New policy measures in Sweden

Nordic Electric Bus Initiative

September 1-2, 2015
Gothenburg, Sweden
Governmental commission

• Proposed framework for urban environment agreements
  – the new thing with the financing form is that it includes a clear objective to increase the share of public transport, cycling and walking that demands not only the state co-financed measures in public transport but also other measures that the municipality commits to.

• Besides this the urban environment agreements should also contribute to innovative solutions in public transport.

• Two billion SEK will be allocated to public transport measures in the period 2015-2018.
Create conditions for a greater proportion of urban transport done by public transport, cycling or walking.

State co-funded measures  Other committed measures  Other measures
(complementary measures that is not funded)

Monitoring and reporting
Who can apply?

- Only municipalities can apply for co-financing.
- Municipalities have control over many of other committed measures that may be relevant in the decisions.
- Municipalities will often have to sign contracts in turn, with additional partners such as public transport authority.
What measures can be co-financed?

- Capacity strong, attractive local and regional public transport infrastructure
- Local and regional public transport infrastructure with purpose to demonstrate, test and evaluate the new transport solutions
- Additional costs for environmental measures and improved energy efficiency of vehicles.
Other committed measures

- Plans for urban development central, in vicinity to public transport and mixed functions and an objective that detailed development plans essentially should follow the comprehensive plan
- Expansion of bicycle and pedestrian paths and public transport in addition to what is state co-financed
- Design and speed limits on streets in the city for pedestrians, cyclists and public transport
- Parking policy, control of number of parking places, parking fees for reduced number of cars and car traffic in the city.
What follow-up will the municipality need to do?

• Monitoring of the commitment by the municipality under the decision
  – implementation of measures co-financed
  – implementation of other committed measures
• monitoring of the implementation of other measures outside the decision that is relevant (for example in the national transport plan)
• monitoring the development of car traffic, travel by walking, cycling and public transport
• monitoring of environmental effects
• monitoring is conducted annually and as final report.
Application procedure

• 2 billion SEK is announced for the program during the period 2015-2018

• the plan is to do a small call for funds in second half of 2015 and a larger in first half of 2016

• if necessary additional call late 2016 or early 2017

• formal decision will depend on when the regulation is in place

• the Transport Administration will for the prioritization also consider the possibility to obtain opinion from other relevant authorities and universities.