

Who's paying the bill?

The West Swedish Agreement costs SEK 34 billion. 50 per cent of the financing comes from Region Västra Götaland, Region Halland and Gothenburg City along with income from congestion tax in Gothenburg. State funding finances the remaining 50 per cent.

Congestion tax

Congestion tax is intended to improve accessibility on our roads, improve our environment and part-finance the West Swedish Agreement. Around 38 control points will be placed at the entrances and exits to the congestion zone. Vehicle number plates will be photographed automatically at control points. The Swedish Transport Agency will send a payment slip to the vehicle owner. Payment can be made by direct debit. Some vehicles will be automatically exempt from congestion tax, for instance motorbikes and emergency vehicles. Anyone holding a Disability Parking Permit can apply to the Swedish Tax Agency for exemption for a vehicle. Congestion tax will be charged from 1 January 2013.

Times and charges

Congestion tax will be charged for Swedish-registered vehicles driven into and out of the central Gothenburg congestion zone, Mondays to Fridays between 06.00 and 18.29. The tax will not be charged in the evenings, at night, on weekends or public holidays, on a day preceding a public holiday or during the month of July. A vehicle passing control points more than once within a 60 minute interval will only be charged once. This charge will be made at the highest charge level applicable. The maximum amount per day and vehicle will be SEK 60.

Read more at www.transportstyrelsen.se or call Swedish Transport Agency customer service for congestion tax: +46 771-29 29 29.



Do you want to know more about what the West Swedish Agreement means for you?

Visit www.vastsvenskapaketet.se

Cover photo: Bildarkivet, logiken.se, April 2012



This is The West Swedish Agreement.

Time	Charge (SEK)
06.00 – 06.29	8:-
06.30 – 06.59	13:-
07.00 – 07.59	18:-
08.00 – 08.29	13:-
08.30 – 14.59	8:-
15.00 – 15.29	13:-
15.30 – 16.59	18:-
17.00 – 17.59	13:-
18.00 – 18.29	8:-
18.30 – 05.59	0:-

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The West Swedish Agreement



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vastsvenskapaketet.se





Our goal is an attractive, sustainable and growing West Sweden

The West Swedish Agreement is a series of infrastructure initiatives for trains, busses, trams, bicycles and cars stretching to around 2027 which will contribute to positive and sustainable growth in West Sweden. These initiatives will make it easier to get around, will lead to better and more attractive public transport, more reliable transport for business and industry and expanded commuting services for everyone living, working or studying throughout West Sweden. And a good environment.

What's included?

The West Swedish Agreement comprises a number of major projects. Some lie far in the future, others are much closer in time. Here is what has been planned:

More and better public transport

To make travelling by bus both faster and more reliable – and in turn more attractive – more roads entering Gothenburg will have allocated bus lanes. In total 55 km of new bus lanes will be added to the 35 km today. More commuter trains have been ordered and platforms are being lengthened, which will increase capacity. A new commuter station will be opened at Gamlestadstorget in Gothenburg. Bicycle paths, bicycle parking, commuter car parks are all being built and extended to make travelling by public transport even more appealing. Trains, busses and trams will run more frequently. These projects will be underway over the next few years.

The new Göta Älv Bridge

The Göta Älv Bridge is the most important public transport link over the river at present with a high traffic volume. This bridge is in poor condition and must be replaced by a new bridge. The new Göta Älv Bridge will carry



Photo: Johnér

more public transport, be safer for cyclists and will contribute to growth in central Gothenburg. Building is to start in 2014 at the earliest and it is expected the bridge will be completed in 2020 at the latest.

The Marieholm Tunnel

Every day 120 000 vehicles drive through the Tingstad Tunnel under Göta Älv. A single stationary vehicle affects traffic for a considerable distance. That is why we will soon be building the Marieholm Tunnel.

The new road tunnel will be situated 600 metres to the east of the Tingstad Tunnel and will link up the E20, E6, E45 and the Lundby by-pass. Traffic will be less vulnerable, driving through Gothenburg will be easier and faster, there will be improved access across the Göta Älv river and greater traffic capacity – all resulting in more reliable goods and passenger transport. Building is expected to start in 2015 and the tunnel to open in 2020.

The West Link

To relieve the heavy pressure on the railway network in West Sweden we are building the West Link in Gothenburg – an 8 km long double railway track, with 6 km through a tunnel. Trains will no longer have to turn at the Gothenburg central station but will be able to continue straight on underneath the city.

There will be new stations, Korsvägen, Haga and Gamlestadstorget, as well as the Central station/Nils Ericson terminal. Changing between train, tram or bus will be easy. This will reduce traffic in central Gothenburg and make it easier to commute for everyone who wants to live, work or study in West Sweden. These are just some of the many advantages of the West Link. Work on the West Link will start in 2018 and should be completed in 2027 at the earliest.

Photo: Bildarkivet