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Comr	Commuter Groups Number of Observations Average Annual Kilometers travelled (AK			ed (AKT)			
Group	Commute Pattern	LEV (Treated)	Conventional (Control)	LEV (Treated) [km/year]	Conventional (Control) [km/year]	Difference [km/year]	% Difference
Α	Live/Work in Centre	102	4,605	11,844	11,707	137	1.17%
в	Outbound Commute	87	2,661	14,692	13,447	1,245	9.26%
С	Inbound Commute	216	18,859	13,950	13,324	626	4.70%
D	Live/Work in Suburbs	514	62,621	15,094	14,590	504	3.46%



	Commuter Grou	ps	Matched C	bservations	P	SM Results	
Group	Commute Pattern	Commuting Across Boundary	#. of treated obs.	#. of control obs.	Average effect of treatment on treated (ATT) [km/year]	Std. Error	ATT % over Control AKT
А	Live/Work in Centre	No	102	4,467	+184.3	539.2	+1.57%
в	Outbound Commute	Yes	87	2,366	+1,575.5	629.8***	+11.72%
с	Inbound Commute	Yes	216	18,859	+620.1	428.7*	+4.65%
D	Live/Work in Suburbs	No	514	62,552	+502.5	318.5*	+3.44%

Owner Group 1	Owner Group 2	Group 1 ATT [km/year]	Group 2 ATT [km/year]	Difference in ATT [km/year]	Average Control Group AKT [km/year]	% Difference in AKT
B: Outbound Commute	A: Live/Work in Centre	+1,575.5	+184.3	+1,391.20	13,447	+10.4%
C: Inbound Commute	D: Live/Work Outside Centre	+620.1	+502.5	+117.60	13,324	+0.9%







## Part 3: How could the LEV exemption bring about a sustainable fleet transition?

































## (KTH **Outlook for Policy** Congestion Charges: - Expanded to Gothenburg - Increased price in Stockholm, now includes N/S motorway • LEV incentives post-exemption: 2012: Super-Clean Vehicle Premium: mostly EVs & Plug-in \_ HEVs - 40 000 SEK (£ 3500) for private persons - 2013: Exemption from annual tax for 5 years - 2013: Reduced tax for a company car benefit Environmental Zones • - New enabling legislation in place - Stockholm pilot in 2020, probably the whole inner city by 2021