

<b>Indicator (definition)</b>	<b>Energy consumption by transport mode and relative to GDP:</b> Final Energy Consumption (FEC) of transport (road, rail, inland navigation and aviation) in toe. Energy used for marine transport (bunkers) and pipeline transport is excluded. The main fuels covered are oil products, electricity and small quantities of gases and biofuels.
<b>Eurostat Unit</b>	Energy Statistics
<b>Other Commission DGs</b>	DG Environment DG Energy and Transport
<b>European Statistical System Working Group (WG)</b>	Working group on Energy Statistics
<b>Date</b>	November 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](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 on energy quantities are collected from reliable sources applying high standards with regard to the methodology. Comparability across countries is slightly restricted due to differences in the accuracy of the basic data.

### 2. Objective and relevance of the indicator:

Transport is a crucial sector for sustainable development, as recognised in the 2006 renewed sustainable development strategy, because of its economic and social benefits, whilst minimising their undesirable impacts on the economy, society and the environment.

Energy consumption is a proxy for transport demand/growth. Indeed, transport demand and energy consumption are closely linked. More transport, generally consumes more energy, depending on which means of transport is being used and the particularities of the vehicle and journey in question.

At EU level, the Commission will work to present proposals to modernise and decarbonise the transport sector thereby contributing to increased competitiveness. This can be done through a mix of measures e.g. infrastructure measures such as early deployment of grid infrastructures of electrical mobility, intelligent traffic management, better logistics, pursuing the reduction of CO<sub>2</sub> emissions for road vehicles, for the aviation and maritime sectors including the launch of a major European "green" car initiative which will help to promote new technologies including electric and hybrid cars through a mix of research, setting of common standards and developing the necessary infrastructure support.

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

The current indicator is a proxy for transport demand and cannot be directly used to monitor the growth in transport volumes.

### 3. Data availability: details

(**t<sub>1</sub>**: earliest reference year available; **t<sub>2</sub>**: latest reference year available in November 2010)

	Member States	Candidate and Acceding Countries	US and Japan	EEA-EFTA
t <sub>1</sub>	1990: DK, ES, FR, IT, LV, NL, AT, SI, FI, SE, UK 1991: DE 1992: SK 1993: EE 1995: BE, BG, CZ, IE, EL, CY, LT, LU, HU, PL, PT 1999: RO 2000: MT	1990: IS, TR 1995: HR	-	1990: NO, CH

t <sub>2</sub>	2007: 27 Member States	2006: IS 2007: HR, TR	-	2007: NO, CH
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Comments: No data for MK; Provisional data for EL 2004 – 2007 and ES for 2002, 2006 and 2007.

#### 4. Overall accuracy

High

The overall accuracy can be considered as high. Data are submitted on the basis of annual questionnaires employing an internationally agreed methodology.

Eurostat receives disaggregated data which are used to crosscheck the results and to ensure consistency with the total amount of energy consumption. The accuracy of the basic data may vary from country to country but discrepancies are considered as minor.

In several countries and for most energy commodities data provision by companies is required by law. However, the emerging liberalisation process may lead to a temporary minor decrease in accuracy in some countries.

Restricted

(sources, errors,  
methodology, etc.)

#### 5. Comparability across countries

High

Fully comparable data due to the use of the joint questionnaire. Eurostat verifies to the extent possible that the reported data respect the prescribed methodology. The underlying data collection methods are however the responsibility of the Member States. The methodology is harmonised for all EU countries.

Restricted

#### 6. Comparability over time

High

Fully comparable data on energy consumption. The data are subject to annual revisions. From time to time specific actions targeted at selected items are carried out in order to improve the methodology – including the time-series. Backwards calculations are made in case of any changes in the methodology.

Restricted

#### 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.)

To monitor the objective of “decoupling” transport growth and GDP growth, the ideal would be to compare traffic volumes with GDP. However, complete and consistent statistics on traffic volumes are not available. Improving availability of such data would thus contribute to improving the indicator relevance.

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

The indicator is a proxy for transport demand which is needed to monitor the objective set by the renewed SD Strategy of “decoupling” transport growth and GDP growth.

#### Relevant European legislation:

Regulation (EC) No 1099/2008 of the European Parliament and of the Council of 22 October 2008 on energy statistics