



Sweden mobilises to electrify regional freight transport

Sweden's target is net zero emissions by 2045, at the latest, and negative emissions thereafter. The net zero target means that, in principle, greenhouse gas emissions from the transport sector need to be zero by 2045. Greenhouse gas emissions from the transport sector account for about one-third of emissions in Sweden, and road transport is the main source of these emissions.

Emissions reductions in the transport sector need to accelerate, and electrification is a crucial part of the solution. For electrification to be successful, collaboration is decisive. Three-quarters of domestic road freight transport in Sweden is within one county. Electric trucks suitable for regional freight transport are already on the market and therefore the potential for electrification of regional freight transport is great.

Electrification pledge for regional freight transport

The Government has tasked the Commission for Electrification with presenting how society, jointly and in the near future, can accelerate electrification of regional freight transport. On 31 May 2021, the Electrification Commission presented Electrification Pledges made by 252 public and private actors dedicated to accelerating the electrification of regional freight transport.

In total, 16 regional electrification pledges have been presented. Regional electrification pledges are coordinated by the county council and/or the county administrative board, with the regional conditions and the contributing actors' undertakings constituting the pledge. Therefore, each electrification pledge is unique. However, all electrification pledges have one thing in common: they all raise the level of ambition regarding the

electrification of regional freight transport.

The following regions/counties in Sweden have presented an electrification pledge: Dalarna, Gävleborg, Gotland, Halland, Jämtland Härjedalen, Jönköping, Kronoberg, Norrbotten, Skåne, Stockholm, Uppsala, Värmland, Västerbotten, Västernorrland, Västmanland, Västra Götaland and Östergötland.

Market actors committed to accelerating the electrification of regional freight transport, operating in several regions and/or nationally, have been invited to take part in a national stakeholder group. Together, the national stakeholder group has presented its electrification pledge to speed up the transition.

Electrification pledges have been made by a total of 252 public and private actors, committed to decarbonising the transport sector, with each of them presenting their concrete actions to accelerate the electrification of road freight transport.

Published 31 May 2021



Government Offices of Sweden

Conference to make world traffic safer

Some 1 700 delegates from around 140 countries – including some 80 minister-led delegations – have joined forces to reach new global goals for road safety by 2030.

On 19–20 February 2020, Sweden is hosting the 3rd Global Ministerial Conference on Road Safety 2020. World leaders in road safety are meeting to follow up and summarise the global traffic safety work carried out by the UN and the WHO and its Member States, and to create global support for a forward-looking declaration with guidelines for continued global road safety efforts up to 2030 – the Stockholm Declaration.

Closely linked to the Sustainable Development Goals of the 2030 Agenda

Sweden is at the forefront when it comes to road safety. Vision Zero is internationally renowned and several countries see Sweden as a role model in road safety. The conference is therefore an opportunity to show more countries that Vision Zero is a successful concept and for them to be inspired by Sweden. The basic premise of Vision Zero is that roads, streets and vehicles should be adapted to people and that the responsibility for road safety should be shared between those who design transport systems and those who use them.

For Sweden, it is important that future road safety efforts are more clearly linked to other aspects of sustainability, the 2030 Agenda's Sustainable Development Goals, such as climate, gender equality, democracy, health, poverty and human rights.

Global support for a broad spectrum of actors' actions will reduce the number of fatal accidents and create safe traffic while strengthening climate, gender equality and democracy efforts.

This includes both overarching strategies and proven knowledge intended for states, multinational enterprises and car manufacturers.

Published 19 February 2020



Together for a safer transport system

Road safety is one element of a sustainable society, and Swedish road safety efforts are based on the Vision Zero concept. Vision Zero is the long-term goal that no one should be killed or seriously injured in the transport system, and that the transport system must be gradually adapted to this.

The goal of Swedish policy is for the number of deaths in the road transport sector to be halved between 2007–2020, with the number of people who are seriously injured reduced by one quarter. The Vision Zero concept is an ambitious and visionary objective, which also entails a systemic change in Swedish road safety efforts. Vision Zero means that the traffic system is adapted to people, rather than inducing people to adapt to the traffic system. In September 2016, the Government adopted a comprehensive policy document for future road safety efforts – a new start for Vision Zero. The Vision Zero approach has been adopted by countries and cities around the world.

Sweden to host a global ministerial conference on road safety

Sweden's results in the area of road safety, together with our approach based on Vision Zero, have attracted a great deal of attention around the world. On 19–20 February 2020, Sweden will host the 3rd Global Ministerial Conference on Road Safety. The conference is expected to gather minister-led delegations from some 80 countries. It will be organised together with the World Health Organisation (WHO).

Swedish road safety is an example for the rest of the world and, in connection with the conference, Sweden has the chance to strengthen its image. The conference is also an opportunity to show more countries around the world that Vision Zero is a successful concept.

Many traffic fatalities, but the trend can be reversed

Each year, 1.4 million people die in traffic. This means that 3 500 people lose their lives in traffic every day. Traffic accidents are currently the world's eighth most common cause of death, and the most common among young people (5–24 years of age). More motorisation around the world has led to a rise in deaths, and this is expected to rise even further as traffic increases. The WHO predicts that traffic accidents will be the fifth most common cause of death globally by 2030.

“Despite the gloomy situation and the major challenges, there is still cause for optimism. Many countries have shown that it is possible to reverse the trend, and Sweden is one such country,” says Minister for Infrastructure Tomas Eneroth.

“When Sweden hosts the world's largest road safety conference, we will also make sure that more countries follow our lead, understand the idea behind Vision Zero efforts and are inspired by Sweden,” Mr Eneroth continues.

Global efforts for safer road traffic

Even at global level there is cause for optimism. In 2009, world leaders reached agreement on road safety issues. At the First Global Ministerial Conference on Road Safety in Russia, a ‘Decade of Action for Road Safety’ was launched for the period 2011–2020. The aim was to highlight road safety issues politically and encourage world leaders in the area to take action to reduce road fatalities.

The 2030 Agenda was introduced in 2015, and target 3.6 states that the number of global deaths and injuries from road traffic accidents is to be halved by 2020. However, road safety issues have a clear bearing on a number of other sustainability aspects of the 2030 Agenda, such as gender equality, democracy, public health, urban development and innovation.

The aim of the conference is to create global support for a forward-looking declaration with guidelines for continued global road safety efforts up to 2030. The conference will be highlighted during the ITF Summit.

The conference will receive attention at the ITF Summit

At this year's high-level International Transport Forum (ITF) in Leipzig, the Ministry of Infrastructure will organise a session about the Global Ministerial Conference on Road Safety, hosted by Minister for Infrastructure Tomas

Eneroth. The focus will be on jointly discussing the challenges and needs, the upcoming conference in February 2020 and how continued road safety work should be conducted up to 2030.

Published 07 June 2019



Efficient, high-capacity and sustainable freight transport – a national freight transport strategy

A strategy that can address the needs of tomorrow's modern freight transport systems.

The Government has presented a national freight transport strategy for efficient, high-capacity and sustainable freight transport – the first of its kind. The strategy focuses on the modern freight transport systems of tomorrow, where freight transports are efficient and smart, and utilise the full potential of railways and a larger share of shipping capacity. With the national freight transport strategy, the Government wants to clarify and enable consensus around the directions on how the freight transport system should be developed.

The national freight transport strategy focuses on creating the conditions for efficient, high-capacity and sustainable freight transports and has been developed in dialogue with relevant actors. It gives an overview of the current situation and clarifies the overall focus in the freight and logistics area. This focus and associated measures will help achieve the transport policy objectives, strengthen the competitiveness of business and promote the shift of freight transports from road to rail and shipping.

Freight are transported using all modes of transport – by rail, road, shipping (including inland shipping) and aviation – throughout Sweden and to other countries. Freight transports have major importance for the smooth running of Sweden, even when under strain. This means that freight transport issues have major importance for several political objectives, including transport policy objectives, industrial policy objectives, the 2030 Agenda and the UN Sustainable Development Goals.

The strategy is a platform for continued collaboration in the freight transport area. The success of the strategy's implementation is dependent on all

stakeholders continuing to take responsibility, and on dialogue, knowledge sharing and collaboration being able to continue.

Freight transport strategy focuses on the freight transports of tomorrow

The transport system is in the middle of a paradigm shift. Innovative researchers and companies are developing and transforming transports at a rapid pace. The freight transports of tomorrow will be fossil-free and automated, and freight logistics will primarily be managed digitally. To address the challenges faced by the freight transports of tomorrow, the Government considers it necessary to develop all modes of transport in a coherent transport system. By prioritising investment in important transport infrastructure, developing regulations and policy instruments, as well as investing in knowledge, the conditions for efficient, high-capacity and sustainable freight transports can be greatly improved. The measures presented in the strategy and the ongoing work will focus on achieving competitive and sustainable freight transport and the transition to fossil-free transports, as well as innovation, skills and knowledge.

Focus of continued work

National freight transport council

A national freight transport council is to be set up to contribute to the work for efficient, high-capacity and sustainable freight transports and the implementation of the freight transport strategy. The establishment of the council will create continuity in the work to develop freight transports and enable the continuous exchange of experiences and views between the Government and representatives of industry, stakeholder organisations, research and higher education institutions, central government agencies, municipalities, county councils and others.

Competitive and sustainable freight transports

Well-functioning freight transports are a prerequisite for a thriving Sweden and for Swedish companies to be able to export their products. Fair competition, order, stability and decent conditions are all important. The entire global economy must change to address the challenge of climate change. Being competitive in the coming decades means being competitive in that transition. With competitive and sustainable freight transports, the industrial sector, which is a major buyer of transport, is given the opportunity to grow. This, in turn, helps to create the conditions for more jobs and a stronger economy throughout the country.

