



Recent developments in EU Transport Policy

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Overview

- Recent policy developments;
- New technologies for transport statistics;
- Common questionnaire: questions.



European
Commission

Recent policy developments

European Energy Union

The goal of the Energy Union is to give EU consumers - households and businesses - secure, sustainable, competitive and affordable energy. Achieving this goal will require a fundamental transformation of Europe's energy system.

A vision of an integrated continent-wide energy system where energy flows freely across borders, based on competition and the best possible use of resources, and with effective regulation of energy markets at EU level where necessary. Energy Union is a sustainable, low-carbon and climate-friendly economy that is designed to last.

Energy Union Package

Five dimensions designed to bring greater energy security, sustainability and competitiveness:

- Energy security, solidarity and trust;
- A fully integrated European energy market;
- Energy efficiency contributing to moderation of demand;
- Decarbonising the economy;
- Research, Innovation and Competitiveness.

Towards an energy-efficient, decarbonised transport sector

To promote energy efficiency potential in transport, a continued focus on tightening CO2 emission standards for passenger cars and vans post-2020 is needed, and measures to increase fuel efficiency and reduce CO2 emissions for heavy duty vehicles and buses. Better traffic management should also be promoted.

This should be accompanied by measures to better exploit the potential of the single market and to internalise external costs. The Commission will also take actions to decarbonise the transport sector: a gradual transformation of the entire transport system as well as an increased development and deployment of alternative fuels.

Electromobility will play an important role in decarbonisation.

Trends in statistics

There is an increasing attention towards the development and deployment of alternative fuels.

- Data on new registrations of private cars from Regulation (EC) No 443/2009 provide information on deployment of alternative fuels;
- Data is needed for registration of other vehicles, and for the vehicle stock. The modernisation of the Common Questionnaire is a first step towards monitoring of vehicle technology deployment;
- It is important to discuss how to collect information on alternative fuel stations: many sources, but incomplete and sometimes discordant information!

2011 White Paper on transport

Overall target: reducing GHG emissions by 60% with respect to the levels of 1990.

Ten goals – mostly quantitative/measurable

Ex.:

- halve the use of 'conventionally-fuelled' cars in urban transport by 2030
- 40% of low-carbon sustainable fuels in aviation, 40% less emissions in maritime by 2050
- 30% shift of road freight over 300 km to other modes by 2030, and 50% by 2050
- triple the length of high-speed rail network
- majority of medium-distance passenger transport should go by rail by 2050
- move close to zero fatalities in road transport; etc.

Policy developments: 2011 White Paper implementation report and Communication on the decarbonisation of transport

Later this year, the Commission will report on the implementation of the 2011 White Paper, taking stock of EU transport policy and consider achievements and challenges.

A comprehensive Communication on the decarbonisation of the transport sector, reflecting the 2030 targets, is under preparation in parallel and might require relevant input.

Statistical indicators on freight transport and passenger mobility - when available - are also expected to be presented to assess the current situation.



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New technologies for transport statistics

Overview

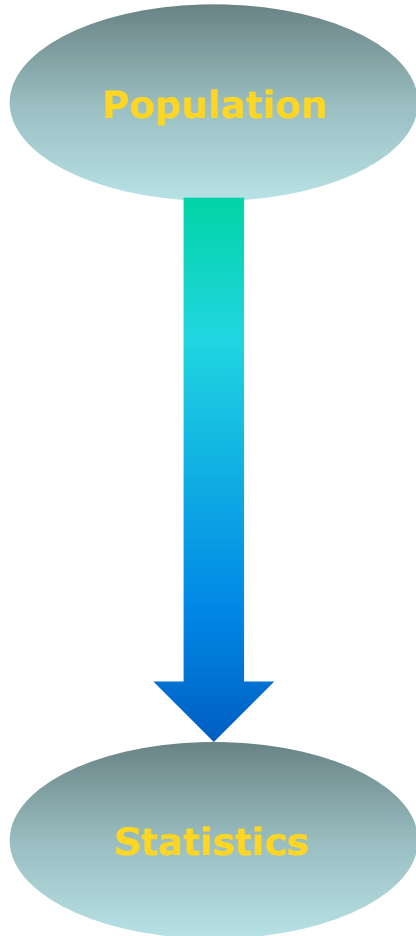
Data and statistics are constantly needed for evidence-based policy making, and the budget cuts to national administrations impose to find more efficient solutions to support a growing demand for data.

New technologies may offer viable solutions, but with advantages and disadvantages as well. It seems that they could complement the traditional statistical production, but not replace it.

