

**New policy  
measures in  
Sweden**

**Nordic Electric Bus  
Initiative**

**September 1-2, 2015  
Gothenburg,  
Sweden**

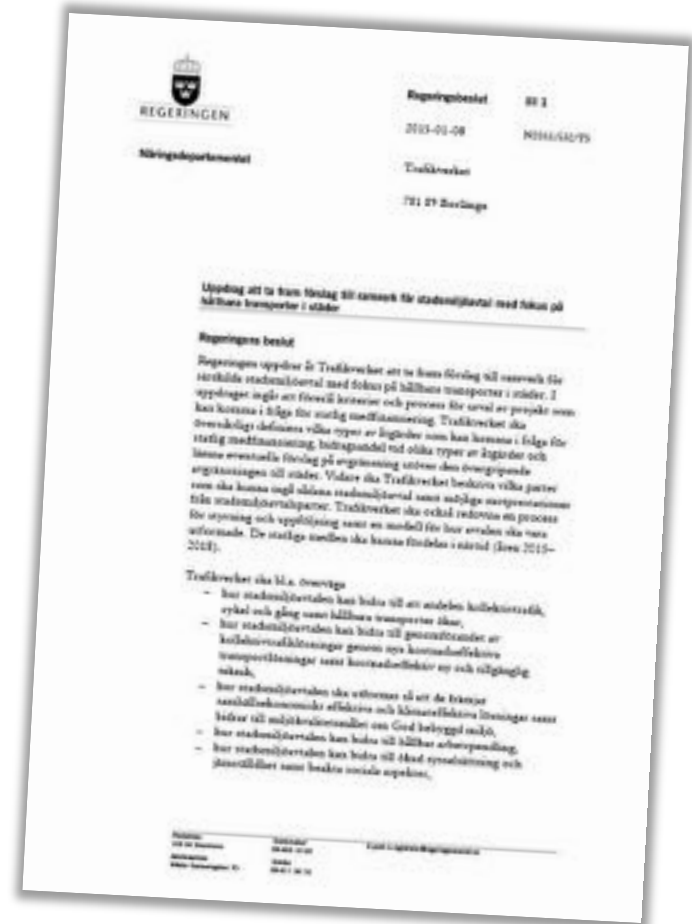


**TRAFIKVERKET**



# 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.