Transition to fossil-free freight transports

Climate change is one of the Government's top priorities. The Government has adopted a climate strategy, in which reduced emissions from transports are an important part. In relation to freight transports, efforts are focused on increasing transport efficiency, including through coordination and community planning, but also on implementing the transition to renewable fuels and developing more energy-efficient vehicles. Innovations that form part of the solution to the climate change issue will also be implemented in the transport system – and thus also be showcased in the 'permanent world exhibition' that the Swedish transport system should be.

Innovation, skills and knowledge

Strengthening Sweden's competitiveness requires the ability to create and produce innovative solutions and technologies, and develop existing and new companies. Sweden is to be a permanent world exhibition for innovation in the transport area. Therefore, continued investment in research and innovation must be made in areas of Swedish strength. It must be possible for innovations, after testing and evaluation, to rapidly move from pilot project to reality and become part of the permanent world exhibition and of the freight transport system.

Follow-up and evaluation

The freight transport strategy needs to be followed up and evaluated to be successively developed. The Government has therefore instructed Transport Analysis to continuously follow up the strategy and evaluate the work.

Published 01 October 2018



Third high-level meeting on connected and automated vehicles led to common conclusions

Minister for Infrastructure Tomas Eneroth chaired the meeting in Gothenburg on 18–19 June 2018, where EU transport ministers met to discuss connected and automated driving on the roads.

Third high-level meeting in Gothenburg

This meeting was the third high-level meeting for follow-up of the Declaration of Amsterdam and an opportunity to showcase Swedish work in the area of connected and automated vehicles. During the meeting, which was made up of several parts, working groups that have been working since the meetings in Amsterdam and Frankfurt presented their reports, and the final touches were made to the meeting conclusions to be adopted. Besides EU transport ministers, European and international industry organizations were also invited to the high-level meeting.

Inquiry proposes simpler regulations

One prerequisite for this technology being accepted in society is the safe development of automated transport. In early March, the Government's Inquiry Chair Jonas Bjelfvenstam submitted the final report entitled 'The path to automated driving – market introduction' (SOU 2018:16). The Inquiry proposes a number of regulatory changes necessary to begin using and developing automated vehicles on the roads over the next few years. The Inquiry also proposes measures that need to be taken in the longer term. The regulatory changes are proposed to enter into force on 1 July 2019. The final report is subject to public consultation until September 1 2018.

During the ministers' meeting a short film showing examples of some of the connected and automated vehicles that one can find on Swedish roads and working spaces, was displayed.

Published 21 June 2018



Tomas Eneroth to lead high-level meeting on connected and automated vehicles

Minister for Infrastructure Tomas Eneroth has invited the EU transport ministers to discuss connected and automated driving on the roads. The meeting will take place in Gothenburg on 18–19 June 2018.

Sweden is a world leader on road safety solutions and is at the forefront in terms of connected and automated vehicles. Connected, cooperative and automated vehicles and systems have the potential to radically change our transport systems, our innovative development and our labour market. In the long run, the technology can also provide new opportunities for mobility and transport in sparsely populated areas and for people who currently have limited possibilities for organising their own transport.

The way forward

Developments in this area are generating new issues for decision-makers, authorities and the industries affected. In the transport sector, the challenge is using traditional technology alongside new technological solutions. This must be done in line with international regulations. Minister for Infrastructure Tomas Eneroth has invited other EU transport ministers to a high-level meeting to be held in Gothenburg in June 2018 to discuss how the area of connected, cooperative and automated vehicles and systems can develop in a more harmonised manner within the EU, enabling tests and demonstrations in the area.

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A preparatory hearing ahead of the high-level meeting will take place in early June with a focus on the interaction between humans and machines, and on the industry's prospects of developing new areas of application.

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Published 11 May 2018



A national cycling strategy for more and safer cycling

The Government has adopted 'A national cycling strategy for more and safer cycling – contributing to a sustainable society and a high quality of life throughout the country'. The Government wants to encourage long-term sustainable transport solutions. More and safer cycling can help reduce congestion and the environmental impact of travel in built-up areas, and contribute to improved public health. The Government is investing a total of SEK 100 million in an additional cycling initiative in 2016–2017.

One of the strategy's important starting points is cyclists. They are not a homogeneous group with similar travel habits, needs and circumstances; they are women and men, girls and boys of different ages and at various life stages who use bicycles in different ways and for different purposes.

The national cycling strategy is the first of its kind and has the overall aim of promoting more and safer cycling. The strategy is an expression of the Government's ambitions in the area of cycling and a platform for future joint efforts. It aims to strengthen positive cycling trends and encourage more people to change their habits and start cycling. The strategy focuses on the following: more bicycle-friendly municipalities; greater knowledge about different groups of cyclists; higher priority for bicycle traffic in community planning; more demonstration projects; more functional and user-friendly cycling infrastructure, and adapted management and maintenance; and increased physical activity. A number of assignments to promote more and safer cycling are currently being prepared in connection with the strategy. In conjunction with adopting the strategy, the Government also took decisions on two specific assignments:

- The Government has instructed Transport Analysis, together with relevant actors, to design a uniform method for measuring bicycle traffic at local and regional level, and to submit proposals on how to promote its consistent application.

- The Government has tasked the Swedish Transport Administration with allocating SEK 9 million to non-profit organisations in 2017 for information and education initiatives to promote more and safer cycling

Alongside the work on the strategy, a review of regulations with a bearing on cycling has been conducted at the Government Offices. The Government intends to refer several proposals for consideration concerning regulatory amendments, including to allow cyclists over the age of 15 to ride on the road although a cycle path exists, and the possibility of allowing municipalities to create special cycle streets through an amendment to the Road Traffic Ordinance.

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Published 04 September 2017



Anna Johansson opened Vision Zero Conference 2017

On 14–15 June, the Ministry of Enterprise and Innovation, the Swedish Transport Administration and the Swedish Transport Agency hosted the Vision Zero Conference 2017 in Stockholm. World-leading road safety experts, ministers and decision-makers from across the globe met for two days to discuss road safety at a strategic level.

More than 1.25 million people around the world die each year in traffic accidents, making it the ninth most common cause of death worldwide and the leading cause of death among people aged 15–29 years. Up to 50 million people are injured each year in traffic accidents. The UN 2030 Agenda and the Sustainable Development Goals (SDGs) include road safety for the first time, and the overarching theme of the conference was how the SDGs can be achieved in light of Vision Zero.

Sweden's road safety efforts are successful. Zero Vision has attracted international attention, and the concept has now been adopted by many other countries and cities around the world. A recent European Commission comparison of road safety in the EU ranked Sweden's roads the safest.

– Road safety efforts must be intensified worldwide. Sweden has come a long way in its road safety efforts and can contribute knowledge and experience from its Vision Zero work, said Minister for Infrastructure Anna Johansson.

Ms Johansson also took the initiative to hold a roundtable discussion on how vulnerable road users, such as pedestrians and cyclists, can be better included in road safety efforts and how a more gender-equal transport system may help improve road safety. Participants in the roundtable discussions included Matthew Baldwin (European Commission), Etienne

Krug (WHO), Laura Ballesteros (Secretariat of Mobility of Mexico City), Claudia Adriazola (WRI Ross Centre for Sustainable Cities), Rob McInerney (International Road Assessment Programme, iRAP), David Ward (Global NCAP) and Winnie Mitullah (University of Nairobi, Kenya).

The two-day conference opened at 10.00 on 14 June at the Clarion Hotel Sign in Stockholm. The roundtable discussion was held on 14 June from 13.00 to 14.00.

Published 22 June 2017



A Swedish aviation strategy – for aviation's role in the transport system of tomorrow

The Government has adopted 'A Swedish aviation strategy – for aviation's role in the transport system of tomorrow'. The aviation strategy is a policy document, a platform that clarifies the Government's overall view of aviation's role in the transport system and also presents the Government's priorities in seven different areas on the continued work to develop the conditions for Swedish aviation.

– This is the first time a Swedish government has drawn up a national aviation strategy with such a broad approach. Aviation is part of the transport system, which means that it must be developed in collaboration with other modes of transport to create an efficient and sustainable transport system, says Minister for Infrastructure Anna Johansson.

– Aviation plays an important role in helping to meet the needs regarding long-distance travel, but at the same time we must take further action to reduce aviation's adverse environmental and climate and impact. All measures that we take must be carried out in a coherent fashion so as to achieve the best possible results.

The Government's continued aviation efforts will be based on the seven focus areas presented in the strategy and the starting points and priorities highlighted in each focus area. The seven focus areas are: accessibility in Sweden and internationally; strengthening Arlanda Airport as a hub and major airport; reducing the environmental climate impact of aviation; a high level of aviation safety with goal-based regulations; fair conditions and healthy competition; a nation with strong research and an innovative aviation industry; and increased exports of Swedish goods and services.

– Arlanda Airport will be the leading major airport in the Nordic region. This is why it is very important that we quickly begin efforts to develop Arlanda Airport in a way that is sustainable in the long term. The Government will therefore appoint an 'Arlanda Airport council' to draw up a strategic roadmap for Arlanda Airport's long-term development. The smaller regional airports are also important in the transport system, and a review of their role and prospects must also be carried out, says Ms Johansson.

Another important area of the aviation strategy is the issue of decent conditions and healthy competition in the aviation industry. The Government will continue to work to ensure that clear regulations and healthy competition guide legislation in the transport sector, and that this results in improved working conditions throughout the EU.

