

Stockholmsforsøget–hvad kan vi lære





Trial Implementation of a Congestion Tax in Stockholm

A congestion tax is being put into trial operation in Stockholm up until 31 July 2006. This applies only to vehicles registered in Sweden. Foreign registered vehicles are not subject to this tax.

Vehicles are registered automatically at the control points so as not to disrupt the flow of traffic. Drivers are not to stop at these control points.

Three parts of the Stockholm trial



Transport of Stockholm



City of Stockholm



Swedish Road Administration

Vägverkets uppgift

- Regeringen uppdrog i maj 2004 åt Vägverket att svara för det tekniska systemet för försöket med trängselskatt
- Försöksperiod 3 januari 2006 – 31 juli 2006
- Lagen (2004:629) om trängselskatt

2 § Skatteverket är beskattningsmyndighet.

För beskattningsmyndighetens räkning skall Vägverket, genom automatiserad behandling med stöd av uppgifter i vägtrafikregistret, besluta om trängselskatt, expeditionsavgift och tilläggsavgift samt verkställa uppbörd av sådan skatt och avgift, om inte annat följer av 15 eller 20 §.

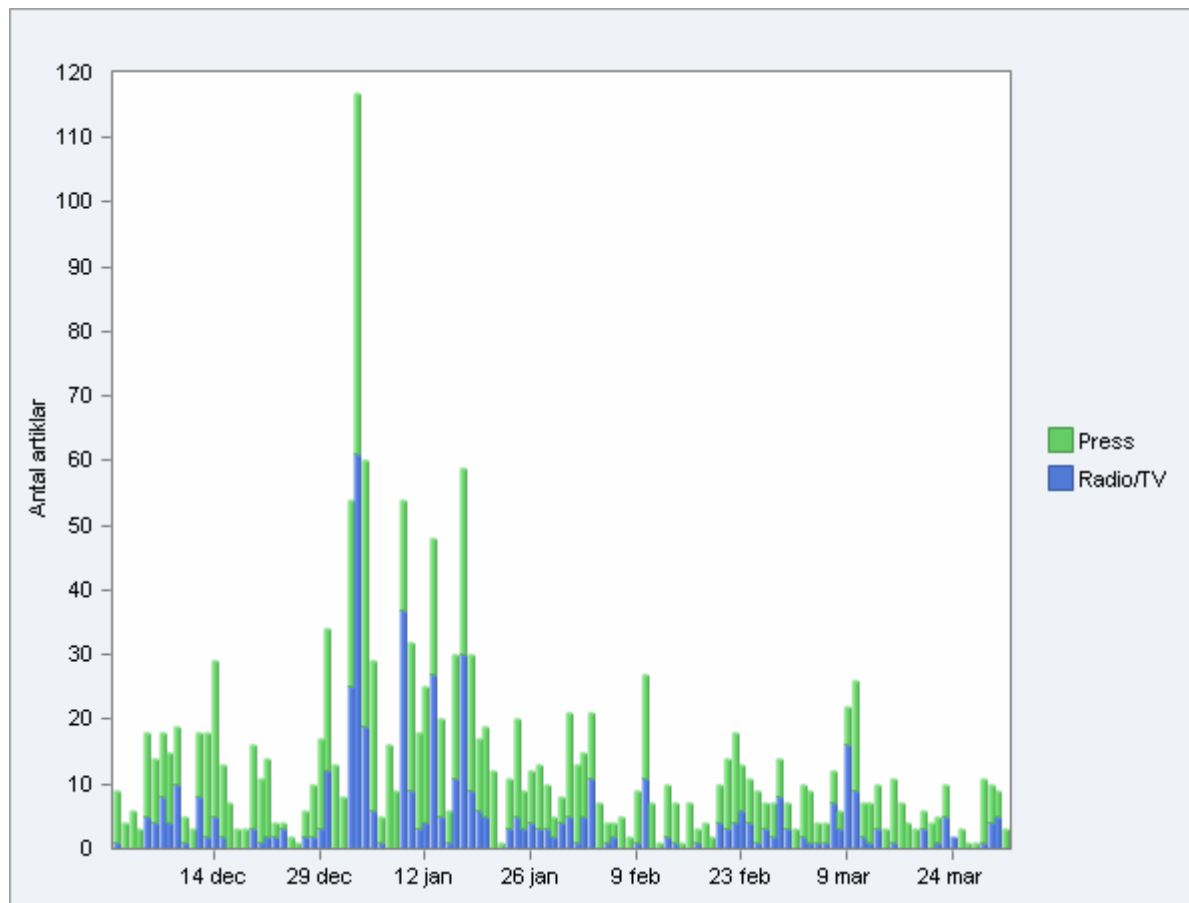
- Sekretesslagen (1980:100), integritet
- Totalentreprenör upphandlad 9 juli 2004
- Leveransgodkännande 22 december 2005

