

## H-4: Age of the road motor vehicle fleet

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## 1) General description

### 1.1) *Brief definition*

The indicator classifies the age of the road motor vehicle fleet (passenger cars, motor coaches and buses, trolleybuses, trucks, and road tractors) within a country.

### 1.2) *Units of measurement*

The number of motor vehicles by age group is provided in thousands of units (vehicles); the share of each age group in the total road motor vehicle fleet for a respective category is expressed as a percentage.

### 1.3) *Context*

Relation to other indicators from the Guidelines - This indicator relates to indicator "H-3: Composition of the road motor vehicle fleet by fuel type".

## 2) Relevance for environmental policy

### 2.1) *Purpose*

The age of the vehicle fleet is a driving force indicator and shows the technical status of the fleet through its age.

### 2.2) *Issue*

Transport is an important source of emissions of pollutants and greenhouse gases (GHG) as well as of other negative impacts on human health and the environment. These effects increase with vehicle age. Outdated vehicle equipment is a serious problem in the countries of South-Eastern and Eastern Europe, Caucasus and Central Asia. A key priority of state policy for the development of transport systems should be to improve the vehicle fleet composition by replacing older, more polluting vehicles with newer ones that are often less energy-intensive and more environmentally friendly.

## **2.3) International agreements and targets**

### *a) Regional level:*

The Transport, Health and Environment Pan-European Programme (THEPEP), adopted by the High-level Meeting of the United Nations Economic Commission for Europe (ECE) and the World Health Organization (WHO) in 2002, requires the introduction of systems for controlling the use of vehicles with a long period of use in countries of South-Eastern and Eastern Europe, Caucasus and Central Asia, the implementation of necessary changes in taxation, and the establishment of national vehicle certification systems.

### *b) Subregional level:*

The Environment Strategy for countries of South-Eastern and Eastern Europe, Caucasus and Central Asia calls for the development and implementation of national transport strategies for sustainable development using less energy-intensive modes of transport and for the introduction of incentives for environmentally sustainable transport.

In the European Union (EU), a White Paper, Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, has been adopted in 2011 which proposes to halve the use of "conventionally-fuelled" cars in urban transport by 2030 and to phase them out in cities by 2050. Standards for limits of vehicle emissions into the atmospheric air are defined by the EU's European emission standards (Euro 1-6).

## **3) Methodology and guidelines**

### **3.1) Data collection and calculations**

Data should cover the stock of road motor vehicles, i.e. all road vehicles registered in a country on a given date and licensed to use roads open to public transport. A road vehicle's age is the length of time since the first registration of the vehicle, irrespective of the registering country. Data should be presented for each of the following categories of road motor vehicles: passenger cars, motor coaches and buses, trolleybuses, trucks and road tractors. For each category, the vehicles should be classified according to the following age groups:  $\leq 2$  years,  $\leq 5$  years,  $\leq 10$  years and  $> 10$  years. Each age group should be presented as a percentage of the total number of vehicles for each category. The shares may be compared with a baseline year demonstrating trends in the vehicle fleet age composition.

### 3.2) Internationally agreed methodologies and standards

The methodology developed jointly by ECE, International Transport Forum (ITF) and the European Union Statistical Office (Eurostat) for the Common Questionnaire on Transport Statistics.

## 4) Data sources and reporting

Data on the age of vehicles are available from various sources, including ministries of transport. Some countries report relevant data via the Common Questionnaire on Transport Statistics, circulated by ECE.

## 5) References at the international level

- ECE, *Annual Bulletin of Transport Statistics for Europe and North America*: <http://www.unece.org/fileadmin/DAM/trans/main/wp6/publications/ABTS2012.pdf>;
- Illustrated Glossary for Transport Statistics, Eurostat, ICF and ECE, 4<sup>th</sup> edition, 2009: <http://www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/glossen4.pdf>;
- EU WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, COM/2011/0144 final: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52011DC0144:EN:NOT>;
- EU Action Plan on Urban Mobility, COM/2009/0490 final: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52009DC0490:EN:NOT>;
- ECE – Transport: <http://www.unece.org/trans/welcome.html>;
- THEPEP: <http://www.unece.org/thepep/en/welcome.html>;
- International Transport Forum: <http://www.internationaltransportforum.org/>;
- European Environment Agency – Transport: <http://www.eea.europa.eu/themes/transport>;
- Eurostat – Transport statistics: <http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data>;
- OECD – Statistics: <http://www.oecd.org/statistics/>.