

STOCKHOLM
winner 2010



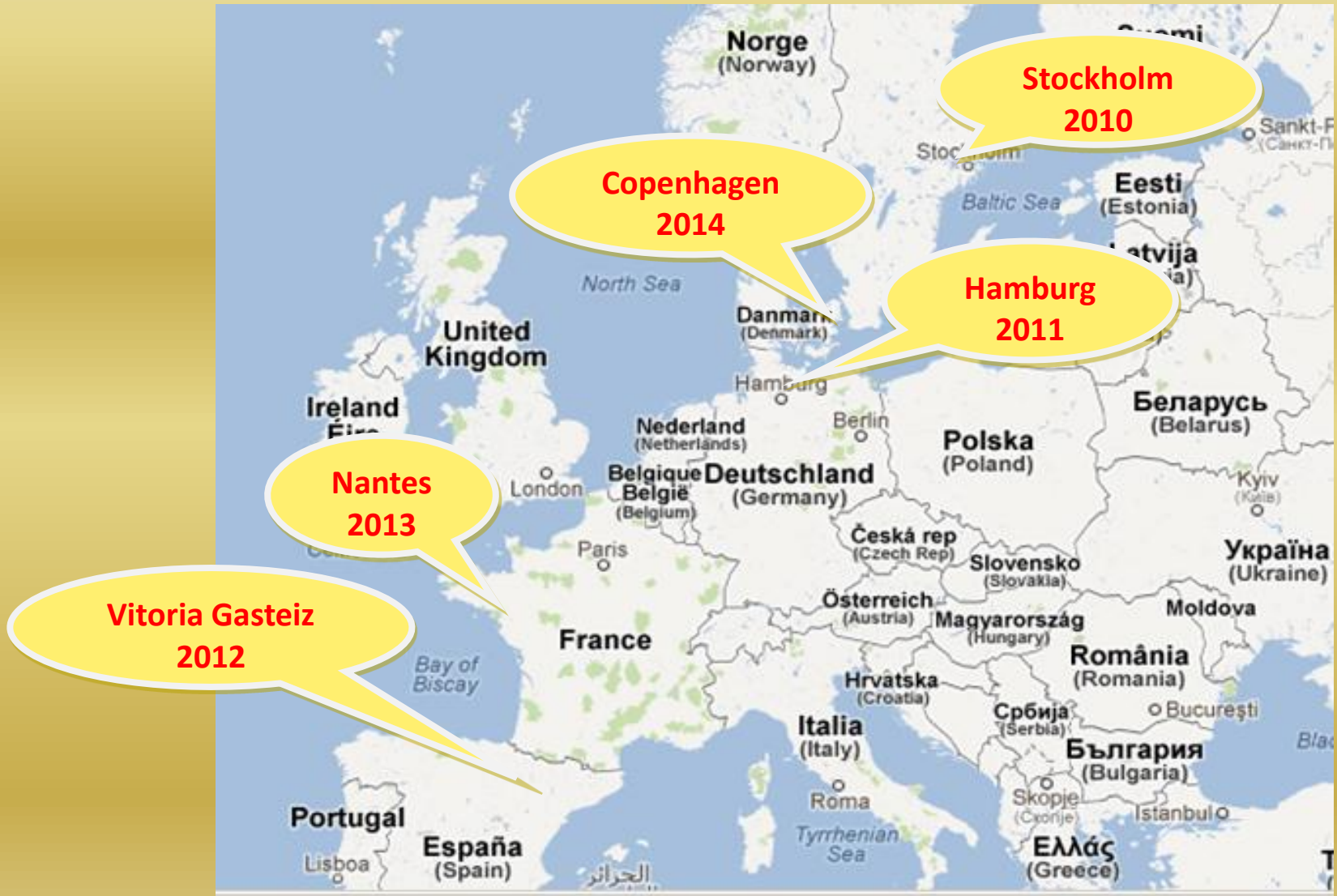
EUROPEAN
GREEN CAPITAL



THE CITY OF STOCKHOLM



European Green Capitals



Stockholms län

Sweden 9,5 Milj

410 335 km² 22 inv/ km²

County of Stockholm 2,1 Milj

6519 km² 299 inv/ km²



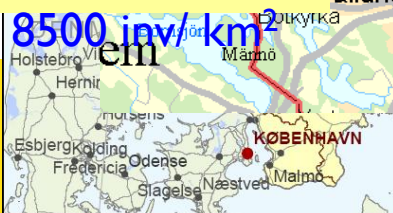
City of Stockholm

870 000 188 km² 4300 inv/km²

Söderort 68 km² 3000 inv/km²

Västerort 83 km² 3600 inv/ km²

Innerstan 36 km² 8500 inv/ km²



CITY OF STO

Vision 2030 combining growth with sustainable development

- 200 000 more citizens
- Denser city
- Fossil free 2050
- Waste use – recycling
- Urban structure and green belts
- Integrated sustainable solutions
- Public Awareness



**No, we will not intruduse congestion tax!
That is a clear promise!**



Political background



- Soc Dem Promise 2002 not having congestion charges before 2007
- Forced to accept a trial after election Sep 2002
- Left – right issue

- Conservatives changed side after election Sep 2006
- Now all parties in favour of the scheme



Stockholmsförsöket

I augusti startar försöket med miljöavgifter/trängselskatt och utbyggd kollektivtrafik för mindre köer och bättre miljö.

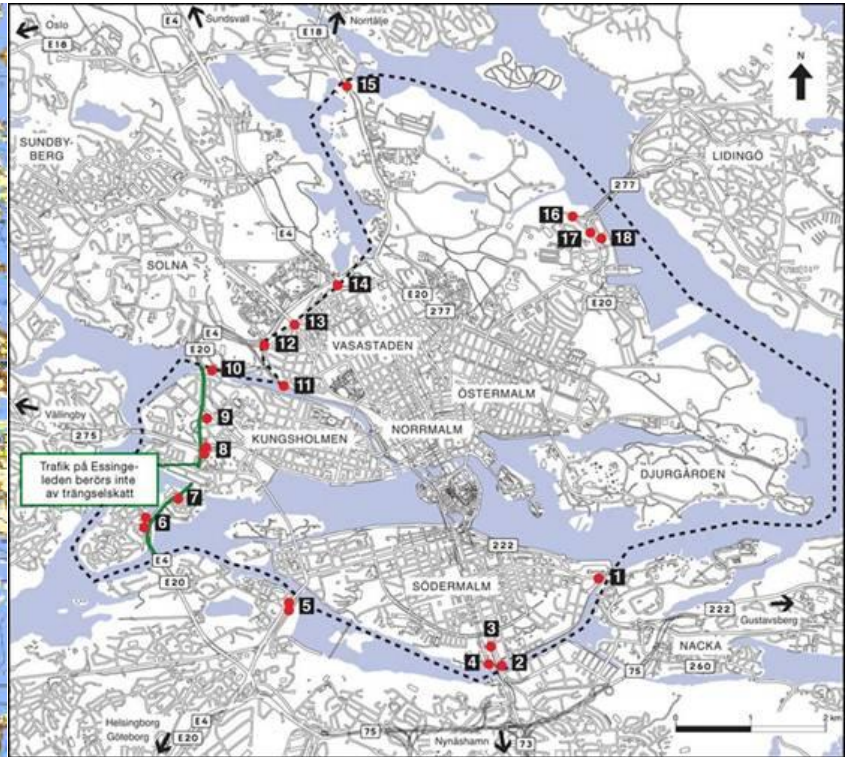
- **Improved public transport 22 Aug 2005**
- **Congestion charging 3 Jan-31 July 2006**
- **Referendum 17 Sept 2006**
- **Restarted 1 Aug 2007**



Primary objectives of congestion charging

- Reduced congestion
- Increased accessibility
- Better environment





Trafik på Essingeleden berörs inte av frångeselskatt

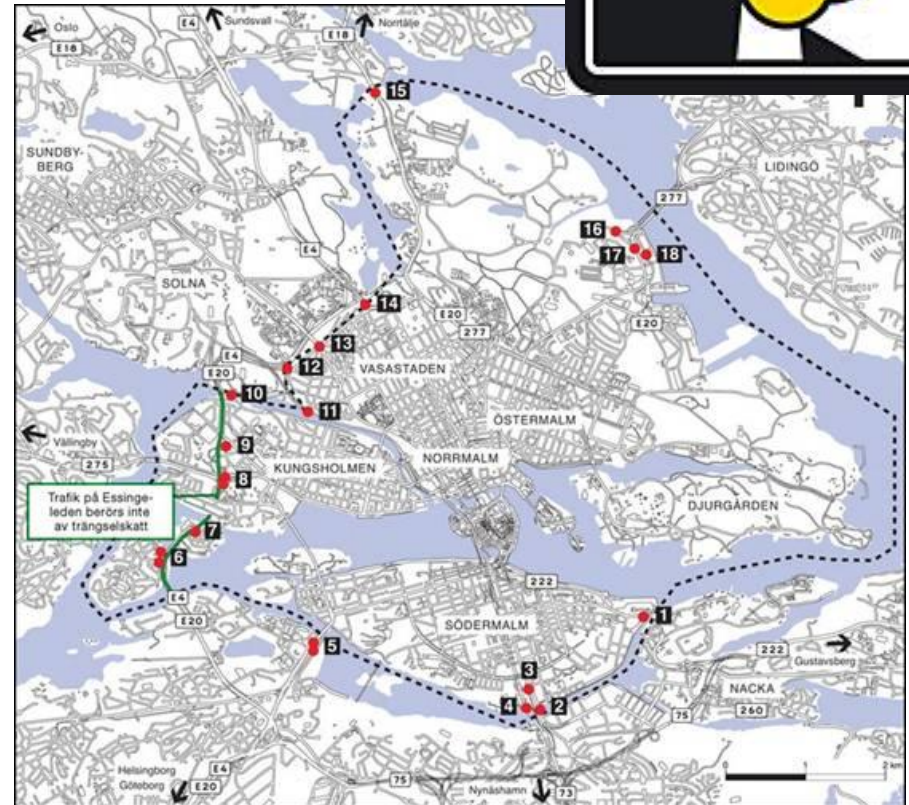
18 control points
a charge is made when entering/
exiting the centre of Stockholm