The Government's aviation strategy has been drawn up in dialogue with public authorities, the aviation industry and other stakeholders affected by the strategy. Dialogue and cooperation will remain important elements in the work ahead to achieve the strategy's objectives.

Published 15 February 2017



Government Offices of Sweden

Government extends mandatory checks for travel by ship

The Government has decided to extend the requirement on increased ID checks for travel by ship until 31 December 2022.

“We must ensure that order is maintained and that ships have control over which passengers are on board. This is important to guarantee safety at sea,” says Minister for Infrastructure Tomas Eneroth.

The requirement on ID checks for travel by sea was reinforced in spring 2022, making it mandatory for passengers to always prove their identity. Previously, checks of ID documents were only required if there was reason to believe that the information provided was incorrect.

The regulations on increased ID checks apply until 1 September 2022 and are now being extended until 31 December 2022. As before, they apply both to entry to and departure from Sweden.

Published 11 August 2022



Government aims to increase short tractor safety

The Government wants to introduce new regulations to reduce the risk of accidents for short tractors with semi-trailers, known as EU trailers. The proposal is now being presented to the European Commission so that the Government can later take a decision on it.

“The Government is doing all it can to increase safety on Swedish roads. In recent years we have seen several serious accidents involving short tractors with trailers, and therefore both the Government and the industry want to see stricter regulations,” says Minister of Infrastructure Tomas Eneroth.

The proposal was drafted in response to several ‘jackknife’ accidents, where the lorry twisted in relation to the attached trailer so that the tractor and trailer folded in on themselves, making control impossible.

The risk is greatest in winter road conditions when there is insufficient friction between the road surface and the tyres. One important measure to prevent this is to require the lorry to have sufficient pressure on the driving axle.

For two-axle heavy goods vehicles with one driving axle that have one or multiple trailers attached, it is proposed that the load be distributed so that:

1. at least 25 per cent of the total gross vehicle weight is on the driving axle; or
2. the total gross weight that the tyres of coupled trailers transmit to the road does not exceed 1.5 times the total gross weight that the tyres of the lorry transmit to the road.

These requirements are to apply between 1 December and 31 March.

In addition to better road safety, this measure can also help to reduce the

number of times roads are blocked, as there will be fewer accidents and incidents with heavy vehicles.

The proposal with the new regulations is now being presented to the European Commission, which is necessary for the Government to later take a decision on it.

Published 31 May 2022



Checks will be conducted on passengers traveling by ship

There are already provisions in place whereby information registered on passenger lists should be preceded by controls of valid ID documents. However, there are limits on the extent to which this applies. The Government now wants to ensure that ID checks are carried out on all passengers travelling by ship and has therefore adopted a legislative amendment.

The purpose of passenger lists is to know, in the event of a maritime accident or other incident, how many passengers are on board and who they are. Should a maritime accident occur, it is of the utmost importance that passenger lists are up-to-date and reliable.

The large number of displaced people now moving through Europe also presents additional challenges when it comes to registering correct information, which can also create better conditions for receiving displaced people.

The current regulations do include an obligation to check ID documents, but only if there is cause to assume that the information provided without checking ID documents is incorrect. It is now proposed that this condition be removed, meaning that ID documents must always be checked. However, this stricter requirement does not apply to travel between Swedish ports.

The amendments will enter into force on 28 March 2022 and cease to apply on 1 September 2022.



Government proposes possibility of reintroducing ID checks on buses, trains and passenger ships

As a consequence of Russia's aggression against Ukraine, Europe is facing the greatest and fastest-growing refugee crisis since the Second World War. The Government sees a need to be able to reintroduce ID checks for travel to Sweden.

“We must be able to ensure that order can be maintained, and it is important that the Government has the tools needed to receive people coming to Sweden in an orderly way,” says Minister for Infrastructure Tomas Eneroth.

The Government's assessment is that the situation may become so serious that it might be necessary to take immediate measures to maintain law and order and safeguard national security.

The Act that enabled ID checks during the 2015 refugee crisis was a temporary act that no longer applies. The Ministry of Infrastructure will therefore refer a proposal on a new temporary act with corresponding provisions.

A new temporary act would allow the Government, in the event of serious danger to public order or domestic security, to introduce ID checks for travel by bus, train or passenger ship to Sweden from abroad in order to maintain law and order or safeguard national security.

It is proposed that the act be temporary for a period of three years from entry into force and empower the Government to adopt an ordinance on ID checks with a maximum validity of six months.

In the referral, the Government proposes that the act enter into force on 8 April and include exemptions for travel from or via Norway.

“The Government understands that a reintroduction of ID checks affects the individual traveller and commuter. It is therefore important that these checks are not used to a greater extent or for longer than necessary,” says Mr Eneroth.

Published 15 March 2022



Government Offices of Sweden

Sweden elected to the IMO Council

Sweden has been elected as a member of the Council of the International Maritime Organization. This means that Sweden will have greater opportunities to push for issues such as increased maritime safety and reduced environmental and climate impact of maritime transport.

“Sweden will push for a tougher IMO climate strategy and reduced maritime greenhouse gas emissions in line with the Paris Agreement’s 1.5-degree target. Now that Sweden is back in the Council, we can push for the global maritime industry to increase safety and reduce its climate impact,” says Minister for Infrastructure Tomas Eneroth.

As a member of the IMO Council, Sweden can also influence how the IMO is governed, its budget and strategic direction.

Published 10 December 2021



Government Offices of Sweden

Change of government, 30 November 2021

Today in the Riksdag, Prime Minister Magdalena Andersson announced the ministers who will serve in the Government. The change of government takes place at a Council of State at the Royal Palace presided over by His Majesty the King. The Council of State begins at 13.00.

Sweden's new Government consists of the Prime Minister and 22 ministers.

Prime Minister's Office

Magdalena Andersson, Prime Minister

Hans Dahlgren, Minister for EU Affairs

Ministry of Employment

Eva Nordmark, Minister for Employment and Gender Equality

Johan Danielsson, Minister for Housing and Deputy Minister for Employment

Ministry of Finance

Mikael Damberg, Minister for Finance

Max Elger, Minister for Financial Markets

Ida Karkiainen, Minister for Public Administration

Ministry of Defence

Peter Hultqvist, Minister for Defence

Ministry of Infrastructure

Tomas Eneroth, Minister for Infrastructure

Khashayar Farmanbar, Minister for Energy and Digital Development

Ministry of Justice

Morgan Johansson, Minister for Justice and Home Affairs

Anders Ygeman, Minister for Integration and Migration

Ministry of Culture

Jeanette Gustafsdotter, Minister for Culture

Ministry of the Environment

Annika Strandhäll, Minister for Climate and the Environment

Ministry of Enterprise and Innovation

Karl-Petter Thorwaldsson, Minister for Business, Industry and Innovation

Anna-Caren Säterberg, Minister for Rural Affairs

Ministry of Health and Social Affairs

Lena Hallengren, Minister for Health and Social Affairs

Ardalan Shekarabi, Minister for Social Security

Ministry of Education and Research

Anna Ekström, Minister for Education

Lina Axelsson Kihlblom, Minister for Schools

Ministry for Foreign Affairs

Ann Linde, Minister for Foreign Affairs

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Sweden supports international declarations for transport sector's climate transition

The second week of UN COP26 Climate Change Conference in Glasgow is currently in progress. Minister for Infrastructure Tomas Eneroth is in attendance together with transport ministers from around the world and other international actors. Sweden is taking part in a number of global initiatives to pick up the pace in the transition to emissions-free transport.

“We must cooperate globally to achieve the climate goals. Sweden is taking part in a number of initiatives because all countries and actors must do their part to accelerate the transport sector's climate transition. We must now move from words to action and quickly reduce greenhouse gas emissions. Sweden is showing that the climate transition both creates jobs and strengthens competitiveness,” says Minister for Infrastructure Tomas Eneroth.

The COP26 declaration on zero-emission cars and vans is a global agreement on accelerating the transition to 100 per cent zero-emission new vehicle sales. Signatories of the agreement include governments, states, regions, cities, vehicle manufacturers, businesses, investors and civil society.

Another declaration, the Clydebank Declaration, commits signatory states to promoting the maritime sector's climate transition by identifying and establishing green shipping corridors. A green corridor is a maritime route between two ports that is at least partly transited by zero-emission vessels.

Under the International Aviation Climate Ambition Coalition, a number of states will cooperate in the development of sustainable aviation fuels and work to reduce aviation emissions in line with the 1.5-degree goal.

Mr Eneroth also took part in the Zero Emission Vehicles Transition Council (ZEVTC), which adopted an action plan for cooperation in the coming years.

“It is important that Sweden is involved in these discussions. The countries in the ZEVTC represent a major share of the new vehicle market. This includes countries like Sweden that are at the vanguard of efforts to achieve the climate transition in the transport sector,” says Tomas Eneroth.

Published 11 November 2021



Government takes decision on EU's highest penalty fees

The Government has taken a decision on precise regulations for foreign road transport companies operating national road haulage in Sweden. At the same time, the penalty fees for infringements of the regulations will be increased from SEK 40 000 to SEK 60 000.

– There must be order on our roads. That's why the Government is now moving ahead with increased penalty fees for unauthorised cabotage operations and greater client liability. This means that the penalty fees in Sweden for unauthorised cabotage operations will be among the highest in the EU. The message is clear – those who engage in cheating and dodgy dealings do not belong on our roads, says Minister for Infrastructure Tomas Eneroth.

The legislative amendments specify what is meant by a cabotage operation under the EU road haulage regulation. Client liability will also be adjusted to make it clear that an unauthorised transport does not need to be completed for the client to be held liable.

