

Short-term Forecasts for the Vehicle Fleet 2026–2029

This year's forecasts are subject to considerable uncertainty due to the war in the Middle East. Its impact on the Swedish economy, and consequently on the vehicle fleet, remains unclear.

The forecasts are based on projections from the National Institute of Economic Research from March 2026, which assumed a short-lived conflict with limited impact on the Swedish economy. Since then, the situation has deteriorated, and the conflict is now expected to have a significant economic impact.

Our baseline scenario nevertheless follows the more optimistic outlook, in which Sweden returns to more normal economic conditions during 2026 and economic growth continues.

Given the considerable uncertainty, Transport Analysis is also presenting an alternative scenario for new vehicle registrations, based on a more severe economic impact from the war.

In the baseline scenario, new registrations of light and heavy vehicles are expected to remain relatively low compared with pre-pandemic levels. At the same time, vehicle deregistrations are expected to decline due to lower exports and continued low scrappage volumes.

The number of vehicles in use is therefore expected to continue increasing. The share of chargeable vehicles – battery electric vehicles and plug-in hybrids – is also projected to rise, although growth in chargeable light and heavy goods vehicles has been slow in recent years.

About the short-term forecasts

The short-term forecasts are based on a method that handles the development of the road vehicle fleet in use, not in use, deregistered, and newly registered vehicles. The method relies on historical trends, statistical models, external factors, forecasts from other organizations, and Transport analysis' own assessments of the near future. The detailed description of the method can be found in the document PM 2026:9 "Short-term Forecasts for the Swedish Vehicle Fleet - Methods and Assumptions."

Publication date: 2026-05-13

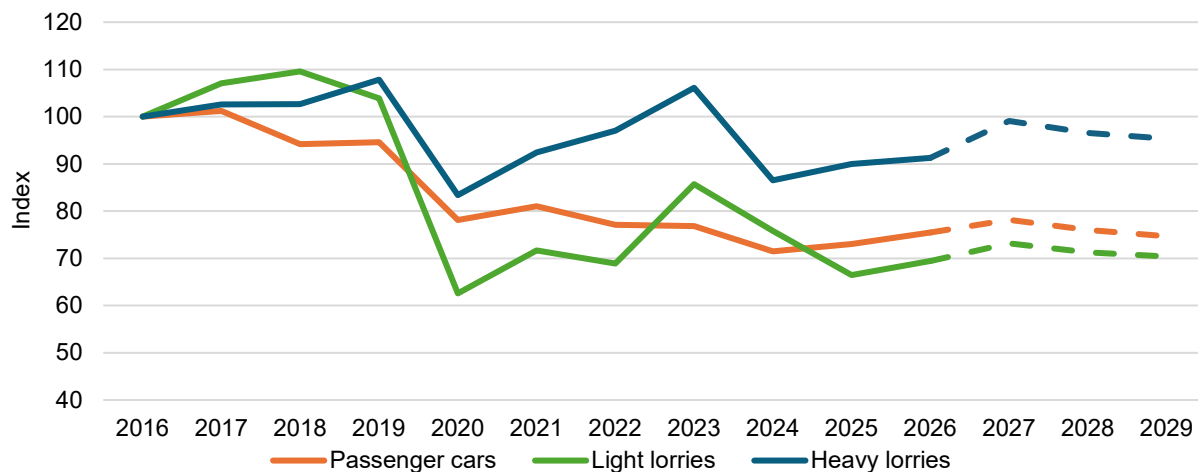


Figure 1. The change in newly registered vehicles, 2016–2029 (index 2016 = 100). Note that the scale of the y axis does not begin at 0. 100 corresponds to 388,000 passenger cars, 53,000 light lorries, and 7,500 heavy lorries

An uncertain Economic Outlook

New vehicle registrars have not yet recovered to pre-pandemic levels. Instead, they have remained significantly lower, primarily due to the economic downturn in recent years. Assuming that Sweden emerges from the downturn, we expect registrations to increase somewhat in the coming years, although they will remain well below pre-pandemic levels.

The outlook is highly uncertain due to the war in the Middle East, uncertainty surrounding global energy supplies, and the risk of a deteriorating global economy. We therefore present an alternative scenario alongside our baseline forecast for new registrations of passenger cars and light and heavy goods vehicles.

