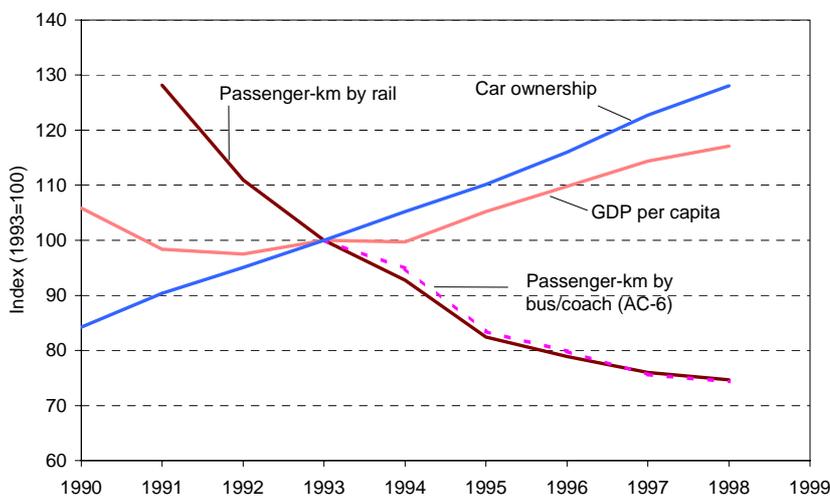


Indicator fact sheet

TERM 2002 12 AC — Passenger transport demand by mode and purpose

⊗ **Statistics on car passenger transport volume are lacking, but trends in public transport demand, car ownership levels and transport energy consumption indicate that passenger transport demand (in terms of passenger-kilometres) increased in AC-13 between 1990 and 1999. Public transport has fallen, both as a share of total transport and in absolute terms. As a result, the modal split has generally shifted towards car transport.**

Figure 1: Evolution of passenger-kilometres by rail and bus/coach, GDP per capita and car ownership, AC-13



NB: Passenger-kilometres by bus/coach are based on data from the Czech Republic, Latvia, Lithuania, Poland, Slovakia and Slovenia and are only available from 1993 onwards. Car ownership in cars per inhabitant; GDP per capita in constant 1995 US dollars.

Air transport in 10 accession countries (excluding Cyprus, Malta and Turkey) increased by 17 % between 1993 and 1998 according to Eurostat/ECMT/Energy and Transport DG data (included in European Commission, 2001c).

Source: UNECE, 2001.

Results and assessment

Policy relevance

In order to diminish the environmental consequences of transport, the following policy objectives have been defined for the European Member States:

- decouple transport significantly from growth in gross domestic product in order to reduce congestion and other negative side effects of transport;
- 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 most recent year for which data are available).

The primary objective in the context of enlargement is, however, to improve current infrastructure, in particular in the regions bordering the EU and to reform the railways to benefit from the extensive and dense rail network available in the ACs (European Commission, 2001c).

Policy context

European Commission

At the Göteborg European Council the aforementioned objectives were agreed on by adopting the Commission's sustainable development strategy (European Commission, 2001a). The White Paper on a common transport policy (European Commission, 2001b) proposes an integrated approach for reaching both ambitious objectives, comprising road pricing mechanisms (see TERM 2002 26 EU — Internalisation of external costs) combined with measures to revitalise alternative modes of transport and targeted investment in the trans-European network. The overall aim of the White Paper's policy is to achieve fair competition between modes (see also see TERM 2002 12 EU — Passenger transport demand by mode). In the context of enlargement, the Commission aims to benefit from the extensive and dense railway network present in the accession countries to rebalance the modal split in an enlarged Europe, first of all by investing in infrastructure to eliminate bottlenecks and modernise rail (see TERM 2002 19 AC — Transport infrastructure investment). This should be combined with measures to reform the rail sector and introduce fair competition between rail and road (European Commission, 2001b).

Additionally, the European Commission recently decided to provide funding for cities pioneering with the innovative development of (sustainable) urban transport. This initiative, known as Civitas (city–vitality–sustainability) will support the best-integrated and innovative proposals for the development of urban transport put forward by committed European cities (European Commission, 2000a). In this way, the Commission wishes to encourage competitive alternatives to the use of cars in city centres and combat the growing congestion and pollution of European cities. Participation by cities in accession countries is particularly encouraged (European Commission, 2000b).

