

## **Stockholm testet Road Pricing « Trängselskatt » soll den Stau reduzieren**

Road Pricing wird nach der erfolgreichen Anwendung in London auch in der Schweiz als mögliche Lösung für städtische Verkehrsprobleme diskutiert. In Schweden ist nun ein konkreter Versuch geplant: Die Stadt Stockholm will eine so genannte „Trängselskatt“ (Stausteuer) von Januar bis Ende Juli 2006 testen. Das primäre Ziel ist es den Stau zu reduzieren, die Erreichbarkeit zu erhöhen und die Umweltqualität zu verbessern. Nach der Testphase wird ein Referendum zur dauerhaften Einführung abgehalten. (Sprache: Englisch)

### Weitere Informationen:

Stockholmsförsöket (Site auf Englisch und Schwedisch)

<http://www.stockholmsforsoket.se/templates/page.aspx?id=183>

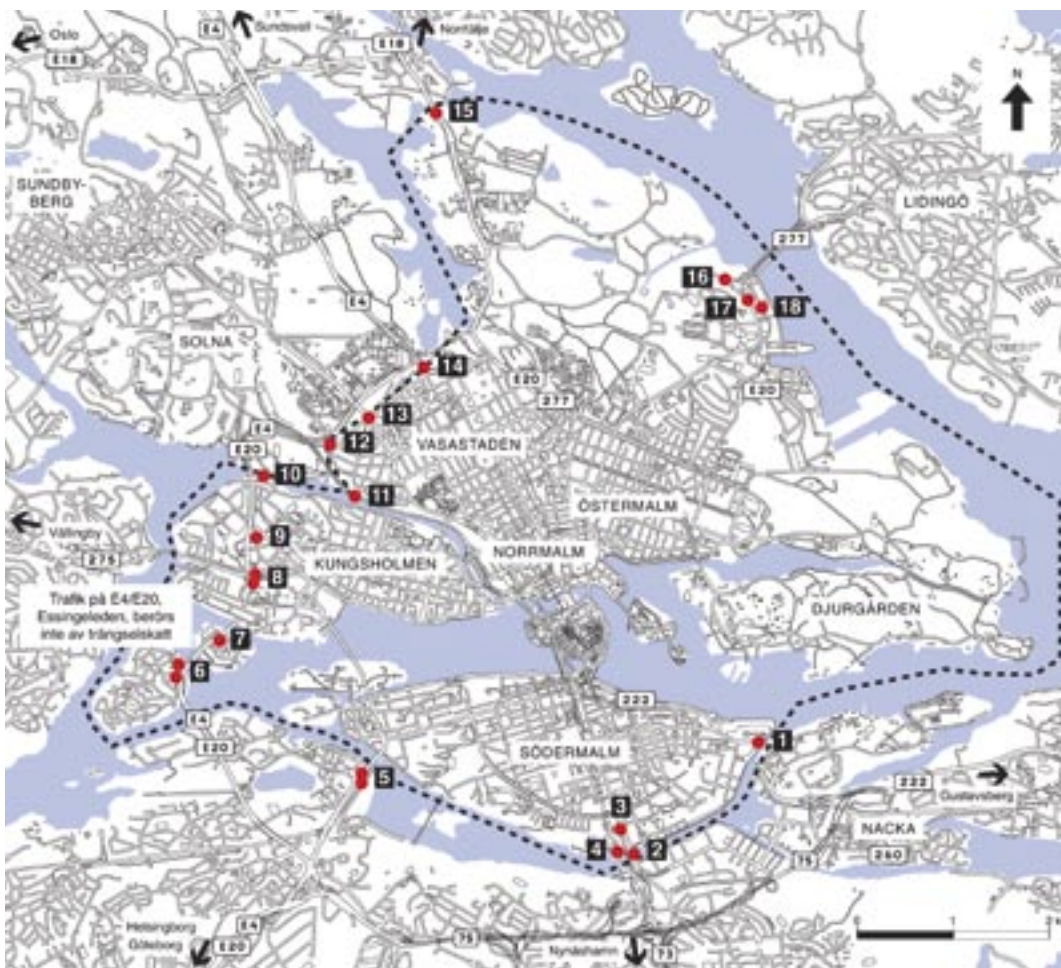
## **Stockholm teste le péage routier Le projet « Trängselskatt » est sensé réduire les bouchons**

