

Peo Nordlöf
Economics and
Models, unit
manager

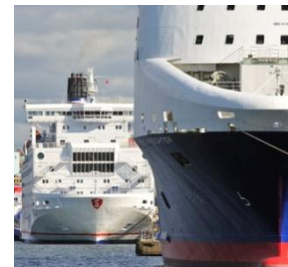
Market and
Planning

PEAK CAR in
SWEDEN ?

Other
countries ?



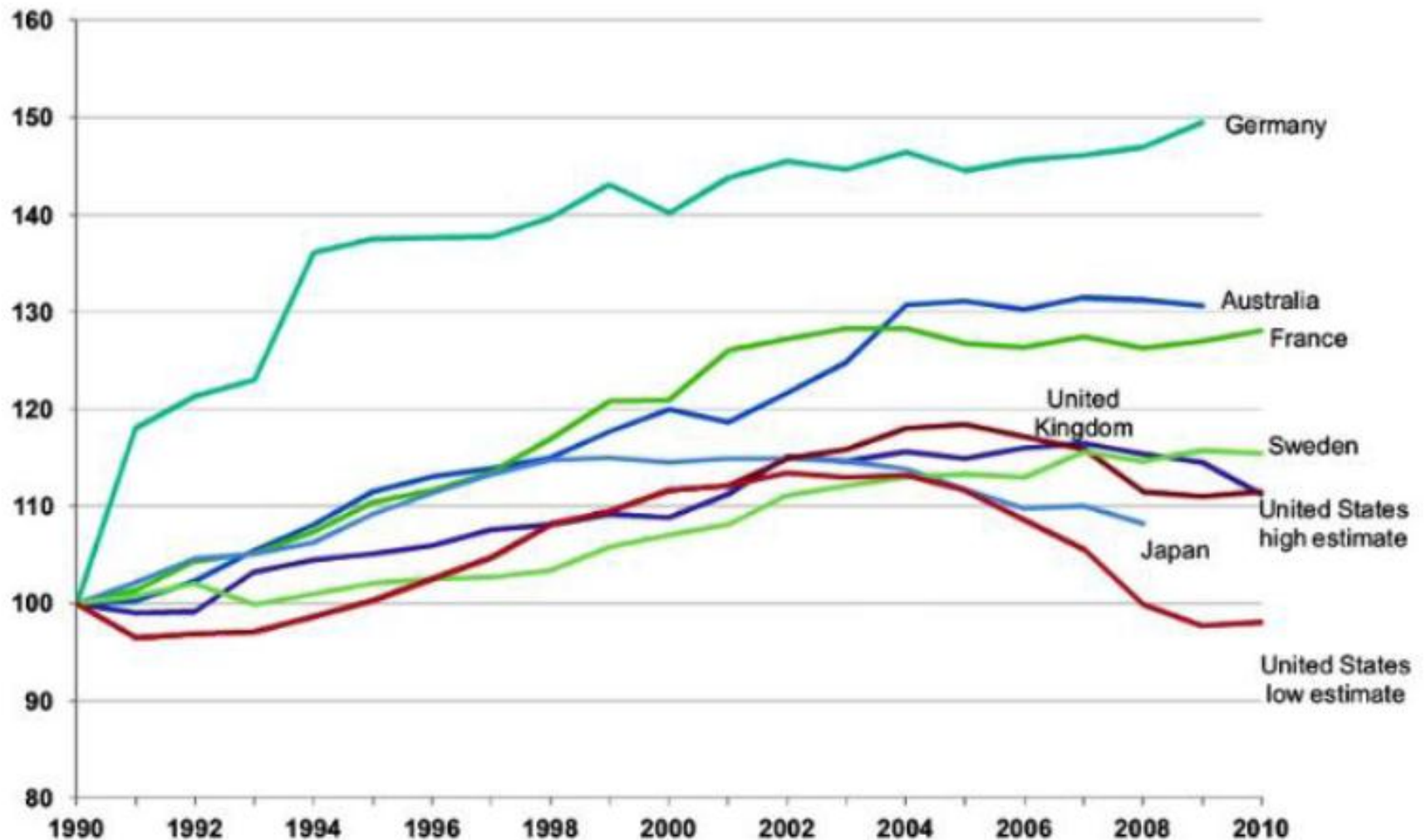
TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION



PEAK CAR in SWEDEN ?

