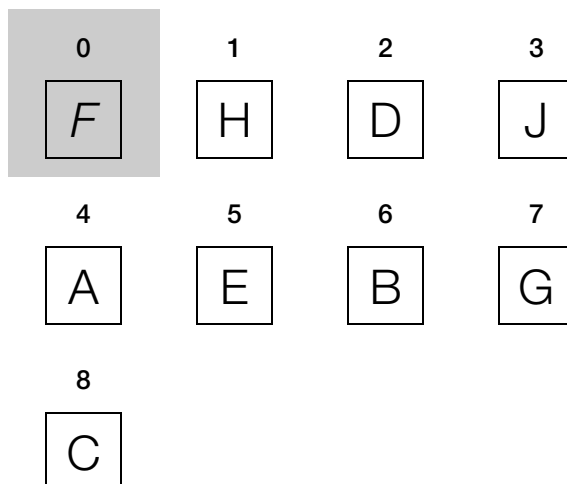


## Korrekturhinweise

### A solution to traffic jams



### Begründungen

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The speaker says: "Most New Yorkers are opposed to the plan but if recent history tells us anything those sceptics might change their minds soon". People who are against the new fee may therefore develop a different view in future.

1

The speaker says: "[...] but in 2021 it will become a dividing line and anyone who drives south of it will have to pay a hefty fee". In contrast to today, drivers will therefore pay for travelling in a certain area soon.

2

The first interviewee says: "The traffic is just horrendous. [...] So I think people should have to pay for the privilege of driving." The first interviewee therefore says drivers ought to be charged for driving.

3

The second interviewee says: "I commute into the city from Queens and I'm paying for tolls already." The second interviewee therefore explains that she has to pay extra due to where she lives.

4

The third interviewee says: "Less driving, more public transportation. It's all positive, really." The third passer-by therefore likes the consequence that drivers will use alternatives more frequently.

5

The speaker says: "Jonas Eliasson is a researcher and former transport administrator in Stockholm. Congestion pricing started there in 2006 despite deep opposition." In Sweden, the changes originally were therefore very unpopular.

6

Jonas Eliasson says: "We would reduce congestion, we didn't really doubt that, but this huge change in public opinion was something that we hadn't really prepared for." Specialists in Sweden were therefore surprised about the developments.

7

The speaker says: "One obvious explanation is that people didn't realize it would really work, then they saw the benefits and believed in them." People therefore finally approved of the new development when they understood that it worked.

8

The speaker says: "Economist Maria Börjesson looked at congestion pricing in Gothenburg, Sweden, where, you guessed it, support went up after the charges were in place. But people didn't actually change their mind about how effective congestion pricing is." Maria Börjesson says: "So they actually had it grasped pretty well what the outcome would be even before, but still the support increased." The attitude of the Swedish people on the potential of the fees therefore remained the same.