Suite aux résultats positifs que rencontre le *road pricing* à Londres, le concept est évoqué également en Suisse comme une possible solution aux problèmes de trafic auxquels sont soumis les agglomérations. La Suède s'est, quant à elle, décidée à concrétiser l'idée. Dès janvier 2006, et jusqu'à la fin juillet, un péage routier sera testé à l'entrée de Stockholm dans un souci de réduction des bouchons, d'optimisation de l'accès au centre ville et de protection de l'environnement. Au terme de la phase-pilote, un referendum sera organisé pour décider de la mise en œuvre définitive de ce projet. (langue : anglais)

### Pour plus d'informations (en anglais et en suédois):

Stockholmsförsöket <http://www.stockholmsforsoket.se/templates/page.aspx?id=183>

# Congestion charge trials in Stockholm 3 January - 31 July 2006



● Control Points

1. Danvikstull
2. Skansbron
3. Skanstullsbron
4. Johannesovsbron
5. Lijeholmsbron
6. Stora Essingen
7. Lilla Essingen
8. Interchange Fredhäll/Drottningholmsvägen
9. Interchange Lindhagensgatan
10. Ekelundsbron
11. Klarastrandsleden
12. Interchange Karlberg/Torntebodavägen
13. Solnabron
14. Norrtull
15. Roslagsvägen
16. Gasverksvägen
17. Lidingövägen
18. Norra Hamnvägen

Based on maps from the Stockholm City Planning Administration. The map has been modified by the SRA. © Vägverket 2005-04-25. Rev. 2005-06-28



Road sign Toll Road

All owners of vehicles registered in Sweden are to pay a congestion charge if they drive into or out of the centre of Stockholm and pass a control station on weekdays 06.30-18.29. Each passage past any of the 18 control points (marked as red dots) is registered. The congestion charge is SEK 10, 15 or 20 and amounts to a maximum SEK 60 per day and vehicle. Motorists driving past Stockholm on the National Highway E 4/E 20 Essingeleden, or who within 30 minutes pass through the centre of Stockholm on their way to or from Lidingö, will not be required to pay a congestion charge.

For more information, visit [www.stockholmsforsoket.se](http://www.stockholmsforsoket.se) or call Customer Service on 0771-29 29 29.

The congestion charge project is part of the Stockholm Trial

- environmental fees/congestion charges and an extended public transport for less congestion and a better environment.



## Congestion charge trials 3 January – 31 July 2006

Congestion charge trials will take place until 31 July 2006. All owners of Swedish registered vehicles are required to pay a congestion charge if they pass one of the 18 control points on weekdays 06.30 – 18.29, on the way into or out of the inner city of Stockholm. The current congestion charge is displayed at the control point.

### Pass without stopping

There will be no barriers or cash payment points by the side of the road in order to allow the unimpeded flow of traffic. During the time for the congestion charges, vehicles are registered when they pass a control point by photographing license plates. Drivers, passengers and objects inside the car will not be seen on the photographs. It is the vehicle owner, not the driver, who must ensure that the congestion charge is paid. No invoices will be sent out. The amount due for payment can be found by calling Customer Service, on the Internet, or at any of the Pressbyrån and 7-Eleven stores across Sweden.

