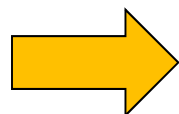# Development in the Community transport policy and their statistical implications

DG MOVE

Working party on Transport Statistics - UNECE
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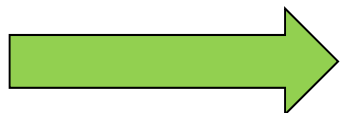# 2011 White Paper strategy

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.

Transport

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.

European Commission

Transport

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