Development in the Community transport policy and their statistical implications

DG MOVE

Working party on Transport Statistics - UNECE
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2011 White Paper strategy

Challenges

- Growing congestion: no longer only in cities
- Price of oil: revised upwards (latest IEA) notwithstanding shale oil
- GHG emissions: a concern for the transport system worldwide

Goal

Safeguard mobility for people and businesses

How?

Less energy, Cleaner energy, and Better use of infrastructure

Instruments

A programme of 40 initiatives
How to do it – 4 “i”s and 40 actions

**Internal market:** Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems.

**Innovation:** EU research needs to address the full cycle of research, innovation and deployment in an integrated way.

**Infrastructure:** EU transport infrastructure policy needs a common vision and sufficient resources. The costs of transport should be reflected in its price in an undistorted way.

**International:** Opening up third country markets in transport services, products and investments continues to have high priority.
Evidence based policy

• Increasing need of statistical evidence to support policy making
  ✓ To help take decisions
  ✓ To monitor the effects of policies

• ...but resources devoted to the collection of statistics cannot be increased, as well as the burden on respondents

• Solutions should focus on increasing comparability and use of already existing information (e.g. administrative data)
Transport modelling

- Transport modelling is an important tool used in the preparation of Impact Assessments.

- A Reference scenario is prepared at regular time intervals (about 2 years): joint initiative of DG CLIMA, DG ENER, and DG MOVE (in association with JRC).

- The Reference scenario serves as a benchmark for assessing the impacts of new initiatives in several energy, transport and climate policy areas and is subject to extensive consultation of the MS.

- The quality of the results is dependent on that of available inputs: detailed and reliable statistics are needed for model calibration.
White Paper goals related to mobility

(1) Halve the use of conventionally fuelled cars in urban transport by 2030; phase them out in cities by 2050.

(2) By 2050 the majority of medium distance (> 300 km and < 1,000 km) passenger transport should go by rail.
Data needs

(1) Transport activity in urban areas, expressed in pkm for various modes (buses, passenger cars and vans, powered two-wheelers, rail, tram and metro) and by technology of vehicles (for passenger cars)

(2) Transport activity by distance class (> 300 km and < 1,000 km) in pkm for all passenger modes (coaches, passenger cars, passenger vans, powered two-wheelers, rail, aviation, and inland navigation)
Data needs

Current and future trends in mobility will require a better monitoring on:

- The current **stock** and the **use** of non-conventionally fuelled vehicles in member states (Hybrids, hydrogen and fuel cells, biofuels, electric engines) for passengers and freight;

- Mobility behaviour by **distance classes** and in **urban/nonurban** environments.

With this data co-modality, emissions, congestion and use of infrastructure policies could be monitored more efficiently.
Thank you for your attention