### Weekdays 06.30-18.29

| Time          | Charge |
|---------------|--------|
| 06.30 - 06.59 | SEK 10 |
| 07.00 - 07.29 | SEK 15 |
| 07.30 - 08.29 | SEK 20 |
| 08.30 - 08.59 | SEK 15 |
| 09.00 - 15.29 | SEK 10 |
| 15.30 - 15.59 | SEK 15 |
| 16.00 - 17.29 | SEK 20 |
| 17.30 - 17.59 | SEK 15 |
| 18.00 - 18.29 | SEK 10 |
| 18.30 - 06.29 | SEK 0  |

- The maximum charge is SEK 60 per day and vehicle.
- No congestion charge is levied on evenings, nights, Saturdays, Sundays, public holidays and the day before a public holiday.

### Easy payment with autogiro

The easiest way to pay is via autogiro, by ordering an electronic box, a transponder, that can be borrowed free of charge from the Swedish Road Administration (SRA). Anyone that does not use autogiro must keep track of congestion charge payments due and pay these at any of the Pressbyrån and 7-Eleven stores, via an Internet bank, Plusgiro or Bankgiro.

### Paid within five days

The congestion charge is to be paid retroactively. It must have been registered in the SRA's Congestion Charge Account within five days after the passage. If the charge is not paid on time, the vehicle owner will receive a reminder to pay the charge within four weeks, and an additional administration charge of SEK 70. If the amount is still not paid within this time, a new reminder is sent out with an additional SEK 500 fee. The charge together with additional fees must then be paid within one month.

### Exemptions

The following vehicles are exempted from congestion charges:

- Emergency vehicles.
- Buses with a total weight of at least 14 tonnes.
- Diplomatic cars.
- Taxis.
- Motorcycles.
- Vehicles registered abroad.
- Mobility service cars with a total weight below 14 tonnes (following an application by the owner to the Swedish Tax Agency).
- Military vehicles.
- Cars that are exempted from congestion charges, following an application to the Swedish Tax Agency from a person with a disabled person parking badge. The exemption is not applicable if the car is in commercial use.
- Cars that are equipped with technology for partial or total operation using electricity, alcohol or gas other than gasol, and are registered as such at the SRA.
- Vehicles to or from Lidingö that within 30 minutes pass control points 16, 17 or 18 and at least one other control point. This exemption only covers passage through the inner city of Stockholm. Congestion charges are payable on other journeys between the inner city of Stockholm and Lidingö. The reason for a special solution for road users to and from Lidingö is that the only link between the island and the mainland is through the inner city.

The Swedish Road Administration has been appointed by the Government to implement the congestion charge trials in Stockholm. This includes building and operating the system.

www.stockholmsforsoket.se  
Customer Service number 0771-29 29 29



Swedish Road Administration

# Plan for Evaluation of Congestion Charge Trial

A brief list of the areas and indicators that are to be evaluated.

## Purpose and objectives of the congestion charge trial

### Purpose of the congestion charge trial

The purpose is to examine whether congestion charges can contribute to a more efficient traffic system.

### Main objective of the trial

The main objective of the trial is to reduce congestion, increase accessibility and improve the environment.

### Sub-objectives of the trial

- Traffic volume reduced by 10-15% on the most heavily used roads
- Increased average speed on streets and roads
- Reduced emission of carbon dioxide and pollutants hazardous to health
- Inhabitants will experience an improved urban environment

## Plan for Evaluation of Congestion Charge Trial

### Purpose of the evaluation plan

The above objectives, the views of the general public, and the already existing *strategy* for evaluation are to underpin the evaluation of the trial. The strategy discussed *what* is to be evaluated, expressed in a number of measurable variables/indicators. The plan will discuss *how* this is to be done. *This is a brief list of the areas and indicators that are proposed in the evaluation plan.*

### Objectives of the evaluation plan

- Ensure that the evaluation highlights relevant aspects of the congestion charges trial,
- Fulfil stringent demands for quality of scientific method and factual content,
- Ensure that the results of the evaluation have a high degree of validity and can be used for research and development in the field.

