

FACT SHEET NO.: 2 / 2

PERFORMED BY: FÖMTERV

A GENERAL INFORMATION	
A 1	<b>Category</b>
A 2	<b>Subcategory</b>
A 3	<b>Transport policy measure (TPM)</b>
A 4	<b>Description of TPM</b>
A 5	<b>Implementation examples</b>
A 6	<b>Objectives of TPM</b>
A 7	<b>Key changes concerning:</b>
A 7.1	- Choice of transport mode / Multimodality:
A 7.2	- Origin and/or destination of trip:
A 7.3	- Trip frequency:
A 7.4	- Choice of route:
A 7.5	- Timing (day, hour):
A 7.6	- Occupancy rate / Loading factor:
A 7.7	- Energy efficiency / Energy usage:
A 8	<b>Main source</b>

**B IMPACTS**

B 1 OVERVIEW ON IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
	Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 1.1	<b>Overall tendency</b>																				
B 1.2	<b>Overall tendency: Income groups</b>																				
B 1.3	<b>Overall tendency: Age groups</b>																				
B 1.4	<b>Overall tendency: Disabled people</b>																				
B 1.5	<b>Overall tendency: Gender groups</b>																				
B 1.6	<b>Overall tendency: Ethnic groups</b>																				

B 2 TRAFFIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
	Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 2.1	Travel or transport time																				
B 2.2	Risk of congestion																				
B 2.3	Vehicle mileage																				
B 2.4	Service and comfort																				
B 2.I	<b>Overall impacts on social groups</b>																				
B 2.II	<b>Implementation phase</b>																				
B 2.III	<b>Operation phase</b>																				
B 2.IV	<b>Summary / comments concerning the main traffic impacts</b>																				
B 2.V	<b>Quantification of impacts</b>																				

B 3 ECONOMIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
	Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 3.1	Transport costs																				
B 3.2	Private income / commercial turn over																				
B 3.3	Revenues in the transport sector																				
B 3.4	Sectoral competitiveness																				
B 3.5	Spatial competitiveness																				
B 3.6	Housing expenditures																				
B 3.7	Insurance costs																				
B 3.8	Health service costs																				
B 3.9	Public authorities & adm. burdens on businesses																				
B 3.10	Public income (e.g.: taxes, charges)																				
B 3.11	Third countries and international relations																				
B 3.I	<b>Overall impacts on social groups</b>																				
B 3.II	<b>Implementation phase</b>																				
B 3.III	<b>Operation phase</b>																				
B 3.IV	<b>Summary / comments concerning the main economic impacts</b>																				
B 3.V	<b>Quantification of impacts</b>																				

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source					
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source			
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport		
B 4.1	Health (incl. well-being)				↗	↗									↗					N		S	N
B 4.2	Safety	↗																		N		S	N
B 4.3	Crime, terrorism and security																						
B 4.4	Accessibility of transport systems																						
B 4.5	Social inclusion, equality & opportunities																						
B 4.6	Standards and rights (related to job quality)																						
B 4.7	Employment and labour markets																						
B 4.8	Cultural heritage / culture																						
B 4.I	Overall impacts on social groups																						
B 4.II	Implementation phase																						
B 4.III	Operation phase																						
B 4.IV	Summary / comments concerning the main traffic impacts	Residents will benefit from decreased air pollutants (meaning residents within urban areas or near motorways). Health benefits for slow modes and public transport users (less air pollutants). [3]																					
B 4.V	Quantification of impacts																						

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source					
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source			
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport		
B 5.1	Air pollutants														↘					I		S	N
B 5.2	Noise emissions														↘					I		S	N
B 5.3	Visual quality of the landscape																						
B 5.4	Land use																						
B 5.5	Climate																			I		S	N
B 5.6	Renewable or non-renewable resources																			I		S	N
B 5.I	Overall impacts on social groups																						
B 5.II	Implementation phase																						
B 5.III	Operation phase																						
B 5.IV	Summary / comments concerning the main traffic impacts	GHG emission can be reduced significantly. Replacing high-performance cars with low-emission ones reduces fuel consumption. Residents within urban areas and near motorways will benefit most from the reduced air pollutants (maybe noise emissions if more electric vehicles will be used). However, electric vehicles and other chargeable passenger cars will only lead to reduced GHG on a global scale if there are charged with renewable resources (wind, solar, etc). Otherwise, lifetime emissions will stay the same and GHG sources will be replaced from cars to power plants. [3]																					
B 5.V	Quantification of impacts																						

C REFERENCES		
C 1	Other TPMs of this subcategory	
C 2	References	<p><b>International</b></p> <p>[1] Hill, N. et al (2012): EU Transport GHG: Routes to 2050 II</p> <p>[2] Vance, C., Mehlin, M. (2009): Tax Policy and CO2 Emissions - An Econometric Analysis of the German Automobile Market. Ruhr Economic Papers #89, Feb. 2009</p> <p>[3] Commission of the European Communities (2007): Results of the review of the Community Strategy to reduce CO2 emissions from passenger cars and light-commercial vehicles Impact Assessment. Brussels, 7.2.2007</p> <p><b>National</b></p> <p><b>Regional / Local</b></p>