The penalty fee for infringements of the cabotage regulations will be increased from SEK 40 000 to SEK 60 000 – which will be among the highest in the EU – with the aim of increasing compliance with the regulations.

The amendments enter into force on 1 December 2021.

Published 02 November 2021



Government Offices of Sweden

Sweden's new Government

Today in the Riksdag, Prime Minister Stefan Löfven announced the ministers who will serve in the Government. The change of government will take place at a Council of State at the Royal Palace presided over by His Majesty The King. The Council of State will begin at 14.15.

Sweden's new Government consists of the Prime Minister and 21 ministers.

Prime Minister's Office

Prime Minister

Stefan Löfven

Minister for EU Affairs

Hans Dahlgren

Ministry of Employment

Minister for Employment

Eva Nordmark

Minister for Gender Equality and Housing, with responsibility for urban development, anti-segregation and anti-discrimination

Märta Stenevi

Ministry of Finance

Minister for Finance

Magdalena Andersson

Minister for Public Administration

Lena Micko

Minister for Financial Markets and Deputy Minister for Finance

Åsa Lindhagen

Ministry of Defence

Minister for Defence

Peter Hultqvist

Ministry of Infrastructure

Minister for Infrastructure

Tomas Eneroth

Minister for Energy and Digital Development

Anders Ygeman

Ministry of Justice

Minister for Justice and Migration

Morgan Johansson

Minister for Home Affairs

Mikael Damberg

Ministry of Culture

Minister for Culture and Democracy, with responsibility for sport

Amanda Lind

Ministry of the Environment

Minister for Environment and Climate, and Deputy Prime Minister

Per Bolund

Ministry of Enterprise and Innovation

Minister for Business, Industry and Innovation

Ibrahim Baylan

Ministry of Health and Social Affairs

Minister for Health and Social Affairs

Lena Hallengren

Minister for Social Security

Ardalan Shekarabi

Ministry of Education and Research

Minister for Education

Anna Ekström

Minister for Higher Education and Research

Matilda Ernkrans

Ministry for Foreign Affairs

Minister for Foreign Affairs

Ann Linde

Minister for International Development Cooperation

Per Olsson Fridh

Minister for Foreign Trade and Nordic Affairs

Anna Hallberg

Published 09 July 2021



Sweden standing for IMO Council

Increased safety at sea and reduced environmental and climate impact from shipping are important issues that Sweden is currently pursuing as a Member of the IMO. Sweden is standing for a seat on the Council, which is the executive body of the UN's International Maritime Organization (IMO).

- Sweden is a leader in climate adaptation and the work on shifting transports from road to shipping. We also have a rich shipping tradition and 90 per cent of Sweden's imports and exports are currently transported via shipping. Through participation in the Council, Sweden has the opportunity to influence how the IMO is governed, its budget and strategic direction. It is therefore important that Sweden can participate in the IMO Council, says Minister for Infrastructure Tomas Eneroth.

The election will take place during the 32nd session of the IMO Assembly in December 2021. The IMO Assembly comprises all 174 Member States and meets biennially. The Council has 40 Members.

Published 03 May 2021



Government Offices of Sweden

Ban on flights from United Kingdom extended

The Government decided today to extend the ban on flights from the United Kingdom to Sweden from 16.00 on 23 December 2020 until 31 December 2020.

The Government today took a decision to extend the entry ban on all passenger flights from the UK to Sweden. The flight ban initially came into force on Monday 21 December.

The Government has instructed the Swedish Transport Agency to revoke this decision if the Public Health Agency of Sweden deems it justifiable in terms of disease control.

The Government has also instructed the Public Health Agency of Sweden to immediately inform the Swedish Transport Agency if the disease control situation is such that the decision can be revoked.

The decision does not apply to all flights. Cargo flights and ambulance flights are exempted.

Published 23 December 2020



Green recovery will lift Sweden out of dual crisis

Global warming continues regardless of the COVID-19 pandemic. Climate change will remain the defining issue of our generation. The Government is therefore proposing investments of SEK 9.7 billion in green recovery initiatives in the Budget Bill for 2021. The Government's proposals are based on an agreement between the government parties, the Centre Party and the Liberal Party.

All of Sweden has come together to tackle the COVID-19 pandemic and reduce the spread of infection. It is now crucial that a green transition forms the basis of the recovery after the crisis. Investments in industry's climate transition, sustainable transport and biodiversity will help us emerge from the crisis. Investments in climate neutral and non-toxic circular solutions throughout the country will reduce carbon dioxide emissions, lay the foundation for new jobs and strengthen our competitiveness.

Industry's transition will lead to new jobs

The Government proposes several major industrial initiatives in the Budget Bill for 2021 that can reduce emissions, create new jobs and strengthen competitiveness. Public sector investments in green transition will help us create jobs throughout Sweden and lay the foundation for industry's transition.

By means of the green credit guarantees, the Government can promote major industrial investments that contribute to achieving the goals of the environmental objectives system and the climate policy framework. The Green Industry Leap will be developed and broadened to allow more investments in facilities that reduce industrial emissions and contribute to the transition to a fossil-free and circular society. Through shorter processing

times for the expansion of electricity networks and complete tax exemption for more actors who produce their own electricity, more stakeholders will be included in the transition.

Increased biodiversity and other initiatives for Sweden's natural environment

One million species are at risk of extinction. In Sweden, the number of species at risk of disappearing has increased by 11 per cent over the past five years. This crisis is impairing the conditions for human life on our planet and is reinforced by climate change.

The Government proposes an initiative targeting Sweden's natural environment. This initiative will help stop species extinction and includes measures to protect and manage valuable natural habitats and reinforce efforts for clean seas and water. It includes funds for sustainable fisheries and a ban on bottom trawling in protected areas. The possibility of limited exceptions may be provided in the management plan.

Part of the Government's initiative will also go to restoring wetlands. Emissions from drained peatlands that were previously wetlands account for 11 million tonnes of carbon dioxide equivalents – which is more than from private cars in Sweden. Restoring wetlands prevents the emission of greenhouse gases into the atmosphere, so that nature does the climate work for us.

Sustainable transport reduces emissions

Domestic transport accounts for about one third of Sweden's greenhouse gas emissions, and the pace at which emissions are reduced must be considerably increased until 2030. The Government proposes initiatives in the Budget Bill for 2021 so that it is easier for both private individuals and companies to reduce emissions.

The transition to a fossil-free vehicle fleet will be reinforced by means of changes to the bonus-malus system. The reduction obligation will be tightened so that more renewable fuels are mixed in with petrol and diesel, and so that long-term conditions are created for the production of Swedish biofuels. A major investment is being made in railways in the form of greater maintenance. To continue pushing for the transfer of freight transport from roads to rail, the Government proposes extending and further developing the environmental compensation. Green Cargo is currently facing a challenging financial situation, which is further aggravated by the ongoing pandemic. Green Cargo will receive a capital injection so that necessary investments

can be made and to ensure the company's long-term stability and profitability. This capital injection is given in light of the environmental compensation for rail freight transport simultaneously proposed to the Riksdag.

Energy efficiency in housing

The Government considers major investments are still needed both to achieve better energy performance and to address the renovation needs of the existing building stock. The Government will therefore provide SEK 900 million for 2021 to a new form of support for energy efficiency improvements and renovation of apartment buildings.

Initiatives for local green transition

The Government proposes initiatives to support local and regional efforts for a green transition. This includes municipal energy and climate advisory services, and measures to reduce the risk of landslides.

Improved climate projections and international climate action

The Government also proposes initiatives to support national and international environmental and climate action in the Budget Bill for 2021.

Published 16 September 2020



Night trains to Europe will now be procured

Travelling to European cities on the continent using climate-smart alternatives should be easy. The Government is therefore investing in night trains to Europe to provide greater opportunities for low-carbon travel using public transport. The Swedish Transport Administration will now be instructed to conduct a procurement procedure with the aim of establishing night train services between Malmö and Brussels, and Stockholm and Hamburg, by 1 August 2022.

Interest in climate-smart travel is increasing among Swedes. More people want to travel by train, both in daily life and on holiday. To meet climate objectives, build a strong society and achieve the goal of being the world's first fossil-free welfare nation, the Government wants to provide greater opportunities for low-carbon travel using public transport. Therefore, the Government is now making the biggest investment in railways in modern times and has also announced investments totalling SEK 400 million for international night train services. The exact annual breakdown will be specified in the autumn budget.

In April, the Swedish Transport Administration presented its final report on the conditions for procuring night train services with daily departures to several European cities. In it, the Administration concluded that conditions do not allow procuring night train services through Germany. However, this is possible through Sweden and Denmark, and there are operators that conduct night train services on a commercial basis from the German border. The Government is therefore instructing the Swedish Transport Administration to procure night train services to the border between Denmark and Germany. These services are to operate for at most four years, with the possibility of a two-year extension.

The Swedish Transport Administration is to present an interim report to the Government by 1 January 2021 and the final report no later than three months after services have begun.

The Swedish Transport Administration's assignment is based on an agreement between the Government, the Centre Party and the Liberal Party.

Published 24 July 2020



More than SEK 600 million to Swedish infrastructure

It has recently been decided that eight Swedish projects will receive funding from the EU's Connecting Europe Facility (CEF).

“I am pleased that our Swedish projects will receive strong co-funding from the EU. These projects are important for the regions concerned, for Sweden and for Europe as a whole. When we invest in infrastructure, we build strong societies and confidence in the future,” says Minister for Infrastructure Tomas Eneroth.