## **Proposed areas of evaluation:**

### **Travelling patterns**

- Frequency of travel
- Starting point and final destination
- Time of travel
- Means of transport
- Choice of route/choice of public transport route
- Reason

### **Car traffic:**

#### *Traffic flow and traffic kilometres*

- Traffic flows
- Proportions of vehicles
- Degree of coverage
- Traffic work and transport kilometres

#### *Accessibility*

- Speed in selected sections
- Delays
- Travel time
- Length of queues
- Time spent per kilometre
- Density

#### *Parking*

- Degree of occupancy
- Turnover

### **Effects on public transport:**

#### *Accessibility*

- Speed on selected sections/routes
- Travel time on selected sections/routes
- Stoppage time away from scheduled stop per part of route and crossing
- Stoppage time per scheduled stop
- Actual departure time from each scheduled stop compared to the timetable (punctuality)

#### *Travel on public transport*

- Boarding and alighting passengers per scheduled stop
- Passengers per route, section
- Passengers per part of route (between all scheduled stops) and degree of occupancy

### *Perceived quality*

- Number of satisfied passengers by means of transport (bus, underground, commuter train and local train)
- Experienced congestion.

### *Traffic supply*

- Planned and implemented departures including special report of extra resources and cancelled departures (no. departures and number of wagon km per stretch/route)
- Capacity/Seating (no. seats per time unit/volume of supply)
- Wagon requirements
- Capacity reinforcements related to congestion charges

### *Taxis*

- Number of taxis passing the toll section
- Occupancy rates in taxis.

### **Pedestrian traffic:**

- Pedestrian traffic flows over the toll section
- Number of pedestrians moving inside the toll section (i.e. pedestrian traffic flow over a number of sections).

### **Cycle traffic:**

- Traffic flow over the toll section
- Traffic kilometres

### **Environmental and health effects:**

- Air quality
- Emissions
- Exposure
- Noise levels
- Urban environment
- Composition of the car fleet

### **Road safety:**

- Fatalities and severe injuries reported by the police.
- Expected number of accidents involving personal injury
- Estimated number of whiplash injuries



## **Distribution effects**

*How have various groups adapted their travelling patterns? Measured by studying:*

- Change in number of trips by car
- Change in number of trips to the inner city (within the zone border, all means of transport)
- Change in number of trips between northern and southern half of the region (not including the inner city, all types of transport)
- Change in average length of trip (all means of transport)

*How have costs changed for various groups? Measured by studying:*

- How much is paid in charges for travel, after compared to before introduction of congestion charges.
- How much of disposable income is spent on travel, in which congestion charges are included.

*How have the travelling times of various groups changed? Measured by studying:*

- Travel time before introduction of congestion charges.
- Travel time after introduction of congestion charges.
- Evaluation of the increase/decrease in travel time, does the charge correspond to the time saved?

*How has revenue been distributed between various groups, and geographically?*

- What has the revenue been used for (increased provision of public transport, payment of other infrastructure measures)

## **Business community and regional economy:**

- Housing: turnover, range, price (long term)
- Commercial premises: turnover, range, price (medium term)
- Goods: price changes (short term)
- Services: price changes (short term)
- Various types of companies: turnover, number of employees, profit (short and long term)
- Labour market: number in work, number of vacant jobs
- Investments

## **Revenue and costs of congestion charges:**

- Revenue from congestion charges
- Costs of charge system

## **Public economy:**

The public economy analysis consists of a number of components that each show change. The final result of the analysis is however the most important indicator.

