# INTRODUCTION

In 2010 Stockholm was named the very first European Green Capital by the EU Commission. The award to Stockholm is a reflection and an acknowledgment to decades of hard work that the city has undertaken to improve the environment. Fundamentally there are three key reasons as to why Stockholm won the award, namely: since 1990 the city has cut its carbon dioxide emissions by 25% per inhabitant, its aggressive plans to be fossil fuel free by 2050, and its highly integrated administrative system that guarantees that environmental aspects are considered within the city’s budgets, operational planning, reporting and monitoring. This case highlights one example relating to the above points, transportation, that is included within a much broader, holistic approach to sustainable development in the city of Stockholm.

## 1.1 KEY INTERVENTIONS

Through careful and strategic operational planning of their transportation, Stockholm has been able to significantly cut their emissions, not only through physical interventions within the city but through policy starting with the council itself. Over the past 20 years, the city has systematically increased their proportion of both the green fleet of cars and among the residents of Stockholm. The adoption of “Green Car” has been introduced through various mechanisms including: lowering fuel tax, exempt from congestion charging and financial subsidies towards the purchase of this type of vehicle. In addition to the introduction of the congestion charge in 2006 that has served to reduce cars and manage traffic flow, there has also been hundreds of kilometers of cycleways introduced within the last few years to further encourage other modes of transportation. Stockholm introduced a bus rapid transit system available at bus, railway and metro stations. This is also available on line, through mobile phones and with real-time information on the radio ensuring that it reaches the widest possible audience. In addition intelligent information systems have been introduced alongside the initiatory time guarantees.

## 1.2 MEASURABLE OUTCOMES

For a city of its size, Stockholm has an impressive network of roads where 70% of all workers use it to commute to and from the inner city during rush hour. Stockholm has the world’s largest fleet of ethanol-fuelled buses, and bays a large share of locally produced biofuels to fuel them. By 2011, it is expected that half of all the buses will be powered by renewable fuels; with the goal: those where municipal authorities have the capacity to regulate. As a result, the introduction of congestion charging will be reduced to entering the city center by 20%, decreased travel times by 20-40% and improved the air quality. From an economic perspective, approximately SEK has been generated that can be channelled into further reducing congestion - making the initiative self-sustaining.

Out of all new car sales in Stockholm in 2008, 40% were green cars. On the other hand the number of cyclists has also doubled in the last ten years as well.

## 1.3 GOVERNANCE

Technological advances and economic growth have laid the ground for ecologically sustainable society. Furthermore, the City’s Environmental Program is running with such program: the first one was produced in the mid-1970s. It contains critical environmental issues and a city-wide policy document. The goals of this program apply to all aspects of Stockholm’s municipal activities and act as guidelines for the city administration. The goals are followed up in the same way as economics. Lately, it has been able to significantly reduce the congestion charge in 2006 purchase of this type of vehicle.

CONCLUSION

Stockholm has worked hard to achieve the clean environment that elevated it to European Green Capital. Key to this city’s continually evolving engagement within environmental issues has been through the support of its inhabitants. Furthermore there has been broad, widespread political unity in collaboration on assuming a holistic approach to sustainable development that has in turn facilitated policy making and enforcement. With such ambitious targets, Stockholm will continue to provide many lessons for other cities who are intent on reducing their fossil fuel dependency.
In 2010 Stockholm was named the very first European Green Capital by the EU Commission. This case highlights one means by which Stockholm achieved ambitious carbon reduction target through the transportation networks. Over the past 20 years Stockholm City Council has systematically increased their proportion of both the city’s green fleet of cars and among the residents of Stockholm. In addition to the introduction of the congestion charge in 2006 that has served to reduce cars and help manage traffic flow, there has been hundreds of kilometers of bicycle lanes introduced within the last few years. To further streamline other modes of transportation, real-time information is now available at bus, subway and train stations. With such aggressive policies and holistic approach to sustainable development, Stockholm will continue to provide many lessons for other cities who are intent on reducing their fossil fuel dependency.

Widespread political unity on assuming a holistic approach to sustainable development

78% Through introduction of sizeable, affordable public transit system it has encouraged 78% of commuters to use the network during rush hour.

STOCKHOLM, Sweden

20% Congestion charging has reduced cars entering the city center by 20%, shortened travel times by 30-45%, and improved air quality.

25% By setting ambitious targets and following an aggressive plan to reduce GHG emissions, it has cut CO2 emissions by 25% per inhabitant.

SOURCES
1. Wikimedia Commons - Alisdair McDiarmid
2. Wikimedia Commons - Soman
3. Picasa Web Creative Commons - Elisa Bellistri
4. - 5. Wikimedia Commons - Jordgubbe

STOCKHOLM

COORDINATES
59°19'46”N 18°4’7”E

AREA
6,519 km² (2,517 sq mi)

POPULATION
2,091,473

DENSITY
321/km² (831/sq mi)

GDP (Sweden)
$458.7 billion

URBAN POPULATION (Sweden)
85.1%