3 januari 2006



Media coverage

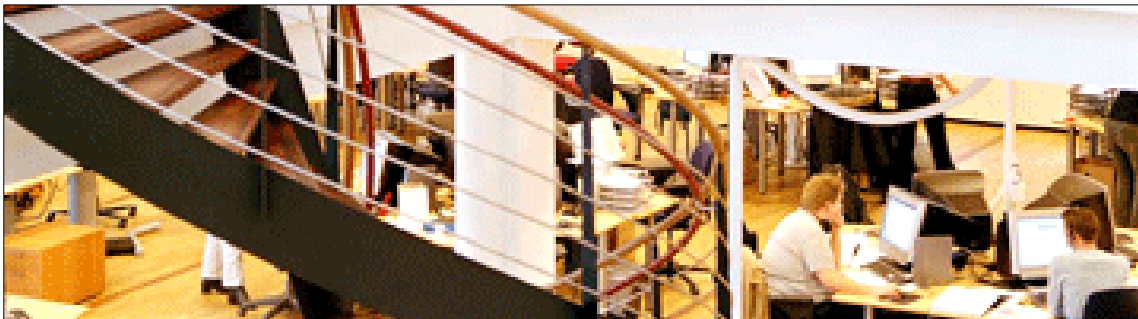
December 2005 - March 2006



Two direct communication channels with the general public

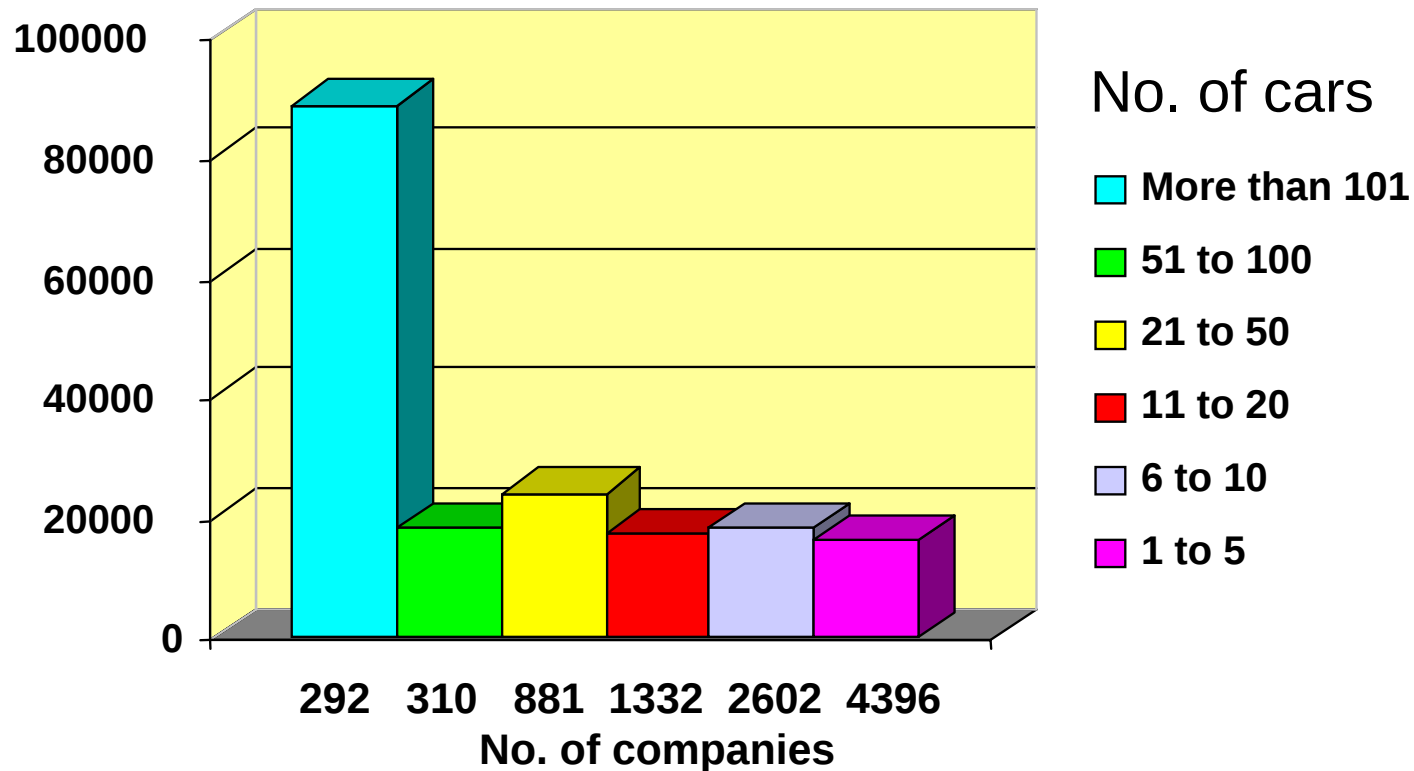