Congestion charges



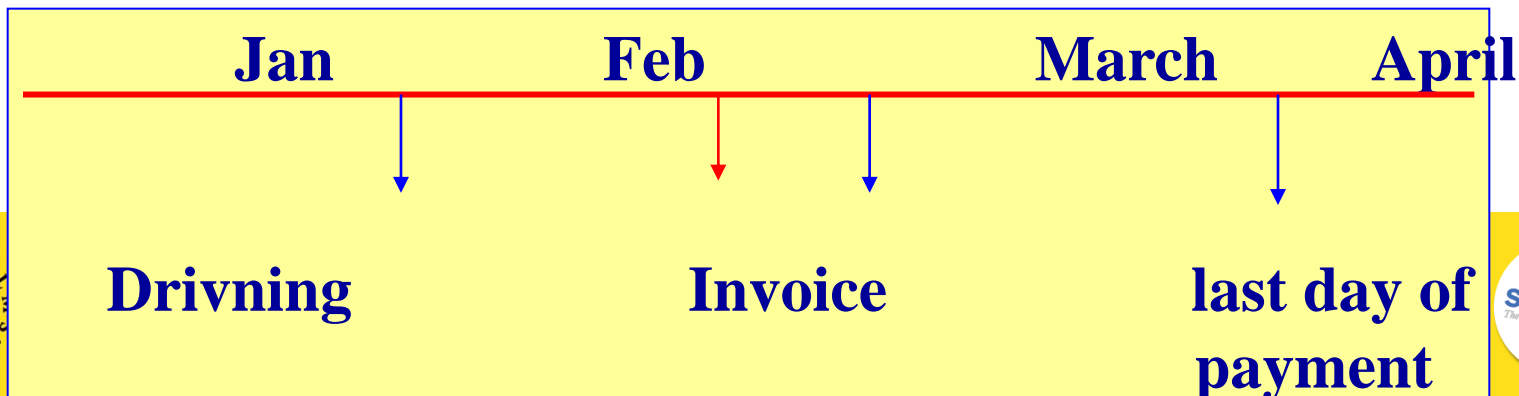
- 20 % decrease in traffic
- 10 – 14 % decrease of emissions
- 2 – 10 % better air quality
- Less human exposure
- From huge opposition to broad majority in favor



Basic principles from 1 Aug 2008



- Charge both in and out
- Car owner responsible
- Charging without notice
- Tax decisions once a month
- Penalty fee (500 kr 50 €) – max once per car and month
- Congestion tax deductible
- Commander Car, whose owner hasn't paid the tax
- July free month



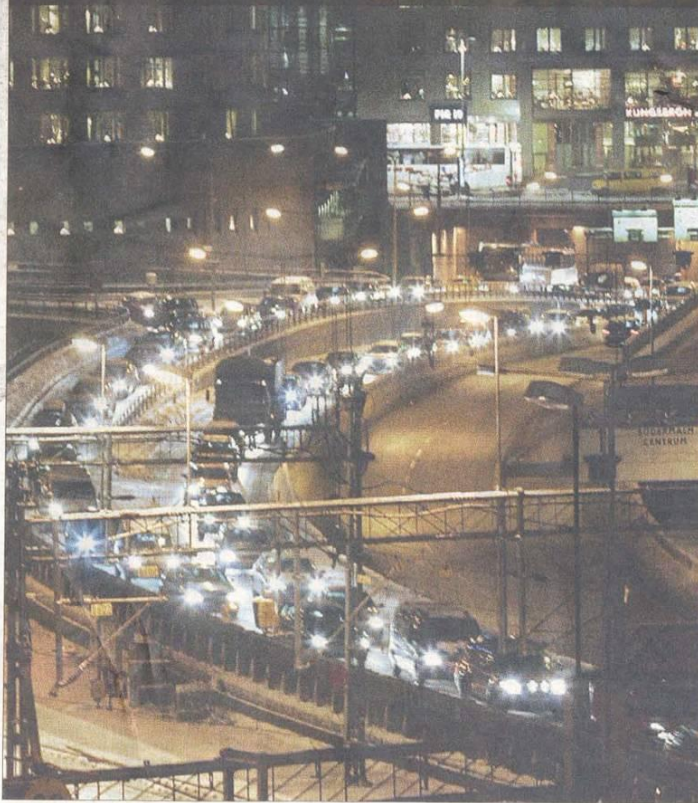
All kinds of fears

- 1000 appeals/day
- Stolen license plates
- No one will pay
- Everyone is going to cheat
- It will not work technically
- The authorities will monitor (spy on) every motorist
- The retailers would go bankrupt
- Companies will move from city center



