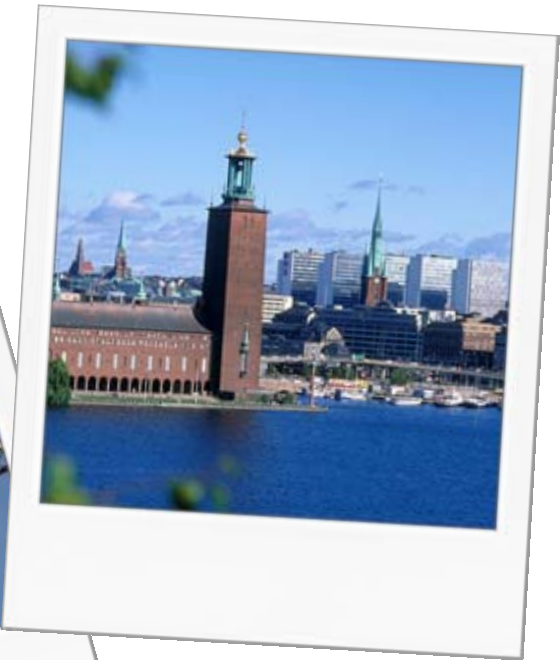
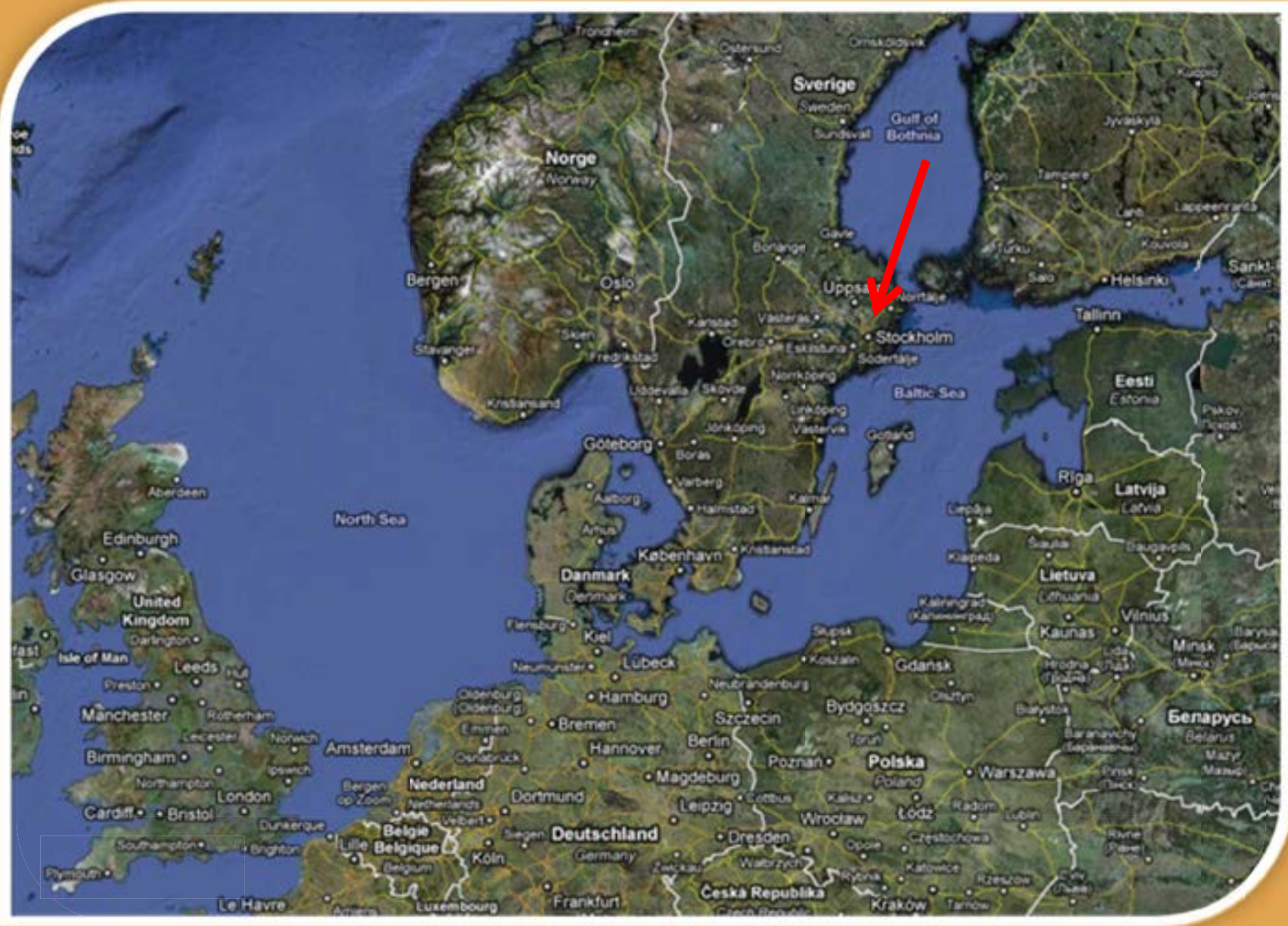