ECMT

The concept of sustainable mobility was brought to attention in 1989 when the European Conference of Ministers of Transport (ECMT ⁽¹⁾) published Resolution No 66 on transport and the environment (ECMT, 1989). At their meeting in Prague, May 2000, the Ministers of Transport endorsed a strategy for sustainable development, in which the following objectives related to passenger transport demand and modal split were included (ECMT, 2000a).

- Improvement of the quality of transport, especially rail services (ensuring reliability and complete logistics services) and promotion of intermodal services — the ECMT resolutions on the development of international rail transport (ECMT, 1995a) and on international passenger transport by buses and coaches (ECMT, 1995b) can be mentioned in this context, since their aim is to improve quality (and attractiveness) of alternative modes.
- Coherence between policy towards the development of urban planning, public transport and parking.

The most efficient approach to achieving sustainable development in the transport sector, according to the ECMT, requires a combination of regulatory instruments and restructuring of taxes and charges. Revitalising and improving efficiency of railways is also an important strategy to reach sustainable transport.

By Resolution No 2001/1 on transport policies in the CEECs, these countries agreed to prepare and regularly update comprehensive national transport policy documents defining objectives and summarising measures to be implemented, taking into consideration results and recommendations of the ECMT transport policy forum (ECMT, 2001). As a result, the aforementioned measures to reach sustainable transport will become part of national transport policies in the ACs.

UNECE, WHO and others

In 1997, members of the United Nations Economic Commission for Europe (UNECE) signed the Vienna Declaration (UNECE, 1997), including its annexed programme of joint action. In this declaration, signatory States ⁽²⁾ decided to 'reduce the negative impact of transport and

⁽¹⁾ ECMT Member States in AC-13: all AC-13, except Malta and Cyprus.

⁽²⁾ UNECE Member States in AC-13: all AC-13.

traffic on the environment and human health by promoting measures to reach volumes and patterns of transport that are compatible with sustainable development’.

In the same year, on occasion of the UN General Assembly Special Session in New York, 7 ⁽³⁾ out of the 13 accession countries signed the declaration ‘Towards sustainable transport in the CEI countries’ (CEI, 1999), in which those countries obliged themselves to take the necessary steps to bring passenger transport in line with sustainable transport (according to the Vancouver principles) by *inter alia* promotion of environment friendly modes of transport.

In 1999, the WHO/UNECE pan-European process on transport, environment and health (including all 13 accession countries) resulted in adaptation of the Charter on Transport, Environment and Health (WHO, 1999). This charter includes amongst others objectives related to transport demand and modal split:

- reducing the need for motorised transport by adaptation of land use policies and of urban and regional planning;
- shifting transport to environmentally sound and health-promoting modes, by ‘raising the attractiveness of public transport, walking and cycling and promote intermodality between them, not at least by prioritising public transport, walking and cycling in connection with the extension of infrastructure’.

Finally, several countries have developed policies and targets concerning passenger transport. Instances are indicated below.

- The Polish national transport policy for the period 2000–15 for sustainable country development aims, amongst others, to tackle the emerging transport problems in cities and metropolitan areas. The State will assist municipalities through participation in financing the most important capital-intensive investment in public transport projects (first of all rail systems in large agglomerations) and for disseminating information on and promoting best practices in urban transport, including walking and cycling. Additionally, new legislation will provide municipalities with measures for generating financial resources for development, maintenance and operation of transport systems (e.g. parking charges, tolls for using bridges and entering city centres). Finally, the Ministry of Transport will be provided with elaborated measures for reforming local transport management systems and organising cooperation in the planning of metropolitan transport systems (Suchorzewski, 2000).
- The Hungarian transport policy of 1996 (OECD, 2000) sets several objectives that address the environmental performance of the transport sector. Concerning modal split, an objective of the transport policy is to halt the decline of public transport and limit car traffic in historic and recreational areas as well as in inner cities.
- The State environmental policy of the Czech Republic (Ministry of the Environment of the Czech Republic, 1999) sets out objectives for the integration of environmental concerns into sectoral policies, and means for their implementation. As a consequence, the transport policy should implement measures in land use planning documents and transport strategies to decrease transport demand; support and give preference to the development of public transport; improve the conditions and create facilities for bicycle transport, including bike-and-ride (B + R) schemes in combination with public transport.