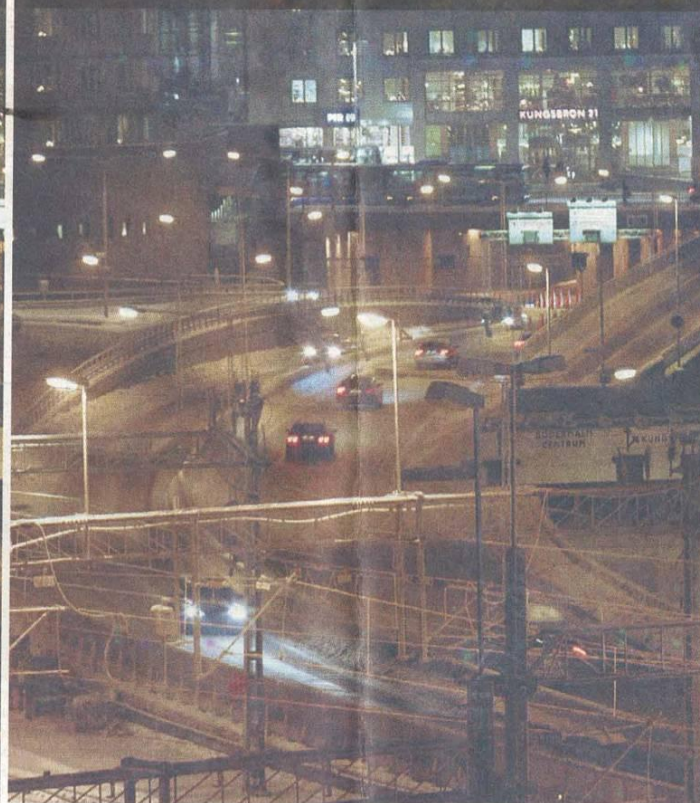
Före

KLARA STRANDSLEDEN 16.30 MÅNDAG 2 JANUARI



Efter

KLARA STRANDSLEDEN 16.30 TISDAG 3 JANUARI



Var fjärde bil försvann



THE CITY OF STOCKHOLM



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600 000

500 000

400 000

300 000

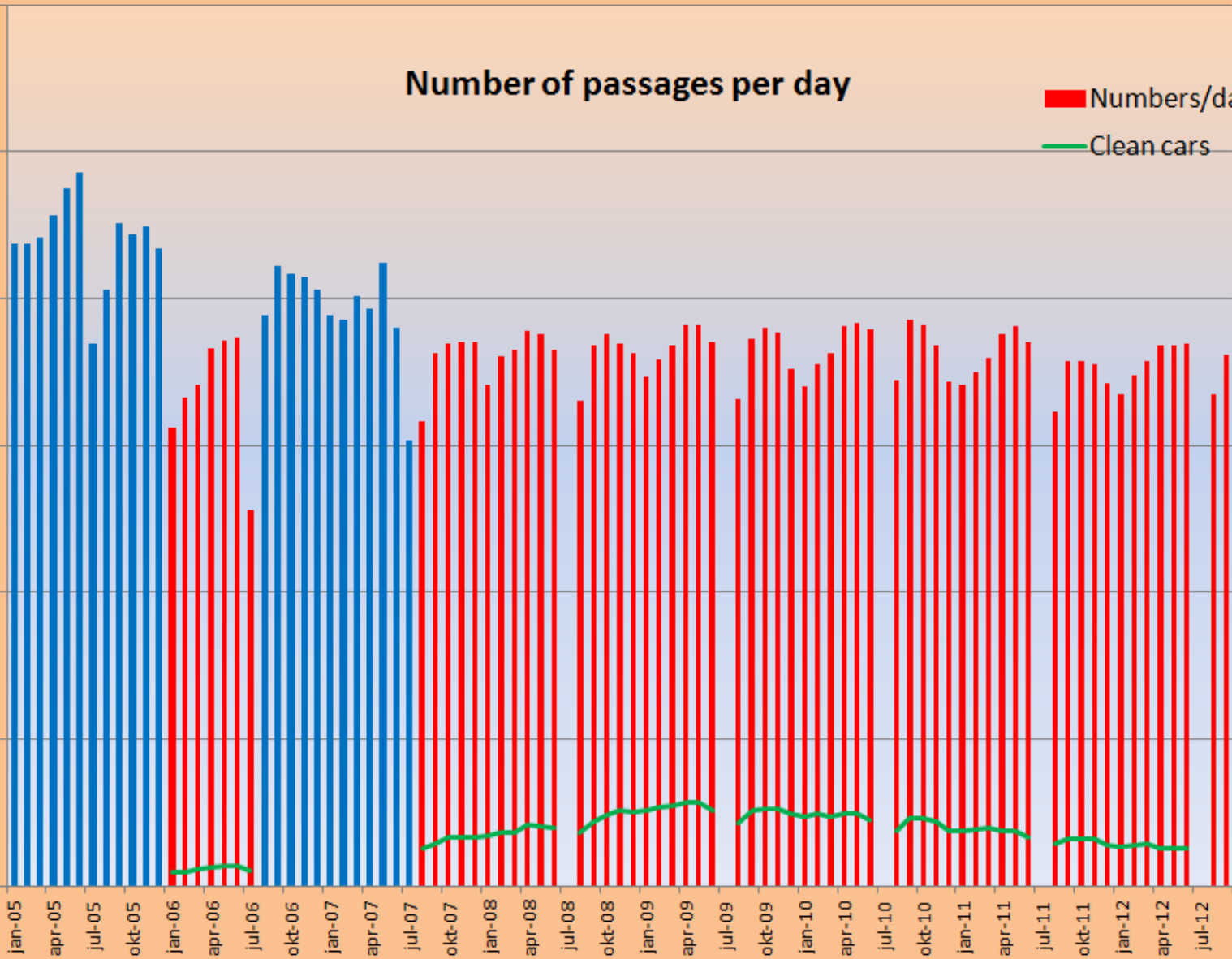
200 000

100 000

0

Number of passages per day

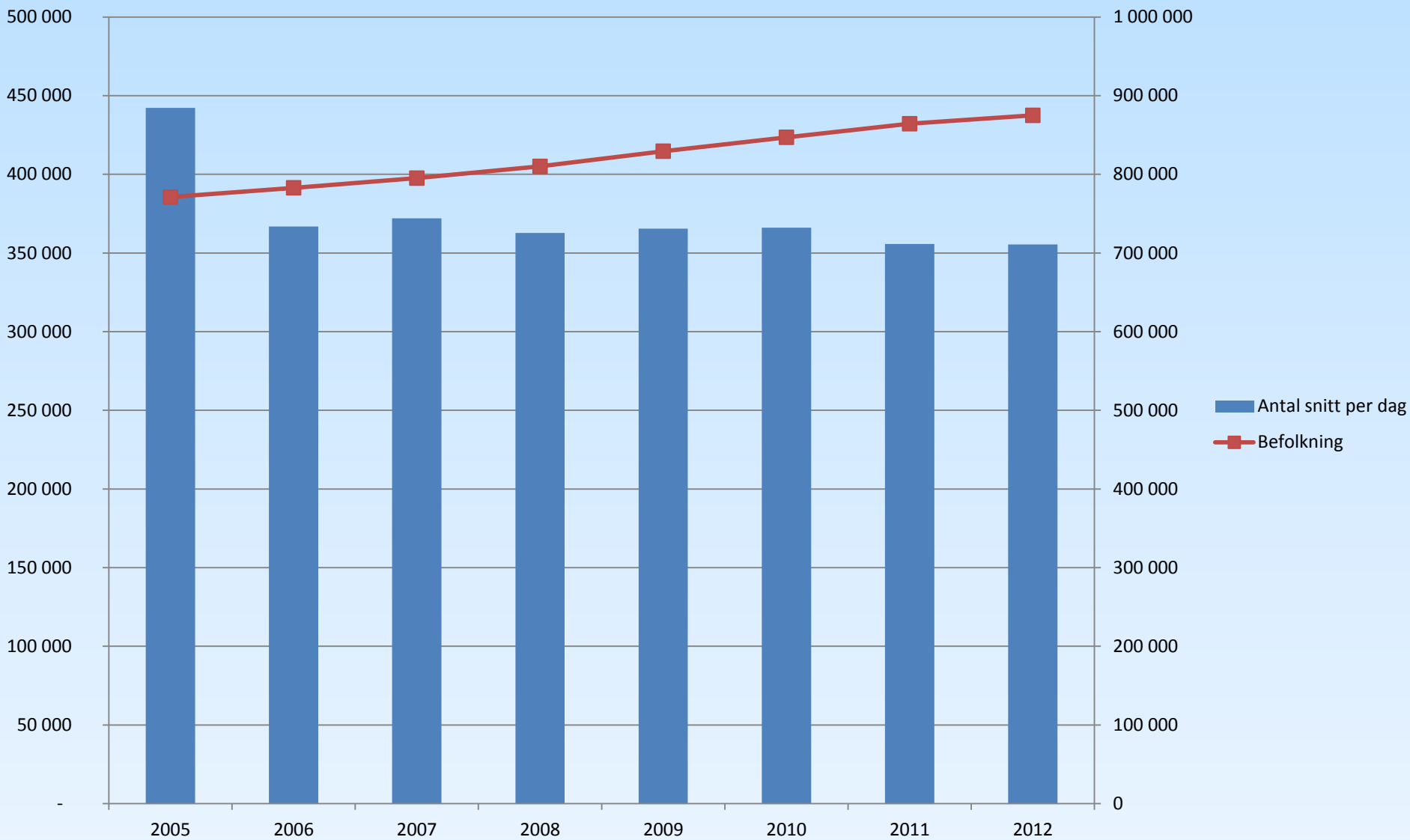
Numbers/day