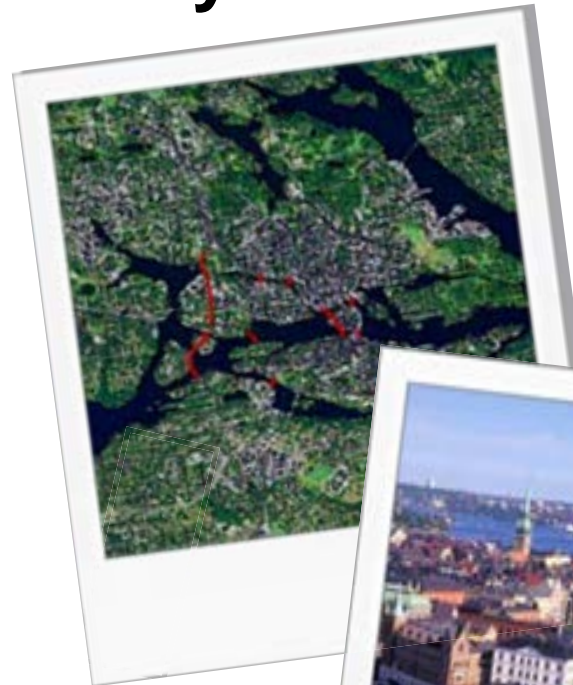
Congestion tax in Stockholm



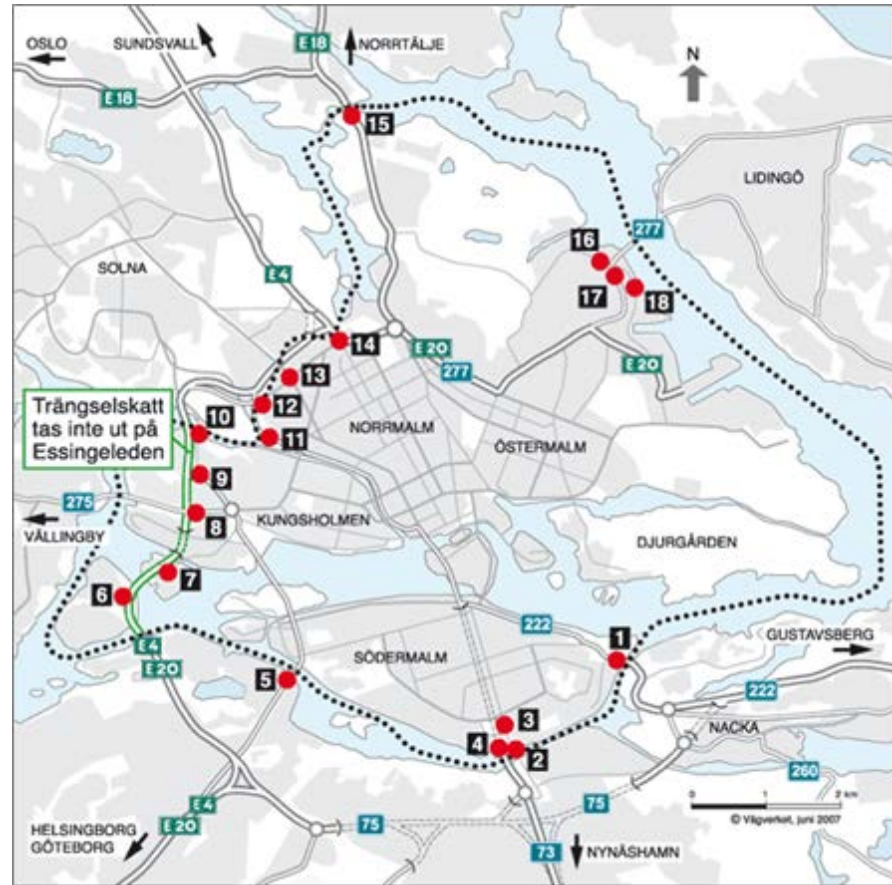


Traffic drives past the city over a few bridges

- 30 percent of Stockholm consists of water.
- All through traffic drives past the city over a few bridges.
- Some 150 000 vehicles drive on Essingeleden alone every day.
- During rush hour the Stockholm traffic system comes close to reaching its maximum capacity.



