



11th Annual Conference
Draft Programme

Congestion Charging in Stockholm & Unexpected Events

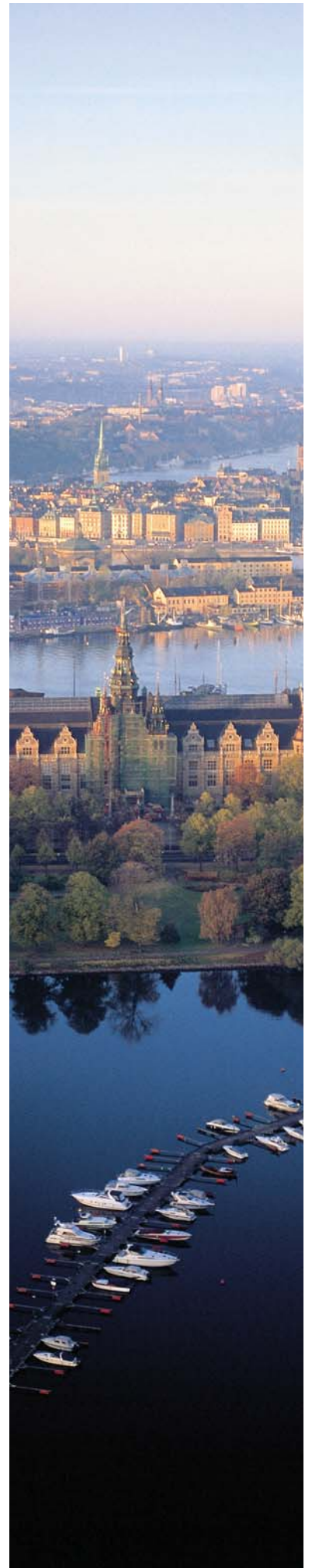
29 - 30 June 2006
Stockholm, Sweden

Berns Hotel
Näckströmsgatan 8
SE-111 47 Stockholm
Sweden

Sponsored by



Vägverket



BERNS Conference Centre and Hotel



Directions to the Hotel

Stockholm Arlanda Airport - is used as a hub for Sweden's international and domestic airlines. The airport is host to four separate terminals. Terminals two and five are used for international flights, three for Swedish domestic flights, and four for SAS domestic flights. The airport has frequent and easy connection to the City Terminus (Central Station) by rail or bus.

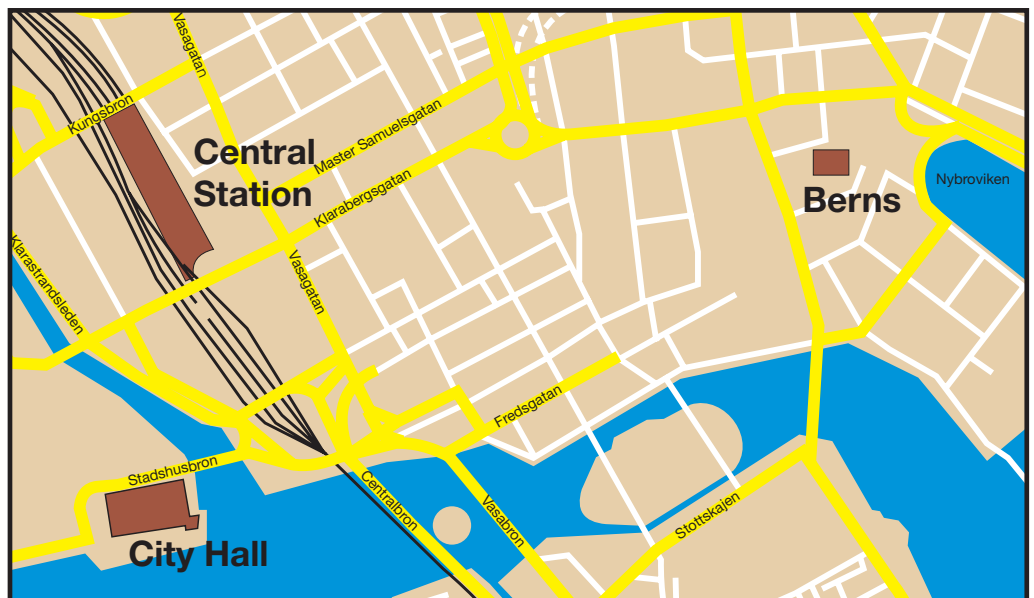
Västerås Airport - located further from the city is used by some low cost airline flights. Coach transfer to City Terminus takes about 1 hour with connections scheduled to connect with flights. There is a train service to Stockholm Central Station which takes just over 1 hour.