Clean cars



THE CITY OF STOCKHOLM

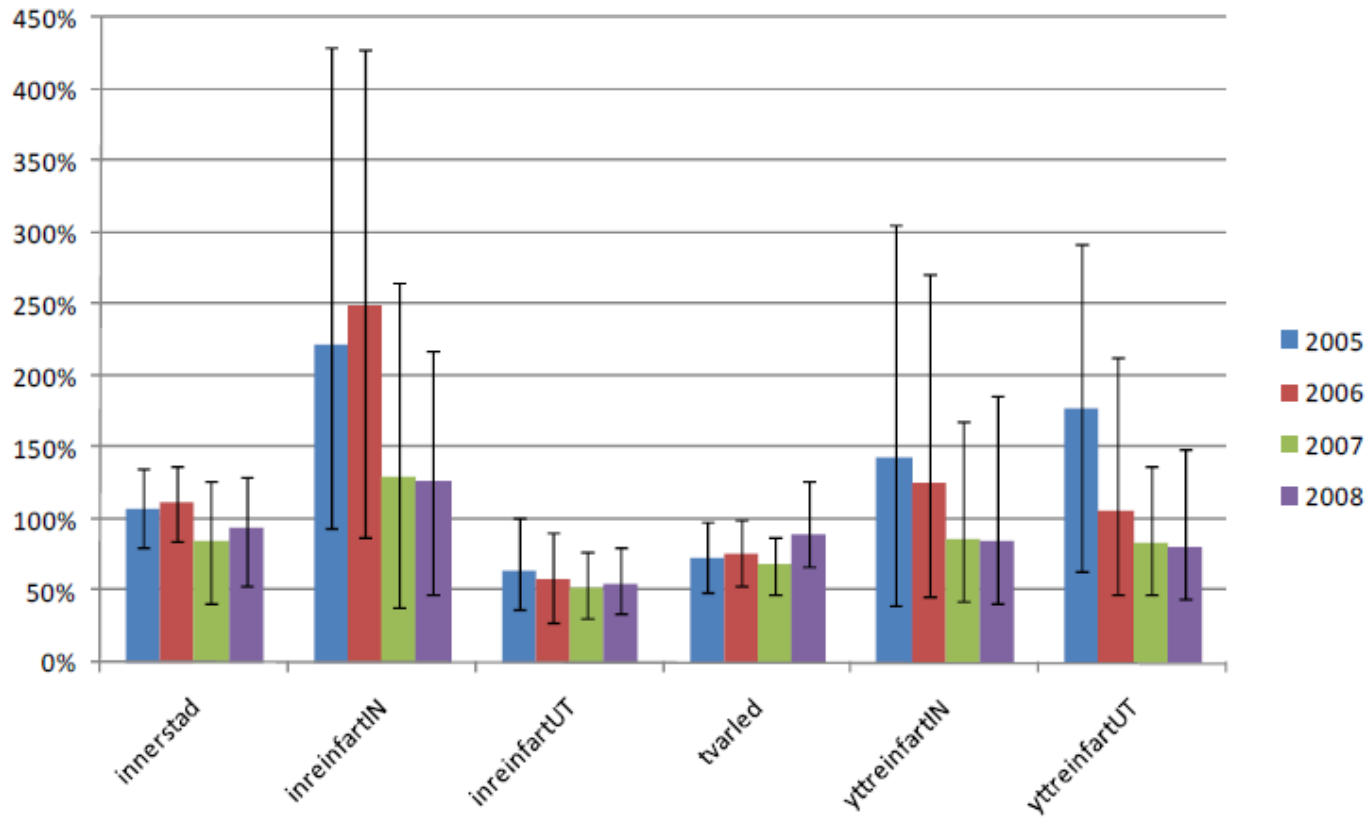


Number of vehicles in and out from the inner city

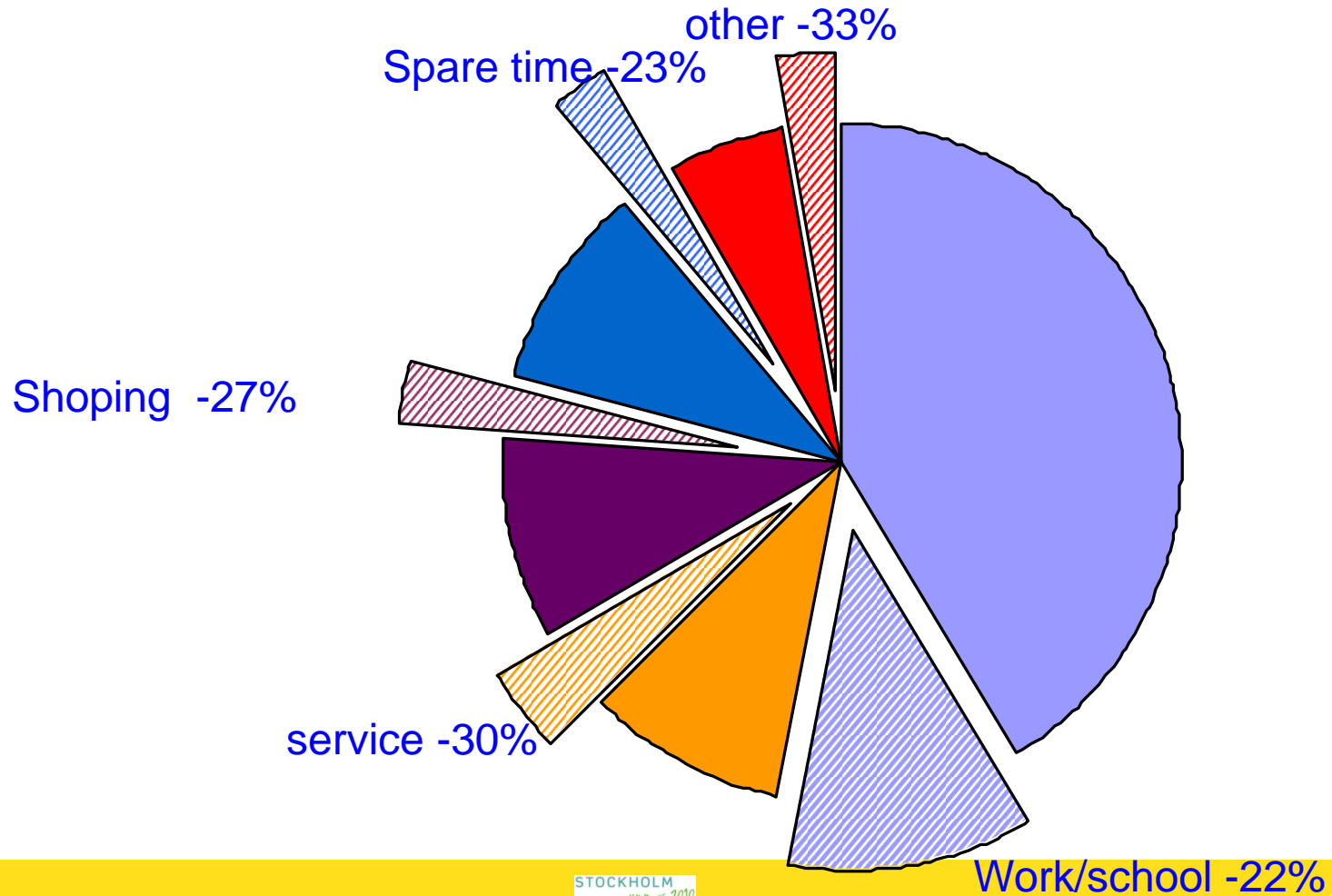


Significant decrease in travelling times

Trängsel, morgonrusning
September-Oktober



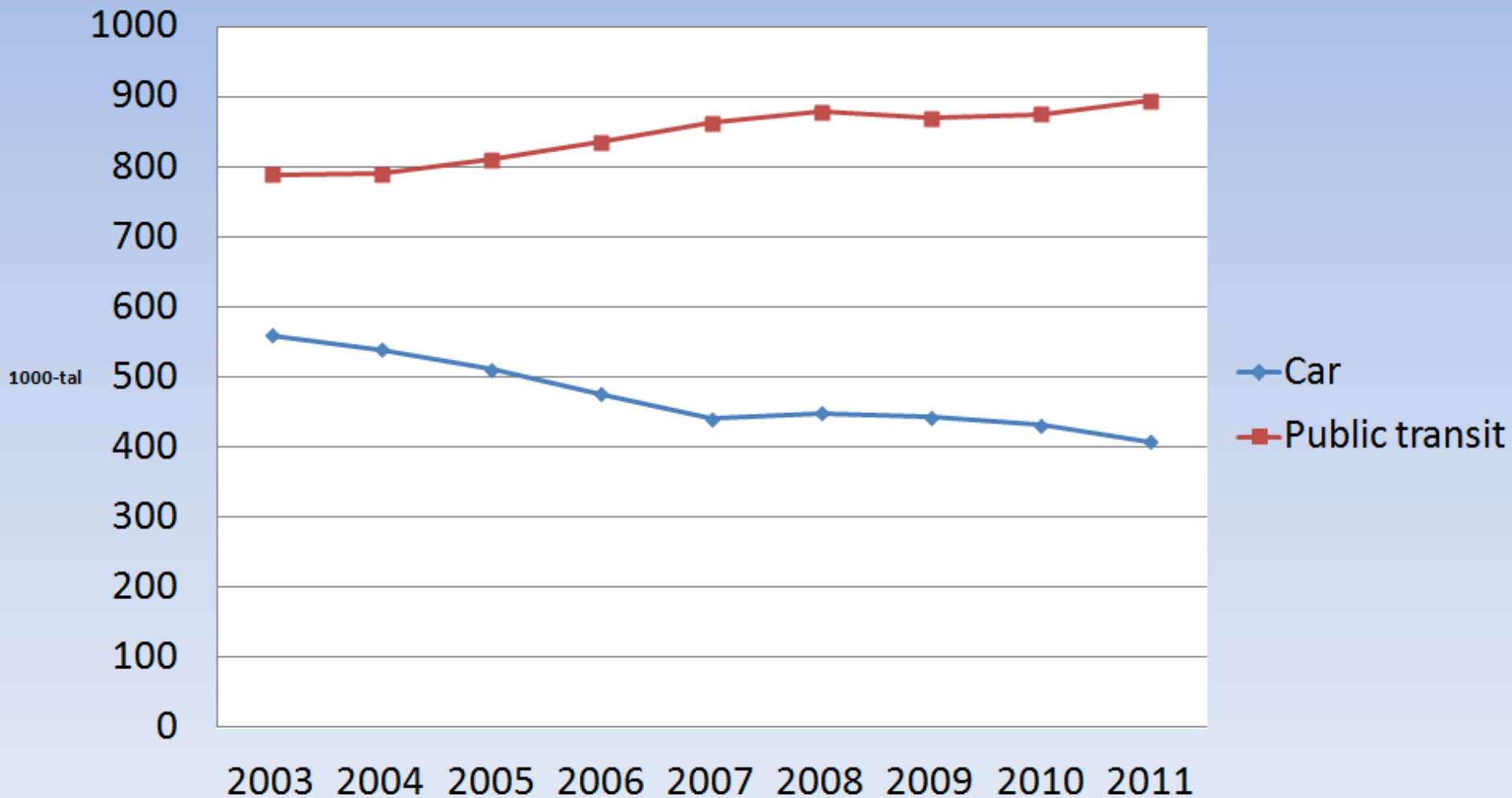
Which cartrips has disappeared?



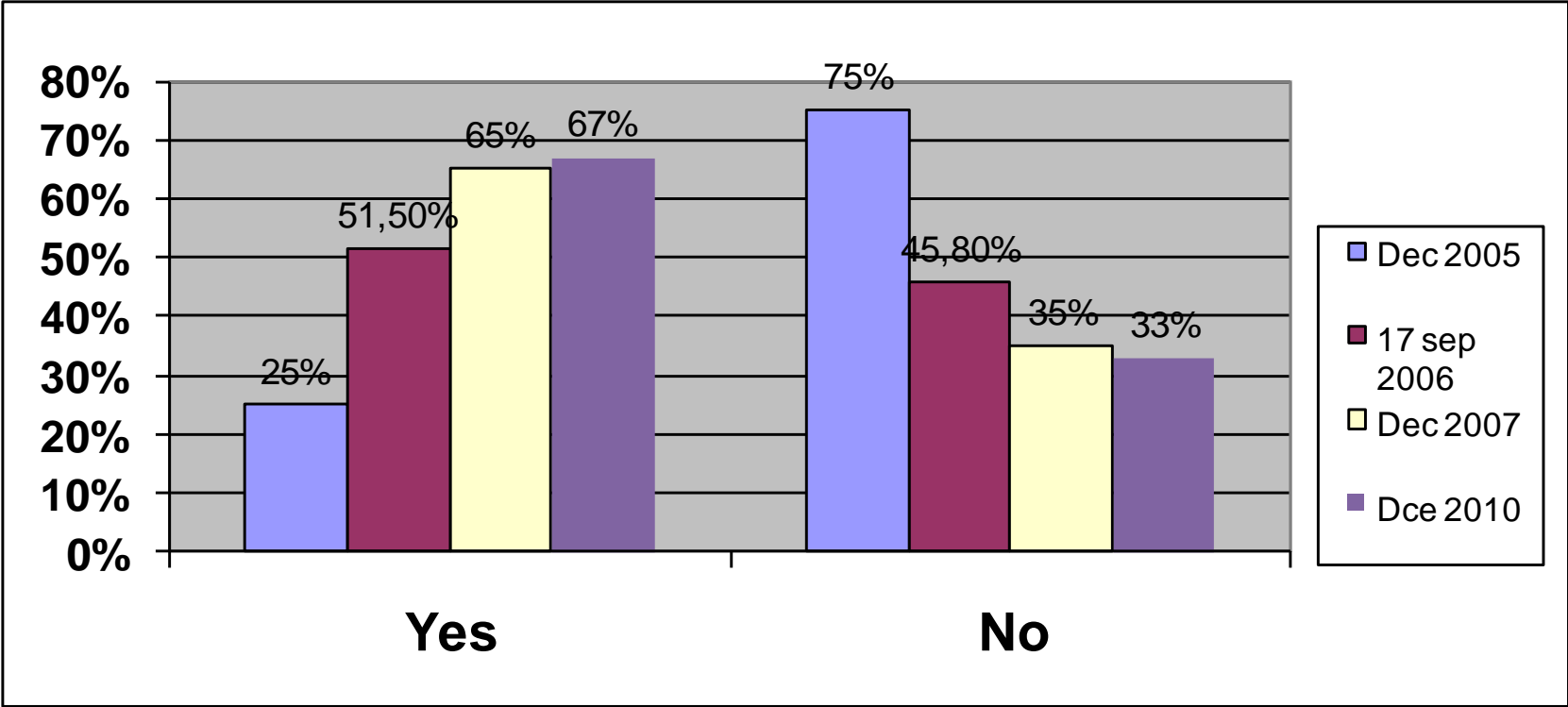
79 % of Stockholmers use public transit in peak hours