Joint website in
“Stockholmsforsöket”
www.stockholmsforsoket.se



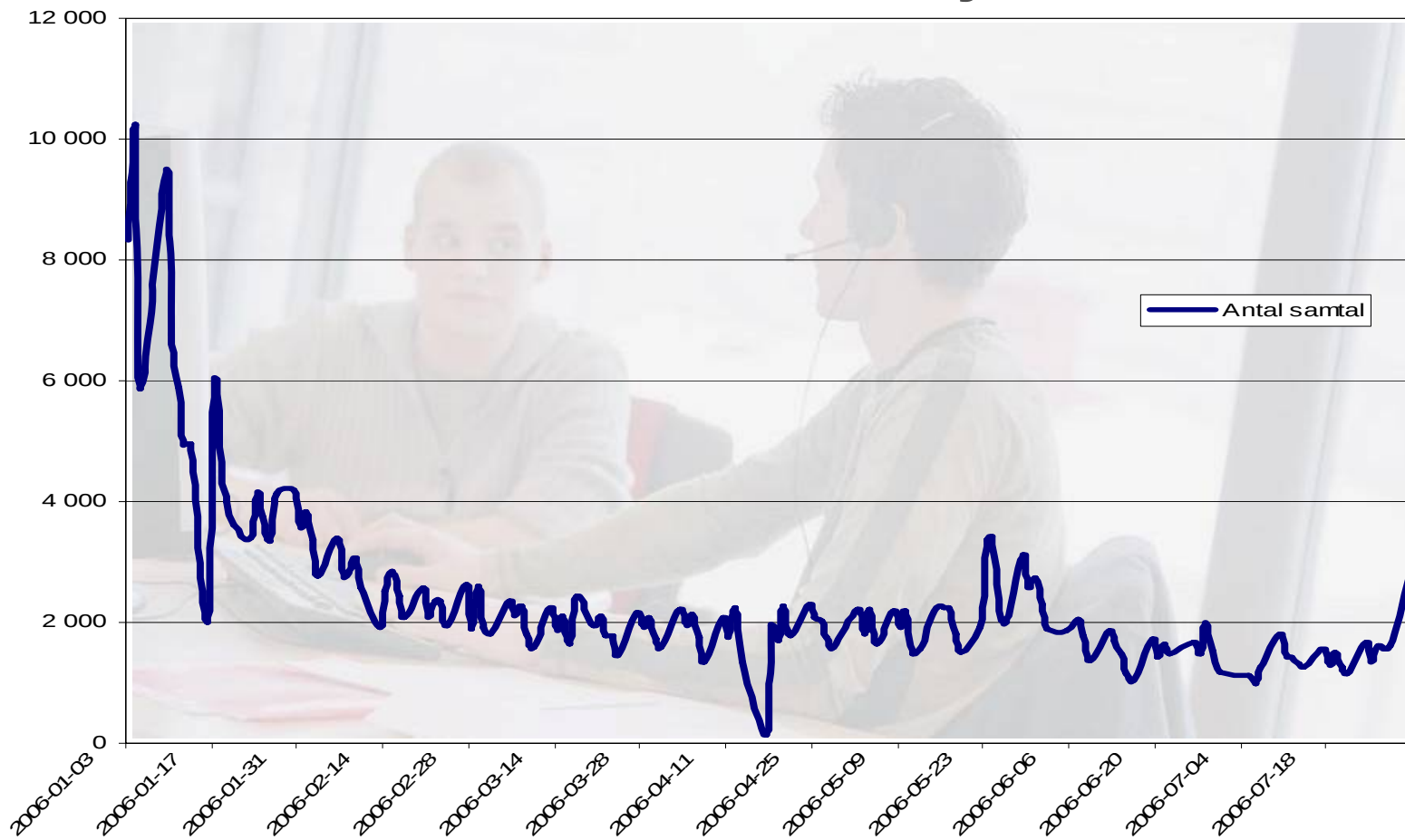
Call Centre
phone 0771-29 29 29
open Monday-Friday
07.00 am – 09.00 pm

