

**Follow-up of transport
policy objectives 2017** **Summary
Report 2018:8**

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Summary

Following up objectives in accordance with a new model

As of this year, Transport Analysis is using a new model to follow up the transport policy objectives. The follow-up process refers to the wording of the overall objective regarding “a sustainable provision of transport services” and is based on 15 indicators covering every aspect of the objective. The development of the transportation system in relation to the functional objective and the impact objective is assessed based on a comparative integration of some of the indicators, and in relation to the overall objective based on a comparative integration of all the indicators (Figure A).

One or more key metrics have been identified for each indicator. These are intended to illustrate particularly important aspects of the indicator. The evolution of each indicator is evaluated based on the key metric that has exhibited the worst development.

Several of the indicators have correspondingly been found to be key indicators for the functional objective and the impact objective. The combined assessments of the progress towards these objectives are based on the key indicators that have exhibited the least favourable development. Figure A shows which indicators are key indicators.

The follow-up method is conservative in that it emphasises that a long-term sustainable transport supply can be achieved only if the transport system is developed in such a way that all sustainability dimensions are strengthened, and in such a way that a strong positive trend in one indicator can never, in the long term, compensate for a negative trend in any other indicator.

The overall transport policy 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.



This year's follow-up includes several positive observations. Accessibility is improving throughout the country, including some improvement for people with functional disabilities. The number of those injured or killed in traffic accidents continues to decline, as do emissions of greenhouse gases from domestic transport. Value-added in the transport industry is increasing, and the means available to access work and consume goods and services without transportation are improving throughout the country.

However, non-internalised costs persist for all types of traffic and transport, counteracting both the socio-economically optimum transport volume and the optimum distribution of mileage among types of traffic. The transportation system still causes hundreds of premature fatalities, both in accidents and as a result of noise and air pollution. The impact of transport on plant and animal life is diminishing only slowly. Finally, there are several indications that accessibility is not improving most where it is lowest, and that differences in accessibility between regions are instead tending to increase somewhat over time.

Because some key indicators have trended negatively (Figure A), the overall assessment is that the transportation system has not progressed towards the overall transport policy objective, but that certain aspects have diverged from the objective. This assessment is consequently illustrated using a downward arrow.