18 control points located at Stockholm city entrances and exits



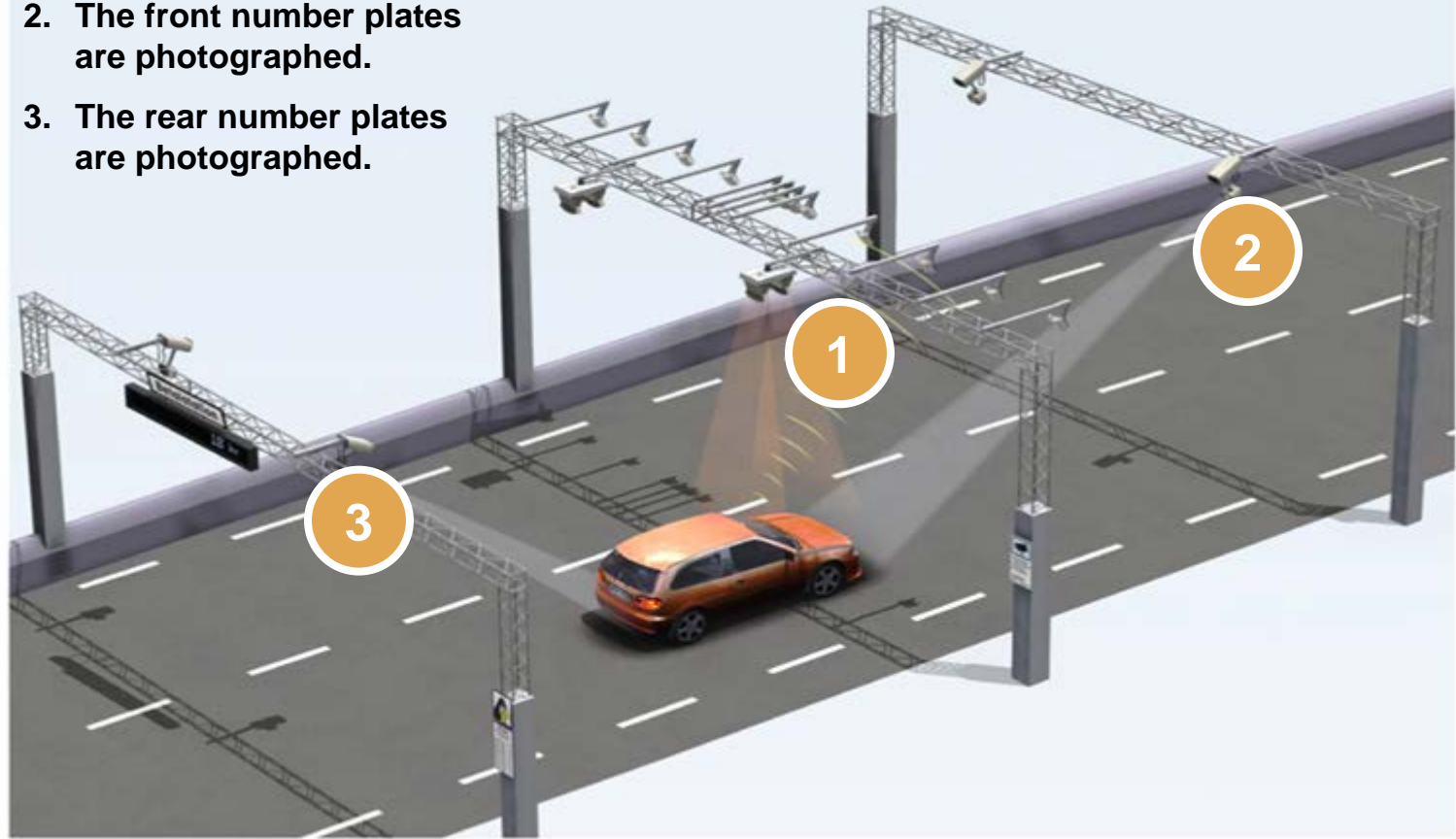
Congestion tax

- Regards only Swedish registered vehicles going to and from the inner city of Stockholm.
- The tax is levied on weekdays between 6.30 a.m. and 6.29 p.m.
- No tax is charged on public holidays, the day before a public holiday or during the month of July.
- The amounts are 10, 15 or 20 SEK depending on the time of day. Maximum amount: SEK 60 per day and vehicle.
- The tax is paid retroactively.