9 800 companies own 256 000 cars in the County of Stockholm



Calls to Customer Services

3 Jan- 31 July

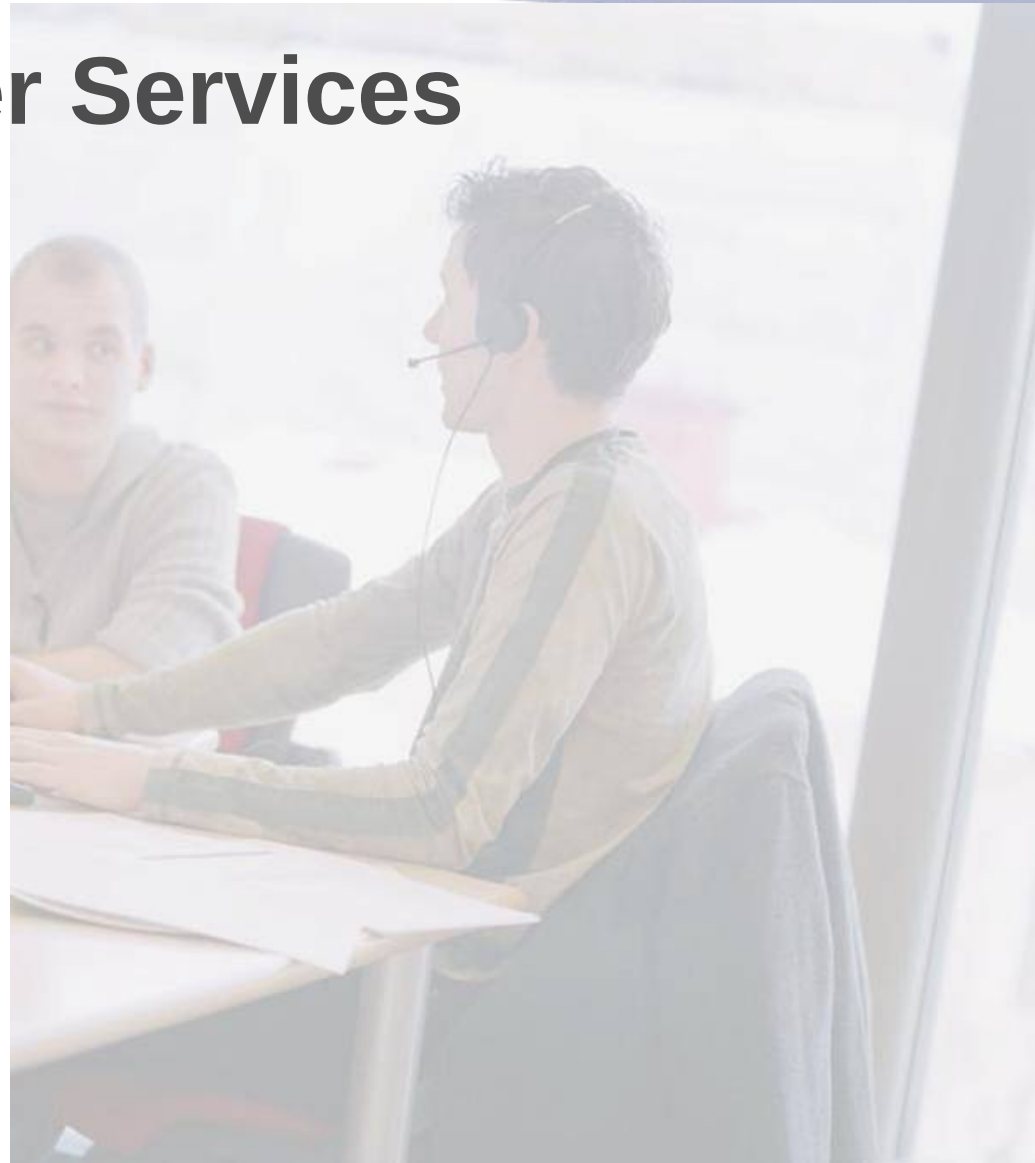


Customer Services

361 000 calls in total

Most common questions:

1. Payments and accounting
2. Onboard units
3. Company enquiries
4. General information
5. Balance statement



Passage statistics

3 January - 31 July

Number of days when the tax was levied	139
Total number of passages at control points	46 500 000
Number of passages liable for the tax	33 500 000

Passage statistics

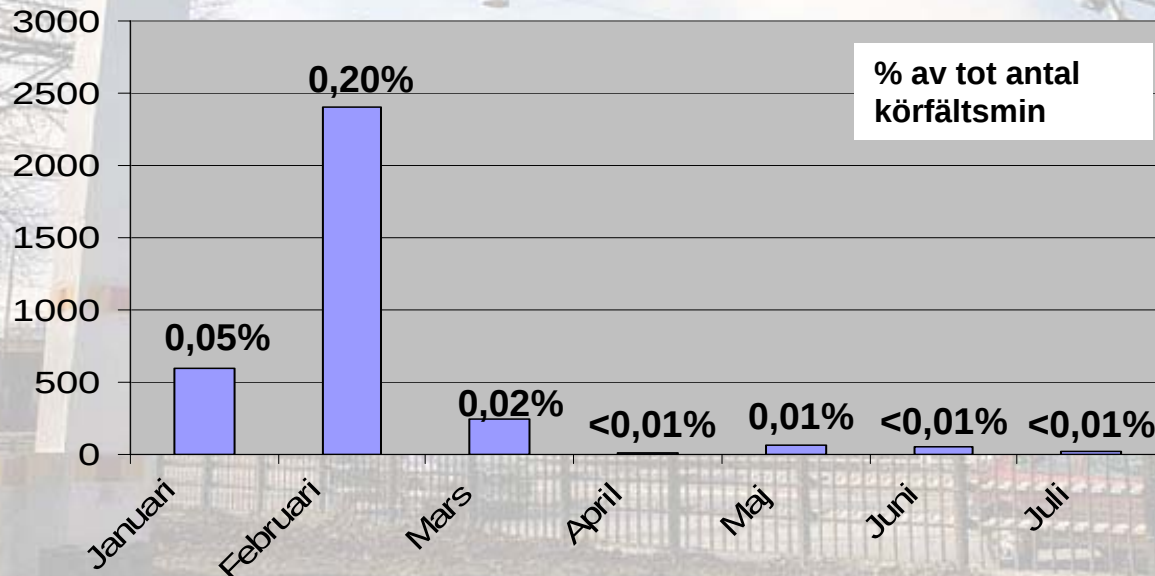
28% of the passages were not liable for the tax:

- 9% "Lidingö rule" exemptions
- 8% Taxis
- 3% "Green" cars
- 2% Buses
- 2% Vehicles with disabled person parking sticker
- 4% Other

99.99% Operational reliability

Total number of lane hours	148 174
Lost operational time, number of lane hours	57
Non-identified vehicles	1%