Both scenarios are based on those presented by the National Institute of Economic Research in March 2026. The baseline scenario assumes a short-lived war with limited impact on the Swedish economy, while the alternative scenario assumes a prolonged war with substantial economic effects. The resulting projections differ markedly.

Under the baseline scenario, new vehicle registrations increase somewhat in the coming years. Under the alternative scenario, registrations instead decline in 2026 and 2027 before beginning to recover in 2028.

Transport analysis does not consider either scenario more likely than the other. Our forecasts nevertheless use the more optimistic scenario as the baseline, assuming limited effects from the war and that Sweden emerges from the economic downturn during 2026.

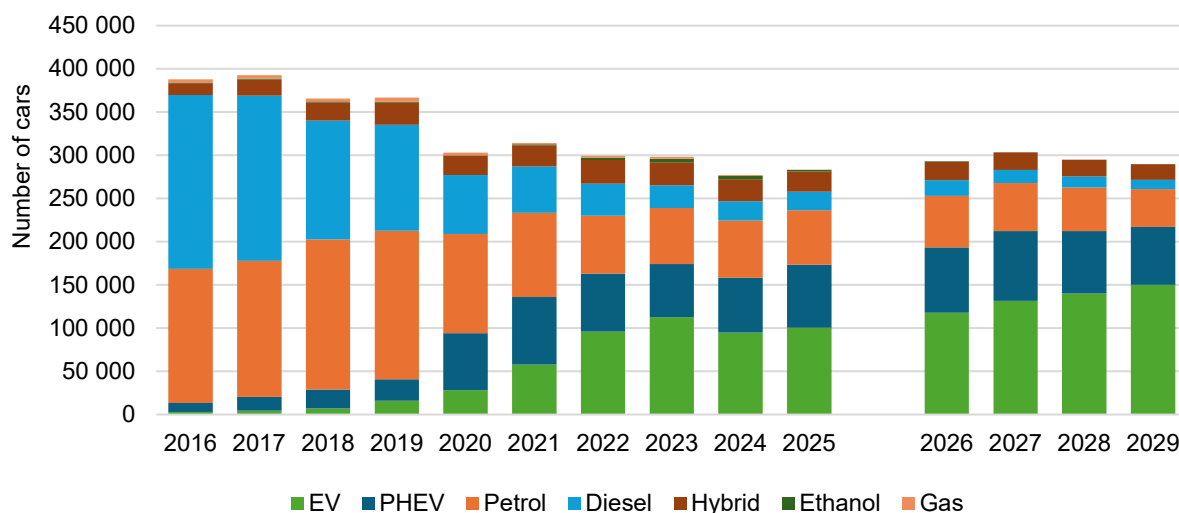


Figure 2. Newly registered passenger cars by fuel type, 2016–2029.

New Emission Values for Plug-in Hybrids Affect the Passenger Car Fleet

Transport Analysis’ forecasts include projections of average carbon dioxide emissions from newly registered passenger cars, expressed in grams per kilometre. The rapid growth of battery electric vehicles has led to a long-term decline in average emissions. When EV registrations decreased somewhat in 2024, average emissions temporarily increased, before declining again in 2025.

By fuel type, emission values have declined for plug-in hybrids, petrol cars and, to some extent, hybrids. They have increased for diesel cars, but as diesel registrations have fallen, their impact on average emissions is now relatively limited.

In 2026, a large number of plug-in hybrids have been registered with new emission values between 2 and 3.5 times higher than previously. We have therefore adjusted the projected emission values for plug-in hybrids from 2026 onwards. As a result, average emissions from newly registered passenger cars are expected to increase somewhat in 2026 compared with 2025, before gradually declining thereafter.