Vehicles registered automatically

1. The car passes a laser detector, which activates the cameras.
(When the on-board unit was in use, this also communicated with the transceiver aerials.)
2. The front number plates are photographed.
3. The rear number plates are photographed.



What makes the Congestion Tax in Stockholm unique? A few examples:

- It is a tax, not a charge
- Implemented as a trial during seven months in 2006
- Dramatic change in public opinion
- Referendum was held



The full-scale trial in Stockholm (Stockholmsförsöket)

22 August 2005–31 July 2006



The objectives were achieved

- Reduce traffic to and from the city by 10–15 % during rush hour

→ Reduction 20-25%

- Better level of service in Stockholm city traffic

→ Queuing time reduction, 30-50% in the city

→ Essingeleden (city by-pass) + 4–5

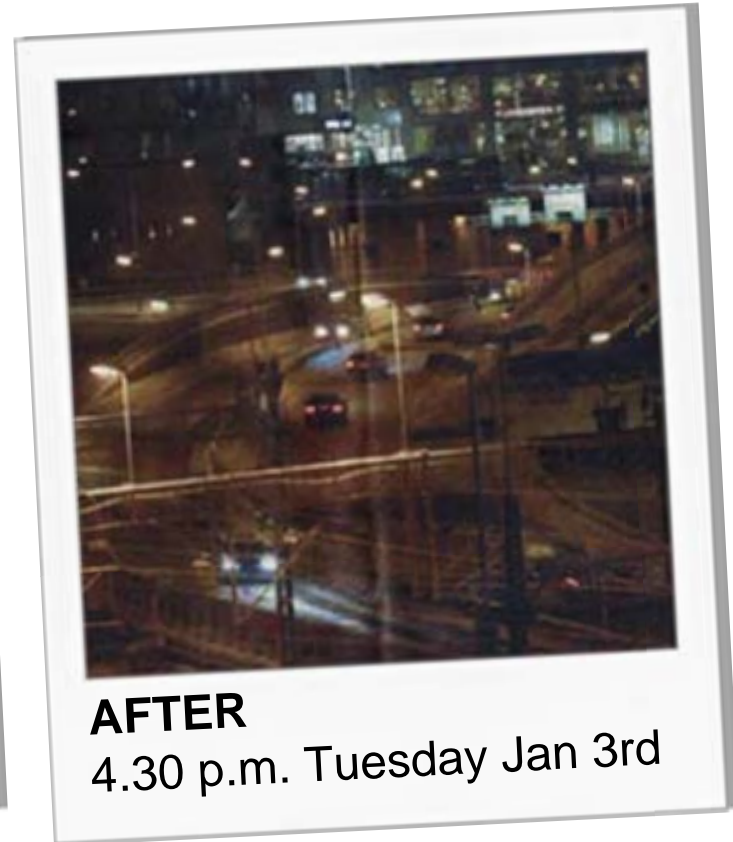
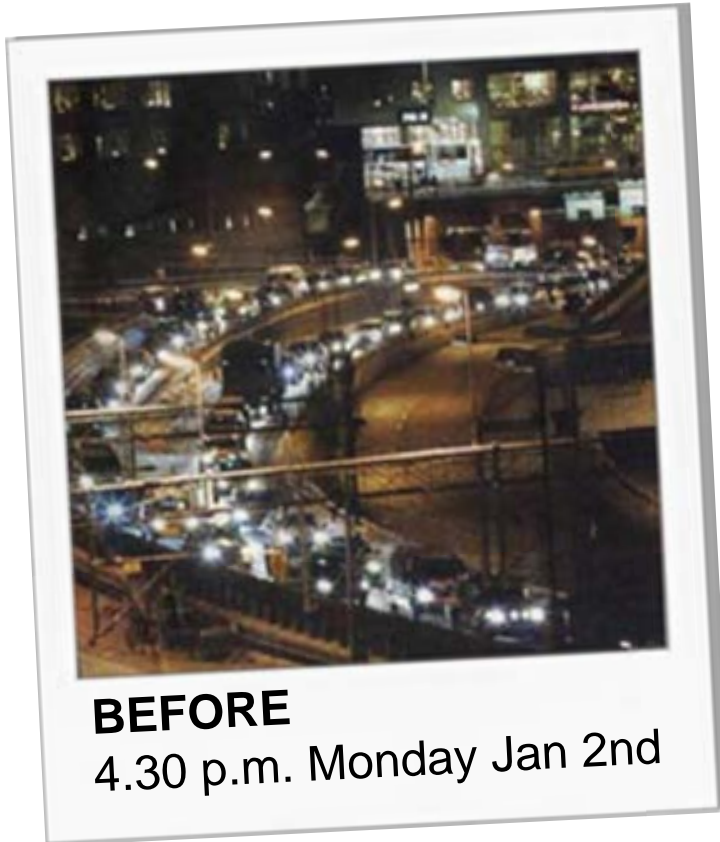
- Reduction in the emissions of CO₂, NO and particulate matter