Environmental context

Transport is one of the main sources of greenhouse gases and also gives rise to significant air pollution. Passenger transport (in terms of passenger-kilometres), combined with freight transport (see TERM 2002 13 AC — Freight transport demand), is an indication for total transport volumes. Therefore, this indicator is linked with combating climate change and the protection of human health and natural resources, priorities of the sustainable development strategy (European Commission, 2001a; European Council, 2001).

The relevance of the modal split in passenger transport is due to differences in environmental performance of transport modes (see TERM 2002 28 EU — Specific emissions). In general,

⁽³⁾ Bulgaria, Czech Republic, Hungary, Poland, Romania, Slovakia and Slovenia.

bus/coach, rail, tram/metro (together referred to as public transport), inland waterways, walking and cycling are considered to be the more environment friendly transport modes.

NB: Shifting passengers away from the less environment friendly modes of transport to the more environment friendly modes of transport will benefit the environment, provided that total transport volumes remain the same. However, there are signs that the overlap between the different transport markets (e.g. rail and cars, high-speed rail and intra-European aviation) is limited, meaning that the availability in a specific region of transport mode of alternatives to car and air transport (i.e. rail, high-speed rail, and also urban trams, metros, etc.) will generate additional traffic, instead of shifting existing traffic to another mode. Hence, looking at the modal split in passenger transport only makes sense when total transport volumes are considered simultaneously, preferably even specified by different geographical areas (city centres, urban areas, rural areas, inter-city, intra-European and extra-European transport).

The number of vehicle-kilometres by mode would complete the overall picture of transport volumes and the environmental problems arising from it. However, only very limited and low-quality data is available. Data on the number of passenger-kilometres by foot and bicycle are limited. Such data would provide valuable information if it could be combined with passenger transport statistics at urban level.

Assessment

There are important data gaps on passenger transport by car that hamper a complete assessment of passenger transport demand. However, based on the observations below, it can be stated that total passenger transport demand increased between 1990 and 1999 in AC-13, though the magnitude of the increase is unknown. Available statistics do, however, suggest that the increase mainly took place in countries close to the EU.

- Car ownership levels increased by more than 50 % between 1990 and 1998 in AC-13. The correlation between car ownership and car passenger transport demand is significant (see also TERM 2002 32 — Size of the vehicle fleet): statistics on passenger-kilometres by private cars in the Czech Republic show a 27 % increase between 1993 and 1999, while in the same period car ownership increased by 21 %. Hungarian data show a 2 % increase in passenger-kilometres by car between 1996 and 1999 and an equal increase in car ownership levels.
- Road and rail energy consumption (including both passenger and freight transport) increased by 28 % between 1993 and 1998 in AC-5 (Czech Republic, Latvia, Lithuania, Poland and Slovenia) while, in the same period, road and rail freight transport demand only increased by 16 % (in the same AC-5). It can therefore be assumed that the additional increase in energy consumption can be attributed to increasing passenger transport demand (see also Table 1). Poland and Latvia are exceptional, since the increase in road and rail freight transport demand outstripped the increase in road and rail energy consumption in both countries, suggesting decreasing passenger transport demand by car. In Poland, however, private car transport demand is estimated to have increased from 59 to 215 billion passenger-km (264 %) between 1990 and 1998 (ECMT, 2000b). This figure is probably overestimated when compared with growth in road energy consumption (44 %) and growth in car ownership levels (67 % in the same period). The Polish and Latvian exemptions are therefore assumed to be caused by errors in statistics.

Due to limitations in data availability, only some country-specific details concerning passenger transport trends can be given.