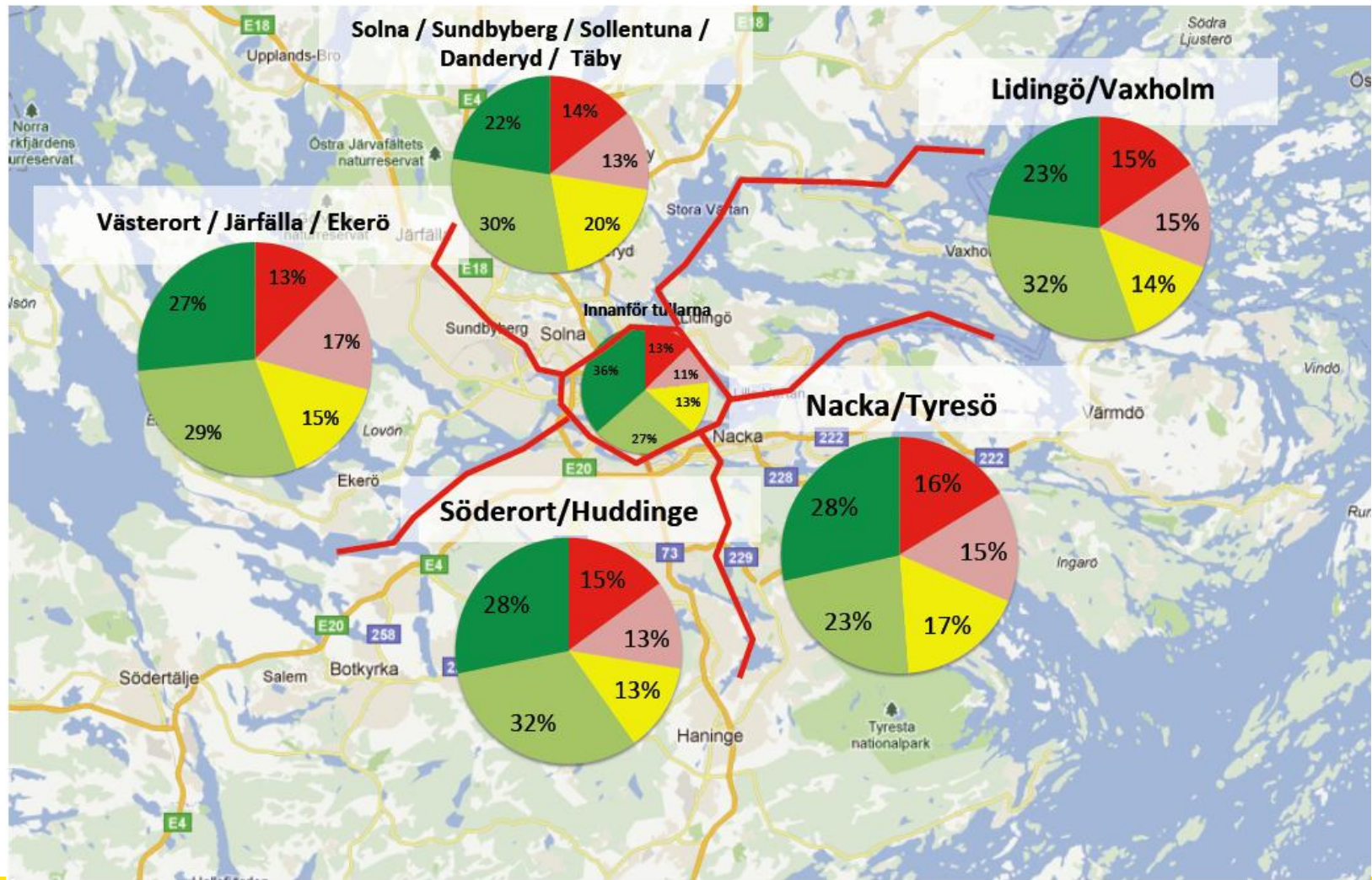
Traffic in and out from inner city 06:00 - 21:00



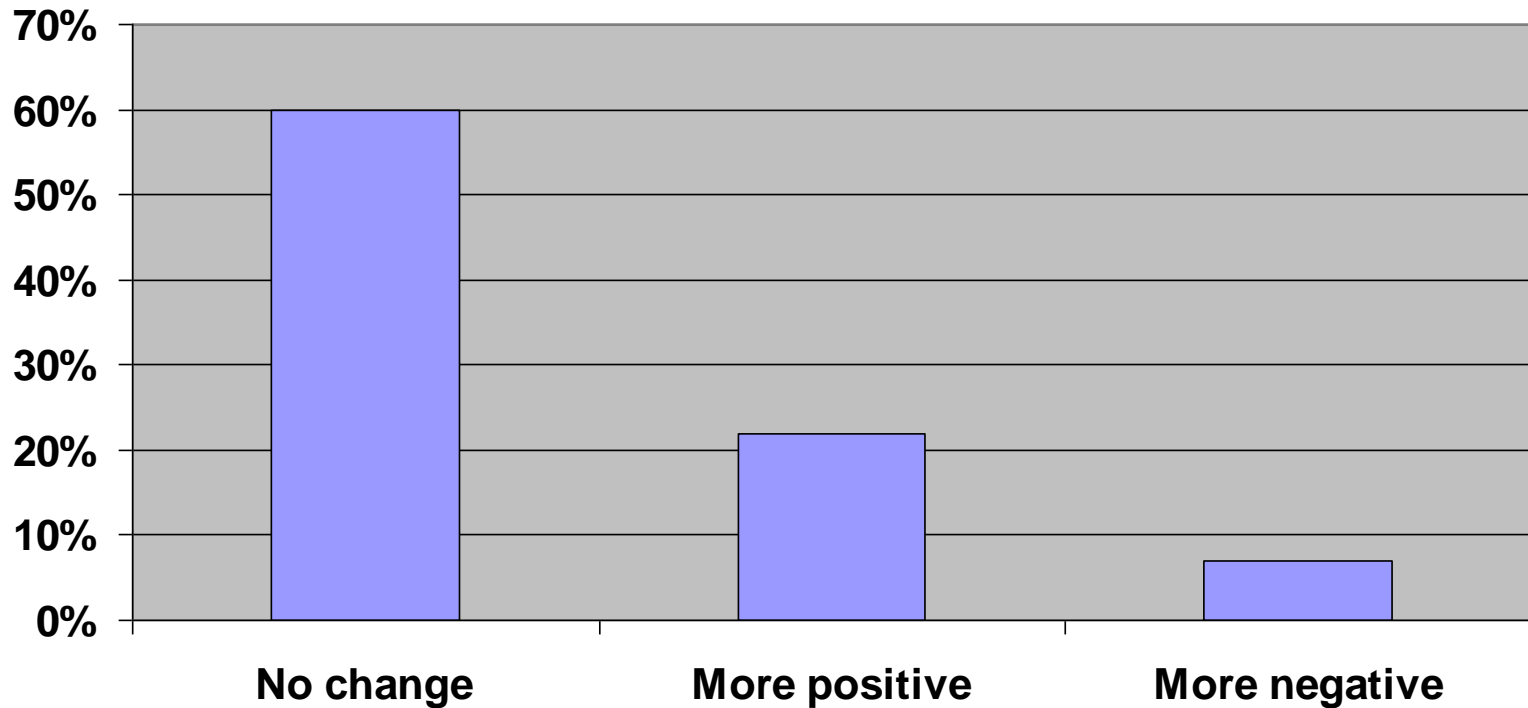
Public opinion 2005 – 2010



Support by city area



Did you change opinion during the trial?

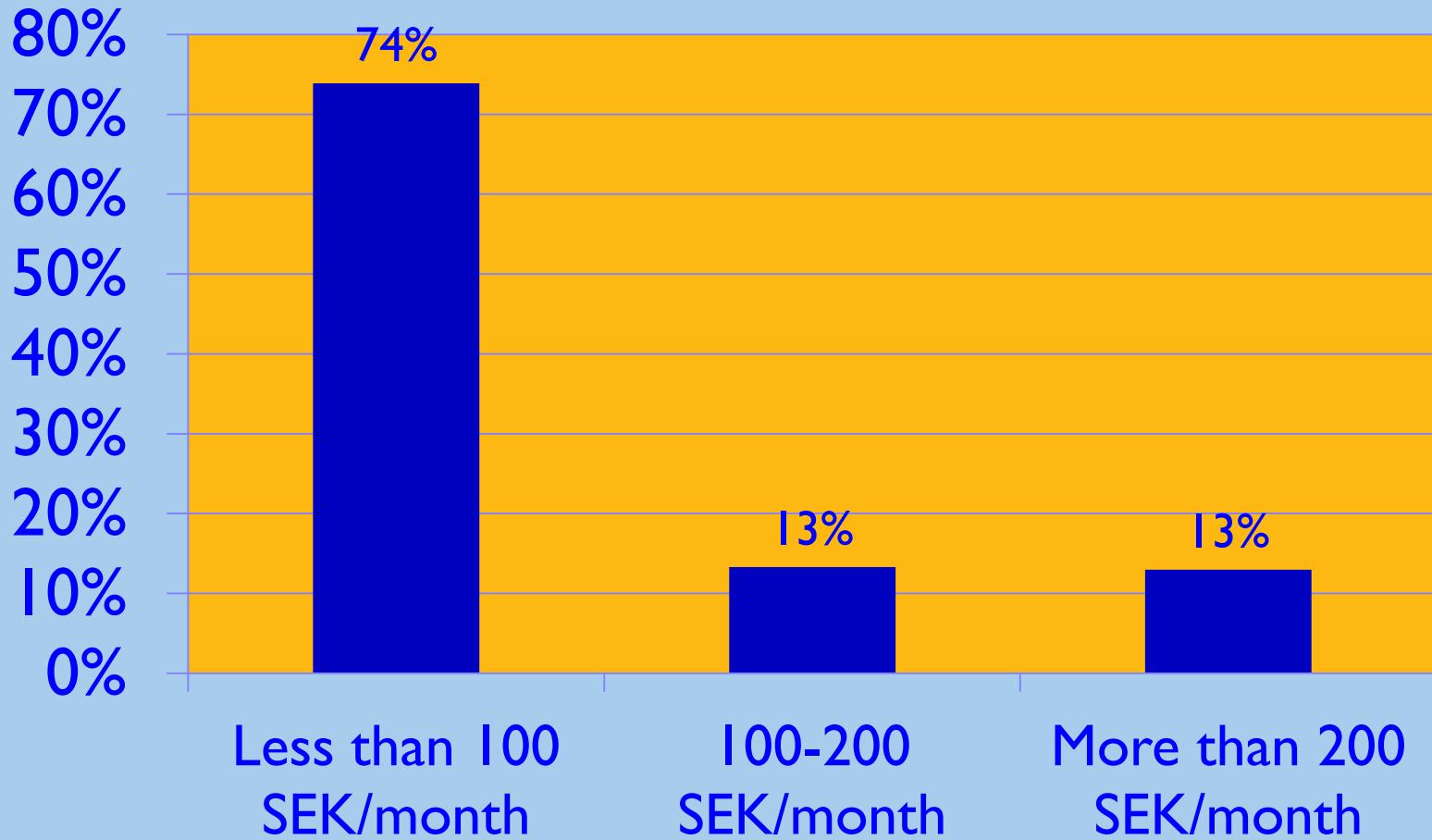


Why was the trial a success?