→ 14% reduction in city, 2.5% in Stockholm county

- City residents shall experience a better city environment

→ Imprecise – difficult to define and measure

A visible impact on daily traffic...



THE FULL-SCALE TRIAL IN STOCKHOLM

Where did all the cars go?

- Half of the cars that "disappeared" were **commuters changing over to public transport** – corresponding to about a 5% increase in public transport travel to/from the inner city
- The remaining half was related to **visits, recreational outings and shopping** trips – which changed in many different ways, e.g. change in destination, fewer trips (combined trips, etc.)





Overall information goal for the Trial:

“Everyone entering Stockholm after January 3, 2006 in a vehicle registered in Sweden should be aware of the congestion tax and of the fact that the car owner must pay without having been prompted to do so.”

Today

- Cutting costs of operation
- Insourcing
- No exemption for "green cars" registered at the STA after 1 st January 2009.
- Establishing a national system, following a European harmonization
- Monthly invoicing implemented



The tax decision process

MONTH 1



- Register passage
- Identify licence plate (OCR)
- Passage pricing



- Validate identification
- Validate pricing
- Verify tax liability

MONTH 2



- Establish tax liable vehicle owner
- Summarize daily amounts
- Create and send out tax decision



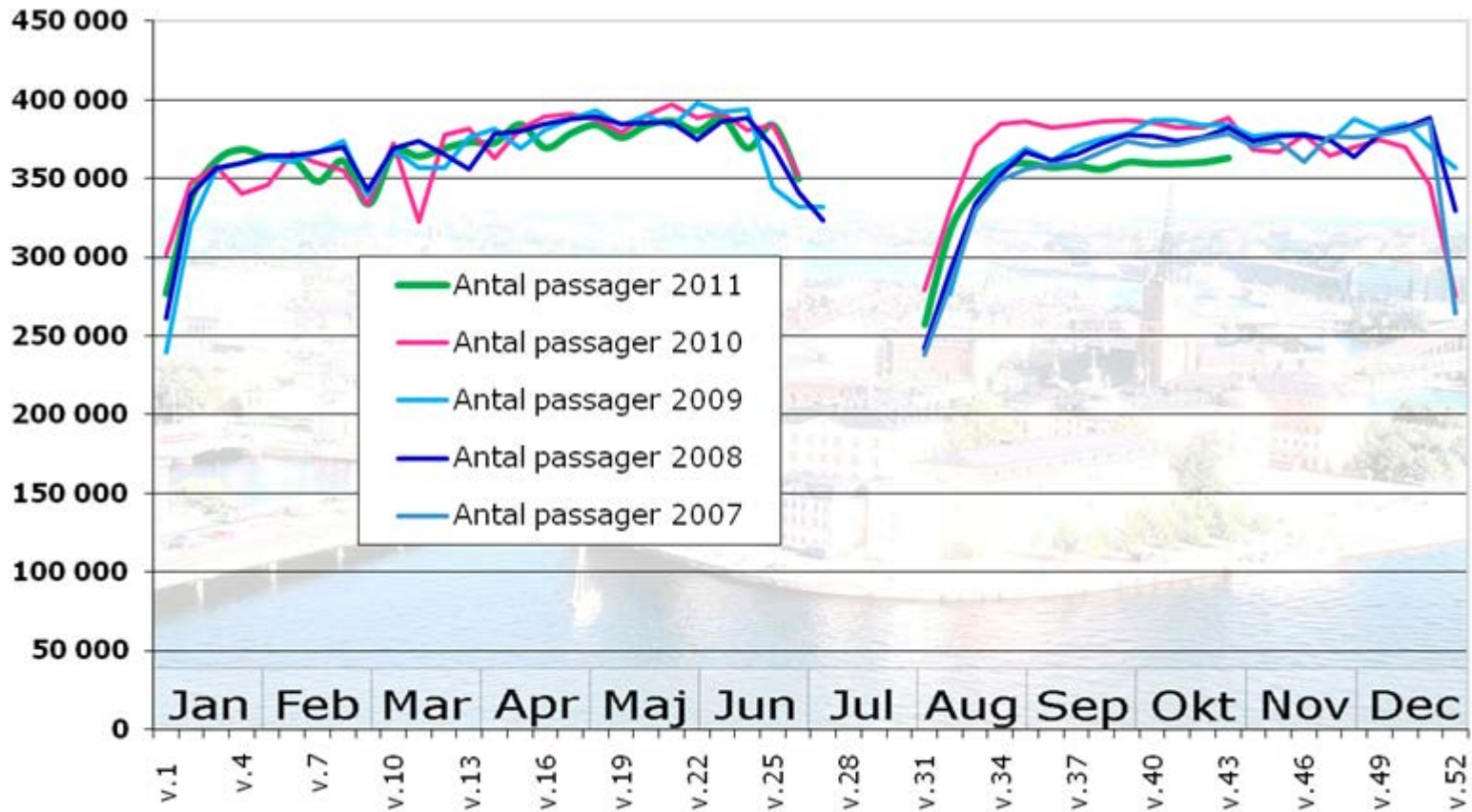
MONTH 3



- Handle payments
- Initiate direct debit



Number of passages



Last year ...

Income, approximately:

800 MSEK

Costs:

160 MSEK

Revenue:

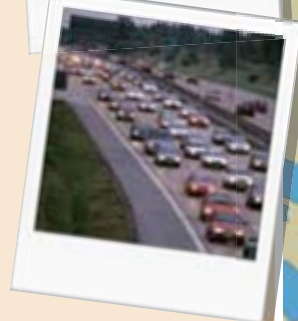
640 MSEK



How is the money invested?

2008-2009

- City planning
- Dedicated bus lanes
- Additional traffic lanes
- Improved traffic signals
- Roadside ITS
- Trafik Stockholm services:
 - Comodal journey planner
 - Smart” Park & Ride facilities
 - Extended road assistance
- Evaluation of the congestion tax



