

## STUDY ON INTERNATIONAL PRACTICES FOR LOW EMISSION ZONE AND CONGESTION CHARGING

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### EXECUTIVE SUMMARY

China's rapid urbanization and motorization have caused severe air pollution and traffic congestion in the country, which in turn has led to a sharp increase in social costs. In Beijing, vehicles account for 31.1 percent, 33 percent, and 50 percent of total emissions of fine particles (or particulate matter 2.5, PM<sub>2.5</sub>), volatile organic compounds (VOCs), and nitrogen oxides (NO<sub>x</sub>), respectively, making vehicles the leading pollution source in the city. Growing traffic congestion also imposes high socioeconomic costs. In September 2013, Beijing released the Beijing Clean Air Action Plan 2013–2017, and the Work Plan for Vehicle Emissions Control 2013–2017, in an important effort to tackle transport emissions problems. One of the key elements of the plans is to study the low emission zone and congestion charging (LEZ/CC) scheme. This scheme is also being considered as a local policy option by other cities in China.

Cities adopting the congestion charging (CC) scheme collect a surcharge on congested sections of road. The aim is to alleviate congestion through curbing travel demand without increasing infrastructure supply. This action has had a positive influence in London, Singapore, Stockholm,

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# Study on International Practices for Low Emission Zone and Congestion Charging

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This working paper discusses practices that can be applied towards congestion mitigation and emission reduction in China, drawing from research and analysis of the successful experiences of London, Singapore and Stockholm in implementing LEZ and CC.

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