CEF investments aim to address and fill in the missing links, particularly in the trans-European networks for transport, energy and telecommunications. CEF contributes to enhancing competitiveness in the EU, and economic, social and territorial cohesion. Eight projects involving Swedish partners are now to receive a total of about EUR 99 million, of which Swedish actors will receive an estimated EUR 64 million.

On 16 July 2020, the Member States in the CEF Transport Committee considered the Commission's proposed funding allocation. The formal decision will be taken by the Commission, once the European Parliament has had its say.

Projects involving Swedish actors:

- Coordinated supply of onshore power in Baltic seaports, Ports of Stockholm
- Removal of a major bottleneck between Flackarp and Arlöv on the Swedish Southern Main Line, Swedish Transport Administration
- The West Link – railway tunnel in Gothenburg, Swedish Transport Administration
- New East-Coast Line, a railway study for a 40-km section of double track between Gävle and Kringlan, Swedish Transport Administration

ERTMS On-board prototyping in Sweden 2020–2023, Swedish train operators

- SESAR Deployment Programme Deployment 2019 IOP foundation 2019_002_AF5, LFV
- Sea Li-ion, Stena Rederi
- Upgrade of the Baltic Sea Bridge Kapellskär–Naantali – (MoS Finnlink), Port of Kapellskär

In its decision of 20 February 2020, the Government approved the project applications for which co-financing has now been granted.

Published 21 July 2020



State credit guarantees to airlines and expanded credit guarantee framework for the Swedish Export Credit Agency to mitigate the effects of SARS-CoV-2

The Government proposes that airlines be able to receive credit guarantees in 2020 amounting to a maximum of SEK 5 billion, of which SEK 1.5 billion is intended for SAS. It will also be proposed that the Swedish Export Credit Agency's credit guarantee framework be expanded to support Swedish export companies and, by extension, the shipping industry. The proposal is based on an agreement between the Government, the Centre Party and the Liberal Party.

The ongoing spread of SARS-CoV-2 is hitting the transport industry hard, in particular the aviation industry. The demand for flights has essentially disappeared within a very short space of time. Many airlines are in an acute financial situation and are having difficulties securing loans on the capital market.

Aviation is currently very important for maintaining functioning transportation throughout the country. It is important for Swedish businesses – but also from the perspective of crisis preparedness and total defence – and for several different types of essential transport, such as medical transport, air rescue services and aerial firefighting services.

To make it easier for airlines to secure loans on the capital market, the State must be able to guarantee loans secured from commercial banks during the

period that airlines are affected by the spread of SARS-CoV-2. The Government therefore proposed today that the Riksdag decide that credit guarantees can be provided. The Government has also decided to instruct the Swedish National Debt Office to take preparatory measures and, when the Riksdag has taken a decision and the European Commission approved the support, to begin the work of providing credit guarantees.

The purpose of this proposal is to protect essentially viable Swedish airlines from being put out of business as a result of the prevailing situation.

The ongoing crisis is also having an impact on critical infrastructure more broadly. Similar credit guarantees for the shipping industry can be managed through the Swedish Export Credit Agency. To enable the Agency to without delay, perform its task of promoting Swedish exports and, by extension, the Swedish shipping industry, it will also be proposed that the Swedish Export Credit Agency's credit guarantee framework be expanded by SEK 50 billion.

The situation is changing rapidly and preparedness to act swiftly is high should more measures be needed.

More information

The Swedish National Debt Office has been tasked with preparing to provide credit guarantees in 2020. These credit guarantees may amount to a maximum of SEK 5 billion for loans to airlines that on 1 January 2020 were in possession of a Swedish permit to operate commercial aviation activities and that have their main operations or their headquarters in Sweden. SEK 1.5 billion of the total SEK 5 billion are intended for SAS.

SAS plays an important role in meeting society's basic need for aviation infrastructure in both Sweden and Denmark. The Swedish and Danish governments have therefore agreed that the Danish Government will present a similar measure for SAS. The two governments have not ruled out the need for additional measures in the future.

Credit guarantees may be provided to around 20 airlines that have a Swedish permit to operate commercial aviation activities and have their main operations or headquarters in Sweden. Of these, a handful currently operate regular scheduled traffic. The others operate air ambulances or helicopter services, for example.

A guarantee fee will be charged to finance the risk for central government and administrative costs.

These credits guarantees should be provided as soon as possible; this is why the Government prepared the proposal yesterday for prompt consideration by the Riksdag.

Published 18 March 2020



Government proposes faster pace for climate efforts

The pace of climate efforts needs to speed up if Sweden is to meet its climate objectives. The Government is therefore proposing increased investments for the climate transition of the industrial and transport sectors. The Budget Bill builds on an agreement between the Government, the Centre Party and the Liberal Party.

Green Industry Leap

The Green Industry Leap supports the industrial sector's transition to zero emissions through technological advances. This is a necessity if Sweden is to achieve the goal of net zero emissions by 2045. To support the industrial sector's transition away from fossil fuels, the Government is proposing a further strengthening of the Green Industry Leap compared with 2019. It represents a doubling of the appropriation compared with 2018, from SEK 300 million in 2018 to SEK 600 million in 2020.

“Sweden has a unique opportunity to be a climate forerunner with a green and successful industrial sector that inspires others to follow suit. And we should seize that opportunity. Through the Green Industry Leap we are taking the lead and showing the way to becoming the world's first fossil-free welfare nation, a path that other countries are inspired by,” says Minister for Environment and Climate, and Deputy Prime Minister Isabella Lövin.

The Climate Leap

The Climate Leap is a local investment programme that has contributed funds to more than 3 200 projects throughout Sweden. The Swedish Environmental Protection Agency expects it to lead to emission reductions equivalent to more than 1.45 million tonnes of carbon dioxide per year. The programme is important for creating significant emission reductions in all sectors of society and complements other policy instruments such as the

carbon dioxide tax. The Government is proposing that the appropriation for climate investments be increased by SEK 1.16 billion, which means it will amount to almost SEK 2 billion for 2020.

New climate premium for electric lorries

To achieve the goal of reducing emissions of greenhouse gases from domestic transport (except aviation) by at least 70 per cent by 2030, compared with 2010 levels, a comprehensive and rapid transition of the vehicle fleet to low-emission vehicles is required. Electrification is an important part of these efforts. The market introduction of electric vehicles is needed in several sectors.

“It is important that all branches are involved and contribute to the Swedish climate transition. By providing support for electrically powered mobile mechanised equipment in the agricultural sector, for example, we help the whole of society to transition to a fossil-free and climate-smart future,” says Ms Lövin.

This is why a new climate premium for electric lorries and electrically powered mobile mechanised equipment is proposed. It is proposed that the premium be combined with the previous electric bus premium, and that the combined appropriation for these climate premiums be increased by SEK 20 million for 2020 to a total of SEK 120 million.

“Sweden will be the world’s first fossil-free welfare nation. The climate premium for electric lorries is a great example of how this journey is possible. Because the whole transport sector needs to adjust and become climate-smart,” says Minister for Infrastructure Tomas Eneroth.

Goods transports at sea

In addition, the Government is also proposing that the eco-bonus scheme be extended, with SEK 50 million per year until 2022. The bonus is intended to hasten the shift of goods transports from roads to shipping.

Published 11 September 2019



Sweden takes international initiative to achieve low emissions in the transport sector

Sweden has taken the initiative to draft a joint statement from the roundtable on transport and climate at the International Transport Forum in Leipzig. Participating ministers and state secretaries from Chile, Poland, the Netherlands, Morocco, Bosnia and Herzegovina, Romania and Sweden have agreed that the climate must be considered when developing national transport policies and programmes.

- We need to take urgent action to fight climate change and we need to pursue a fair and equitable transition to a low carbon transport economy, says Sweden's Minister for Infrastructure Tomas Eneroth.

The transport sector plays an important role in the effort to achieve the goals of the Paris Agreement and reduce global carbon emissions. International collaboration and strong leadership are needed to address the urgent challenges we face.

- To ensure efficient, safe and competitive transport systems that reduce emissions of transport-related CO₂, we need to work together and increase collaboration, for example sharing knowledge, skills and good practice with companies, regional and local governments, as well as cities and civil society, says Mr Eneroth.

The ministers and state secretaries who agreed on the statement acknowledge that there is a need to include all transport modes in the global effort to achieve low emissions.



Government Offices of Sweden

The ministers' press contacts

Here are the contact details for the ministers' press secretaries.

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Published 22 January 2019



New state secretaries at the Government Offices

The Government today appointed 31 state secretaries at the Government Offices. Former state secretaries have been dismissed from their positions. Most of the state secretaries have previously held corresponding positions at the Government Offices.

Prime Minister's Office

The Government has appointed Nils Vikmång as the Prime Minister's State Secretary. The Government has also appointed Madeleine Harby Samuelsson and Karin Wallensteen as state secretaries to Prime Minister Stefan Löfven.

The Government has appointed Paula Carvalho Olovsson as State Secretary to Minister for EU Affairs Hans Dahlgren.

The Government has appointed Mats Andersson and Maria Ferm as state secretaries in the coordinating committee at the Prime Minister's Office.

Ministry of Employment

The Government has appointed Annika Dahl as State Secretary to Minister for Employment Ylva Johansson.

The Government has appointed Karin Strandås as State Secretary to Minister for Gender Equality, with responsibility for anti-discrimination and anti-segregation, Åsa Lindhagen.

Ministry of Finance

The Government has appointed Max Elger and Leif Jacobsson as state secretaries to Minister for Finance Magdalena Andersson.