2012

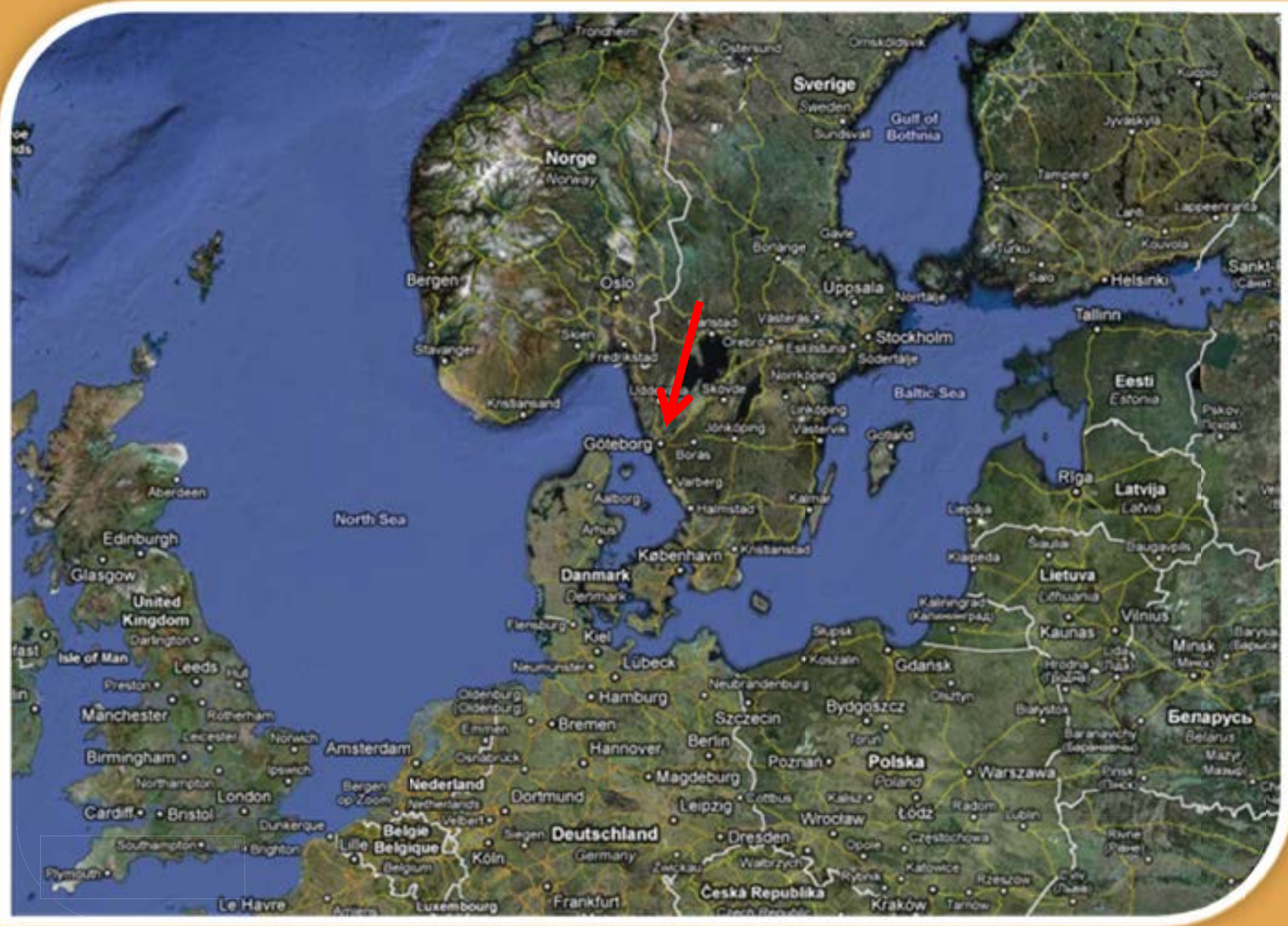
The Stockholm Bypass



Next stop: Gothenburg!

On May 26th 2010 the Swedish Parliament decided that congestion tax shall be introduced in Gothenburg from January 1st 2013.

This implies that the Swedish Congestion Tax Act will be supplemented with an appendix describing where, when and by which amounts the congestion taxes will be levied in Gothenburg from this date.



Two cities – one system

The Stockholm Congestion Tax System shall to the extent possible be used also in Gothenburg.

The system shall be prepared for future identification of foreign vehicles by the application of transponder technology (DSRC-technology) in compliance with European standards.

Why a congestion tax in Gothenburg?

The objectives are:

1. the improvement of the accessibility
2. better environment
3. to contribute to the financing of road infrastructure investments in the Gothenburg region. (2 tunnels, better public transportation and partly financing a bridge = 34 MSEK)



Inauguration of the infrastructure investments in Gothenburg with minister Catharina Elmsäter- Svärd

Reasons for infrastructure investments

1. **A larger labor market**
2. **An attractive core and development along the main arteries** - number of residents and jobs will grow at a strong and accessible core and along the five main arteries.
3. **A competitive public transportation that can handle 40 % of all the travels in the region (today 25%).**
4. **A good living environment.**
5. **Strengthened international competitiveness of the regional and national economy.**

The area....



Challenges and differences

Control points in city-, park- , and residential areas

Starts earlier in the morning and will have different amounts...

”Multiple passages rule”



Gothenburg v/s Stockholm; Time and amounts

Tider - klockslag	Belopp
06:00-06:29	8 kr
06:30-06:59	13 kr
07:00-07:59	18 kr
08:00-08:29	13 kr
08:30-14:59	8 kr
15:00-15:29	13 kr
15:30-16:59	18 kr
17:00-17:59	13 kr
18:00-18:29	8 kr
18:30-05:59	0 kr