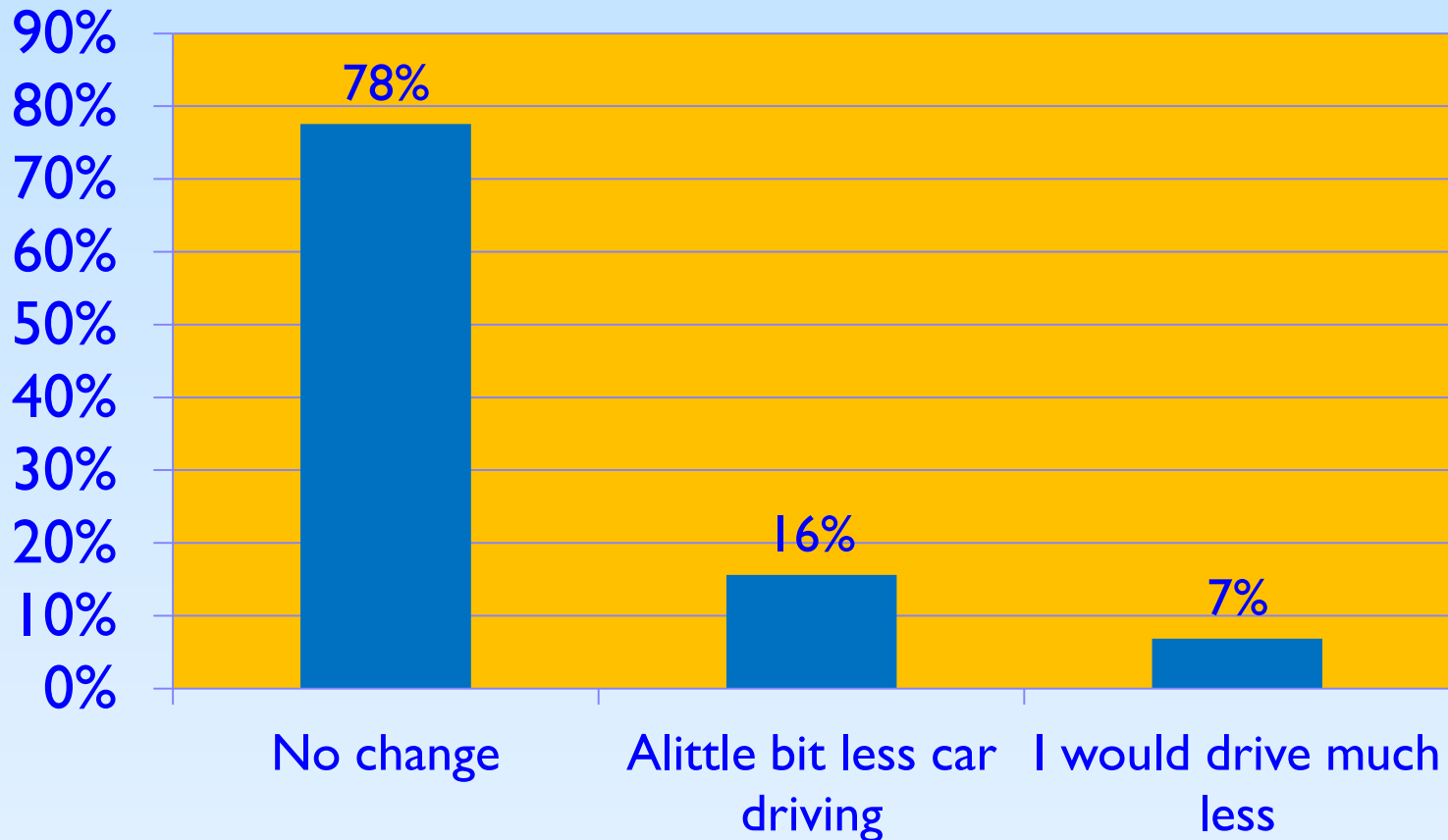
- It worked technically very well
- People have known what to do
- The traffic effects have exceeded the expectations
- People have seen the benefits by themselves
- Continuously measuring didn't give room for rumour
- It was for a just cause



How much do pay in congestion tax per month?



How does your car use change if the tax is doubled?



The congestion tax gives a net social surplus



The congestion charge gives a net social surplus of around 120 m \$ per year

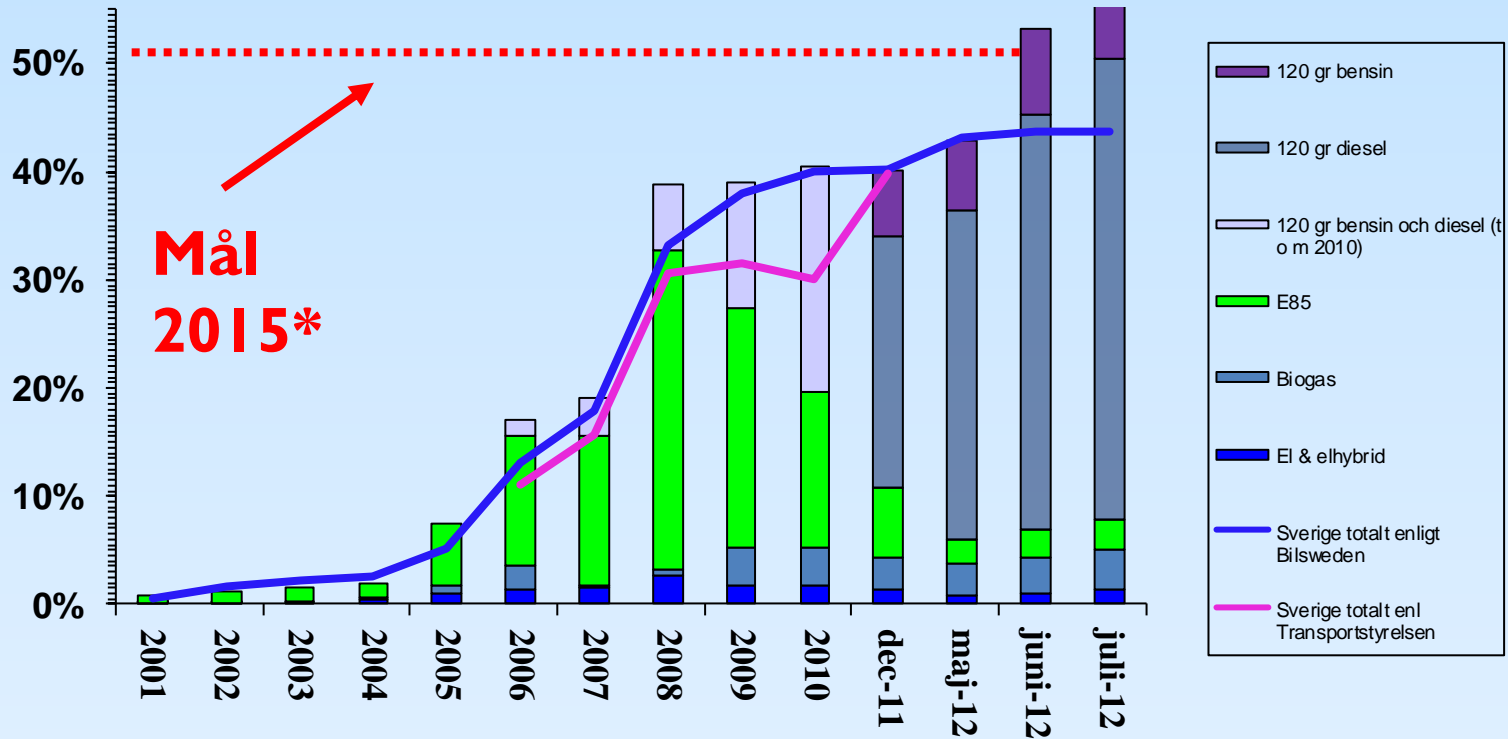
- The trial is a net social deficit
- Since the investment is a sunk cost, it's socially profitable to carry on
- The benefits outweigh the investment cost in 4 years
- Short "payback time" compared to road/rail investments (typically 15-25 years)

Total income 150 M \$/year

Operational cost 30 M \$/year

Net revenue 120 M \$/ year

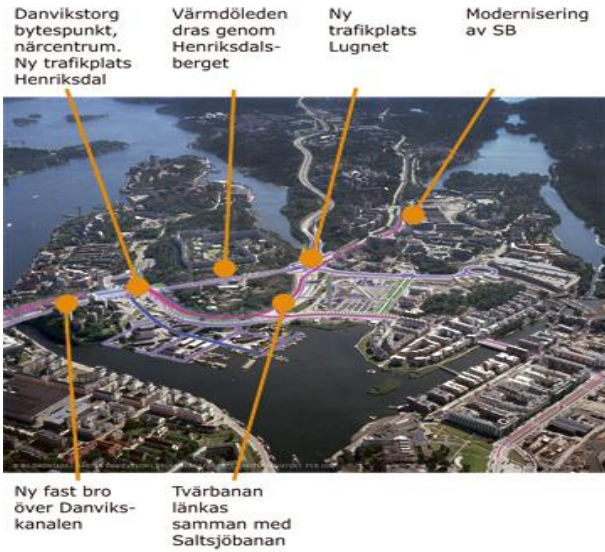
Clean vehicles 2001 – juli 2012 Stockholm County



City of Stockholm 45,87 per cent July 2012
128 electrical vehicles registered in the county