Skavsta Airport - located further from the city is used by some low cost airline flights. There is a bus to the city of Stockholm takes about 1h 30 minutes with connections scheduled to connect with flights.

Berns is a short taxi journey from Central Station.

Stockholm Transport - Stockholm has a comprehensive public transportation system making the need for a personal car minimal if not completely unnecessary. The local metro (tunnelbana, train, and bus are all run by Storstockholms Lokaltrafik (SL).

With the purchase of a **Stockholm Card** you are able to use all of the cities public transportation for free, as well as gain admittance into a great deal of the cities attractions. Public transport can also be purchased individually, or discounted in books of 20. Each ticket is good for one hour and you must get it stamped at the beginning of your travel.



Information Management Policies Assessment for City Transportation Systems (IMPACTS)

IMPACTS is an international network of European, North American and Latin American cities established as a forum for exchanging information about urban mobility and transportation policies. The diverse cities recognize that they share similar problems, and recognize the value in sharing information as they work toward their common vision of sustainable transportation solutions.

IMPACTS is a federation of three organizations:

IMPACTS Europe

IMPACTS Europe is an association registered in France with its newly appointed Secretariat located in the offices of MVA in London. The network brings together political decision makers from Amsterdam, Barcelona, Berlin, Brussels, Budapest, Geneva, Göteborg, London, Paris, Rome, Stockholm, Vienna and Zagreb.

IMPACTS North America

IMPACTS North America was created in 1996 on the initiative of NACTO, the National Association of City Transportation Officials. The cities are typically represented by high-ranking transportation officials, who work directly with their Mayors and are responsible for proposing and implementing mobility strategies.

IMPACTS America Latina

IMPACTS America Latina was formed in 2004. The first conference was held in Quito. IMPACTS Europe through its member cities of Barcelona and Geneva provide assistance, and further collaboration between the European and Latin American cities is planned.

Conference Registration & Help Desk

The registration desk staffed throughout the conference is located next to the Kammarsalen conference room. It will open from 08:30 on Thursday 29 June.

Internet Café - connections are provided in the registration area for delegates.

IMPACTS Europe Secretariat Conference Organiser

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SE-102 39 Stockholm

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Wednesday 28 June

The City of Stockholm would like to invite delegates to meet for an informal boat trip with drinks in the evening - Meet in the lobby of Berns Hotel at 19.00. The trip will leave at 19:30 and last for about 2 hours.

Thursday 29 June

Congestion Charging

08:30 - 09:30 Registration with coffee

09:30 - 10:00 Welcome address: Vice Mayor **Teres LINDBERG**

IMPACTS President, - **Gunnar SÖDERHOLM**, *Deputy Chief Executive Officer, The City of Stockholm*

Introductory Comments:

Programme and conference organisation - **Ian JOHNSON**, *MVA, IMPACTS Europe Secretariat*

Session 1 - Congestion Charging - the Stockholm Experience

10:00 - 12:00 Chair: **Keith GARDNER** - *Head of Strategy & Business development, Transport for London*

Presentation on the Stockholm Congestion Charging Scheme -

Gunnar SÖDERHOLM, *City of Stockholm*. **Birger HÖÖK**, *Vägverket* and **Gunnar JOHANSSON**, *IBM Road User Charging Manager*

Questions & Answers

12:00 - 14:00 Lunch

Session 2 - Congestion Charging - City Perspectives

Chair: **Gunnar SÖDERHOLM**, - *Deputy Chief Executive Officer, The City of Stockholm*

14:00 - 16:00 Presentations:

London - **John MASON**, *Head of Enforcement, Congestion Charging*

Amsterdam - **René MEIJER**, *Deputy Director, Directorate of Infrastructure, Traffic and Transport*

Copenhagen - **Henrik SYLVAN**, *Head of Transport Planning*

16:00 - 16:30 Coffee Break

Session 3 - Roundtable Discussion - Is there a future for congestion charging?