Körfältsminuter

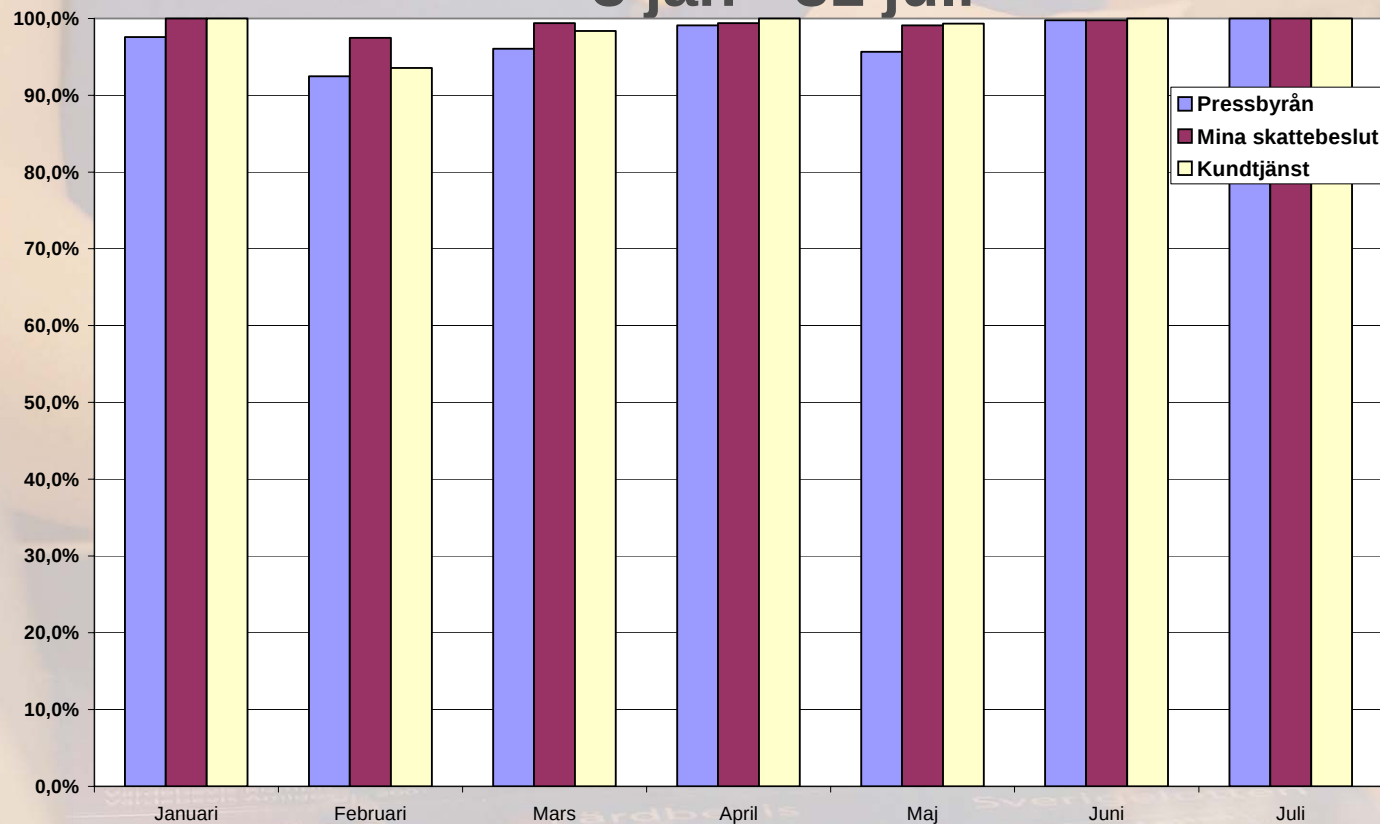


The 18 control points cover 82 traffic lanes. Every control point is operational 13 hours (780 minutes) per day, which amounts to 63 960 lane minutes per day.

Operational reliability

Pressbyrå/7-Eleven and Customer Services

3 jan - 31 juli



Tax decisions and charges

**Total of 14.5 million tax decisions
amounting to SEK 399 million**

96% of the tax decisions were paid on time

Number of reminders with a service charge (SEK 70)	643 000
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Number of reminders with a surcharge (SEK 500)	169 000
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Payment channels

- direct debit account 63%
- via Pressbyrå kiosks / 7-Eleven shops 24%
- via banks 13%

Reviews and appeals

**Number of tax reviewal requests sent to
the National Tax Board as per 31 July** 13 000

% granted (up to June 16) 40%

of which:

- Lidingö rule exemptions 9%
- Incorrect number plate interpretation 20%
- Foreign registered vehicle 2%
- Manipulated number plate 3%
- Stolen number plate 8%
- Stolen vehicle 1%
- Other 57%

