ANNEX 2
Best practice Identified and transferred

Section	Indication of content
1 **Title of the best practice**	Congestion tax
2 **Precise theme/issue tackled by the practice**	In Sweden we use the system with congestion tax in Stockholm.
3 **Objectives of the best practice**	To reduce congestion, emissions and to fund new roads in the region.
4 **Location**	Sweden Stockholm city
5 **Detailed description of the best practice**	The congestion tax was implemented on a permanent basis on August 1, 2007, after a seven-month trial period between January 3, 2006 and July 31, 2006, and a referendum. The tax is ultimately regulated by national law. Congestion tax is charged for Swedish-registered vehicles that are driven into and out of central Stockholm, Mondays to Fridays between 06.30 and 18.29. Some vehicles are exempt from congestion tax. Vehicles are automatically registered at 'control points' during the periods when congestion tax is charged, with automatic number plate recognition (photographs). Each passage into or out of central Stockholm costs SEK 10 (aprrox. 1 euro), 15 or 20, depending on the time of day. The maximum amount per day and vehicle is SEK 60. The Swedish Transport Agency will send a payment slip to the owner of the vehicle at the end of each month.

	The island Lidingö has its only access to the mainland through the congestion tax affected area, all traffic to and from Lidingö to and from the rest of the Stockholm County is exempt from the tax, provided that one passes one of the Ropsten bridge abutment (the mainland side of the bridge) control points and some other control point within 30 minutes of each other. The Essingeleden motorway, part of European route E4, that goes through the congestion tax affected area is also exempt, as it is the main route by-passing central Stockholm with no other viable alternatives present in the vicinity. In 2013 we also will use the system with congestion tax in Gothenburg.
6 **Evaluation**	A series of evaluations were made after the seven month trial period. All showed positive effects of the congestion tax. Traffic and emissions were reduced. The groups of people who in general pay the most congestion tax are men, people with high income, couples with children and people living in the inner city or Lidingö. Both people in general and business representatives have changed their view on congestion tax as the practice has continued from a negative to a positive stand.
7 **Lessons learnt from the best practice**	People change behavior, and views (!) with time if pushing “the wallet buttons”.
8 **Contact information**	www.transportstyrelsen.se www.stockholm.se
9 **Other possible interesting information**	Links to evaluations : http://www.stockholmsforsoket.se/templates/MakStart.aspx?id=300 http://www.stockholmsforsoket.se/upload/Infomaterial%20VV/Faktablad_Eng_Allm_v2_3.pdf
10. **Best practice transferred**	

A control point (to Essingeleden)