Chair: **Claude DARGENT** - *City Councilor, Paris*

16:30 - 17:30 Moderated discussion

20:00 Conference Reception / Dinner - The Gallery of the Prince, Stockholm City Hall

Friday 30 June

Unexpected Events

Session 4 - Lessons from Recent Events

09:00 - 10:15 Chair: **René MEIJER** - *Deputy Director, Directorate of Infrastructure, Traffic and Transport, Amsterdam*

Presentations:

Public transport after July 2005 - **Steve BURTON**,
*Deputy Director of Transport Policing & Enforcement
Transport for London*

New York City Department of Transportation's
response to the recent transit strike - **Iris WEINSHALL**,
Commissioner New York City Department of Transportation

10:15 - 10:45 Coffee Break

Session 5 - Planning for the Unexpected

Chair: **Grace CRUNICAN**, *NACTO Vice-President
Director, Department of Transportation, Seattle*

10:45 - 12:15 Presentations:

Security Initiatives in NYC since 911 - **Iris WEINSHALL**,
Commissioner New York City Dept. of Transportation

Natural disaster planning with specifics on earthquakes -
Grace CRUNICAN, *NACTO Vice-President
Director, Department of Transportation, Seattle*

Planning for pandemics - **Jean-Pierre SALIN**,
Director Health & Safety, Viola Transport

Questions & Answers

12:15 - 14:00 Lunch

Session 6 - Roundtable Discussion

Chair: **Fredy WITWER**

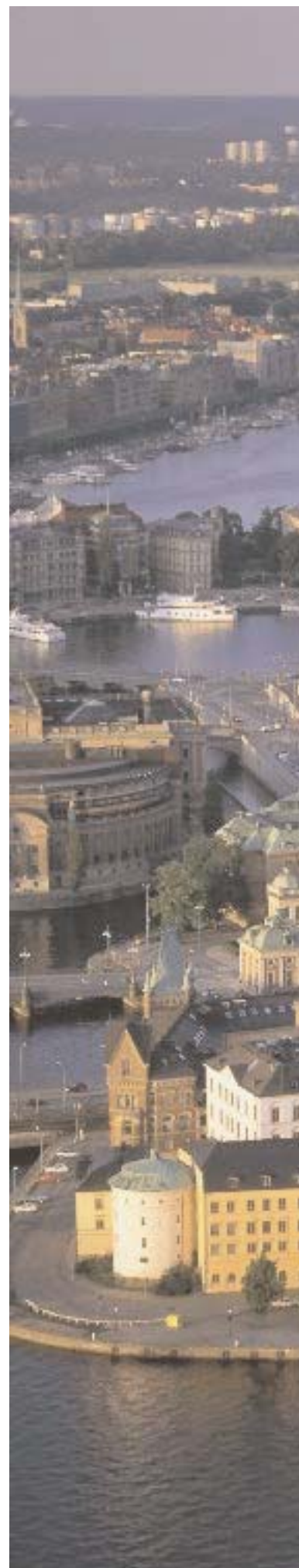
14:00 - 15:30 Moderated discussion

15:30 General Conclusions - **Gunnar SÖDERHOLM**,
Deputy Chief Executive Officer, The City of Stockholm