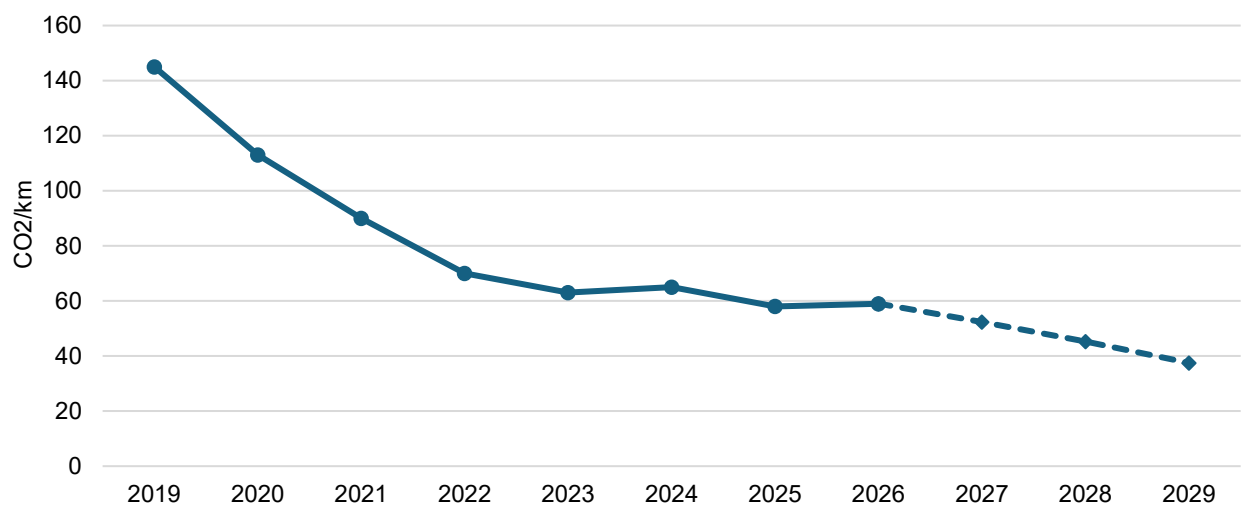


Figure 3. Average carbon dioxide emissions (g/km) from newly registered passenger cars. Actual figures for 2019–2025 and forecasts for 2026–2029.

Modest Increase in Chargeable Light Goods Vehicles

New registrations of light goods vehicles are expected to range between 37,100 and 39,200 annually during 2026–2029. As economic conditions improve, registrations are expected to increase somewhat.

Diesel has long been the dominant fuel type for light goods vehicles, accounting for 95 percent of new registrations in 2016. Its share has since declined steadily, mainly due to electrification. However, growth in electric light goods vehicles has been relatively slow over the past two years, with their share increasing by around two percentage points annually.

Relatively low diesel prices and the possibility of operating electric goods vehicles with a maximum authorised mass of 4,250 kg using a B-class driving licence have likely slowed electrification. Electric vehicles accounted for 23 percent of new light goods vehicle registrations in 2025. We expect this share to continue increasing by around two percentage points annually through 2029. Plug-in hybrid light goods vehicles have also increased and are expected to continue growing during the forecast period.

No new gas-powered light goods vehicles are expected during the forecast period, as such vehicles are no longer offered by dealers. Registrations of ethanol-powered light goods vehicles are projected to fall to zero from 2027 onwards due to the very limited model range.

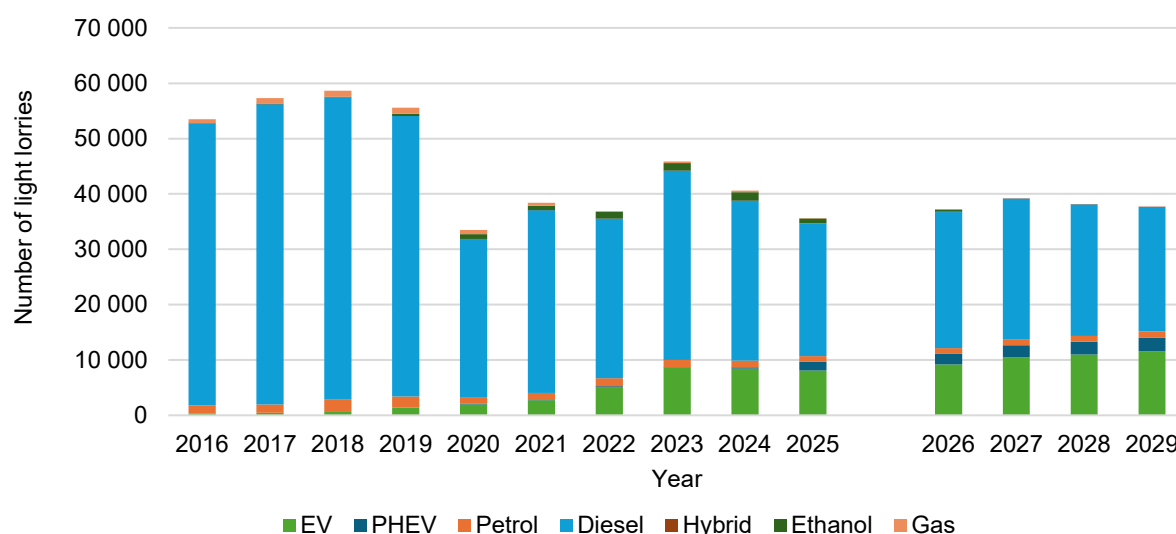


Figure 4. Newly registered light goods vehicles by fuel type. Actual figures for 2016–2025 and forecasts for 2026–2029.