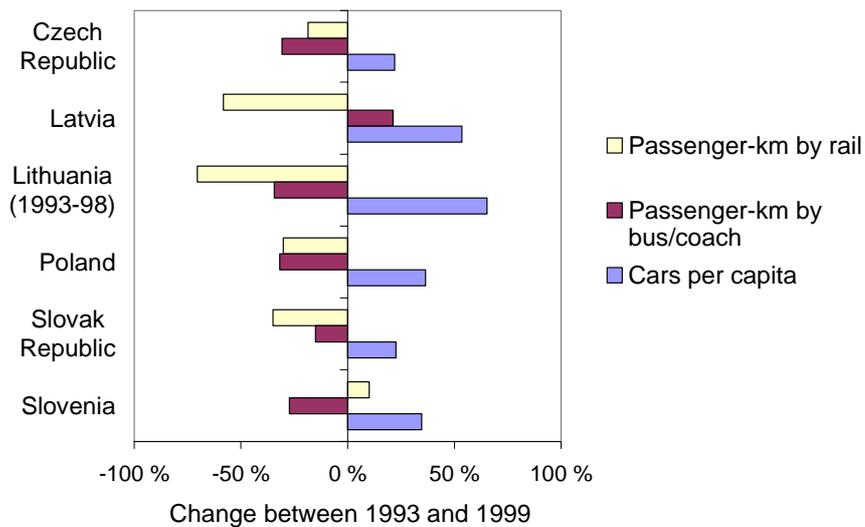
- Countries bordering the EU, which are also the richer ACs, show increased passenger transport demand. In the Czech Republic, passenger transport demand increased by 10 % between 1993 and 1999. In Hungary, passenger transport demand increased by 1 % between 1996 and 1999. ECMT statistics show that Polish passenger transport demand increased by 76 % between 1990 and 1998. Although no transport demand statistics are available for Slovakia and Slovenia, the increase in transport energy consumption suggest increasing passenger transport volumes as well.
- The Baltic and south-eastern States are amongst the group of poorer ACs. In these countries, transport energy consumption decreased, indicating decreasing passenger

transport demand (freight transport demand collapsed in Estonia, grew in Latvia and remained stable in Lithuania between 1994 and 1999).

Sub-indicator: Modal split in passenger transport

⊗ **Rail and bus/coach transport, which historically dominated the transport system, have lost a great deal of their shares during the first years of transition. The share of rail and bus/coach transport is still higher in most ACs than in the EU, but this difference is becoming smaller.**

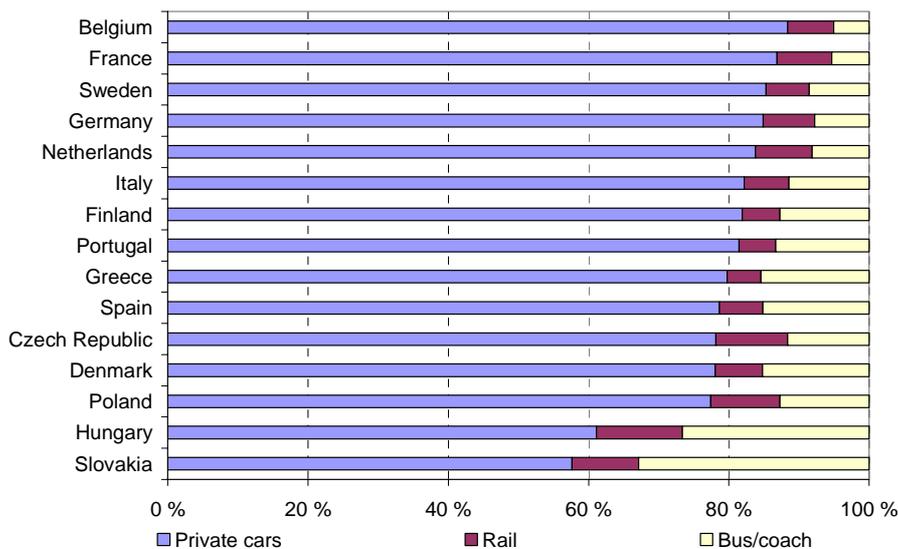
Figure 2: Change in passenger-kilometres by bus and rail and car ownership between 1993 and 1999 in selected countries



NB: Bus/coach in Lithuania is based on 1993–98.

Source: UNECE, 2001.

Figure 3: Modal split in passenger-kilometres in 1997 for selected countries



Source: ECMT, 2000b.

Assessment

By observing the available data on public transport volumes, car ownership and fuel consumption, it can be easily stated that the structure of passenger transport in the ACs is radically changing from public transport to private car transport (see also Box 1).