Saturday 1 July

Guided Technical Tour

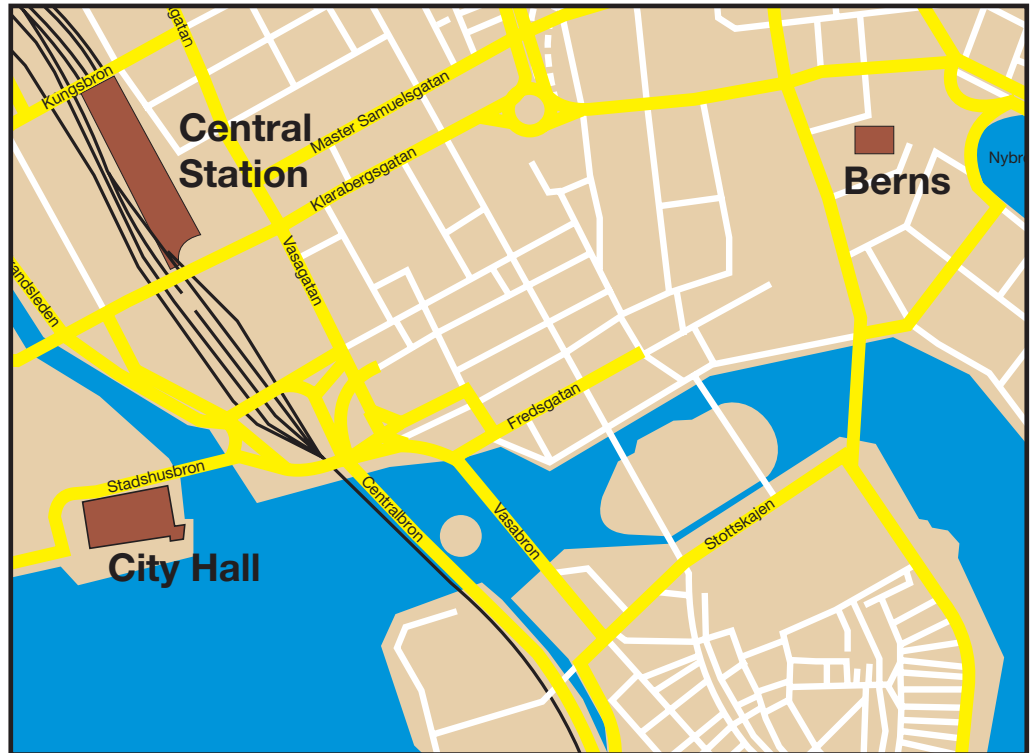
10am Outside City Hall. The City of Stockholm and IBM invite delegates to a guided bus tour of the City to illustrate the Stockholm experience and Infrastructure solutions of the traffic-system.



Directions to the Conference Dinner Venue

Directions to Stockholm City Hall

The City Hall is a short walk from the Berns Conference venue. See map below for directions.



The Gallery of the Prince is used for the City's receptions. It has a magnificent panoramic view of Riddarfjärden which is reflected on the opposite wall in Prince Eugen's al fresco painting the "Shores of Stockholm".



The Stockholm trials start 3 January 2006

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 start on 22 August 2005 with extended public transport. On 3 January 2006 the congestion charges start. The trials will be 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.

Purpose of the Stockholm trials

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

Secondary objectives of the trials

- Reduce traffic volumes on the busiest roads by 10-15%
- Improve the flow of traffic on streets and roads
- Reduce emissions of pollutants harmful to human health and of carbon dioxide
- Improve the urban environment as perceived by Stockholm residents
- Provide more resources for public transport

Timetable for the trials

Trials start on 22 August 2005 with extended public transport. On 3 January 2006 the congestion charges start. The trials will be concluded by 31 July 2006. It will be evaluated continuously from a number of different perspectives. This evaluation will be summarised in a report in early summer 2006.

A referendum on the permanent implementation of congestion charges will be held in conjunction with the general election on 17 September 2006.

All costs paid by the government

All costs are paid by the national government. The budget for the trials is SEK 3,8 billion.

Extended public transport

Public transport will be extended with 197 new buses and 16 new buslines. This will provide an effective and fast alternative for travelling at peak hours from the municipalities surrounding Stockholm into the inner city.

Where possible present bus-, underground- and commuter train lines will be reinforced with additional departures.

More park-and-ride facilities

To facilitate travelling a large number of new park-and-ride facilities will be built in the region. The present park-and-ride facilities will be made more attractive.

Congestion charges system

The system will have a single zone boundary encircling the inner city of Stockholm. Charges will be made for passage into and out of the inner city on weekdays from 06.30 to 18.29, with higher charges during peak periods. The maximum charge is SEK 60 per day and vehicle.

Unimpeded traffic flow

The advanced payment technology used will not impede the throughput of traffic at the charging points. Registration and payment will be implemented electronically without affecting the flow of traffic.



Charges and times

The congestion charges will apply on weekdays from 06.30 to 18.29. There are no charges on evenings, nights, Saturdays, Sundays, public holidays and the day before a public holiday.

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
Maximum charge SEK 60 per day and vehicle	