- Ongoing discussion in Sweden – started after declining growth of car traffic after a financial crisis 2008. **Less growth in traffic per car, is it a peak and will car traffic start falling down?**
- **Transport administratin responsible of the traffic forecast have started to do lot of sensitivity analyzes.**
- **We have also financed R&D in the area.**
- **Working papers in Transport EconomicsNo 2014:15: “It's the economy, stupid: increasing fuel price is enough to explain Peak Car in Sweden”; Anne Bastian and Maria Börjesson CTS/KTH**
- **http://swopec.hhs.se/ctswps/abs/ctswps2014_015.htm**

Passenger-kilometres by private car (1990=100) *(Goodwin/ITF, 2012)*

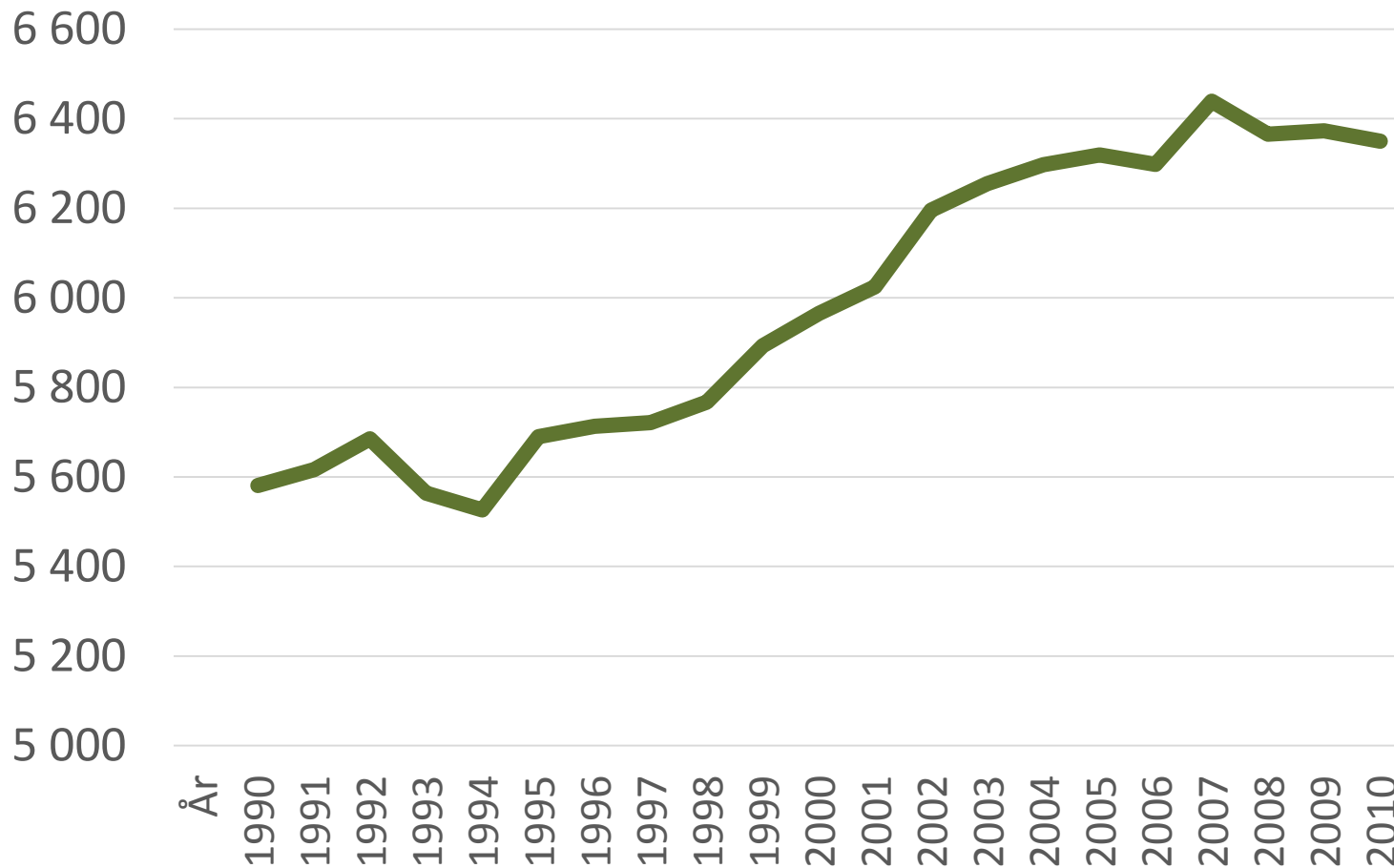


Source: OECD International Transport Forum, Trends in the transport sector 2012

Trafikarbetet i Sverige för personbilar i miljoner mil, 1990-2010

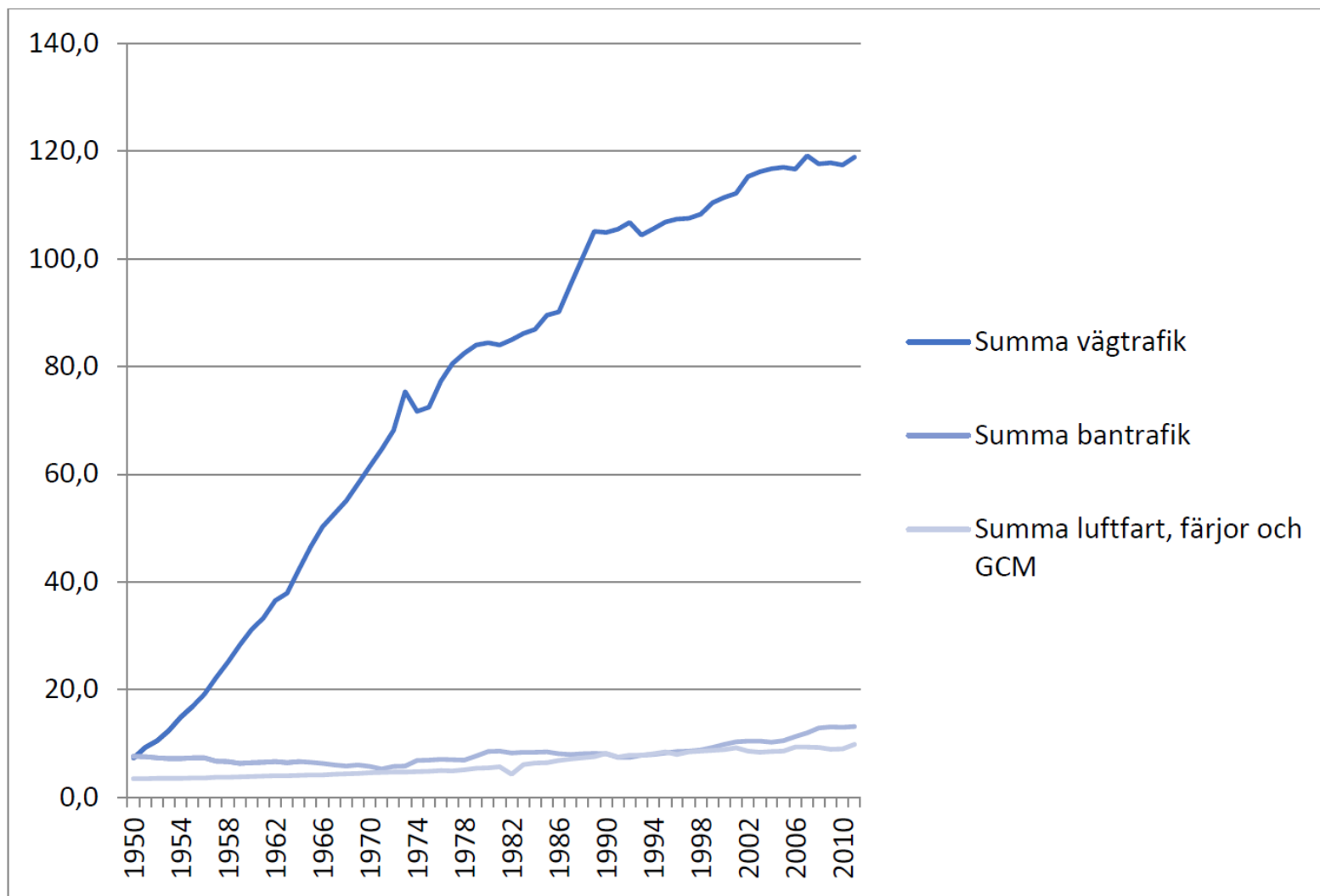
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Körsträckor baserat på flödesmätningar



