



**Follow-up of transport
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Transport Analysis

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Summary


Five years ago, the Swedish Riksdag established the current structure of Sweden's transport policy objectives. In this report, Transport Analysis analyses the current state of the transport system in terms of the government's specifications. Transport Analysis also presents its assessments as to how the state has changed compared to 2009 in terms of these specifications.






Transport still does not fully bear its own costs, so the necessary conditions to achieve socioeconomic efficient transport are not present. Different types of transport and traffic still differ significantly in their remaining non internalised costs. Since most of the specifications of the consideration goals are nowhere near fulfilment and since the system's reliance on fossil fuels continues to be substantial, the transport provision cannot be considered long-term sustainable.

Altogether, the quality of citizens' travel seems not to have changed much during the study period. Rail traffic punctuality is at about the same level as when the objectives were established, after a few years of significant problems. Proximity to important destination points seems to decline over time. Both nationally and from an international perspective, transport system quality is perceived as having worsened compared with prior years. If this trend continues, there is a risk that competitiveness will decline. Accessibility for persons with functional impairments seems to be gradually improving, although obvious shortcomings remain, as do the significant differences in mobility compared with persons without functional impairments. The differences between men's and women's travel patterns and commuting are essentially unchanged.

In road traffic, the favourable traffic safety trend of the past few years is ongoing. Even if the number of seriously injured persons increased compared with previous years, the long-term rate of development seems to be sufficient to achieve the goals by 2020. Notwithstanding that in 2013 there were few air-travel fatalities, there is no favourable trend in other modes of transport. The preceding year's problem with new evolving methods to calculate the number of persons injured in recreational boat travel remains. This makes it difficult to compare last year's outcome with the situation in 2009.

The transport sector's domestic emissions of carbon dioxide in 2013 are estimated to be just below the 1990 level. This means that the transport sector has begun to contribute to the fulfilment of Sweden's objectives regarding reduced climate impact and international commitments regarding emissions reductions. However, there is still a long way to go before the transport sector's dependency on fossil fuels is broken. Regarding the impact of transport on other environmental quality objectives, no significant advances have been made since 2009.

Objectives and specifications	Analysis and assessment	
The overall objective	The objective of transport policy is to ensure the economically efficient and sustainable provision of transport services for people and business throughout the country.	
- Economic efficiency	In order for the transport system to be economically efficient, transport must bear its own costs. This is accomplished by increasing the level of internalisation for transport that has a remaining non internalised cost. There are a number of forms of traffic and transport for which non internalised costs still remain. This may imply an overconsumption of transport in relation to what could be economically efficient. Over the past few years, the remaining non internalised costs have changed to a limited extent. The aggregated knowledge about the economic significance of transport is, however, not sufficient to make an assessment of how economically efficient it is.	
- Long-term sustainable transport provision	The transport system still has several major challenges to overcome before it can be said to have achieved long-term sustainability. For most of the specifications of the functional goals, the situation in the transport system is comparable to when the goals were adopted, five years ago. In 2013, the positive trend of the specifications for the consideration objective regarding people killed or seriously injured in road traffic and the objective regarding the limitation of climate impact has continued. But transport still causes many accidents, and fossil fuels continue to dominate energy consumption in the transport provision. Transport also contributes to many other environmental and health problems. Altogether, Transport Analysis finds that the transport provision has not come any closer to long-term sustainability in any significant way.	
The functional objective	The design, function and use of the transport system will contribute to provide everyone with basic accessibility, of good quality and functionality, and to the development capacity throughout the country. The transport system will be gender equal, meeting the transport needs of both women and men equally.	
- Travel for people will be improved through increased reliability, security and convenience.	The transport system developed favourably in 2013 in several areas. In a longer-term perspective, the levels for several indicators are therefore now at the levels that prevailed a few years ago (for example, for railway traffic punctuality). There are, however, areas needing further work, such as reducing deviation from established maintenance standards in the roads system and rectifying the serious defects in the railway network that are discovered annually. The comfort and security that the transport system provides are essentially unchanged from the previous observed levels.	
- Transport quality for the business sector will be improved and strengthen international competitiveness	The trend in the past year has been favourable regarding several aspects, such as reliability in terms of rail traffic punctuality and reduced total stoppage of road traffic, which has meant that the levels are again on par with the levels that prevailed a few years ago. Both nationally and from an international perspective, however, transport system quality is considered to have worsened compared with prior years. If this trend continues, there is a risk it will lead to reduced competitiveness.	

<ul style="list-style-type: none"> - Accessibility will be improved inside and between regions as well as between Sweden and other countries. 	<p>Accessibility to services and the labour market has worsened over time. Regarding accessibility to public transport transfer points, the data is limited to 2012 and 2013, and does not indicate any significant change. The development of inter-regional accessibility, while difficult to assess, shows no clear signs of improvement. International accessibility and air access appear to have worsened in comparison with prior years, with shorter possible stay durations and fewer destinations.</p>	
<ul style="list-style-type: none"> - The working methods, implementation and outcomes of transport policy will contribute to a gender-equal society. 	<p>Differences in travel patterns between men and women remain. In 2013, the total representation of women on boards and management teams of government transport authorities and state-owned transport companies was over 45 per cent. On the other hand, the representation of women on the regional and local levels was under 40 per cent. There are still no indicators or key figures to describe how the government transport authorities establish contact with women and men when carrying out citizen consultations in conjunction with planning processes. There are still major differences between women's and men's commuting patterns.</p>	
<ul style="list-style-type: none"> - The transport system will be designed to be accessible for people with functional impairments. 	<p>In the past few years, the mobility gap between people with functional impairments and those with no such impairments has lessened. In 2013, the Swedish Transport Administration continued to adapt stops and station premises to accommodate people with special needs, though at a slower pace than in 2010–2013. The number of public transport vehicles fitted with adaptations for people with functional impairments has risen over the past few years. Our assessment, therefore, is that development is proceeding in a favourable direction.</p>	
<ul style="list-style-type: none"> - Opportunities for children to travel independently and safely using the transport system, and be present in traffic environments, will be enhanced. 	<p>Certain signs indicate that opportunities for children to use the transport system on their own have increased; others, that they are basically unchanged. For example, accident statistics show that fewer children were involved in road traffic accidents in 2013, which would seem to indicate that the traffic environment has become safer. However, children's modes of transport have shifted to more car riding, suggesting that children use the transport system on their own to a lesser extent. The outcome of project works implemented to improve traffic situations involving children needs more penetration and better follow-up. The overall assessment is that opportunities for children to use the transport system and to be in traffic environments have remained unchanged.</p>	
<ul style="list-style-type: none"> - Public transport, pedestrian and cycling options will be easier to choose. 	<p>Both the range of public transport options available and the public's use of public transport continue to increase. On the other hand, using public transport has become more expensive relative to other goods and services. Moreover, travellers are finding that it has become more difficult to buy tickets. The opening of the collective transport market has not yet had a significant impact on the conditions for travel, and certain identified problems remain to be resolved. No changes can be seen in pedestrian and bicycle travel, and their conditions are considered to be the same now as previously. Our overall assessment is that the conditions are comparable with the situation when the goals were established.</p>	



Transport Analysis is a Swedish agency for transport policy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transport policy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in April 2010 with its head office in Stockholm and a branch office in Östersund.