Number of appeals to the County Administrative Court as per 31 July 665

Revenue

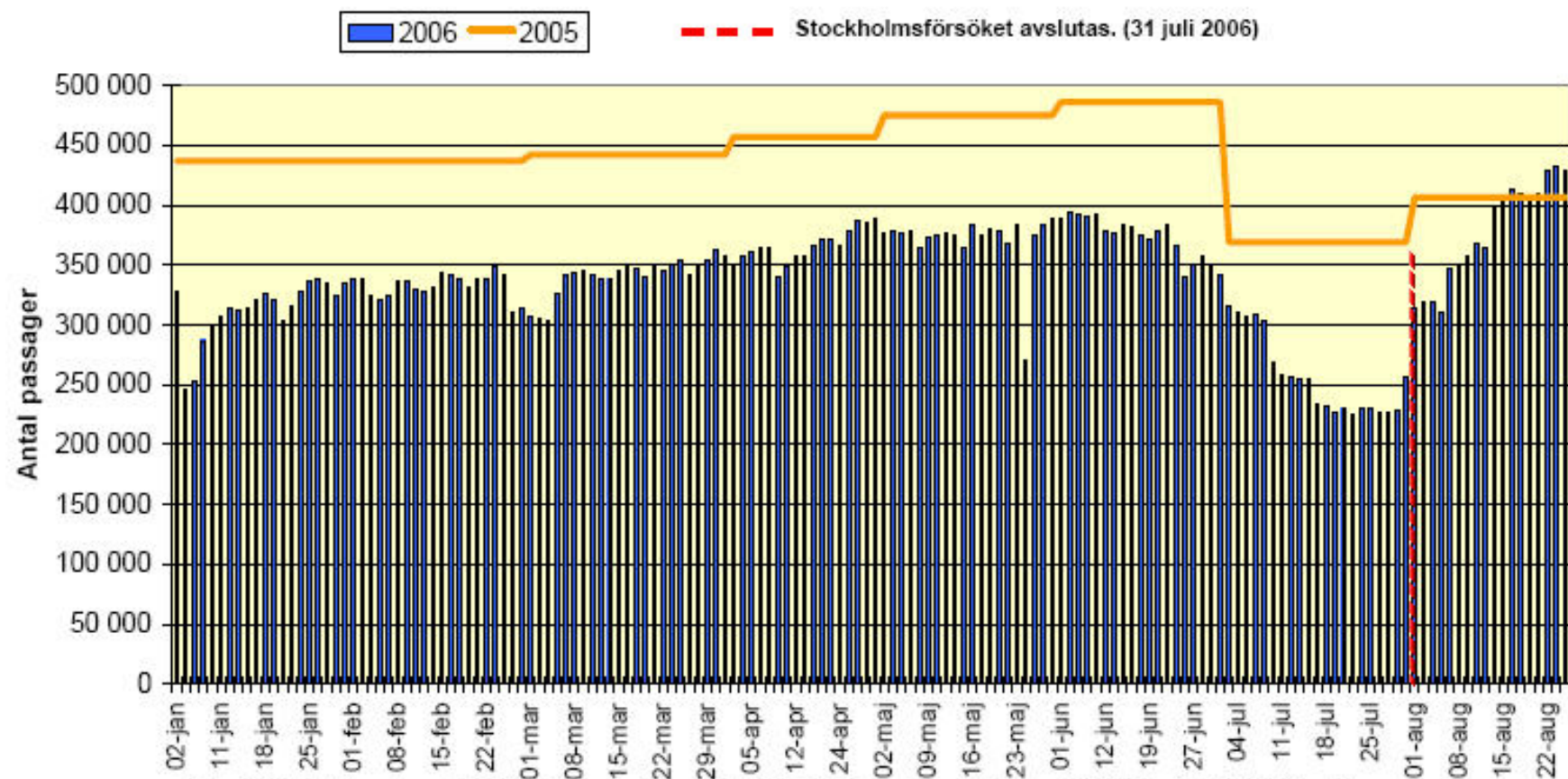
Tax decisions and charges paid as per 31 July

Tax decisions	SEK 381 million
Service charges	SEK 34 million
<u>Surcharges</u>	<u>SEK 29 million</u>
Total tax revenue received	SEK 444 million

Estimated tax revenue once all tax decisions and charges have been paid

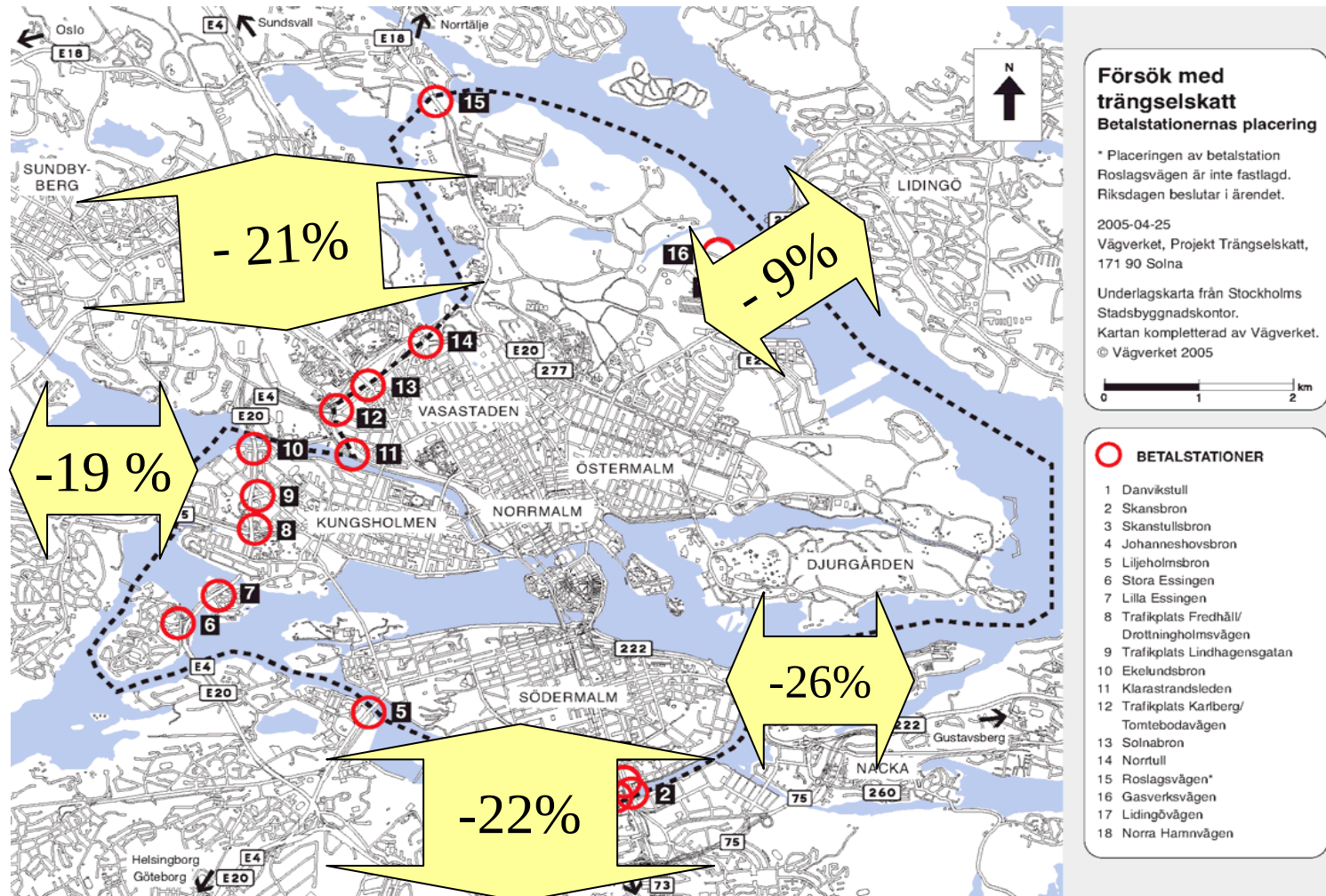
Tax decision	SEK 396 million
Service charges	SEK 40 million
<u>Surcharges</u>	<u>SEK 41 million</u>
Total tax revenue	SEK 477 million

