



Danish Kilometer-based and CO₂-differentiated toll for trucks



About the Danish Kilometer-based and CO₂-differentiated toll for trucks



Effects

- The toll is expected to reduce CO₂-emissions with around 0.3 mill. ton in 2025 and 0.4 mill. ton in 2030

Weight

- The toll is paid for heavy goods vehicles with technically permissible maximum laden mass at 12 ton and above
- As from 1 January 2027, trucks from 3.5 ton will be included in the toll

Rates and differentiation

- The average toll rate will be around 1.2 kr. (ca. 0.16 EUR)/km in 2030
- Kilometer-based and differentiated according to weight and specific CO₂-emission of the truck.
- 50 percent higher rates on roads within the environmental zones of the larger cities

Road network

- The road network covered by the toll is the state road network (motorways and other primary roads) – about 11.000 km of roads
- As from 1 January 2028, the road network is planned to be enlarged to the whole public road network – about 75.000 km

Toll rate structure under the EU legal framework

- The Danish road toll consists of three elements:
 - Charge for traffic-based CO₂ emissions,
 - Charge for infrastructure costs, and
 - Charge related to traffic-based noise and air pollution
- CO₂-differentiated in five CO₂ emission classes following art. 7 ga in Directive 1999/62/EC, with later amendments.
- The toll rates provide for the maximum possible differentiation in terms of CO₂ emissions and charge for infrastructure costs in order to reduce CO₂ emissions as much as possible
- ZEV's in CO₂ emission class 5 receive 75 percent discount compared to vehicles in CO₂ emission class 1

Kroner pr. kilometer	Teknisk tilladt totalvægt på 12.000- 17.999 kg	Teknisk tilladt totalvægt på 18.000- 32.000 kg	Teknisk tilladt totalvægt på over 32.000 kg
CO ₂ -emissionsklasse 1	0,86	1,00	1,10
CO ₂ -emissionsklasse 2	0,79	0,92	1,01
CO ₂ -emissionsklasse 3	0,69	0,82	0,91
CO ₂ -emissionsklasse 4	0,46	0,53	0,58
CO ₂ -emissionsklasse 5	0,13	0,13	0,13

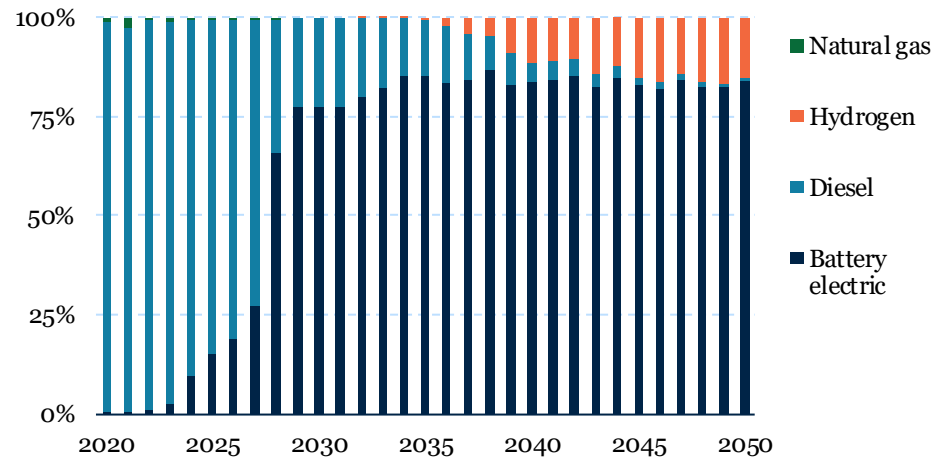
Supporting decarbonization and electrification through a broader policy approach

- The Danish road toll for heavy goods vehicles is one element in Denmark's broader approach to decarbonising heavy road transport.
- It also includes:
 - State subsidies for purchase of zero-emission trucks, charging infrastructure, etc.
 - Energy taxation measures, including a relatively higher taxation on diesel fuel from 2025
- Heavy-duty road transport is already facing quite strong CO₂ incentives in Denmark — through higher diesel fuel taxation, state subsidies for purchase of zero-emission trucks and charging infrastructure, and a CO₂-differentiated road toll with a substantially lower rate for zero-emission trucks.

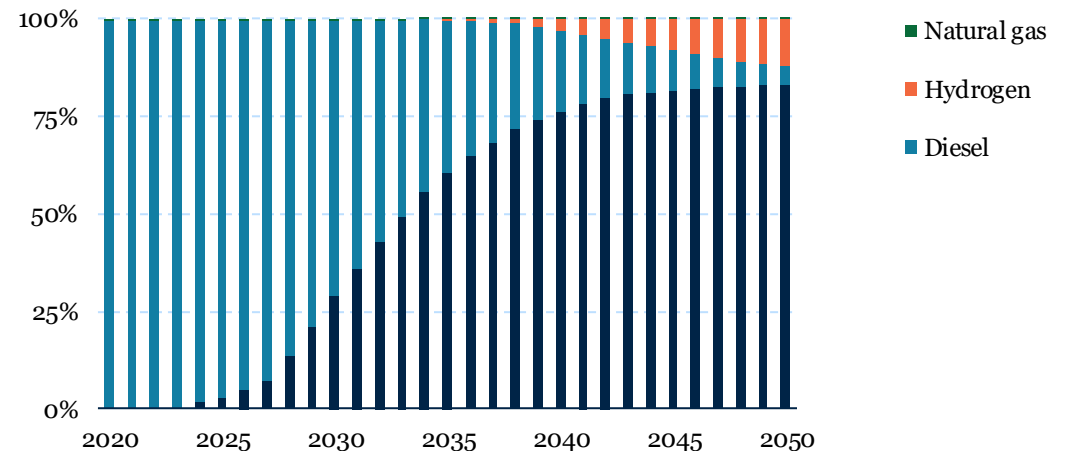
Where are we in terms of electrification of heavy road transport in Denmark?

- Diesel fuel is still the most widespread propellant in Denmark used by trucks, but...
- In 2026, we expect zero-emission trucks to constitute ca. 19 percent of *new sales* in Denmark. By 2030, we expect 77,6 percent of new sales to be zero-emission trucks rising to 84 percent in 2040.
- In 2026, only 2 percent of the fleet consists of zero-emission trucks. In 2035, we expect the share to be 27 percent, and 45 percent by 2050.

Share of total sales



Share of fleet





Questions?