated than with permanent rides. In addition, there is a risk that a requirement for assembly inspection will have a severe impact on travelling operations. After weighing the pros and cons, the report proposes a requirement for one unannounced inspection per year for rides that have been disassembled and reassembled or relocated to a new site. The Swedish Police Authority considers this to be a very balanced rule and the Authority proposes a corresponding provision in the Regulations. However, an assembly inspection does not need to be carried out if the amusement park ride is to undergo an audit inspection as a result of the measures.

8.7 Removal of the requirement for the inspector's name to appear on the certificate of approval

8.7.1 The proposal

As mentioned, the inspection bodies have expressed a want for it to be possible to indicate some identification information other than the inspector's name on the approval certificate.

Before digitalisation, the inspection bodies issued handwritten inspection certificates without any possibility of traceability other than the name of the inspector. Today, there are instead digital inspection systems with electronic login. Thus, there are effective and modern ways of ensuring good traceability, which at the same time safeguard the occupational health and safety of the inspector.

Furthermore, the name of the inspector is not necessarily unique, as several persons may have the same name. An employee number, on the other hand, is unique and tied to a specific individual.

The Police Authority proposes that the certificate of approval should contain the name of the inspector or any other information from which the inspector in question can be determined.

9 Affected parties

9.1 Visitors

The proposals are expected to affect individuals who visit businesses that provide amusement park rides.

9.2 The operators

The proposals are expected to affect companies that provide amusement park rides (the operators).

Sweden's largest amusement park is Liseberg, in Gothenburg. Liseberg AB is, apart from two preferred shares, a wholly owned subsidiary of Göteborg & Co Träffpunkt AB, which is owned by the City of Gothenburg. The other major player is the company Parks and Resorts AB, which owns Gröna Lund, Kolmårdens Djurpark, Furuviksparken and Skara Sommarland. There are also small smaller players in the industry. According to information on the Swedish Amusement Park Owners' Association's (Svenska tivoliägarföreningen) website, the association has 16 member companies, including Kneippbyn and the Öland zoo and amusement park. Some of the smaller players are travelling funfairs, while others are stationary.

There are also a number of facilities that mainly focus on water slides, such as Kokpunkten in Västerås and Sunne Sommarland. Kokpunkten is owned by ESS Group AB and Sunne Sommarland by First Camp AB.

In addition, there are water slides in swimming pools, such as Paradiset in Örnköldsvik, Himlabadet in Sundsvall, Aqua Nova Äventyrsbad in Borlänge, Arena in Skövde, Gustavsvik in Örebro, Fyrishov in Uppsala, and Halmstad Arena bad. Many are run by municipal companies.

9.3 Inspection bodies

The proposals are expected to affect the companies that are accredited to inspect amusement park rides (the inspection bodies). There are currently three companies accredited to inspect amusement park rides: Kiwa, Dekra, and Salwéns Ingenjörbyrå. These companies are members of the trade association SWETIC.

9.4 Municipalities

As stated in Section 9.2, there are several swimming pools with water slides, operated by municipal companies. This means that local authorities may be affected by the proposal in their capacity as operators.

10 Impact

10.1 Impact on visitors

The Swedish Police Authority's assessment is that all of the proposals entail improved safety for individuals in their use of amusement park rides.

10.2 Impact on the operators and inspection bodies

10.2.1 Clarification of the division of responsibilities

As stated in Section 8.2.1, the Swedish Police Authority proposes that a general advice text Section 3 should state that the operator's responsibility under Chapter 2, Section 13 of the Public Order Act should be considered to include all measures necessary to ensure that the amusement park ride has adequate safeguards in place. The advice clarifies what already follows from Chapter 2, Section 13 of the Public Order Act and should therefore not have any particular impact on the operators or inspection companies.

The same applies to the proposal for Section 8, second paragraph, according to which the operator is responsible for ensuring that inspections are carried out in accordance with the provisions of the Amusement Parks Ordinance and the Swedish Police Authority's regulations and general advice. The provision is intended to make concrete and clarify the operator's responsibilities for inspections. However, the fact that the operator has these responsibilities can already be considered to follow from Chapter 2, Section 13 of the Public Order Act.

The Swedish Police Authority also proposes a provision stipulating that, at the time of an inspection, the operator shall present to the inspection body the logbook for the amusement park ride. (Section 13). This should already be the case today, according to a general advice text for to Section 4. The proposal should not entail any additional costs for the operators or inspection bodies.