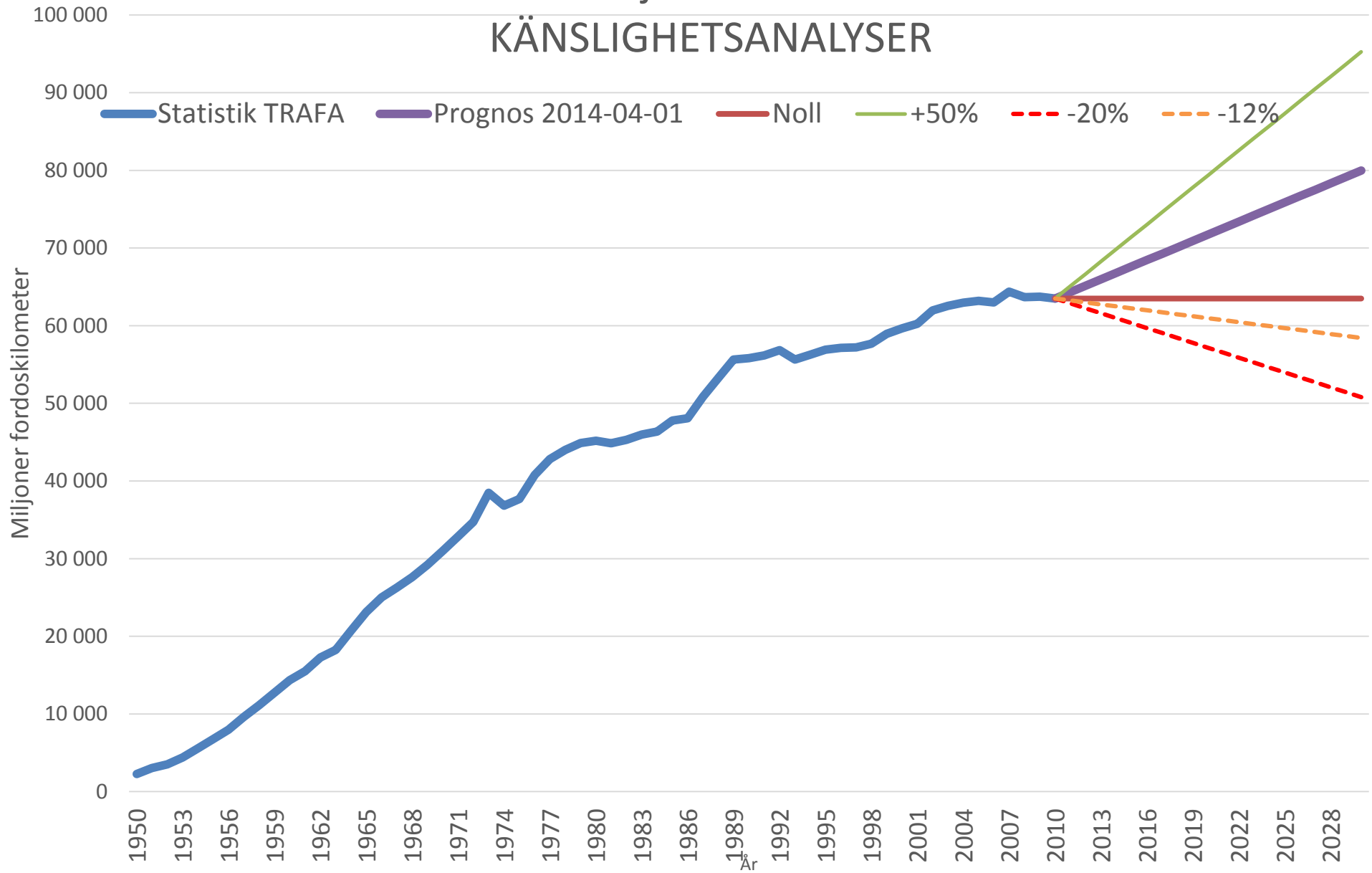
Persontransportarbete i Sverige 1950 – 2011, miljarder personkilometer

(www.trafa.se)