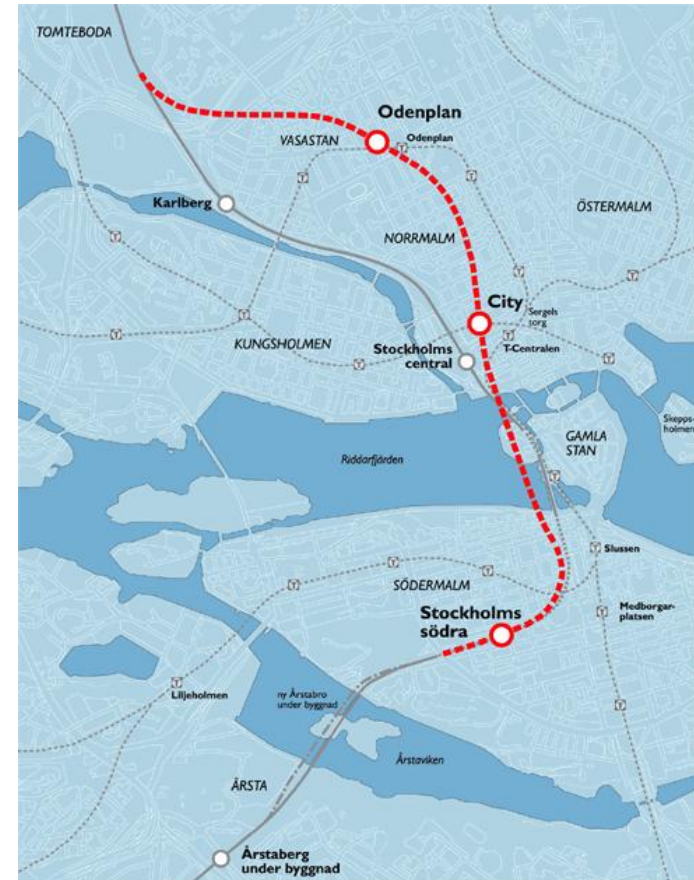


Infrastructure investments



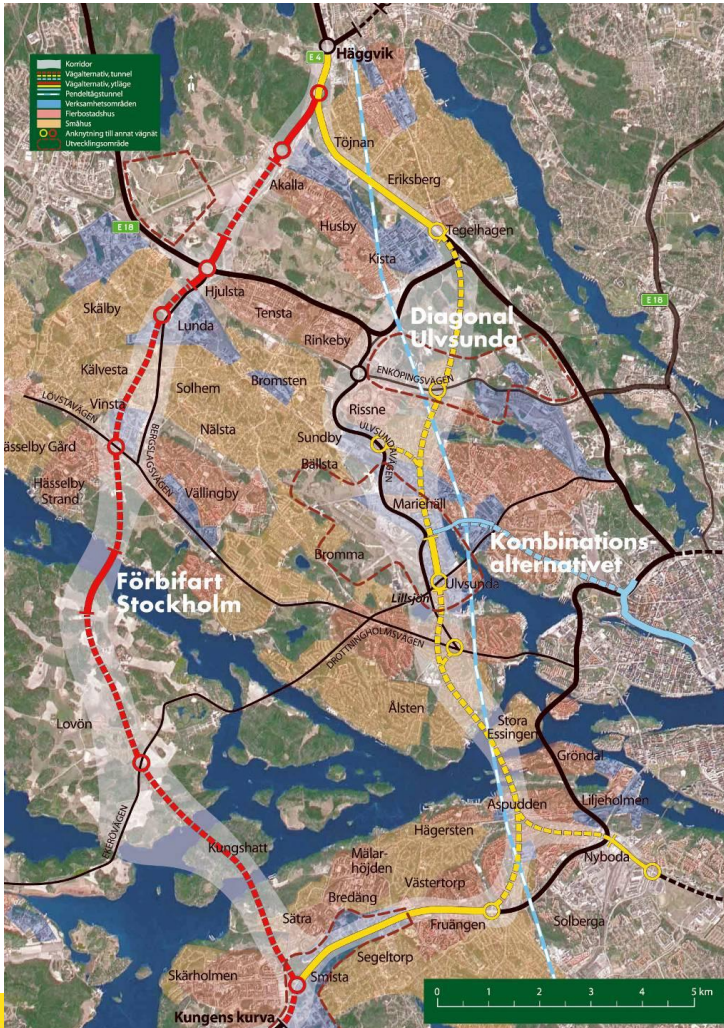
New tram lines

New commutertrain tunnel under the inner city

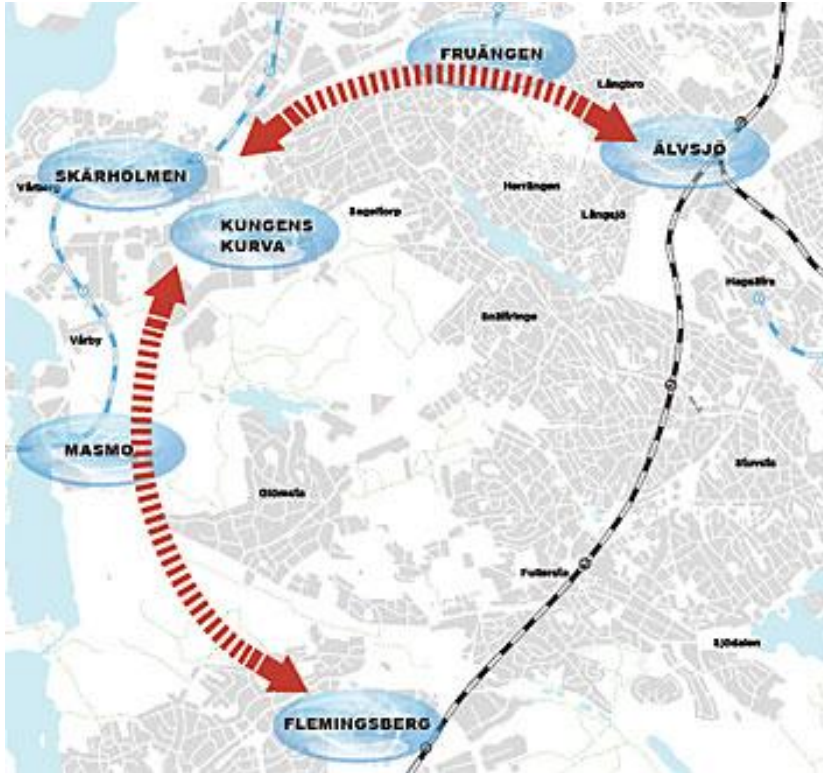


New Bypass

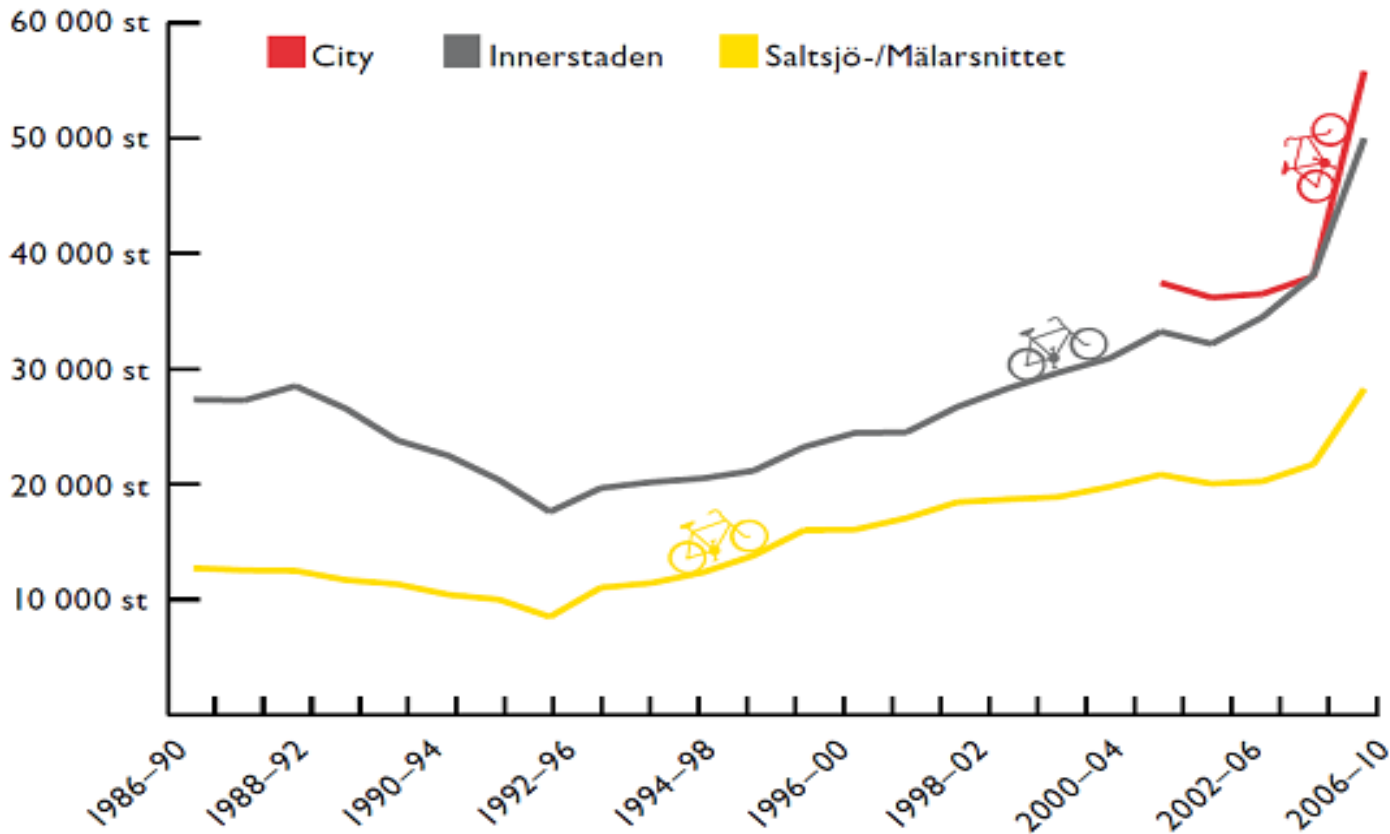
North Link



New tram lines



Cyclists have doubled the last 10 years

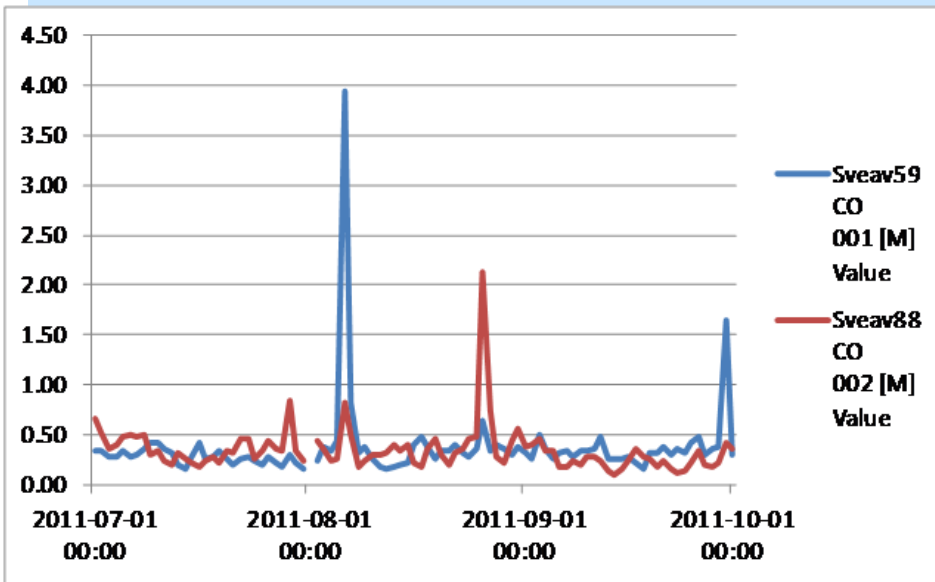
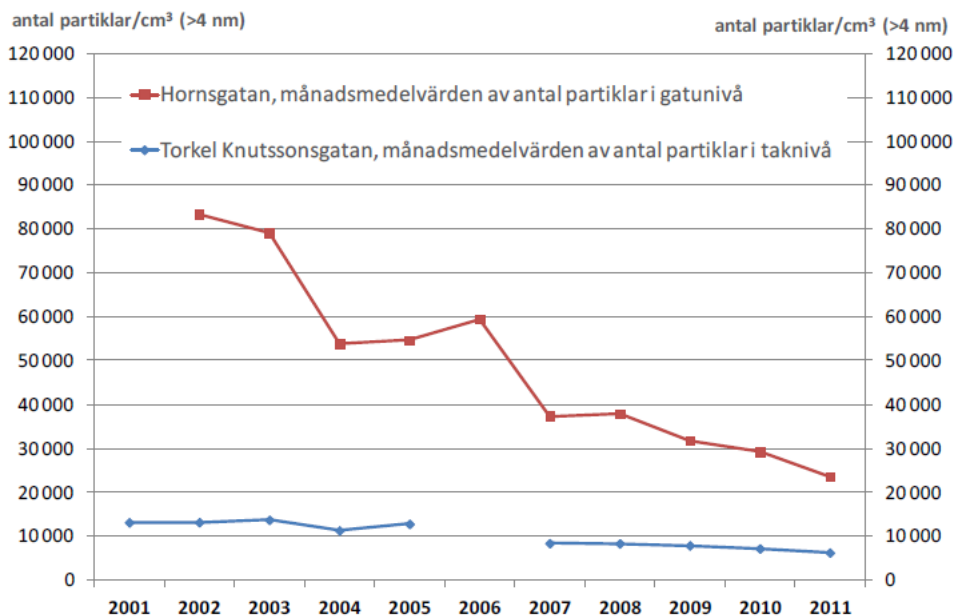


Källa: Trafikkontoret

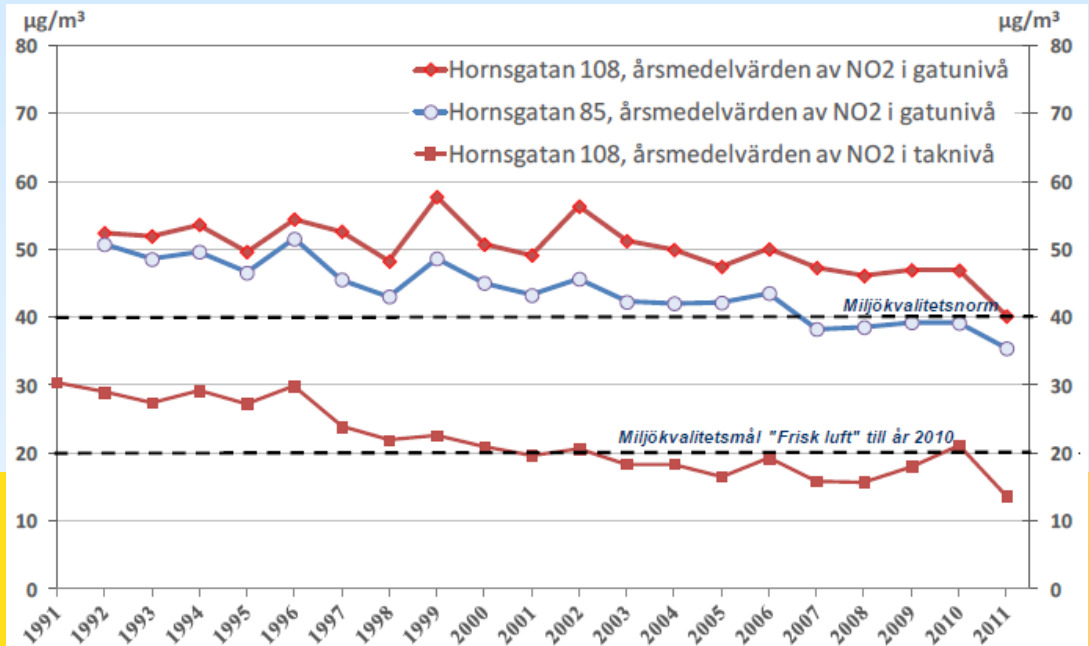
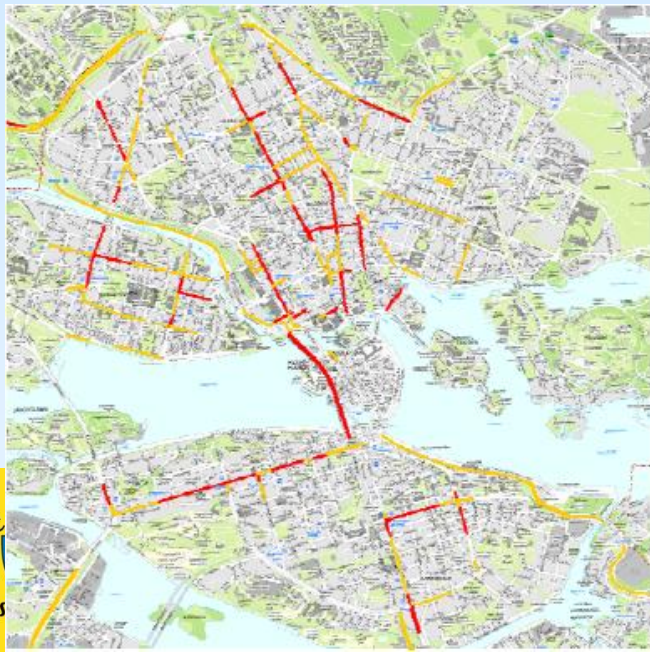