Antal fordon som passerat in och ut ur innerstaden vardagar 06:00 - 19:00 år 2006* resp 2005**

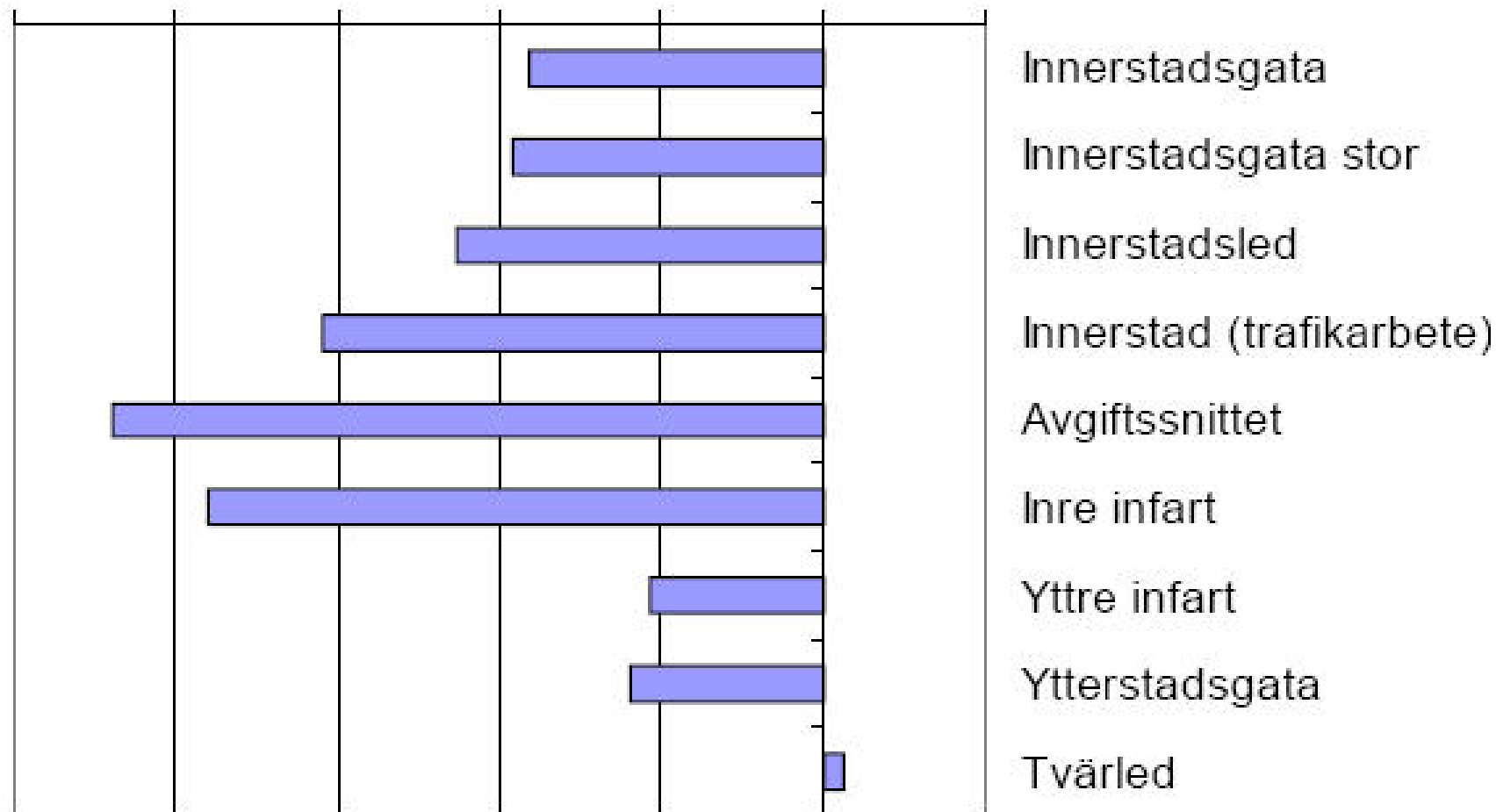


* Data från betalstationer t o m den 31 juli. Fr o m den 1 augusti data från Trafikkontorets mätstationer. ** Jämförelsevärde för 2005 redovisas som ett oenomsnittligt värde för resp månad.

