

Indicator (definition)	Car share of inland passenger transport: This indicator is defined as the percentage share of transport by passenger cars in total inland passenger transport (passenger cars, buses and coaches, and trains), expressed in passenger-kilometres (pkm).
Eurostat Unit	Transport statistics
Other Commission DGs	Directorate General for Energy and Transport
European Statistical System Working Group (WG)	WG on Rail transport statistics, WG on Road traffic
Date	May 2010

1. Overall assessment of accuracy and comparability (Description of quality grades under the following link: http://circa.europa.eu/Public/irc/dsis/structind/library?l=/general_information/quality_profiles/annex_enpdf/EN_1.0_&a=d)

A
 B
 C
 Indicator to be developed

Data is collected from reliable sources in most countries but standards used vary causing accuracy problems in several reporting countries. Comparability between countries is also restricted due to differences in concepts and methodology. Comparability over time is restricted due to estimations for many countries

2. Objective and relevance of the indicator:

The indicator measures the ratio between transport by passenger cars and total inland passenger transport. Hence, it reveals the dependence/ preference of transport by passenger cars on total inland passenger transport.

An important policy issue is the extent of the prevalence of road transport by cars which is considered the least sustainable passenger transport mode. It determines considerable environmental and social impacts, such as pollution, global warming, etc. as well as a higher accident rate, thus producing economic impacts. The indicator can help assess the effectiveness of policies whose aim is to achieve a shift towards more energy efficient and environmentally friendly modes of passenger transport. This means, to bring about a shift in transport use from road to rail, water and public passenger transport so that the share of road transport in 2010 is no greater than in 1998.

The indicator is related to the renewed EU Sustainable Development Strategy's overall objective on transport: 'to ensure that our transport systems meet society's economic, social and environmental needs whilst minimising their undesirable impacts on the economy, society and the environment'.

Finally, the indicator is partially related with the target of reduction of transport greenhouse gas and pollutant emissions.

Restriction of the indicator's relevance and other characteristics which may lead to restrictions in using it in monitoring and reporting

3. Data availability: details

(**t₁**: earliest reference year available; **t₂**: latest reference year available in May 2010)

	Member States	Candidate and Accessing Countries	US and Japan	EEA-EFTA ¹
t ₁	1990: BE, BG, DK, IE, EL, ES, FR, IT, LU, HU, AT, PL, PT, SI 1991: DE, NL, FI, SE, UK 1993: CZ, SK 1995: EE, LT	1990: TR 1995: HR	-	1990: IS, NO

¹ While being a member of the EEA, Liechtenstein has complete or partial exemptions from several statistical requirements due to its size. Thus, Liechtenstein is excluded from this overview as most of the data are missing.

	2000: RO 2002: LV			
t ₂	2007	2007	-	2007

Comments (including information on time series): No data available for: CY and MT, LV 2003-2004, TR 1997-1998, 2002, EE 1996-2003, LT 1996-2001, PL 1991-1994, HR 1996-1999, IS 1991-1994.

4. Overall accuracy

High

Restricted

(sources, errors, methodology, etc.)

Data on passenger transport performance are collected through the Eurostat/ITF/UNECE Common Questionnaire on Transport Statistics.

The questionnaire is not supported by any legal acts but is based on a gentlemen's agreement with the Member States.

All data were asked to be based on movements on national territory ('territoriality principle'), regardless of the nationality of the vehicle. However, data collection methodology is harmonised at the EU level for rail, but not for passenger cars or for buses and coaches.

The restricted accuracy of the indicator is owing to the incomplete coverage of passenger transport for many countries, mainly due to a lack of data on transport by passenger car although it is the prevailing mode.

Car passenger transport data is obtained from national surveys on passenger mobility, yet in 7 countries (i.e. Greece, Ireland, Italy, Lithuania, Poland, Slovenia and Turkey) no such a survey has ever been carried out. In the existing surveys, there is not a common nomenclature for mode of transport and the term "passenger car" is not harmonised. Most countries use stratified one- or multi-stage sampling and only two use simple random sampling (i.e. DE, NO). A census was used in Czech Republic. Age and gender are used for weighting in most cases. Region is also used in almost all countries except Austria, Belgium and Germany which use the size of the household. Population or census register is the type of sampling frame used in most countries. High response rates (over 70%) were reported in Slovak Republic, Romania, Cyprus, Sweden, Estonia, France and Spain.

The reference population in most countries includes residents of over 6 years old. All travel undertaken by the respondent during the reporting period is recorded in almost all surveys. In most countries, the period in which the travel reported by the respondent took place was 24 hours for short distance journeys and varied from 14 days to 3 months for travel of a longer distance. Though, short-distance travel is not defined with the same way in all countries; the kilometre cut-off point varies (i.e. from 5-200 km).

There might be differences between modes within the countries regarding methods, definitions and accuracy.

5. Comparability across countries

High

Restricted

Comparability across countries is considerably restricted because neither concepts nor data collection methodologies for passenger car transport are harmonised at the EU level.

- In BG only travel by buses and coaches is covered.

- In CY only trips of less than 100km are covered.

- NL, RO, ES, HR, BE, UK use a quite different nomenclature of mode of transport.

- Most countries cover persons of 6 years old and over, but the threshold is 10 years old in DK, 13 years old in NO and 15 years old in EE, PT, RO, SK. An upper threshold is set by SE, DK (84 years old) and EE (74 years old).

- The survey period varies significantly; it is one day in CZ, LV, 2 months in PT, ES, 3 months in CY, EE, RO, 4 months in AT and 12 months in BE, FR, SK.

- The frequency with which the survey is conducted differs significantly

as well.

Rail statistics are more comparable, since the respective regulation provides definitions of the used terms.

Concerning USA and Japan, concepts and methodology are not the same as EU ones. Particularly, US data for passenger transport has the following differences with EU ones: a) in the category of buses and coaches trolley buses are included, b) rail transport refers to 'intercity' and 'commuter rail' and c) category passenger cars includes 'other 2-axle 4-tire vehicles'.

6. Comparability over time

High

Restricted

Comparability over time is restricted. For many countries estimates are available only.

7. Development perspective for improving the quality of this indicator (including as far as possible an indication of the burden on Member States and respondents.)

There is an intention to change the indicator's unit of measurement into vehicle-kilometers when comprehensive data on vehicle movements become available for all modes of inland transport.

However, vehicle-km can be considered as a possible way of calculating passenger-km in road transport only. In this case relevant information on load factors (average passenger per car) is necessary.

8. Contribution to the coherence of the set/potential to qualify for an integrated policy analysis

The indicator is partially related with the target of reduction of transport greenhouse gas and pollutant emissions as well as energy efficiency.

Relevant European legislation

Regulation on statistical confidentiality

- Council Regulation (CE) No 322/97 of 17 February 1997 (OJ No L 52/1) and Council Regulation (EURATOM, EEC) no 1588/90 of 11 June 1990 on the transmission of the data subject to statistical confidentiality to the Statistical Office of the European Communities (OJ No L 151/ 1).

- Rail statistics according the Directive 80/1177/EEC are not confidential and all data received from the Member States can be published.

Rules on statistical compilation

- Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics

[Top of the page](#)