The Swedish Police Authority also proposes in Section 11 a provision whereby when carrying out an inspection, the inspection body shall check that the operator has ordered the correct type of inspection and shall inform the operator if any other type of inspection should have been ordered. That check shall be based on the information contained in the logbook of the amusement park ride. This means that if the inspection body, when examining the logbook, finds that there is a need to carry out a different type of inspection than that which the operator has commissioned them to carry out, the inspection body shall inform the operator to that effect. This does not mean that any part of the responsibilities for ensuring that an amusement park ride is inspected in accordance with the regulations is transferred to the in-

spection body. This responsibility always lies with the operator, as is also stated in the proposal for Section 8, second paragraph. The purpose of the provision is to create the best possible conditions for the correct inspection to be ordered and carried out. The proposal constitutes an additional task for the inspection bodies, which may lead to a slightly longer duration of each inspection, which in turn may lead to a minor increase in the price of inspections.

10.2.2 Updated standards

The proposal for Section 4 – that amusement park rides should, as a general rule, follow the latest standard and that the transitional provision be removed – may in some cases require operators to adapt amusement park rides to a later standard, which may entail costs for them. However, in view of the proposal for Section 5, which gives operators the possibility, under certain conditions and in certain respects, to instead comply with an earlier standard, the Swedish Police Authority has assessed that the costs will be moderate.

10.2.3 The general advice on the keeping of records are being made into regulations and expanded

The Swedish Police Authority has deemed that the proposal that record keeping shall be governed in regulations and that the logbooks shall contain certain additional information will not entail any additional costs for operators or inspection bodies.

10.2.4 The rules on audit inspections are expanded

The drafted regulation of audit inspections will make things easier for operators as well as inspection bodies to determine when an audit inspection is to be carried out. Thus, more often the correct inspection will be carried, which will lead to increased safety. No economic effects are anticipated from this for the operators or inspection bodies.

10.2.5 Requirements for assembly inspection are introduced

The proposal for an annual assembly inspection can be expected to entail slightly increased costs for the operators. It is difficult to calculate how much the cost increase will be, as the scope of an assembly inspection varies between the different amusement parks. A small ride of 'basic model' can be inspected relatively quickly, while the assembly inspection of a larger and more complex ride takes longer. Travel expenses for the inspection body's personnel may also affect the final cost to the operator. According to the proposal, assembly inspections shall only be carried out once a year. The Swedish Police Authority has therefore deemed the cost increase for operators as moderate.

The requirement for assembly inspection will mainly affect travelling funfairs where the rides are regularly disassembled and reassembled. As a result, travelling funfairs are expected to have a greater cost increase than permanent amusement parks. The operator is responsible for ensuring that this inspection is carried out, as stated in Section 8. This is done by the operator sending an operations schedule to the inspection body so that it can find a suitable date for its unannounced visit. A common arrangement would be for the operator to order an assembly inspection in connection with an upcoming periodic inspection and the in-depth periodic inspection. As a rule, it should therefore be the same inspection body that was last engaged that also carries out the assembly inspection. However, such is not a requirement. The proposal can be expected to entail slightly increased revenues for the inspection bodies, partly in terms of the inspection itself and partly in terms of the planning of unannounced visits.

10.2.6 Removal of the requirement for the inspector's name to appear on the certificate of approval

The Swedish Police Authority does not believe that removing the requirement for the inspector's name to appear on the certificate of approval will have any economic impact on operators or inspection bodies.

10.3 Economic impact on the State, municipalities, and regions

As stated in section 9.3, the Swedish Police Authority assessment is that municipalities may be affected in their capacity as operators. The impact on operators is described in section 10.2.

The Swedish Police Authority has deemed that municipal self-government is not affected by the proposal. The proposal also does not change municipal powers or obligations, nor the basis for the organisation or operations of the municipalities or regions.

The proposals are not deemed to have any impact on the State or regions.

11 The baseline scenario

The proposals shall be assessed in comparison with the baseline, i.e. that circumstances remain unchanged. As can be seen from the problem definition, FAP 513-1 is partially out of date because it refers to standards that no longer apply. Furthermore, the Swedish Accident Investigation Authority has made recommendations to the Swedish Police Authority that the regulations should be revised in order to improve the safety of the use of amusement park rides. The Swedish Police Authority therefore considers the risk of accidents to be higher if the regulations are not amended.

12 Information about the authorisations on which the authority's decision-making power is based

The Swedish Police Authority's decision-making power is based on the authorisation to adopt regulations in Section 11 of the Amusement Parks Ordinance.

13 Assessment of whether the regulation is in line with or exceeds Sweden's obligations as a Member State of the European Union

There is no harmonised EU regulation specifically aimed at amusement park rides.

The Product Safety Act (2004:451) contains general provisions on goods and services provided in the course of trade and goods provided in the public sector. A prerequisite for the application of the Act is that the goods or services are intended for consumers or are likely to be used by consumers (Section 2 of the Act). The Act implements Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001 on general product safety, as last amended by Regulation (EC) No 596/2009 of the European Parliament and of the Council.