The Government has appointed Ulf Holm and Elin Olsson as state secretaries

to Minister for Financial Markets and Housing, Deputy Minister for Finance, Per Bolund.

The Government has appointed Alejandro Firpo as State Secretary to Minister for Public Administration Ardalan Shekarabi.

Ministry of Defence

The Government has appointed Jan-Olof Lind as State Secretary to Minister for Defence Peter Hultqvist.

Ministry of Infrastructure

The Government has appointed Mattias Landgren as State Secretary to Minister for Infrastructure Tomas Eneroth.

The Government has appointed Sebastian De Toro as State Secretary to Minister for Energy and Digital Development Anders Ygeman.

Ministry of Justice

The Government has appointed Catharina Espmark and Lars Westbratt as state secretaries to Minister for Justice and Migration Morgan Johansson.

The Government has appointed Elisabeth Backteman as State Secretary to Minister for Home Affairs Mikael Damberg.

Ministry of Culture

The Government has appointed Helene Öberg as State Secretary to Minister for Culture and Democracy, with responsibility for sport, Amanda Lind.

Ministry of the Environment

The Government has appointed Eva Svedling and Gunvor Ericson as state secretaries to Minister for Environment and Climate, and Deputy Prime Minister, Isabella Lövin.

Ministry of Enterprise and Innovation

The Government has appointed Stina Billinger and Emil Högberg as state secretaries to Minister for Enterprise and Innovation Ibrahim Baylan.

The Government has appointed Per Callenberg as State Secretary to Minister

for Rural Affairs Jennie Nilsson.

Ministry of Health and Social Affairs

The Government has appointed Maja Fjaestad as State Secretary to Minister for Health and Social Affairs Lena Hallengren.

Ministry of Education and Research

The Government has appointed Erik Nilsson as State Secretary to Minister for Education Anna Ekström.

The Government has appointed Malin Cederfeldt Östberg as State Secretary to Minister for Higher Education and Research Matilda Ernkrans.

Ministry for Foreign Affairs

The Government has appointed Annika Söder as State Secretary for Foreign Affairs to Minister for Foreign Affairs Margot Wallström.

The Government has appointed Per Olsson Fridh as State Secretary to Minister for International Development Cooperation Peter Eriksson.

The Government has appointed Niklas Johansson as State Secretary to Minister for Foreign Trade, with responsibility for Nordic affairs, Ann Linde.

Published 22 January 2019



The Government's plan for infrastructure – how we build Sweden strong and sustainable

The Government has adopted a national plan for infrastructure for the period 2018–2029. It is a total investment of SEK 700 billion and the largest railway investment in modern times. The plan covers major investments in both new construction and restoration and modernisation of existing infrastructure. The decision also covers significant investments in maritime transport infrastructure and roads. This is made possible due to the Government investing SEK 100 billion more than in the previous plan period.

"We are now making the largest investment in railway of modern times. Investments in building our society and building Sweden strong and sustainable, we take precedence over tax cuts. Sweden must have a modern railway network, with trains that run on time throughout the country," says Minister for Infrastructure Tomas Eneroth.

The new national plan is a step towards the transition to a fossil-free welfare state an increase in housing construction and improved conditions for business.

"Now we finally prioritise people who choose climate-smart transport. We make this investment so that the trains can run on time throughout the country and more people can commute sustainably," says Minister for International Development Cooperation and Climate and Deputy Prime Minister Isabella Lövin.

Historic investment of SEK 700 billion

In total, SEK 622.5 billion will be invested. An additional SEK 90 billion will come from congestion charges, track access charges and co-financing.

The SEK 622.5 billion will be distributed as follows:

- SEK 125 billion for operation and maintenance of state-owned railways
- SEK 164 billion for operation and maintenance of state-owned roads
- SEK 333.5 billion for the development of the transport system

The Government is pursuing a very ambitious policy concerning the climate, employment and housing. This historic investment in the railways will contribute to all areas mentioned above. The selected railway investment objects amount to a total of SEK 148 billion, which is an increase of 32 per cent compared with the previous plan period. This means that 77 per cent of the total funds for the selected objects of SEK 193 billion go to railway objects.

Selected investments

For the selected investments, i.e. those objects that cost more than SEK 100 million, approximately SEK 193 billion will be distributed during the plan period. The selected investments are found in Annex 1.

The plan contains major investments to develop the railway system and increase capacity. Among other things, the North Bothnia Line between Umeå and Skellefteå is to begin during the plan period, but the Government is also ensuring that the South-East Link between Älmhult and the Blekinge coastal line, west of Karlshamn, can be expanded and modernised. The Government is also increasing the investments on the double-track expansion along the East Coast Line between Gävle and Kringlan by SEK 1.7 billion compared with the proposal from the Swedish Transport Administration. The Government is increasing the investment in measures for long freight trains by SEK 393 million compared to the proposal from the Swedish Transport Administration.

The Government is multiplying the investments in fairways and locks compared to the preceding plan. The Government is now allocating funds for the important deepening of the fairways at the Port of Gothenburg. This investment, together with the other shipping measures in the plan – completion of the ongoing work on the locks at Södertälje and the fairways in Mälaren, modernisation of the locks in Trollhättan and improved fairways to Luleå and between Landsort and Södertälje, to name the largest – will reduce transport costs, increase maritime safety and reduce emissions as they promote the transfer of goods transport from roads to railways and shipping.

Separated oncoming traffic lanes on roads with low safety standards provide major traffic safety benefits, which means that speed limits can normally be retained, thereby securing accessibility and passable roads. Examples of major investments to improve safety on the national road network include separated oncoming traffic lanes on most of the remaining stretches of the E4 between Hudiksvall and Luleå, on the E20 between Örebro and Gothenburg, and on several sections of the E10 in Norrbotten.

Operation and maintenance of state-owned railways

The appropriation for operation and maintenance of railways will increase by 47 per cent in the coming plan period compared with the previous plan, which will have a major effect on the status of current rail infrastructure. Among the largest reinvestments in railways, to mention a few Sävenäs railway yard in Gothenburg, the Getingmidjan in central Stockholm and measures on the Värmland Line between Laxå and Kil and the Viskadal Line between Borås and Varberg.

Operation and maintenance of roads

Having functioning road transport throughout the country that promotes regional growth and good living conditions is an important issue for the Government. The Government has therefore increased the appropriation for road maintenance in the coming plan and has already carried out targeted investments in road maintenance in rural areas. Continued operational grants for private roads will be a further important measure to also enable the maintenance of good passability on the less used road networks. To also secure and improve roads for heavy vehicles, the appropriation for load-bearing capacity and frost protection will increase. Measures will be initiated to enable the opening of a road network with class 4 load-bearing capacity. In this way, we are strengthening the business sector, securing jobs and increasing Sweden's competitiveness.

Among the major reinvestments and maintenance measures on the state-owned road network, to mention a few measures on bridges, including route 137 across the Öland bridge, E6.20 across the Tjörn bridge, route 222 across the Skuru bridges in Nacka and the bridges across the Kalix river at Kalix.

Fine-tuning and environmental measures

The plan also includes fine-tuning and environmental measures. Each

individual measure costs a maximum of SEK 100 million. A total of SEK 35.4 billion will be used for fine-tuning and environmental measures that develop and improve the existing transport infrastructure. These measures will be planned and decided by the Swedish Transport Administration during the plan period. To strengthen accessibility throughout Sweden, and at the same time increase the possibility of meeting the intermediate target for traffic safety on roads, during the period 2019–2022 the Swedish Transport Administration will distribute up to SEK 1 billion for co-financing of county plans concerning traffic safety measures on the regional road network.

The plan also contains several measures targeting the less used railway network. These include several selected reinvestments and a selected investment that together amount to SEK 7 billion, as well as minor planned reinvestments and minor yet unspecified fine-tuning investments.

Metropolitan agreements (National Negotiation on Housing and Infrastructure)

The Government has set aside more than SEK 4 billion in the national plan for co-financing during the plan period of measures agreed by the National Negotiation on Housing and Infrastructure with the relevant municipalities and regions. There are several public transport objects in the three metropolitan regions, for example light railways, railways, underground railways, cable cars and Bus Rapid Transit, and large numbers of new cycle paths. The municipalities for their part have committed to construct a total of 193 130 housing units.

Urban environment agreements

The Government has set aside a total of SEK 12 billion during the plan period for urban environment agreements. This means that central government will co-finance municipal and regional investments in infrastructure for public transport and cycling. There is no fixed allocation between the modes of transport, but it can be mentioned that in the last round almost half of the distributed funds went to the cycling measures and half to the public transport measures.

Housing

Examples of measures in the national plan proposal that contribute to increased housing construction are the National Negotiation on Housing and Infrastructure agreements with municipalities in the three metropolitan

regions on central government co-financing of investments in public transport and cycling. In total, the municipalities have committed to constructing 193 130 housing units.

Furthermore, the four-track expansion between Uppsala and the county border with Stockholm is the measure that enables the construction of most housing units. In addition to hugely improved capacity, the expansion also enables the construction of new stations in an area with high demand for new housing. Both Uppsala and Knivsta municipalities have considerable plans for housing construction around these new stations, involving an estimated 50 000 new housing units. Among the investments that each can contribute with between 1 000 and 10 000 housing units, it is worth to mention the tunnel under Varberg for the West Coast Line and the double track on the East Coast Line between Gävle and Kringlan.

New main lines for high-speed trains

The Government's objective is to complete new main lines for high-speed trains so that Stockholm, Gothenburg and Malmö become better connected, with modern and sustainable transport with shorter travel times that promote a clear transfer of travel from airplanes to trains. Expansion will take place at a pace allowed by the economy and in a cost-effective manner.