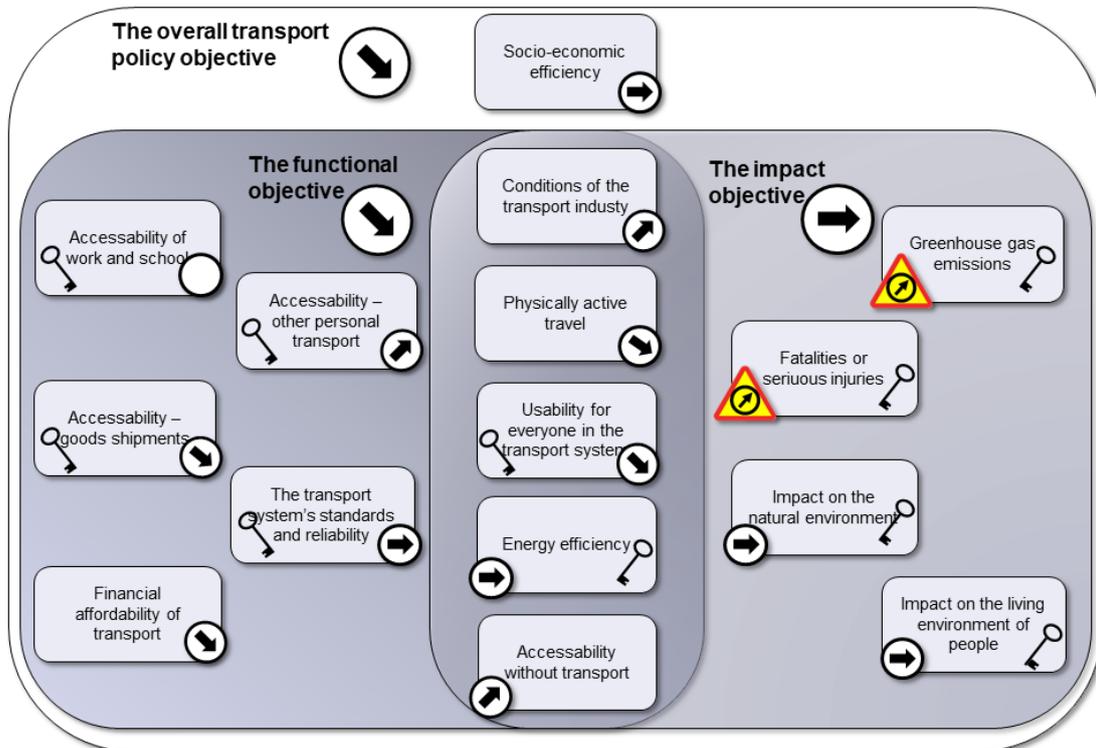


Figure A. The 15 indicators of a long-term sustainable transport supply, and Transport Analysis’s assessment of how they have evolved since the objectives were adopted in 2009. The indicator-level arrows each represent the evolution of the underlying key metric that exhibited the worst evolution. Similarly, the three larger arrows each represent the evolution of the key indicator that fared the worst within each respective objective. A horizontal arrow means that the condition of the transport system has remained generally unchanged since the objectives were adopted; an upward arrow indicates that the condition is evolving in the desired direction, and a downward arrow indicates that the condition is evolving in an undesired direction. The warning triangle indicates a trend that is insufficient to achieve set intermediate objectives. A key to the left in the box (including *Usability by everyone*) means that the indicator is a key indicator of the functional objective, while a key to the right in the box (including *Energy efficiency*) means that it is a key indicator of the impact objective.

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.



Two key indicators under the functional objective have trended negatively, i.e., Accessibility – goods shipments and Usability for everyone in the transport system. In both cases, as well as for a third indicator that has evolved negatively, some key metrics under the indicators have

progressed in the desired direction, whereas other key metrics have evolved negatively. Accessibility – goods shipments is considered to have evolved negatively because the key metric, the Global Competitiveness Index (GCI), has evolved negatively relative to the 2009 level. Based on this international comparison, Sweden has fallen in rank if we consider those parts of the index concerning infrastructure and transportation. However, this trend could be on the path to reversal, based on how it has developed in the most recent years. Regarding the Usability for everyone indicator, the negative assessment is attributable to the key metric for objective and subjective security having moved in the wrong direction. Greater insecurity can result in accessibility being limited, even if other observable conditions have improved, and this can also lead to people making less sustainable choices in terms of the mode of travel used.

Accessibility for work and school is a key indicator that could not be assessed in this year's follow-up. The requisite time series for the most relevant metrics are still lacking, making it difficult to determine the trend. Three of the total of 10 indicators for the functional objective exhibit favourable trends in the transport system, including the key indicator Accessibility – other personal transport. Several metrics within the indicator point to improvements in accessibility in Sweden, although the differences between cities and rural towns still persist, and in some cases are growing. In summary, our assessment is that the transport system is not progressing in the direction set out in the functional objective, but rather that certain key aspects have diverged from the objective.

The impact objective

The design, function and utilisation of the transport system are to be adapted in such a way that no one is killed or seriously injured in traffic. The design of the transport system is also to help to achieve the overarching generational goal for the environment and the environmental quality objectives, and to contribute to improved health.



Four indicators under the impact objective, two of which are key indicators, exhibit positive evolution in the transport system. However, both of these key indicators face challenges in terms of achieving the set intermediate objectives in time. This applies to Fatalities or serious injuries, where it appears that it will be difficult to reach the goal of halving the number of fatalities in traffic accidents by 2020, even though the number of reported fatal accidents reached a record low in 2017. This also applies to Greenhouse gas emissions, which points to a continued decrease in emissions from domestic transport, although the rate of decrease is insufficient to reduce such emissions by 70% by 2030.

Three indicators have not changed decisively since the objectives were adopted. It is noted under Impact on the natural environment that the number of hunting accidents has risen markedly in recent years. Two indicators are negative. One is Usability for everyone in the transport system, which is not a key indicator of the impact objective. The other negative indicator is Physically active travel, where travel by adults is not trending in the desired direction. However, this indicator is not a key one either, and is not considered to affect our overall assessment of the impact objective, which is that the transport system has not changed decisively in relation to the impact objective.



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.