Electrification of Heavy Goods Vehicles Gains Momentum

Approximately 6,700 heavy goods vehicles were newly registered in 2025, below the average of the past five years. Assuming that economic conditions improve, registrations are expected to increase to around 6,900 vehicles in 2026 and slightly above 7,000 annually during the remainder of the forecast period.

New heavy goods vehicles are primarily powered by diesel, electricity, or gas. Until 2020, only a few electric heavy goods vehicles were registered each year, but this has since changed. In 2025, 1,003 electric heavy goods vehicles were newly registered, of which 612 had a maximum authorised mass of 3,501–4,250 kg.

The pilot scheme introduced on 1 July 2024, allowing B-class licence holders to operate heavy goods vehicles powered wholly or partly by alternative fuels with a maximum authorised mass of 4,250 kg, has had a significant impact on electric heavy goods vehicle registrations.

From this year, we therefore forecast electric heavy goods vehicles with a maximum authorised mass of 4,250 kg separately from those above 4,250 kg. Registrations in this weight category are projected at 600 vehicles annually.

However, they may increase from 2028, when the fourth EU Driving Licence Directive enters into force and the pilot scheme ends. The share of newly registered electric heavy goods vehicles above 4,250 kg is expected to increase gradually, reaching almost 16 percent in 2029.

We expect gas to continue playing a role in meeting the 2030 emission reduction requirements. The Climate Premium and continued tax exemption for biogas are expected to support demand for gas-powered vehicles. In 2025, gas-powered vehicles accounted for 9 percent of new heavy goods vehicle registrations. This share is projected to increase slightly to 12 percent in 2029.

Hydrogen-powered heavy goods vehicles are also under development and being tested in pilot projects. Some are likely to be registered towards the end of the forecast period, but their number is expected to remain very limited – below 100 vehicles – through 2029. We therefore do not yet consider it possible to produce a reliable forecast for these vehicles.

Overall, we estimate that electric vehicles will account for around 8 percent of heavy goods vehicles in use in 2029 and gas-powered vehicles for around 7 percent. Diesel will remain dominant, accounting for 85 percent of the fleet.

Rapid Electrification of the Bus Fleet

The Swedish bus fleet consists of approximately 14,000 buses in use, with around 1,350 new buses registered annually. The fleet composition can therefore change relatively quickly, and the share of electric buses has risen rapidly. In 2025, electric buses accounted for 16 percent of buses in use; this share is projected to reach 33 percent by 2029.

New bus registrations are largely determined by procurement decisions made by regional public transport authorities. Since almost all new buses are used in procured public transport services, both the number of registrations and the distribution between fuel types can vary considerably from year to year. The forecast should therefore be viewed as indicating the general trend rather than precise annual figures and focuses mainly on the distribution between diesel, electricity, and gas.

Buses are divided into classes according to their size and type of service. In recent years, newly registered electric buses have mainly been city buses, while gas-powered buses have primarily been regional buses. Small buses and long-distance coaches have remained predominantly diesel-powered.

This pattern is changing as more electric regional buses enter the market. A wider range of models contributed to electric buses accounting for 45 percent of newly registered regional buses in 2025, up from 20 percent in 2024.

As both city and regional buses become increasingly electrified, electric buses are expected to account for a growing share of new registrations, rising from 43 percent in 2025 to 54 percent in 2029.

At the same time, the market for gas-powered buses is expected to decline steadily, accounting for only a marginal share of new registrations before virtually ceasing in 2029.

More information

A collection of statistical tables, forecasts, and the methodology document can be found here:

www.trafa.se/etiketter/prognoser-for-fordonsflottan

A collection of previous forecasts (in English) can be found here:

www.trafa.se/en/road-traffic/forecasts-for-the-road-vehicle-fleet-13919

Contact:

Mikael Levin, +46 10-414 42 27, e-mail: mikael.levin@trafa.se

Anette Myhr, +46 10-414 42 17, e-mail: anette.myhr@trafa.se