**Attitudes to congestion charges:**

- Attitudes to congestion charges - change
- Acceptance – various groups etc.
- Level of knowledge about the congestion charges in particular and environmental effects in general
- Distribution of knowledge (what are the sources of knowledge for the general public, elected politicians and stakeholders and how do they evaluate the credibility of these sources)
- How do people find information/how do they want information
- What travel needs does the individual citizen have – privately, and at work
- How is the introduction of congestion charges perceived
- How are the function, service and organisation of the congestion charge system perceived
- What is the perceived value of the measure in comparison to other measures aiming to improve our environment
- How much are individual citizens prepared to do for the environment

**The entire evaluation plan is available in the report**

**”Plan för utvärdering av försök med miljöavgifter i Stockholmstrafiken”**

**Trivector Report 2003:48, 20 February 2004 (146 pages)**

(Available in Swedish only)



# Procurement process of technical system for the Stockholm Congestion charges trial

## Background of the procurement process:

The legal proceedings surrounding the procurement process of technical system for the Stockholm Congestion charges trial have concerned two matters. First, the matter of whether the Municipality of Stockholm had the legal right to begin the procurement process and secondly, whether the SNRA has performed a due and proper procurement of a contractor for the trial.

## **Was the City of Stockholm authorised to begin procurement of the trial?**

1. The City of Stockholm Executive Board decided on 5 February 2003 to set up an implementation office for environmental charges in Stockholm within the City Executive Office, to mandate the City Executive Office to report an implementation plan for environmental charges in Stockholm and to form a political reference group tasked with following up the work of the implementation office.
2. On 2 June 2003, the Stockholm City Council adopted a proposal to conduct a trial of environmental charges and tasked the City Executive Board with carrying out a procurement of technical systems and services for managing the collection of environmental charges.
3. On 3 June 2003, the state “Stockholm Committee” presented its Congestion Charges Report (SOU 2003:61), which included a proposal for a law on environmental charges. The committee stated that environmental charges are a state tax from a legal standpoint.
4. The Government submitted government bill 2003/04:169, *Municipal Involvement in State Congestion Charges*, to the Riksdag (Swedish Parliament) on 27 May 2004.
5. On 10 June 2004, the Swedish Administrative Court of Appeal overturned the Stockholm City Council’s decision of 2 June 2003 to mandate the City Executive Board to carry out procurement of a system for collection of environmental charges because such activities were not within municipal jurisdiction at the time the decision was taken. The legal situation was, however, changed thereafter through legislation.
6. The Riksdag enacted the Congestion Charges Act on 16 June 2004 and voted in favour of implementing a trial of environmental charges/congestion charges in Stockholm beginning on the date the Government set at 31 July 2005.
7. On 1 July, the City of Stockholm corrected its decision of 2 June 2003 through not carrying out the procurement itself, instead transferring it to the SNRA.
8. The Riksdag passed the *Municipal Involvement in State Congestion Charges Act* on 28 October 2004.
9. The Supreme Administrative Court decided on 29 December 2004 not to grant leave to appeal to the Municipality of Stockholm and the ruling of the Administrative Court of Appeal therewith remained in force.

## **Was the Swedish National Road Administration's procurement of IBM due and proper?**

1. The Stockholm City Executive Board approved the basis and principles for procurement of an environmental charges system on 27 June 2003.
2. On 4 July 2003, an invitation to participate in the procurement of a technical system for the trial was advertised. The form of procurement was negotiated procedures with prior publication of a contract notice.
3. The City Executive Board decided on 5 November 2003 to approve the invitation of four suppliers named in the matter (IBM, the Combitech consortium (Kapsch, Transurban, SchlumbergerSema AB), Smak (VM-data, Siemens and Q-free) and LogicaCMG public sector B.V.) to submit tenders in the procurement of equipment, systems and services for handling environmental charges within the City of Stockholm.
4. The tenders were submitted on 10 February 2004. The City of Stockholm decided on 4 March 2004 not to examine two of the tenders because the parties that submitted the tenders were not those that had been invited to submit tenders. The other tenders were reviewed. Evaluation of the two remaining tenders was commenced by the City.
5. The City of Stockholm decided on 1 July 2004 to accept the agreement with the Swedish National Road Administration, SNRA, whereupon the ongoing procurement was transferred to the SNRA. The transfer was justified by a special clause in the request for tender documents which stated that a transfer could take place. In addition, both IBM and Combitech had approved in writing the transfer of the ongoing procurement to the SNRA and confirmed therewith that the tenders they had submitted to the City remained valid.
6. The SNRA announced the award decision in the procurement process for technical systems on 9 July. The SNRA rejected Combitech, stating that their solution must be regarded as an alternative design. The remaining supplier was IBM, which was awarded the procurement contract.
7. Combitech and Efkon appealed the award decision to the Dalarna County Administrative Court, which ruled on 13 August 2004 that the procurement must be redone. Efkon's lawsuit was dismissed.