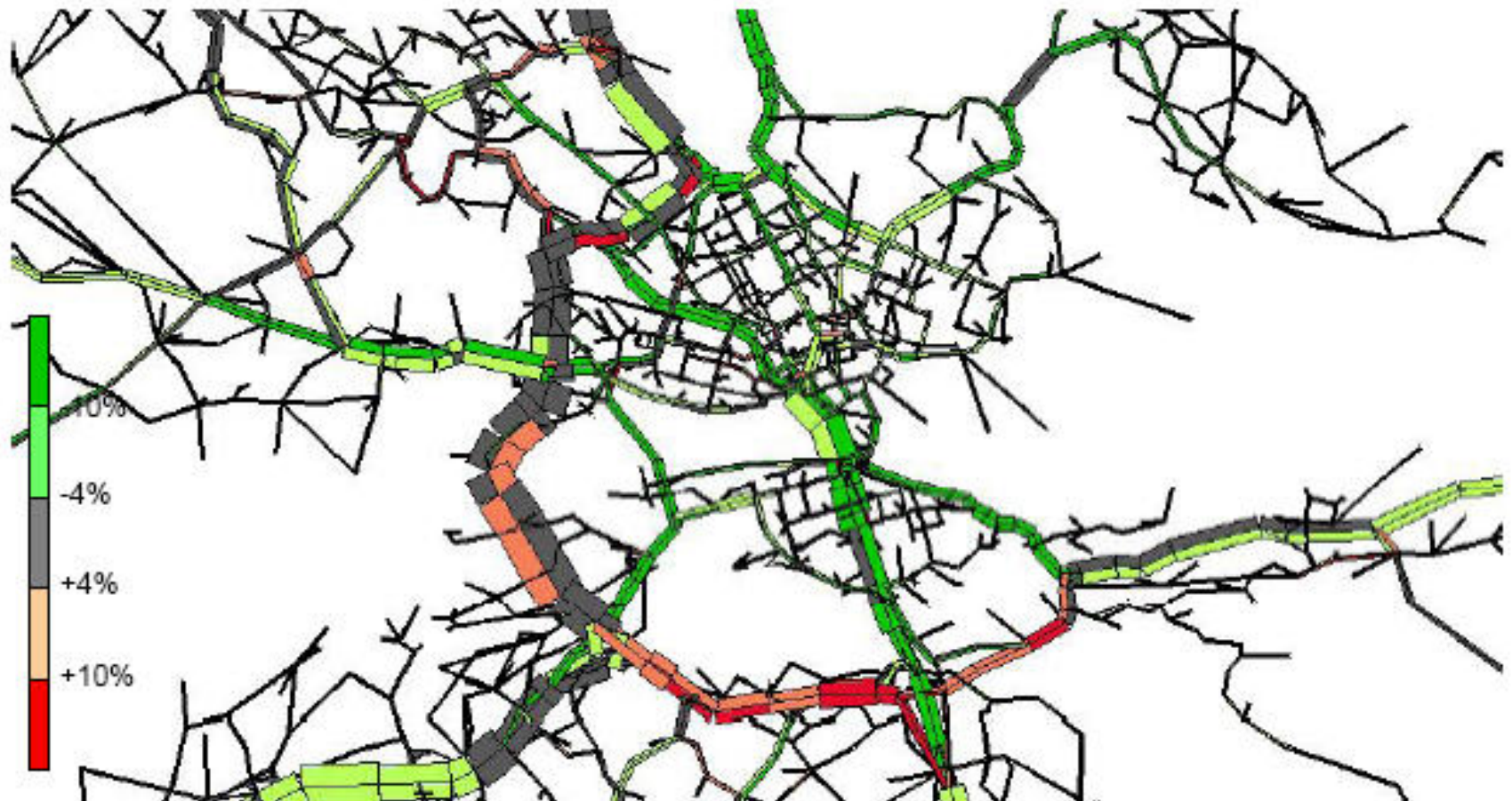
Traffic reduction – on average



-25% -20% -15% -10% -5% 0% 5%



Traffic, changes april 2005 versus april 2006



Cost-/benefit analyses

<i>(milj. kr under försökstiden)</i>	Trängsel-skatt	Utökad busstrafik	Totalt	Utökad spårtrafik, infarts-park.	Information och utvärdering
Samhällsekonomiskt överskott (exkl. drift/investering – se Tabell 14.1)	506	248	754	(inte räknat)	(värderingar saknas)
Kostnader under försöket exkl. restvärden	-1821	-582	-2403	-88	-210
Snedvridnings- och alternativkostnad ²⁰	-708	-308	-1017	-47	-111
Samhällsekonomiskt netto för Stockholmsförsöket	-2023	-642	-2666	---	---

<i>(milj. kr per år)</i>	Trängsel-skatt	Utökad busstrafik	Totalt
Samhällsekonomiskt överskott (exkl. drift/investering – se Tabell 14.1)	867	181	1048
Driftskostnader	-220	-341	-561
Snedvridnings- och alternativkostnad	118	-181	-62
Samhällsekonomiskt överskott per år vid en permanentning	765	-341	424

After 31 July

- Control stations left in place pending government decision

- Signs at the control points removed

- Returning onboard units

A total of some 490 000 onboard units distributed during the trial period.

150 000 returned as per 23 August 2006

