

# 20<sup>th</sup> International Emme Users' Conference

Montreal, October 18 to 20, 2006



## CALL FOR PAPERS

The Stockholm trials – EMME/2 as a tool for designing a congestion charges system

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**Title of the paper**

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### **BIOGRAPHICAL SUMMARY FOR MAIN AUTHOR** (100 words mini-CV)

Mr Svalgard is a project manager with 17 years of experience in the transportation field. Mr Svalgard has experience in both model development and assessment of transport schemes. His work comprises land-use and transport analyses on a wide range of aspects. He has been using Emme/2 as an important tool for urban, regional and long-distance traffic during his whole carrier, in Sweden and abroad.

### **AUDIOVISUAL SUPPORT NEEDED**

(A PC with Office XP, a projector, and a microphone will be provided. Please mention any other needs.)

**ABSTRACT** (500 words)

On 2 June 2003, the Stockholm City Council adopted a majority proposal to conduct congestion charges trials. The formal decision on implementation was made through the Riksdag (Swedish Parliament) passing the Congestion Charges Act on 16 June 2004.

The trials started on 22 August 2005 with extended public transport. On 3 January 2006 the congestion charges started. The trials were concluded by 31 July 2006. A referendum on the permanent implementation of congestion charges will be held in conjunction with the general election on 17 September 2006.

The system had a single zone boundary encircling the inner city of Stockholm. Charges had to be made for passages into and out of the inner city on weekdays from 06.30 to 18.29, with higher charges during peak periods.

The primary objectives of the trials were to reduce congestion, increase accessibility and improve the environment. The purpose of the (full-scale) trials was to test whether the efficiency of the traffic system could be enhanced by congestion charges.

A lot of effort has been made to evaluate the trials and a considerable amount of data has been collected before and during the trials. This gives a tremendous opportunity to validate the transport models being used.

The paper will have three purposes.

One purpose is to give a brief description of the trials and the congestion charges system and how the primary objectives were fulfilled.

The second purpose is to focus on how EMME/2 was used in connection with different transport models as a tool for designing the Congestion charges system.

The third purpose is to compare forecasted traffic volumes with the results from the traffic counts that were collected before and during the trials.

**Please send the completed form to the attention of:**

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