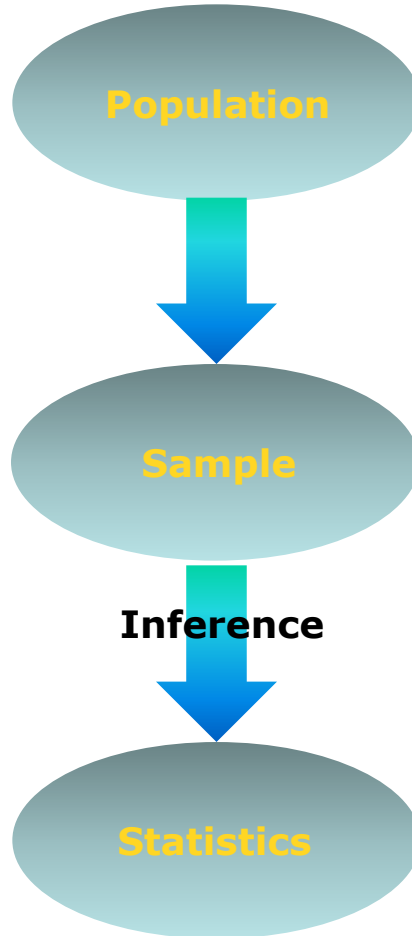
Many experts talk about «big data». Could it be a useful source of statistics? But first, what is the definition of «big data»?

And in particular, what technologies could be useful for the domain of transport statistics?

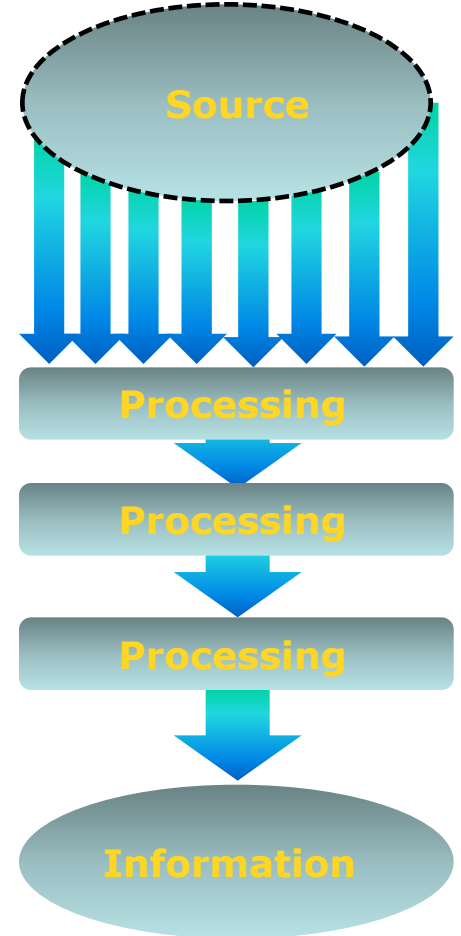
Census



Survey



Big Data



4 V's of Big Data

Volume: high volumes of low density data (of unknown value);

Velocity: data is received at a very fast rate (real time or similar);

Variety: data may be structured or even unstructured (text, audio or video) which would require further processing;

Value: the intrinsic value of data needs to be discovered. Cost of data storage and compute has exponentially decreased, thus providing an abundance of data from which statistical sampling and other techniques become relevant, and meaning can be derived.

Pros/cons of new technologies

Pros: reduction of non response, absence of memory bias, additional breakdowns, precision, reduction or elimination of costs to the respondents, elimination of traditional data entry, cost-efficiency, timeliness etc.

Cons: problems of coverage, dependance on external sources of data, implementation costs, specific skills needed («data scientist»), substantial difference from traditional data collection methodologies, privacy concerns, etc.

Confidentiality is a concern, but rules to protect against identification of statistical units are already in place (e.g. Regulation (EC) 223/2009).

Possible technologies: for freight statistics

Possible sources of data for the future: GPS systems, cargo tracking, logistic management systems, digitalized transport documents...

Potential opportunities: reporting through electronic devices might be a tool for reducing burden to the respondents and improve the response rates.

Possible technologies: for passenger statistics

Possible sources of data for the future: GPS systems, mobile phone positioning, smartphones data with accelerometers, digitalized ticketing systems, ticket information, route planners...

Potential opportunities: electronic supports might be an alternative to traditional data collection methods of collecting mobility information such as travel diaries, and provide more precise distances travelled than the estimates provided by respondents.

Possible technologies: for traffic statistics

Possible sources of data for the future: GPS systems, traffic loops, videoprocessing of traffic cameras, administrative sources such as odometer readings, GIS systems...

Potential opportunities: traffic information through GPS and traffic count systems combined with GIS tools may be very useful to identify where vehicle traffic is located, compared to sources such as the odometer readings which could provide aggregates. Such sources would be very useful to measure congestion.

Remarks

There are some areas in which new technologies could provide benefits to the production of transport statistics, for example in terms of response rate, coverage, costs and granularity.

The demand for transport statistics is increasing, especially in terms of spatial statistics (maps, network statistics).

Ideas, best practices and suggestions are very welcome.



Common questionnaire: questions.

Passenger-km by buses and coaches: do they include urban and interurban buses? Do they include trolleybuses?

Trips vs journey: are they synonyms or do they have a more specific meaning?

Vans: vans may be light goods vehicle or sometimes used for passenger transport. The glossary considers them as passenger cars «if primarily used for passenger transport» but is it possible in practice to draw a line between passenger and freight use?

Passenger traffic: what is reported in the passenger-km? Mobility by residents within the territory, or also by non-residents? Are there transit components?

Thank you for your attention