Despite the change towards private car transport, public transport (at least in some ACs) still plays a greater role in moving people than in EU countries: in 1998, the share of private transport was 64 % in Hungary, 79 % in the Czech Republic and 83 % in EU-15 (this last figure is based on Eurostat, 2001). Since the Czech Republic has relatively high car ownership levels compared with other ACs, it can be expected that the modal split in the other accession countries is at worst the same, but probably better (except for Cyprus and Malta, where private transport takes the vast majority of total transport volumes due to the absence of railways). This expectation is confirmed by statistics from ECMT (see Figure 3).

The negative trend in public transport in the ACs can be explained by the higher competitiveness from private cars, which are also seen as a symbol of the higher standard of living experienced in the EU. Additionally, decreasing accessibility, a consequence of both urban sprawl and degrading public transportation systems (European Commission, 1999b), can also be mentioned as an explaining factor behind decreasing passenger transport demand for rail and buses (see also TERM 2002 18 AC — Capacity of transport infrastructure networks and TERM 2002 19 AC — Transport infrastructure investments).

- Rail lost 43 % of its passenger-kilometres between 1991 and 1998, though the rate of decline is slowing down. In Hungary, Poland and Slovenia, passenger-kilometres by rail have been increasing slightly since 1995.
- The Baltic States show the highest decrease in passenger transport by rail (around 80 % between 1990 and 1998). Bus/coach transport also decreased in these countries. This decline in public transport demand corresponds to the high increases in car ownership (and in consumption of petrol and diesel: 42 % in the same period). The Baltic States are among the most advanced States as concerns railway reform in the ACs (see fact sheet Railway reform), but this has not yet resulted in trend reversal.
- Available statistics show that passenger-kilometres by buses decreased in all ACs. Based on six countries, the Czech Republic, Latvia, Lithuania, Poland, Slovakia and Slovenia, they decreased by 26 % between 1993 and 1998.

References

- CEI, 1999, *Towards sustainable transport in the CEI countries*, UNEP, OECD, Federal Ministry for Environment, Youth and Family (Austria), Vienna, Austria, May 1999.
- ECMT, 1989, 'Resolution No 66 on transport and the environment', European Council of Ministers of Transport, CM(89)29 final (<http://www.oecd.org/cem/resol/env/env66e.pdf>).
- ECMT, 1995a, 'Resolution No 95/3 on the development of international rail transport', European Council of Ministers of Transport, CM(95)7.
- ECMT, 1995b, 'Resolution No 95/2 on international passenger transport by buses and coaches', European Council of Ministers of Transport, CM(95)3 final.
- ECMT, 2000a, 'Sustainable development — Sustainable transport policies', European Conference of Ministers of Transport, CM(2000)1 final.
- ECMT, 2000b, *Trends in the transport sector 1970–98*, European Conference of Ministers of Transport, OECD publications, Paris, France, 2000.
- ECMT, 2001, 'Resolution No 2001/1 on transport policies in the countries of central and eastern Europe', European Council of Ministers of Transport, CM(2001)2 final.
- European Commission, 1999a, *Status and priorities for telematics applications — A survey of local government in 10 central and east European countries — Part One: Transport*, European Commission, Directorate General XIII, Information Society: Telecommunications, Markets, Technologies — Innovation and exploitation of research, CAPE project

(TR 4101/ IN 4101), Deliverable D 2.4, August 1999
<http://www.rec.org/REC/Programs/Telematics/CAPE/quansrvy/cee/trnsprt/trnsprt.html>).

European Commission, 1999b, *Requirements and framework for environment and transport telematics implementation — A survey of 10 central and east European countries — Part One: Regional overview*, European Commission, Directorate General XIII, Information Society: Telecommunications, Markets, Technologies — Innovation and exploitation of research, CAPE project (TR 4101/ IN 4101), Deliverable D 2.2, August 1999
<http://www.rec.org/REC/Programs/Telematics/CAPE/quansrvy/quansrvy.html>).

European Commission, 2000a, Civitas press release, 'Revitalising urban transport: EUR 50 million for pioneering cities', European Commission, Energy and Transport DG, Brussels, Belgium, October 2000
http://europa.eu.int/comm/energy_transport/en/cut_en/cut_civitas_en.html).

European Commission, 2000b, 'Task description for the combined call for RTD proposals for clean urban transport demonstration projects', European Commission, Energy and Transport DG (http://europa.eu.int/comm/energy_transport/en/cut_en/cut_civitas_en.html).