The County Administrative Court tried essentially three grounds upon which the SNRA's procurement of IBM was claimed to be erroneous.

Combitech argued that the SNRA did not have the right to acquire the ongoing procurement from the City of Stockholm, but instead should have started over the procurement from the beginning. The County Administrative Court denied those grounds.

The procurement could not be carried out as negotiated procedures and contravened Chapter 5, Section 18 of the Swedish Act on Public Procurement because the procurement was continued with only two tenderers.

The SNRA did not have the right to exclude Combitech from continued procurement procedures on the grounds that Combitech had not met certain "shall requirements".

At the same time, an interlocutory injunction, i.e., an order prohibiting execution of the procurement, was lifted.

8. The SNRA appealed the County Administrative Court's ruling to the Administrative Court of Appeal in Sundsvall, which on 9 December 2004 decided to dismiss the case on the grounds that the injunction had been lifted and the agreement between the SNRA and IBM had therewith gone into force on 24 August 2004, i.e., ten days after the County Administrative Court's ruling, and that the Administrative Court of Appeal therefore could not hear the SNRA's appeal, pursuant to the rules stipulated in Chapter 7, Section 1, paragraph 3 of the Swedish Act on Public Procurement.

### **Chapter 7, Section 1, paragraph 3 of the Act on Public Procurement**

An application concerning other procurements than direct procurement may not, according to the first paragraph, be reviewed after the moment when there is a procurement contract. It may, however, be reviewed until ten days have past from

1. the contracting entity giving information of the kind set forth in the first paragraph of Section 28 in Chapter 1, or
2. the Court, if it has made an interlocutory ruling, has cancelled that ruling.

10. Combitech appealed the Court of Administrative Appeal's ruling to the Supreme Administrative Court, which on 30 September and 27 October 2004 denied the motion for an interlocutory ruling that the procurement could not be concluded, otherwise carried out, or executed. On the latter date, the Court also ruled that there was no reason to request a ruling from the EC Court, nor any reason to obtain an opinion from the Swedish National Board for Public Procurement.

11. The Supreme Administrative Court decided in a ruling on 4 February 2005 to vacate the Administrative Court of Appeal's ruling to dismiss and remitted the case to the Administrative Court of Appeal for trial of the matter in law.

In the opinion of the Supreme Administrative Court, the County Administrative Court's ruling meant that the SNRA's award decision was vacated and that its ruling that the procurement must be redone was actually an injunction prohibiting the SNRA from continuing the procurement.

The Supreme Administrative Court therewith has not taken a position as to whether the County Administrative Court's ruling on the matter at issue was right or wrong, but has only said that the Administrative Court of Appeal was wrong to dismiss the case and should instead have tried the matter in law.

12. The Administrative Court of Appeal's ruled in a judgement the 2 March 2005 that Combitech had not suffered any damage and therefore it was no reason to decide that the procurement must be redone. The SNRA could proceed with IBM to continue preparing the trial.

13. Combitech appealed to the Supreme Administrative Court, who 11 March 2005 in an interlocutory injunction that the procurement could not be concluded before the final decision of the court.

14. The Supreme Administrative Court denied on the 20 of March 2005 leave to appeal, through which the Administrative Court of Appeal's ruling was valid.