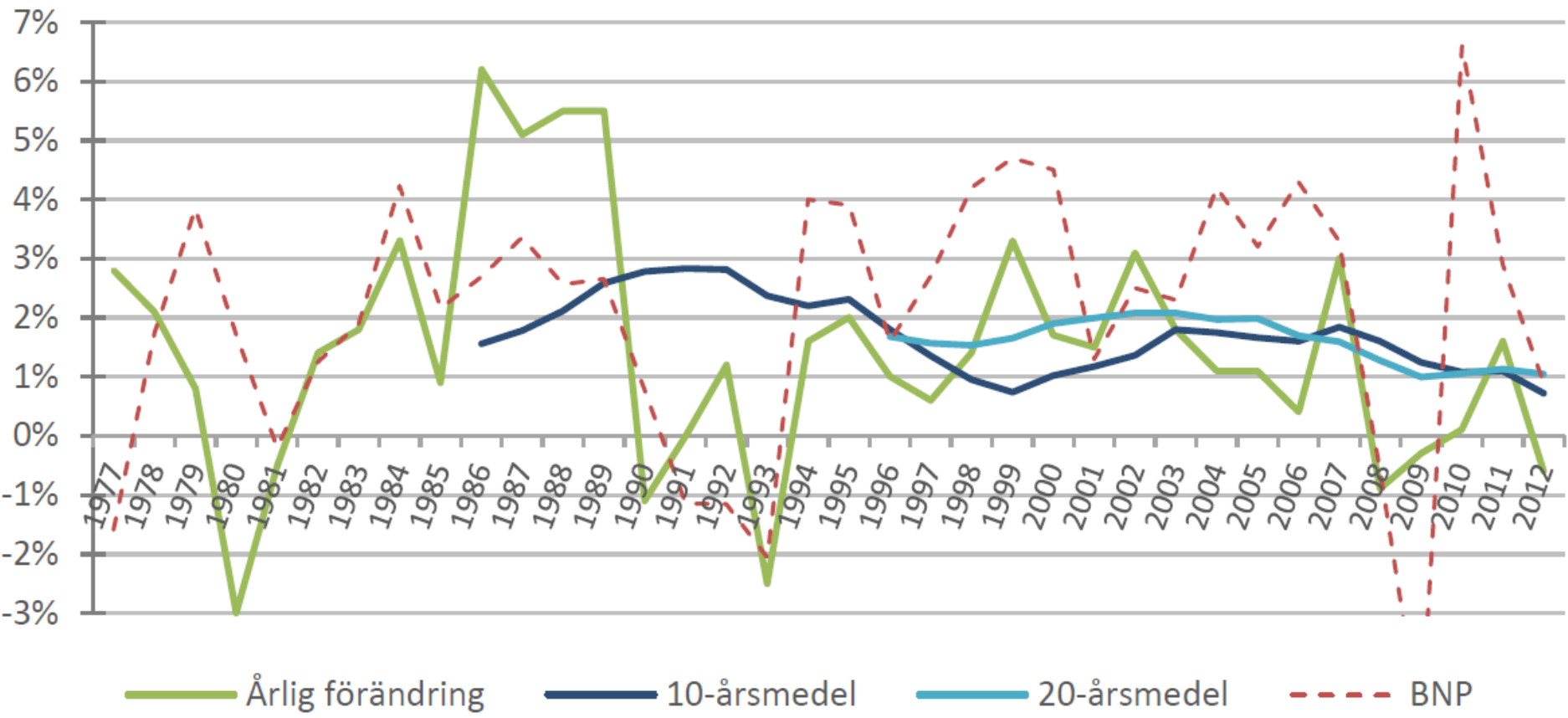


Trafikarbete miljoner fordonskilometer

KÄNSLIGHETSANALYSER



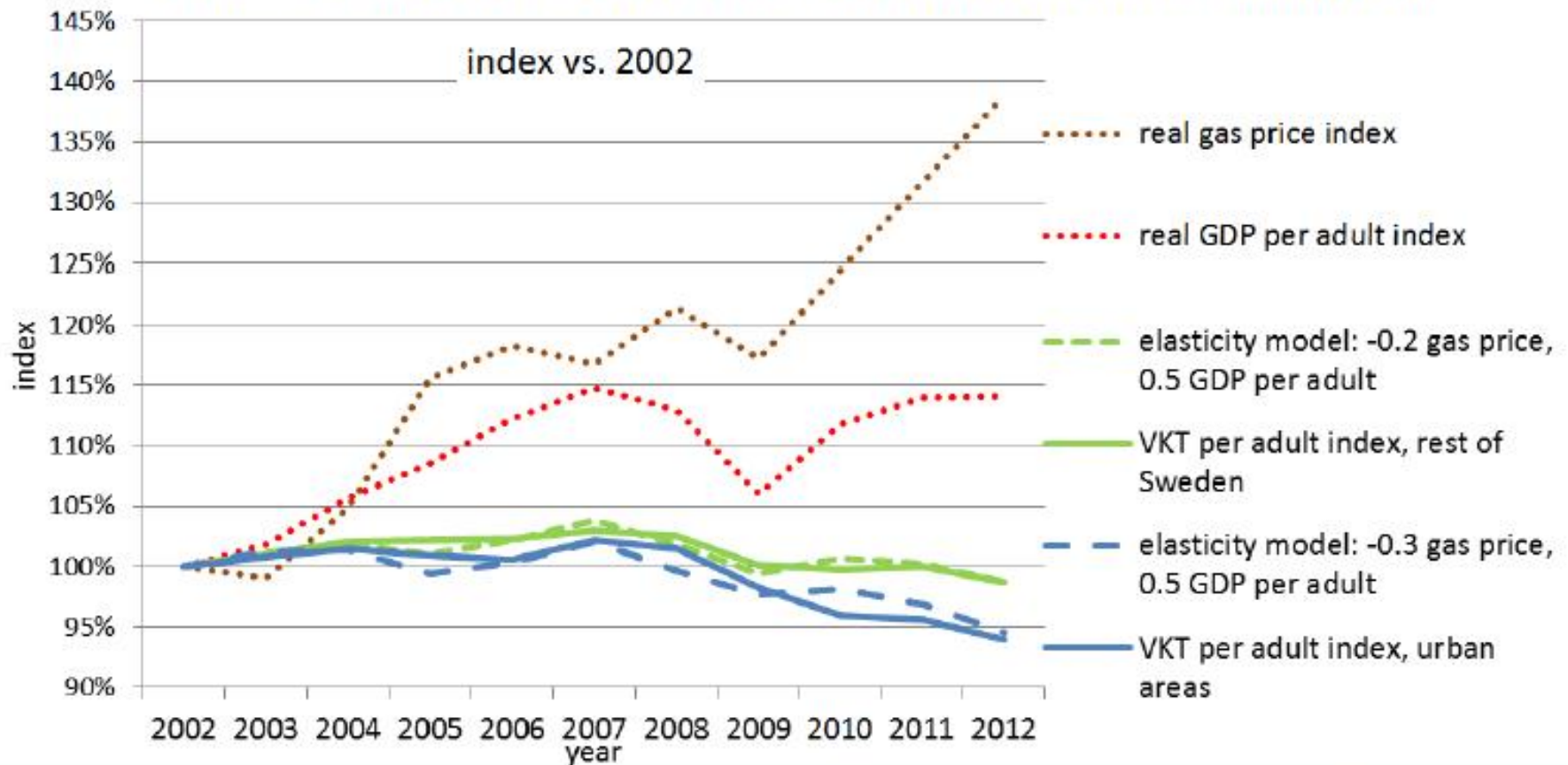
Figur 10: Årlig förändring av trafikarbetet på väg (axelpar, statligt vägnät), 1977–2012, inklusive glidande 10- och 20-årsmedel, samt förändring av BNP.



Peak Car in Sweden – findings!

- Economic variables such as GDP and fuel price as well as socio-demographic characteristics and spatial distribution are key factors explaining car use trends.
- Due to the recently observed plateau of total car travel in many high income countries, it has been argued that other factors, such as changes in preferences, attitudes and life-styles, have become more important drivers of car use.
- **However**, in this paper we show that ***economic variables alone can explain the observed car use trends in Sweden 2002-2012.***
- Urban populations - low incomes, respond stronger to fuel price increases and economic downturn, - high income urban populations, signs of saturation in car ownership and distances driven.
- Underscores the importance of accounting for differences in accessibility with other travel modes and income distribution when explaining the Peak Car phenomenon.

Förväntat utfall med hänsyn till bränslepris osv.: Priser och BNP räcker för att förklara utvecklingen



Are the results from Sweden transferable?

- Likely transferable to some European countries with similar conditions in fuel prices, incomes, urbanization levels and public transit supply.
- However, in countries with very different conditions forecasting models likely need different specifications and parameter values. For example in the United States the number of cars exceeds the number of license holders (United States Department of Energy, 2013).
- Dargay et al. (2007) also emphasize the need to adjust transport models to local conditions, by showing that saturation levels for car ownership are significantly lower with high urbanization and population density.

Link to trv.se of efficiency analysis and traffic forecasts in the transport sector:
<http://www.trafikverket.se/samhallsekonomiochprognoser>



...Thank you!