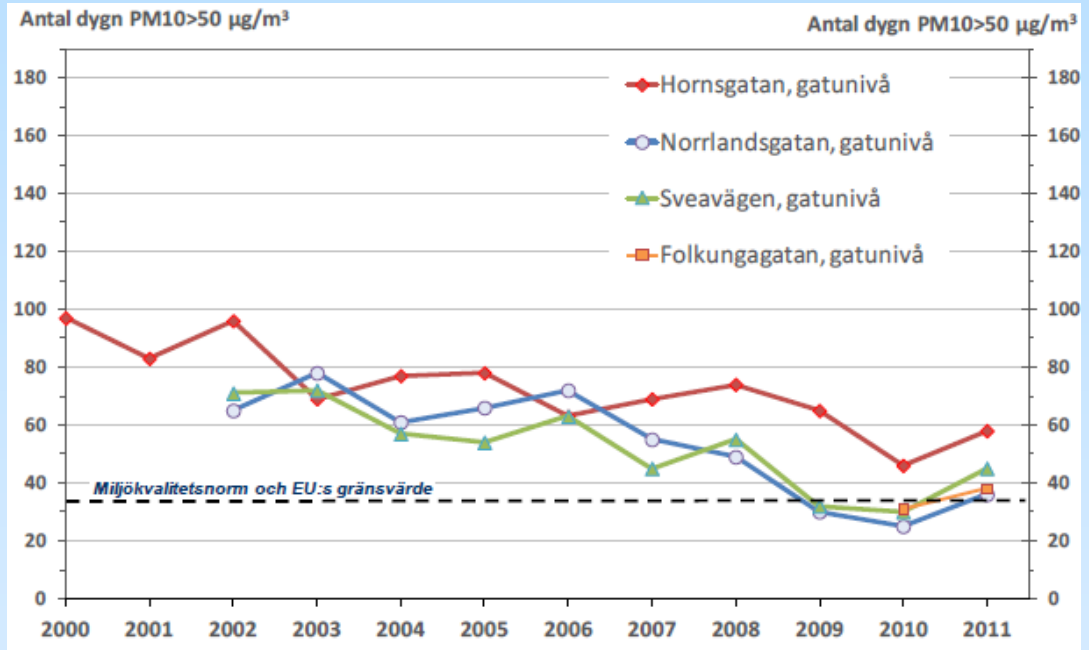
Stockholm has 100 times better air quality today compared with 1965



The airquality is getting better



We don't fulfil standards P10 and NO2



What happens now?

- Stockholm has to meet European standards for PM10 and NO2
- Congestion tax are now discussed
 - Differentiated for emissions
 - New tax on the by pass
 - Differentiated for different control points
 - Differentiated for studded tyres



THANK YOU!

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