The expansion will be based on the each of the three terminuses. The national plan for 2018–2029 includes the stretches Järna–Linköping (Eastern Link), Lund–Hässleholm and beyond the Swedish Transport Administration's proposal, also Gothenburg–Borås with SEK 3.7 billion.

Cross-border transport

The Government intend to initiate a dialogue with the Norwegian Government regarding development of the cross-border routes that the Swedish Transport Administration describes as the Stockholm-Oslo, Gothenburg-Oslo and Malmbanan and Ofoten Line. The Government sees a need for the countries to jointly examine how the railway connections on the routes mentioned can be strengthened. The National Negotiation on Housing and Infrastructure has proposed continued bilateral cooperation between Denmark and Sweden through the drafting of a strategic analysis for a new permanent link across the Öresund sound between Helsingborg and Helsingør, and that the Government allocate a sum equivalent to DKK 5 million for conducting the analysis during the period 2018–2020. The Government considers that a strategic analysis will improve the state of

knowledge for the future, and will allocate funds equivalent to DKK 5 million for that purpose during the period 2018–2020.

Analysis of shortcomings

The Swedish Transport Administration should continue to examine the routes, nodes or equivalent described in Annex 2. This work should aim to ensure that these routes, nodes or equivalent are sufficiently examined and can be considered during the next planning round and plan revision.

Published 26 June 2018



Government Offices of Sweden

French-Swedish Strategic Partnership for innovation and green solutions in the transport sector

Swedish and French Ministers Tomas Eneroth and Elisabeth Borne agree to take decisive steps in Gothenburg to implement the French-Swedish Strategic Partnership for innovation and green solutions in the transport sector.

Building on the assessment that the fight against climate change and the shift towards a more sustainable and resilient economy is a major global challenge, the President of the French Republic Emmanuel Macron and the Prime minister of the Kingdom of Sweden Stefan Löfven decided to join forces and to sign, on 17/11/2017 in Gothenburg, a far-reaching and ambitious [strategic partnership for innovation and green solutions](#). This partnership will structure our bilateral relationship for the years to come and play a key role in advocating for the greening of economies at national, European and world level, and in helping both countries to fulfill the SDGs.

The partnership covers four priority areas, one of which being "Green solutions for transport, clean energy and smart cities", with the purpose to "focus on developing highly innovative solutions for our cities and societies to address new environmental conditions. This will require reduced greenhouse gas emissions from the transport sector and solutions for building green, inclusive and sustainable cities".

Sharply reducing greenhouse gas emissions from the transport sector is indeed a priority for both Sweden and France, as transport accounts for the major part of CO₂ emissions. Sweden has already set a goal to reduce domestic transport emissions (not including aviation) by at least 70 per cent

by 2030 compared with 2010. France has announced its ambitions to end the sale of cars that run on fossil fuels by 2040. In this context, France has proposed to Sweden to join the Transport Decarbonisation Alliance, which is a combination of countries, cities and companies acting with great ambition against climate change.

Joining forces to develop together innovative solutions, by reaping the benefits of digital transition, is also a key component of the French-Swedish partnership: the roadmap of the partnership paves the way for deepening our bilateral exchanges on the cross-use of testbeds, especially as regards projects related to autonomous and connected driving and electric roads, and for working even more closely on strategic issues such as battery development, or digital transformation of transport including "mobility as a service" solutions.

The French and Swedish Ministers Elisabeth Borne and Tomas Eneroth have, since the signature of the partnership, been strongly and continuously committed in implementing its roadmap in the transport sector and in reinforcing substantially the cooperation between both countries. A joint workshop between both Ministers and key Swedish and French industrial stakeholders was organized as a side event of the SOLUTRANS Trade fair in Lyon (November 2017), where Sweden was the guest of honour. Several meetings also took place at technical level between both countries in the past six months, to operationalize the actions set out in the partnership.

Both Ministers agree, on 19 June in Gothenburg, in the margins of the Third High Level Dialogue on autonomous and connected vehicles organized by Minister Tomas ENEROTH, to take decisive steps to intensify the cooperation between Sweden and France in the following three key areas, as detailed in annex, with dedicated commitments on each topic:

- autonomous and connected vehicles, with the objectives to cross-exchange on the concrete results achieved by French and Swedish experiments on connected, cooperative and automated driving, in order to share regulations, results and experiences and identify critical solutions, and to make use of common tests and testbeds, from 2018, regarding truck platooning, in connection with relevant stakeholders including the most involved private companies and clusters;
- green vehicles, with the aim to explore the possibility to include France in the German-Swedish partnership for Electric Road Systems. First step

would be to organize, by the end of 2018, an unconditional information meeting between ministries in France, Germany and Sweden;

- rail and other transport modes, with the idea, inter alia, to organize in Stockholm, during the autumn 2018, a French-Swedish Expertise meeting on High Speed Lines (HSL), to put HSL in a strategic long term perspective, taking into account French expertise in this field.

"Two days after the signature of the Innovation partnership between our two countries, we were in Lyon with my Swedish counterpart to discuss how to implement it in the field of green and connected mobility. Today, in Gothenburg, we are delivering. We will work closely together on topics on which we have to learn from each other. Sweden experiments in industrial autonomous vehicles and electrified roads will be very useful: we will share best practices, conduct tests in common and prepare our new regulations. And we do not forget that clean transport means massive solutions, like high speed rail, where France is certainly one of the very few world leaders", Elisabeth Borne says.

"I am happy to see that the French-Swedish partnership is delivering. At the meeting today, we have discussed a number of topics where we see that France and Sweden can cooperate even closer. I see great potential for, among other things, cooperation both on electric roads and connected and automated driving. We hope that the partnership can inspire both public and private bodies to reach out, exchange knowledge and information, and find new areas for cooperation", Tomas Eneroth says.

Published 19 June 2018



Inquiry paves way for automated vehicles

The Government's Inquiry Chair Jonas Bjelfvenstam presented on March 7 2018, his final report 'The path to automated driving – market introduction' (SOU 2018:16) to the Minister for Infrastructure Tomas Eneroth. The Inquiry proposes regulatory changes necessary to begin using and developing automated vehicles on roads over the next few years.

The Inquiry also proposes measures that need to be taken in the longer term. The Inquiry's proposals include:

- increased facilitation of tests of automated driving;
- new system of responsibility, including owner responsibility;
- new definitions for automated vehicles, vehicles being driven automatically
- Introduction of class II automated road machines for speeds not exceeding 20 km/h or walking pace without a test permit;
- a requirement for data storage for automated vehicles that are designed to be operated in both automatic and manual mode.

– The safe development of automated transport is a prerequisite for gaining acceptance for this technology in society. Most interesting is the development of automation in commercial transport, as well as in shared and public transport. In the long term, the technology may provide new opportunities for mobility and transport in sparsely populated areas and for people who currently have limited access to their own transport, says Inquiry Chair Jonas Bjelfvenstam.

The regulatory changes are proposed to enter into force on 1 July 2019.

Published 18 April 2018



Sweden to host UN conference on road safety in 2020

The UN General Assembly in New York confirmed on Thursday 12 April that Sweden will host the Third Global High-Level Conference on Road Safety in 2020.

The road safety conference that will be held in Sweden in 2020 will mark the conclusion of the UN Decade of Action for Road Safety and will be closely coordinated with the World Health Organisation (WHO).

The aim of the conference is to discuss how the global targets for road safety can be developed, not the least in relation to the already existing goals for road safety in the 2030 Agenda. One important task will be to prepare a declaration focusing on global road safety efforts up to 2030.

"It is an honour for us to have been given the task of hosting the conference. Sweden is a world leader when it comes to road safety solutions, and our work with initiatives such as Vision Zero has attracted great interest in the rest of the world. Hosting the conference will give Sweden the chance to show leadership in the area of road safety," says Minister for Infrastructure Tomas Eneroth.

The conference will gather minister-led delegations from some eighty countries and their representatives from various sectors of society affected by road safety. In addition, representatives of business, research, organisations and relevant international institutions will attend.

The planning phase will now begin. The Government has given an assignment to the Swedish Transport Administration to assist in the preparations. One important part of the work will be to consult relevant parties, both national and international, on what the outcomes of the conference could be.

"It is an honour for the Swedish Transport Administration to help arrange the conference. In Sweden, the number of traffic fatalities has been halved since

the turn of the millennium. But we need to do more to achieve the goal. The conference will provide a valuable opportunity to learn from one another's experiences in order to save more lives both globally and locally," says Lena Erixon, Director-General of the Swedish Transport Administration.

Background

Road accidents cause more than 1.3 million deaths a year worldwide, and up to 50 million people are injured. Around 90 per cent of those injured live in developing countries resulting in increased poverty for already vulnerable groups.

The Government's ambition is for Sweden to be a leader in the implementation of the 2030 Agenda. Road safety issues, their consequences and potential solutions are closely related to other sustainability challenges, such as climate change, gender equality and human rights. Accordingly, in addition to the Agenda 2030 goals on road safety, hosting the conference will contribute to a number of the other 2030 Agenda goals together with a strong focus on sustainability.

The road safety conference, which Sweden will be hosting, is mentioned in the resolution on road safety adopted by the UN General Assembly on 12 April. It will be the third global high-level conference on road safety. The first were held in Moscow 2009 and the second in Brasil 2015. The General Assembly adopts a resolution on road safety every two years. The aim is to summarise and give guidelines for the efforts on global road safety carried out within the UN system, the WHO and the Member States.