European Commission, 2001a, 'Communication from the Commission — A sustainable Europe for a better world: A European Union strategy for sustainable development', COM(2001) 264 final, Commission's proposal to the Gothenburg European Council, Commission of the European Communities, Brussels, 15 May 2001 (http://europa.eu.int/eur-lex/en/com/cnc/2001/com2001_0264en01.pdf).

European Commission, 2001b, 'European transport policy for 2010: time to decide', COM(2001) 370, White Paper of the Commission of the European Communities, Brussels, Belgium, 12 September 2001
http://europa.eu.int/comm/energy_transport/library/lb_texte_complet_en.pdf).

European Commission, 2001c, *EU transport in figures — statistical pocketbook 2000*, European Commission Directorate-General for Energy and Transport in cooperation with Eurostat, Brussels, Belgium
http://europa.eu.int/comm/energy_transport/etif/list_of_tables.html#TRANSPORT).

European Council, 2001, Göteborg European Council — Presidency conclusions, 15 June 2001 (<http://ue.eu.int/Newsroom/LoadDoc.asp?BID=76&DID=66787&LANG=2>).

Eurostat, 2001, *Transport and environment: statistics for the transport and environment reporting mechanism (TERM) for the European Union, 2001*, Luxembourg, Office for Official Publications of the European Communities.

IEA, 2000, *Energy balances of OECD countries and energy balance of non-OECD countries (2000 edition)*, International Energy Agency (IEA)
<http://www.iea.org/stats/files/wedbalbk.htm>) for the non-OECD countries,
<http://www.iea.org/stats/files/enbal.htm>) for the OECD countries.

Ministry of the Environment of the Czech Republic, 1999, *State environmental policy*, Ministry of the Environment of the Czech Republic, Prague, Czech Republic.

OECD, 2000, *Environmental performance reviews: Hungary*, Organisation for Economic Cooperation and Development (OECD), Paris, France.

Suchorzewski, W., 2000, *Urban transport in Poland — Self review prepared as an input to the ECMT–OECD project on sustainable urban travel*, prepared for the Ministry of Transport and Maritime Economy by Prof. Wojciech Suchorzewski, 12 December 2000.

UNECE, 1997, *Vienna Declaration — Regional conference on transport and the environment*, United Nations Economic Commission for Europe (UNECE), ECE/RCTE/CONF./2/final, 27 November 1997.

UNECE, 2001, *Annual bulletin of transport statistics for Europe and North America*, United Nations Economic Commission for Europe (UNECE), data received by e-mail, July 2001.

WHO, 1999, *Charter on Transport, Environment and Health*, Charter adopted at the third ministerial conference on environment and health, London, 16–18 June 1999 (EUR/ICP/EHCO 02 02 05/9 Rev. 4) <http://www.who.dk/london99/transport02e.pdf>.

Data

Table 1: Increase between 1993 and 1998 of road and rail energy consumption, road and rail freight transport demand and passenger transport demand (rail, bus/coach)

Unit: %

	Road and rail energy consumption	Road and rail freight transport demand	Passenger transport demand (bus/coach and rail)
Czech Republic	28	4	- 26
Latvia	11	54	- 26
Lithuania	59	- 23	- 48
Poland	23	24	- 31
Slovenia	58	26	- 16
AC-5	28	16	- 31

NB: Road and rail energy consumption based on MTOE, road and rail freight transport based on tonne-kilometres and rail and bus/coach passenger transport demand based on passenger-kilometres.

Sources: IEA, 2000; UNECE, 2001.

Table 2: Passenger-kilometres by rail in 1990, 1998 and 1999 in the accession countries

Unit: 1 000 passenger-km per inhabitant

	1990	1998	1999
Bulgaria	N/A	713	577
Cyprus	-	-	-
Czech Republic	1 285	682	677
Estonia	961	163	N/A
Hungary	1 100	878	945
Latvia	2 009	432	408
Lithuania	978	216	201
Malta	-	-	-
Poland	1 321	532	557
Romania	1 318	596	548
Slovakia	1 204	574	550
Slovenia	715	325	314
Turkey	114	96	N/A
AC-13	N/A	398	N/A

Source: UNECE, 2001.

File: TERM 2002 12 AC — Passenger transport.xls

Metadata

Technical information

1. Data sources:

Rail, bus/coach and cars: UNECE, 2001.

