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| Indicator (definition) | Volume of passenger transport relative to GDP: Volume of inland passenger transport is defined as the ratio between passenger-km (inland modes) and Gross Domestic Product (GDP) in chain-linked volumes, at 2000 exchange rates. It is based on transport by passenger cars, buses and coaches, and trains. It is indexed on year 2000. |
| Eurostat Unit | Transport Statistics |
| Other Commission DGs | DG Mobility and Transport ; DG Environment |
| European Statistical System Working Group (WG) | WG on road traffic, WG on rail transport statistics |
| 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 quality is restricted due to problems with accuracy and limited comparability across countries. The comparability over time is considered as high due to the length of time series and data coverage for the most Member States.

2. Objective and relevance of the indicator:

An operational objective of the renewed EU sustainable development strategy is ‘decoupling economic growth and the demand for transport with the aim of reducing environmental impacts’.

The volume of passenger transport to GDP ratio measures the decoupling of passenger transport growth from real GDP growth. Rising volumes of traffic can damage the environment and economic growth through rising levels of congestion, noise and pollution. The full internalisation of the social and environmental costs of transport should promote a significant decoupling of transport growth and GDP growth.

Efficient passenger transport systems are essential for both the European economy and people's quality of life.

With regard to the objectives of individual systems, the priority of transport policy is to ensure mobility of service users within a comprehensive system of public passenger transport whose attractive prices and service quality shall promote the shifting of passengers from personal to public passenger transport.

In order to change travel habits in urban areas, the measures of promotion of walking, use of bicycles and public passenger transport shall be implemented as well as the raised ecological awareness of population. One of the most important objectives of transport policy is to connect bicycle routes with public passenger transport stops and parking spaces for motor vehicles.

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

To allow for further analysis of the impact of transport on the environment (as regards e.g. emissions and particles) and to measure progress with regard to decoupling, the indicator may be supplemented by indicators per mode on passenger-km.

3. Data availability: details

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

| | EU Member States | ACC/CC | USA and Japan | EFTA ¹ |
|--|------------------|--------|---------------|-------------------|
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¹ While being a member of the EFTA, 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 for structural indicators are missing.

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| t ₁ | 1995: BE, CZ, DK, DE, IE, EL, ES, FR, IT, LT, LU, HU, NL, AT, PL, PT, SI, SK, FI, SE, UK 2000: BG, RO 2002: LT 2005: EE | 1995: HR, TR 2000: MK | | 1995: IS, NO |
| t ₂ | 2007 | 2007 | | 2007 |

Comments (including information on time series): No data available for MT and CY. For LV no data available in 2003 and 2004. For MK no data available in 2004. For TR no data available in 1997, 1998, 2002.

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 not harmonised at the EU level.

5. Comparability across countries

High

Restricted

Data from different countries may not be entirely comparable. There are variations in data availability, data sources and definitions for different countries and these may result in problems when comparing the results.

6. Comparability over time

High

Restricted

The comparability over time is considered as high. There are only a few breaks in time series reported. For the most Member States data are available from 1995 onwards. However, for many countries only estimations are available.

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.)

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

Based on data on vehicles by operators, a priori the volume of transport can be combined with branches to allow for an integrated analysis of transport and employment, energy use, emissions etc. in the NAMEA (National Accounting Matrix including Environmental Accounts) framework.

Relevant European legislation:

None.

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