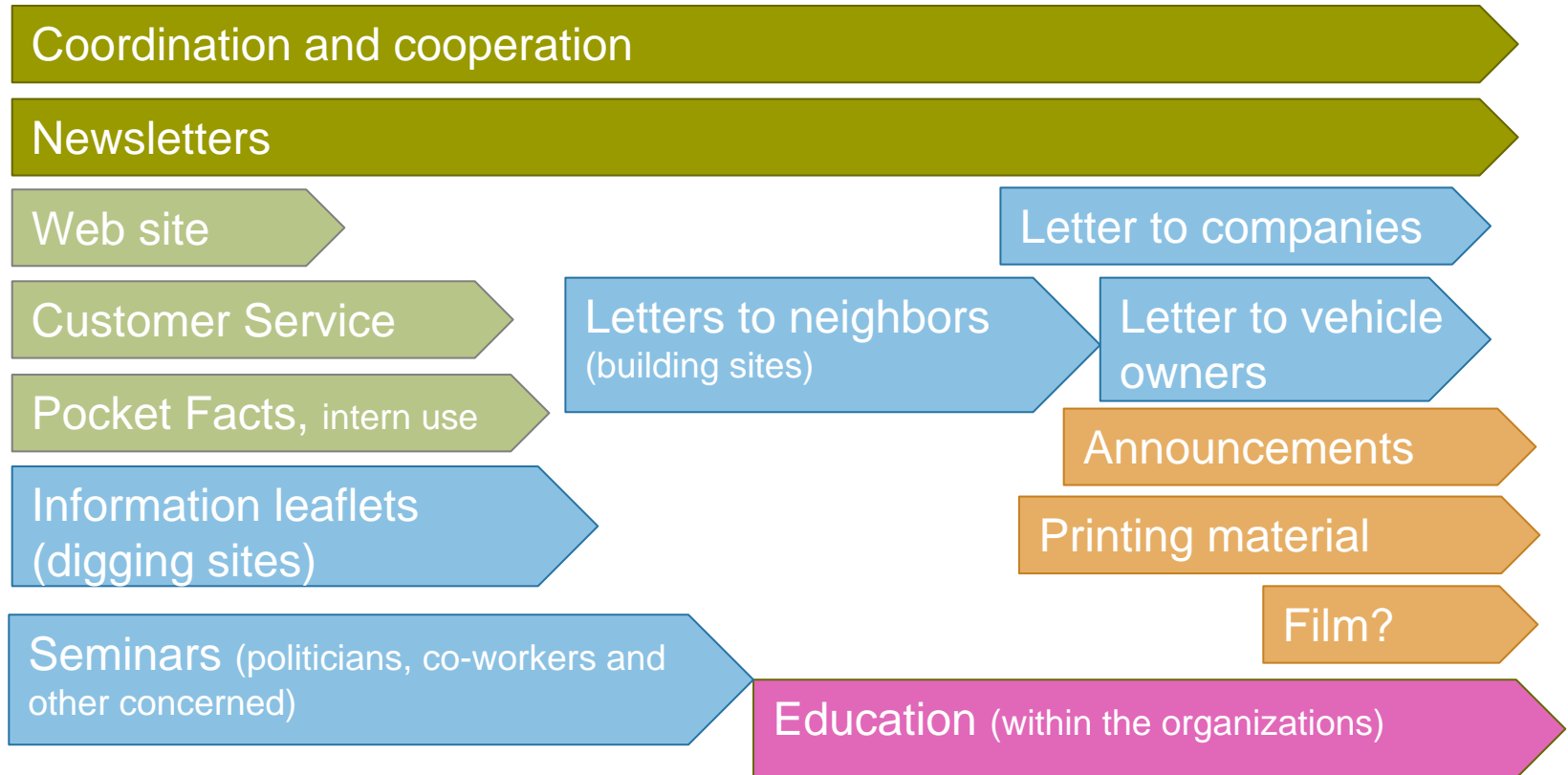
Tider - klockslag	Belopp
06:30-06:59	10 kr
07:00-07:29	15 kr
07:30-08:29	20 kr
08:30-08:59	15 kr
09:00-15:29	10 kr
15:30-15:59	15 kr
16:00-17:29	20 kr
17:30-17:59	15 kr
18:00-18:29	10 kr
18:30-06:29	0 kr

Information activities

2011

2012

2013



Milestones in the project:

- 2010** – November: Contract for preparation of Charging Point sites signed.
- 2011** – May: Contract for delivery of technical roadside equipment and systems signed.
July: Contract for supply of data communication systems planned.
October: Installation of physical Charging Points planned to commence.
- 2012** – First half of the year will be dedicated to extensive testing of the different system components.
September: Commencement of Pilot operations.
- 2013** – January 1st: Go-Live.
-

How the money will be used...

The objectives of the congestion tax are the improvement of the accessibility and environment and to contribute to the financing of road infrastructure investments in the Gothenburg region.

The West Swedish Solution

3,4 billion Euros, mostly to public transport infrastructure

Congestion charges both a measure and a financial mean

A part of the national transport plan for 2010-2021

The programme is aiming for the goals of

- doubling public transport market shares,
- increased land use density in central Gothenburg and
- widening the local labour market area

Thanks for your interest!

Eva Söderberg, Communication officer

eva.soderberg@transportstyrelsen.se

