



DEVELOPMENT OF PASSENGER TRANSPORT TO 2010

Summary in English

Development of passenger transport to 2010

Summary

The commission

SIKA has been commissioned by the Government to make regular forecasts on future goods and passenger transport. This report presents the forecasts for passenger transport in Sweden for 2010 and extrapolated to 2020. A corresponding forecast for goods transport was presented in SIKA Rapport 2000:7 (only in Swedish).

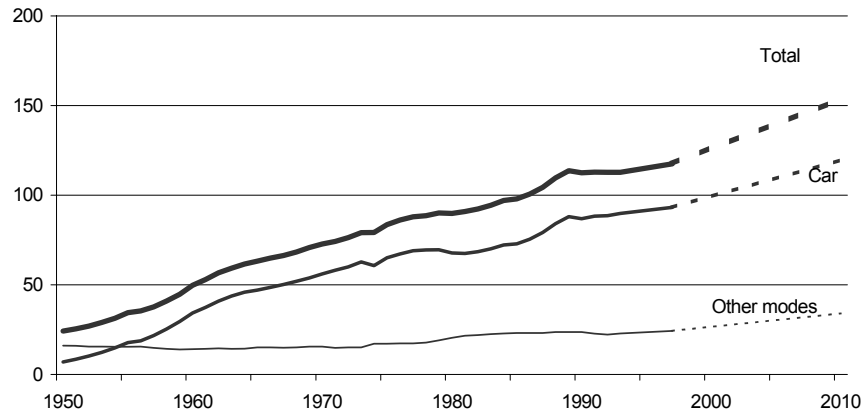
The forecasts for the development of passenger transport presented in this report were produced for the third Swedish report to the UN Convention on Climate Change 2001. They are a revision of the 1999 forecasts which were produced by SIKA and the transport agencies as underlying material for the Government Bill on the development of the infrastructure.

The results

The most important differences in the new forecasts for 2010 compared with the forecasts for 1999 is that important assumptions on employment and car ownership have been updated between the forecasts.

The National Institute of Economic Research has also contributed new forecast prerequisites in the form of a new forecast for economic development until 2020. On this basis, SIKA has produced a totally new forecast for transport development up to 2020.

The car is the predominant mode of transport for passenger transport in Sweden. The forecast results show a continued large increase in car transport, by approximately 2 per cent per year until 2010 and after that a strong, although considerably more moderate increase until 2020 by approximately 1.2 per cent per year. Train travel, in particular long-distance train travel, also increases greatly until 2010 as does air travel. In all, passenger transport performance is expected to increase by 24 per cent or 30 billion passenger kilometres between 1997 and 2010.



The actual development of passenger transport performance between 1950 and 1997, extrapolated to 2010, billion passenger kilometres.

Tables

Assumptions on economic development 1997–2020, growth in per cent per year. LC = Long-term Planning Commission

Variable	1997–2010		2010–2020
	Prel. uppg. 1999	LC 1999/2000	New forecast 2001
GDP	2.2	2.1	1.1
Private consumption	1.9	2.4	1.9

Forecast for car ownership, cars per thousand inhabitants

	1997	2010	1997–2010	2020	2010–2020	1997–2020
Increase in income = PC (private consumption)	419	510	+ 22%	568	+ 11 %	+ 36 %
Increase in income = GDP				547	+ 7%	+ 31 %

Forecast to 2010 and 2020, traffic and transport performance

	1997	2010	2020	Increase 1997–2010	Increase 2010–2020
<i>Passenger transport performance, billion person km</i>					
Car	93.1	119.7	135.6	29 %	13 %
Coach	13.9	15.0	14.3	8 %	-5 %
Rail	7.0	8.8	9.0	26 %	2 %
Air, domestic	3.8	4.7	5.5	23 %	18 %
Foot and bicycle	6.0	5.6	5.2	-6%	-8%
Total	124	154	167	24%	10%
<i>Passenger transport performance, billion vehicle km</i>					
Car	65.8	87.3	99.5	33%	14 %

Forecast to 2010, no. of journeys per year

Million journeys per year	1997	2010	Change in per cent
Car	3 170	3 790	20 %
Coach	580	620	7 %
Train	106	114	8 %
Air	6.0	7.4	24 %
Foot and bicycle	1 680	1 590	- 5 %
Total	5 540	6 120	11 %

Purpose of journey, proportions in per cent of the short-distance transport performance 1997 and 2010

<i>Purpose of journey, short journeys (pkm)</i>	1997	2010
Work, school and business travel	52 %	50 %
Leisure travel, visits	30 %	31 %
Service, shopping trips, other	18 %	19 %

<i>Purpose of journey, short journeys (no. of journeys)</i>	1997	2010
Work, school and business travel	46 %	44 %
Leisure travel, visits	27 %	28 %
Service, shopping trips, other	27 %	28 %

Forecast for long-distance domestic transport performance in billion passenger-kilometres. Change in per cent. Long-distance travel means journeys over hundred kilometres.

<i>Mode of transport</i>	1997	2010	<i>Absolute change</i>	<i>Change in per cent</i>	<i>Forecast 1999</i>
Car	25.5	31.8	6.3	+25 %	+16 %
Train	3.7	5.1	1.4	+37 %	+41 %
Air	3.8	4.7	0.9	+23 %	+17 %
Coach	1.7	2.1	0.4	+24 %	+20 %
Foot/bicycle	0	0	0	0 %	0 %
<i>Total</i>	34.7	43.6	8.9	+26 %	+19 %

Forecast for short domestic transport performance in billion passenger-kilometres. Change in per cent. Short journeys means journeys up to 100 kilometres.

<i>Mode of transport</i>	1997	2010	<i>Absolute change</i>	<i>Change in per cent</i>	<i>Forecast 1999</i>
Car	67.5	87.5	20.0	+30 %	+21 %
Train	3.3	3.8	0.5	+16 %	+20 %
Air	0	0.0	0.0	0 %	0
Bus/coach	12.2	12.8	0.6	+ 5 %	+3 %
Foot/bicycle	7.2	6.8	-0.4	-6 %	- 4 %
<i>Total</i>	90.2	110.5	20.3	+22 %	+17 %



THE SWEDISH INSTITUTE FOR TRANSPORT AND COMMUNICATIONS ANALYSIS

The Swedish Institute for Transport and Communications Analysis, SIKÅ, is an agency that is responsible to the Ministry of Industry, Employment and Communications. SIKÅ was established in 1995 and has three main areas of responsibility in the transport and communications sector:

- To carry out studies for the Government
- To develop forecasts and planning methods
- To be the responsible authority for official statistics

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