Published 16 April 2018



Government makes announcement on low emission zones

Minister for Infrastructure Tomas Eneroth and Minister for the Environment Karolina Skog have announced how the new provisions on low emission zones would be designed. The Government will give municipalities the possibility of introducing three different kinds of low emission zones as of 1 January 2020.

Air pollution causes cancer as well as lung disease, cardiovascular disease and premature death. Not least children's health is adversely affected. The absolutely dominant source of nitrogen oxides in the urban environment is road traffic. Municipalities are therefore being given a powerful tool with which to tackle air pollution. Municipalities will decide themselves whether and where low emission zones should be applied.

"We're seeing the introduction of low emission zones throughout Europe. It is important that we make the air cleaner and the urban environment better in our cities. At the same time, people and businesses need to know what the rules are and have time to adapt to green technology," says Minister for Infrastructure Tomas Eneroth.

"Children's right to breathe clean air takes priority over the right to drive all kinds of cars on every single street. We are now giving the municipalities the powerful tool they have long been requesting so that they can tackle hazardous air pollution," says Minister for the Environment Karolina Skog.

The Government will give municipalities the possibility of introducing three different kinds of low emission zones as of 1 January 2020:

The first type of low emission zone regulates heavy duty vehicles.

Municipalities can already implement low emission zones for certain heavy vehicles (lorries and buses). Low emission zones already exist in eight municipalities.

The second type of low emission zone sets standards for cars.

- Initially, diesel cars that meet the emission standards Euro 5 and Euro 6 may drive here. But on 1 July 2022, the standards will be made stricter, allowing only Euro 6 diesel cars to drive here. The same applies to hybrid electric vehicles and plug-in hybrids with diesel engines.
- Cars with petrol engines will have access if they meet emission standard Euro 5, or better . This also applies to hybrid electric vehicles, plug-in hybrids, natural gas vehicles and E85 vehicles.
- Cars with higher environmental performance, such as electric cars and fuel cell vehicles, may also drive here.

The third type of low emission zone sets the highest standard. This zone only allows purely electric cars, fuel cell cars and gas cars that meet the emission standard Euro 6. High standards are also set for heavy vehicles. This zone only allows electric vehicles, fuel cell vehicles, plug-in hybrids and gas vehicles that meet emission standard Euro 6.

What will happen now?

As soon as possible – taking account of the need to notify the European Commission – the Government will adopt the necessary legislative amendments in the Road Traffic Ordinance making it possible for municipalities to introduce the new low emission zones. The Government will also instruct the Swedish Transport Agency to draw up proposals for how the municipalities can ensure compliance with the low emission zone provisions and other traffic rules.

Vehicles permitted in various types of low emission zone

Low

emission Light vehicles (cars, light lorries and light buses up to 3.5 tonnes)
zones

Class 1

Heavy vehicles

As in the current low
emission zones

As of 1 January 2020:

- Cars with compression ignition engines (diesel, hybrid electric, plug-in hybrid) in Euro 5 or better
- Cars with spark-ignition engines (petrol, hybrid electric, plug-in hybrid, natural gas, E85) in Euro 5 or better
- Electric cars
- Fuel cell cars

Class 2 As of 1 July 2022:

- Cars with compression ignition engines (diesel, hybrid electric, plug-in hybrid) in Euro 6
- Cars with spark-ignition engines (petrol, hybrid electric, plug-in hybrid, natural gas, E85) in Euro 5 or better
- Electric cars
- Fuel cell cars

Class 2 does not include heavy vehicles

Class 3

- Electric cars
- Fuel cell cars
- Cars that can run on natural gas in Euro 6

- Electric vehicles
- Fuel cell vehicles
- Plug-in hybrid vehicles in Euro 6
- Vehicles that can run on natural gas in Euro 6

What are Euro 5 and Euro 6?

The EU's emission standards for air pollution for new vehicles are regulated in Euro standards. These regulate nitrogen oxides (NO_x), particulates (PM) and carbon monoxide (CO), among other things. Carbon dioxide (CO₂) is regulated separately.

Euro 5 became the standard on 1 September 2009 and Euro 6 on 1 September 2014.

Published 04 April 2018



Government Offices of Sweden

Minister for Infrastructure and EU Transport Commissioner to host citizens' dialogue in Stockholm

On Friday 16 March, Minister for Infrastructure Tomas Eneroth and EU Commissioner Violeta Bulc invite the public to a citizen's dialogue entitled 'Future of EU transport – sustainable, smart and safe'.

Europahuset, Regeringsgatan 65, second floor, Stockholm

The aim of the citizen's dialogue is to discuss how the EU and Sweden can work together to create a sustainable transport system.

The dialogue can also be followed on the European Commission's Swedish Facebook page: <https://www.facebook.com/EUkommissionen/>

For more information or requests for interviews, please contact Ms Bulc's press contact Therese Domisch or Mr Eneroth's Press contact Antti Vaino.

Published 15 March 2018



Government Offices of Sweden

France and Sweden discuss closer cooperation on innovation in clean, connected and autonomous transport

Mrs Elisabeth Borne, French Minister in charge of Transport and Mr Tomas Eneroth, Swedish Minister for Infrastructures inaugurated today the 14th edition of the International Exhibition of Road and Urban Transport Solutions (Solutrans), which runs until 25 November at Lyon. Sweden is a guest of honor at Solutrans this year.

On the sidelines of this joint visit, the two Ministers chaired a Franco-Swedish round table entitled: "Autonomous vehicles - a solution for clean transport?". This round table brought together several industrial and institutional players, both French and Swedish. The discussions focused in particular on the possible contribution that autonomous vehicles could make to the fight against climate change, in particular with regard to heavy goods vehicles and light commercial vehicles.

The high-level round table was a first step towards a structured future Franco-Swedish work in this area. It will include both elements of exchange of experiences and common initiatives, in particular at the European level.

This high-level round table is one of the first concrete illustrations of the Franco-Swedish strategic partnership for innovation and green solutions, signed by the President of the French Republic and the Swedish Prime Minister in Göteborg on 17 November.

France and Sweden are committed to evaluating the concrete results of this partnership and to updating it every two years, the next time being on the occasion of a bilateral summit in the second half of 2019.

Published 22 November 2017



Government Offices of Sweden

Swedish Transport Administration to move forward on electric roads

The Government has now instructed the Swedish Transport Administration to investigate and report on whether electric roads could eventually become part of the national road network in Sweden. The Transport Administration will also manage the part of the Sweden-Germany innovation partnership dealing with electric roads.

The aim is to support the development of a variety of technical solutions for electric roads. The work in Sweden will take place alongside the Sweden-Germany innovation partnership, and cooperation between the countries is expected to improve the outcome.

"We are now connecting Sweden and Germany with the latest technology. Together we will lead Europe on climate-smart and innovative solutions," says Minister for Infrastructure Tomas Eneroth.

Estimates indicate that electric roads could lead to lower carbon dioxide emissions, greater energy efficiency in the transport system and reduced transport costs. The construction of electric roads could lead to job creation in the short term and increased economic efficiency in the longer term.

Published 26 October 2017



Government to review Swedish Transport Agency

The Government took two decisions on 3 August 2017 as a result of the information that has emerged about the Swedish Transport Agency's procurement of IT services. The first decision is to appoint an inquiry chair to review the events that led to security-sensitive and otherwise secret data being handled in contravention of Swedish legislation. The second requires the Swedish Transport Agency to identify the data that was handled inappropriately and determine what measures may be necessary to ensure the appropriate handling of protected information in future.

It is the Swedish Transport Agency's responsibility to protect the data the Agency manages and ensure that appropriate routines and guidelines are in place to handle protected information. As a result of the information that has emerged concerning the Swedish Transport Agency's procurement of IT services, the Government sees a need to ensure that the Swedish Transport Agency carries out the necessary analyses.

“The Government wants a prompt and thorough examination of events at the Swedish Transport Agency to learn lessons and prevent similar situations in the future. The decisions to both examine and identify the course of events are an important step in this direction,” says Minister for Infrastructure Tomas Eneroth.

The inquiry chair will be tasked with examining the entire procurement process, from concept to completion. Questions the inquiry chair will answer include: What analyses and considerations were made? What expertise was represented? Who took the crucial decisions? What internal routines and guidelines were in place and how did the Agency set priorities and take

action in practice?

The inquiry chair, to be appointed by the Government, will consult with the Swedish Data Protection Authority, the Swedish Civil Contingencies Agency, the Swedish Security Service and the National Agency for Public Procurement.

The Swedish Transport Agency has been instructed to identify the data that was handled by contractor and subcontractor staff without security clearance and the parts of this data that are security-sensitive or otherwise secret.

The Swedish Transport Agency is also required to assess the damage or harm that has occurred, or could occur, as a result of the incident and determine the measures that may be needed to ensure the appropriate handling of protected information in future.

Both reports are to be submitted to the Ministry of Enterprise and Innovation no later than 31 January 2018.

Published 17 August 2017



Government Offices of Sweden

Government reshuffle, 27 July 2017

Prime Minister Stefan Löfven today announced a government reshuffle. Three ministers have chosen to leave their posts, two new ministers have been appointed, and two ministers have been entrusted with revised areas of responsibility.

Ministers Anna Johansson, Anders Ygeman and Gabriel Wikström are leaving their posts.

Newly appointed ministers

Minister for Infrastructure Tomas Eneroth

Minister for Migration, and Deputy Minister for Justice: Heléne Fritzon

Changes by ministry

Ministry of Justice Minister for Justice and Home Affairs: Morgan Johansson

Ministry of Health and Social Affairs Minister for Health and Social Affairs: Annika Strandhäll

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