

**Follow-up of transport
policy objectives 2020**

**Summary
Report 2020:5**

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Summary

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.



Non-internalised costs remain for various types of transport and shipping, entailing the risk that society will over-consume transportation relative to what would be most efficient from a socio-economic perspective. Given the carbon dioxide valuation in effect in 2019, certain types of transport activity, primarily everything outside our densely populated areas, are clearly over-internalised, and neither over- nor under-internalisation contributes to socio-economic efficiency.

The conditions surrounding transport in the economy are considered to have weakened since the objectives were adopted. Conditions have improved throughout Sweden in terms of citizen accessibility, although progress has not been geographically uniform, mainly due to improved accessibility without transport. The cost of using the transport system has certainly increased over time, but if we control for improved welfare in the form of higher per capita GNP, the affordability of the system generally appears to have improved.

The transport system's negative impact on the landscape and animal life is not considered to have diminished. The goals in terms of reducing the number of traffic fatalities do not appear to have been achieved on time, and the same holds true for the goal of reducing greenhouse gas emissions.

Overall, Transport Analysis finds that, regarding the overall objective, the transport supply has not developed towards long term sustainability from all perspectives since the objectives were adopted. Although this assessment remains valid and unchanged from previous years, there is reason to note that several key metrics guiding the overall assessment show that the transport system has evolved sustainably. Table 2 provides an overview of the trends of all key metrics.

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.



The status of the functional objective is considered to have deteriorated since the objectives were adopted, mainly because goods shipments have become less accessible than when the transport policy objectives were adopted. However, there are several bright spots in terms of the functional objective as a whole, as well as signs of some degree of recovery in certain

indicators and metrics after several years of negative trends. Most concerning is the development of the transport system's standards and reliability, with most of the metrics having displayed negative development or, at best, remained unchanged. A more positive trend is discernible in the individual-level conditions surrounding travel and shipping. The means afforded by digitalisation for achieving accessibility without transport continue to display positive growth. Unfortunately, at the same time we are seeing an increasing tendency for sedentary behaviour, while active travel is diminishing. There are clear signs of geographical differences in accessibility across all metrics and indicators, differences that are also tending to increase over time. Regions with relatively good accessibility are tending to improve, while those with less favourable conditions are deteriorating or are improving more slowly. Both positive and negative tendencies are present regarding the geographical aspects and equality in the transport sector.

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.



Two key indicators for the impact objective, i.e., *greenhouse gas emissions* and *fatalities and serious injuries*, have improved since 2009. However, one feature they share is that this improvement has likely not been fast enough to achieve the intermediate objectives on time. Both indicators have been developing in the desired direction over the last year. No clear direction of development has been discernible in the other key indicators since the objectives were adopted. Of the supplementary indicators included in our assessment of the impact objective, it is mainly *accessibility without transport* that is developing favourably.

Clear changes compared with last year's follow-up

Our assessment has changed from negative to neutral in the case of the *transport system standards and reliability* indicator. Last year our assessment was lowered to negative, partly attributable to worsened rail travel reliability. This trend was reversed in 2019, when the reliability improved considerably. Our assessment is once again that conditions remain roughly unchanged from when the objectives were adopted.

Our assessment has also changed regarding the *financial affordability of transport*. We had not previously taken the development of incomes or per capita GNP into account, as we did this year.

Our assessment of *usability for everyone* has changed as well, from negative to neutral. The only key metric in the indicator that displayed negative development is based on a survey which has undergone method changes, so that it is uncertain if it really has changed substantially over time. New metrics for measuring accessibility for people with disabilities were introduced as of this year's report, and their development cannot yet be assessed.

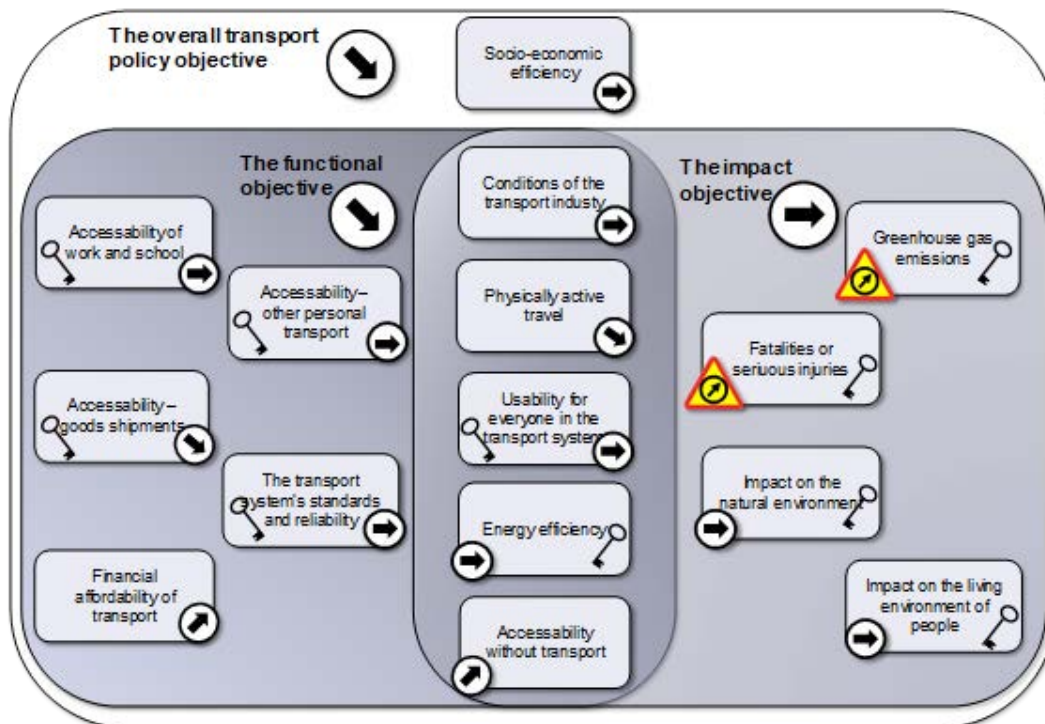


Figure A. Overall assessments of indicators and objectives. An upward-pointing arrow means that the indicator or objective has developed in the desired direction since the transport policy objectives were adopted in 2009. A downward-pointing arrow indicates that the development trend has, at least in some respects, been away from the objective. A horizontal arrow indicates that our overall assessment is that the relevant status within the transport system is approximately the same as when the objectives were adopted.



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 2010 with its head office in Stockholm and a branch office in Östersund.

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