Since 13 December 2024, Regulation (EU) 2023/988 of the European Parliament and of the Council of 10 May 2023 on general product safety, amending Regulation (EU) No 1025/2012 of the European Parliament and of the Council and Directive (EU) 2020/1828 of the European Parliament and the Council, and repealing Directive 2001/95/EC of the European Parliament and of the Council and Council Directive 87/357/EEC (the Product Safety Regulation) has been applicable. With the entry into force of the Product Safety Regulation, the provisions of the Regulation shall, in accordance with the principle of the primacy of EU law, take precedence over the provisions of the Product Safety Act to the extent that they are both applicable.

The Swedish Accident Investigation Authority deemed that the Product Safety Act does not apply to roller coasters.¹⁴ On the other hand, the Safer Amusement Parks report concludes that there are reasons for the provision of amusement park rides to be subject to the Product Safety Act provisions concerning services. The report also found compelling reasons indicating that amusement park rides fall outside the scope of the Product Safety Regulation, which means that the Product Safety Regulation is not an obstacle to the application of the provisions of the Product Safety Act to amusement park rides.¹⁵

¹⁴ SHK 2024:07 Final report, p. 31.

¹⁵ Safer amusement parks (SOU 2025:40) p. 59.

The Swedish Police Authority shares the assessment made in Safer Amusement Parks that amusement park rides are beyond the scope of the Product Safety Regulation. When it comes to the question of whether the Product Safety Act provisions on services shall apply to amusement park rides, there is room for different interpretations. Regardless of the assessment made, the Swedish Police Authority notes that it follows from Sections 4 and 5 of the Product Safety Act that the provisions of the Act that relate to the assessment of the safety of a product or service shall not be applied to risks that are subject to specific safety requirements in any other legislation or EU regulation. If the Product Safety Act is applicable, then provisions of the Swedish Police Authority's regulations constitute such specific safety requirements which shall be applied instead of the corresponding rules in the Product Safety Act.¹⁶

In summary, the Swedish Police Authority deems the provisions of the Public Order Act on amusement park rides, the Amusement Parks Ordinance, and the Swedish Police Authority's Regulations Police Authority's Regulations on the inspection of amusement park rides to constitute national regulation in an area where there is no harmonised EU regulation. In non-harmonised areas, Member States themselves are free to draft rules, however, the provisions of the Treaties and the principle of the free movement of goods must be respected. According to Article 34, quantitative restrictions on imports and measures having equivalent effect are prohibited, unless they are covered by the exemption provided for in Article 36 of the EU Treaty. Exemptions under Article 36 must be necessary and proportionate, i.e. they must not distort trade more than as necessary to meet the safety objective.

The proposed technical rules on amusement park rides may constitute measures having equivalent effect. However, the Swedish Police Authority deems that they are covered by the exemption in Article 36 of the EU Treaty because they aim to protect human life and health. Providing and using amusement park rides may be associated with serious risks. During the 2000s, there have been several accidents and safety-related incidents at both permanent and travelling funfairs in Sweden.¹⁷ As stated in Section 4, a serious accident occurred as recently as the summer of 2023. The rules now proposed are necessary to protect the lives and health of both those who visit fairgrounds and those who work there. The rules essentially require that amusement park rides made available to the public shall meet the requirements of the European standards in force in the field, or meet at least the same level of safety. There are no less intrusive measures that could achieve the same objective. The Swedish Police Authority therefore deems the rules to be proportionate.

¹⁶ For the relationship between this competition provision and the Product Safety Directive, see Bill 2003/04:121s. 85f.

¹⁷ For a presentation of the accidents and incidents, see Sections 3.1 and 3.2 of the Safer Amusement Parks report (SOU 2025:49).

In summary, the Swedish Police Authority deems the proposal as complying with and not going beyond the obligations arising from Sweden's accession to the EU.

Directive 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical standards and regulations for information society services (the Notification Directive) stipulates that when national authorities within the EU draft new or amend existing national technical regulations and rules for e-services, they must notify the European Commission accordingly. The Swedish Police Authority deems the proposed regulations to contain rules that are subject to the notification obligation.

The Swedish Police Authority's proposal contains a so-called mutual recognition clause (Section 25). The principle of mutual recognition derives from the Treaty on the Functioning of the European Union (TFEU) and the Court of Justice of the European Union practice. In the area of goods, the principle means that goods that have been lawfully manufactured and marketed in one Member State may be sold in all other Member States without having to be adapted to national regulations. If national authorities can demonstrate that the product does not achieve a level of safety equivalent to the national provisions, then the national provisions may nevertheless be applied. The Swedish Police Authority proposes a provision to this effect.

14 Special considerations regarding the entry into force date and a need for special information initiatives

As stated above, once the consultation process has been completed, the proposal shall be notified in accordance with Directive (EU) 2015/1535. The notification procedure entails a standstill period of three months. The Swedish Police Authority therefore proposes that the Regulations enter into force on 15 May 2026. Information on the new Regulations will be published on the Swedish Police Authority's website.