Additional data source used for car, rail and bus/coach: ECMT 'Trends in the transport sector 1970-98'.

For comparison with EU-15, the *Eurostat statistical compendium* has been used (Eurostat, 2001).

2. Description of data: Passenger transport demand for various modes (private car, bus/coach, rail). Air and inland waterways are not included due to lack of data.

File: Passenger transport.xls

Original measure units: Passenger-kilometres.

3. Geographical coverage:

UNECE rail: AC-13 (Bulgaria, Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Romania, Slovakia, Slovenia, Turkey).

UNECE bus/coach: AC-11 (Bulgaria, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovakia, Slovenia, Turkey).

UNECE car: AC-3 (Hungary, Czech Republic and Turkey — the latter only 1990–94).

Eurostat cars, bus/coach and rail: EU-15 (Belgium, Denmark, Germany, Greece, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Austria, Portugal, Finland, Sweden, United Kingdom).

ECMT car: AC-4 (Czech Republic, Hungary, Poland and Slovakia — Czech and Slovakia only 1997–98).

ECMT car, bus/coach and rail: Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Netherlands, Poland, Portugal, Slovakia, Spain, Sweden.

4. Temporal coverage: 1990–99 (maximum, for many tables only limited temporal coverage available).

5. Methodology and frequency of data collection:

Data from UNECE is collected by a common questionnaire developed jointly by Eurostat, UNECE and ECMT. Data is collected annually.

6. Methodology of data manipulation, including making 'early estimates':

Passenger-kilometres by rail: Czech Republic 1991 and 1992 calculated by fitting a straight line between known values.

Quality information

7. Strength and weakness (at data level):

AC rail: data from Eurostat, ECMT and UNECE are consistent, with some small differences.

AC buses: data from Eurostat, ECMT and UNECE are inconsistent.

AC car: the available data from ECMT and UNECE are consistent.

8. Reliability, accuracy, robustness, uncertainty (at data level):

The passenger transport statistics are not very reliable, except for rail. In particular, the large differences between the various sources (UNECE, Eurostat and ECMT) make it clear that all data should be interpreted with care.

Consistency of EU figures used in this fact sheets:

Share cars in cars, buses and rail: 83 % ECMT; n/a UNECE; n/a Eurostat.

9. Overall scoring (give 1 to 3 points: 1 = no major problems, 3 = major reservations): 3

Relevancy: 2 (Vehicle-kilometres provide a better unit of measurement, since they are more directly linked to environmental impact of transport movements.)

Accuracy: 3 (Passenger-kilometre figures are estimated (more uncertainty for cars than for bus/trains, etc.) rather than measured and vary by source (Eurostat, ECMT, UNECE, etc.).)

Comparability over time: 3 (Many gaps in the data, but trends still come out rather clearly, except for passenger transport by car: this (nowadays most important) mode is completely lacking.)

Comparability over space: 2 (Some gaps in the data.)

Further work required

Very few ACs provide international bodies with passenger cars data. Since this lack of data hampers full assessment of transport demand trends, all ACs should be urged to come forward with (or develop) such statistics.

Work is needed to ensure harmonisation of statistics on passenger transport from UNECE, ECMT and Eurostat. Transposition of the EU transport *acquis* should ensure that transport statistics are collected regularly and harmonised across the ACs.

The number of vehicle-kilometres is a better measurement to relate environmental consequences of transport to (see also TERM 2002 12 EU — Passenger transport demand by mode). Efforts should be made to make such statistics available.

Shifting passenger transport flows towards more environment friendly modes in urban or rural areas or for local or international trips requires different policy approaches. It would therefore be valuable to be able to monitor the modal split for these specific areas and trips. In this context, the inclusion of non-motorised modes (walking and cycling) would be valuable.

Box 1: Modal split of trips

An analysis of the modal split of trips in central and east European municipalities (AC-13, excluding Cyprus, Malta and Turkey) in the years 1995 and 1997, based on data following from a questionnaire, clearly shows that motorised private traffic in all municipalities has increased considerably. In 1997, on average, 45 % of all daily journeys in AC-10 were made by private motorised vehicles, while two years before the share of motorised private traffic was only 39 %. Accordingly, the average proportion of daily journeys by public transport has fallen in these two years from 38 % to 33 %. Walking and cycling decreased slightly from 23 % to 22 % (European Commission, 1999a).