

TRANSPORT INTELLIGENCE DIGEST



Issue 18

<p>Date of issue: June 2021</p> <p>Contact: Transport Knowledge Hub E knowledgehub@transport.govt.nz</p>	<p>Contents</p> <p>Inclusive Access</p> <p>Economic Prosperity</p> <p>Resilience and security</p> <p>Environmental sustainability</p> <p>Healthy and safe people</p> <p>Around the world – statistical releases</p> <p>Hub Knowledge</p>
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Introduction

Welcome to the 18th issue of the Transport Intelligence Digest.

The good news is that this year there will be a Transport Knowledge Conference and it will be planned as an in-person event with the option to join presentations online. There will be a contingency plan in case of any Covid19 outbreak that could lead to an Alert level change. The date will be Wednesday 01 December, it will be held in Wellington and you should note this in your calendars now! We'll update you as soon as we can.

Additionally we are hoping to again host in-person Knowledge Hub events with the option to join online. This is the new 'normal' as New Zealand continues to do well with how it is handling Covid19.

Happy reading!

Transport Knowledge Hub

We welcome contributions from anyone who reads this Digest. We ask you to indicate which of the 5 transport outcomes your contribution would fall under. The contribution should be a recent release. Contributions don't have to be about research: we have a section devoted to statistical releases and we're happy to receive contributions for that area as well.

Disclaimer:

This Digest references a wide range of third party articles. Reference to these articles does not constitute endorsement by the Ministry.

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The transport system provides ways for people and products to move from one place to another. This enables people to access economic opportunities (e.g. work) and social opportunities (e.g. friends, family/whanau, and community services). Transport therefore plays an important role in social development. Access is also vital for economic activity, as recognised in the economic prosperity outcome.

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Mobility barriers and enablers and their implications for the wellbeing of disabled children and young people in Aotearoa New Zealand: A cross-sectional qualitative study

University of Auckland, Massey University, Victoria University

Keywords: Accessibility, Travel & mobility

Active participation in community and cultural life is a basic right of all children and young people (CYP) and is central to wellbeing. For disabled CYP, mobility can be constrained through a range of environmental and social/attitudinal barriers. The aim of this research was to understand the enablers and barriers to mobility from the perspectives of disabled CYP. Thirty-five disabled CYP aged between 12 and 25 years took part. Data were collected in Tāmaki Makaurau Auckland, Aotearoa New Zealand from mid-2016 to early 2018. Face-to-face interviews and go-along interviews were conducted and were transcribed verbatim. Mobility played an essential role in enabling wellbeing, connecting CYP to people, places and possibilities. While the possible impediments to smooth transit appeared infinite, numerous examples of overcoming barriers to mobility were evidenced across a range of factors. Dis/ableism was a pervasive barrier to mobility. The rights to access and experience the city for young people in this study were compromised by transport networks and social norms as well as values that privilege the movement of non-disabled bodies. The findings demonstrate that reducing ableist presumptions about preferences and abilities of disabled CYP, alongside ensuring practical enablers across the transport system must be key priorities for enhancing the wellbeing of this group.

<https://www.sciencedirect.com/science/article/pii/S2666558121000014>

Quality of Life Survey 2020 – topline Report

Quality of Life Project (April 2021)

Keywords: Accessibility, Covid19, Travel & mobility

The Quality of Life survey was first conducted in 2003, repeated in 2004 and has been undertaken every two years since then. The number of participating councils has varied each time with a total of nine councils participated in the 2020 survey (a total of 6930 respondents aged 18 years and over completed the survey). This report includes a public transport section (two thirds (67%) of respondents agree that public transport is easy to get to) and a Covid19 impact on transport usage (across modes) section. A finding from this section included that Forty-two percent feel that their

use of a private vehicle has changed, with 28% indicating they use this form of transport more often than before COVID19 and 14% indicating they use it less often.

[QoL-8-City-Topline-FINAL-Interactive-PDF-2020.pdf \(qualityoflifeproject.govt.nz\)](#)



Transport supports economic activity by connecting businesses with their workers, customers, suppliers, and other businesses. This enables each community and region of New Zealand to take advantage of their unique strengths and resources.

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Forging Links - Unblocking Transport with Blockchain?

International Transport Forum (ITF), (March 2021)

Keywords: Economics, Strategy, Vehicle technologies & standards

Blockchain and other distributed ledger technologies (DLTs) could help create trust and consensus in areas of the transport sector where they are needed for efficient solutions but currently often lacking. Such challenges concern for instance clearing transactions amongst multiple parties with divergent interests, authenticating provenance, managing assets, and auditability. This report explores how DLTs can address these issues by providing an alternative to centralised record-keeping and third-party audit based approaches. It offers recommendations for maximising the benefits of DLTs in transport based on several use cases in freight and logistics as well as passenger transport.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=35f431da75&e=56f140b0e4>

How governments use evidence to make transport policy

International Transport Forum (ITF), (March 2021)

Keywords: Economics, Evaluation, Strategy

This UK think tank report compares the use of evidence in UK transport policy with the Netherlands, Sweden, Germany and New Zealand.

Relevant observations

- The UK's transport academic sector is extensive and internationally recognised, performing many of the roles of a national transport research institute
- The National Audit Office is a more significant body than parliament in its scrutiny of the evidence base for transport, although focused on value for money
- The way evidence is used to inform decisions is not sufficiently transparent
- Decision makers are often too attached to the Benefit-Cost Ratio at the expense of other forms of evidence, including social research, evaluation or engineering, and this does not always account well for uncertainty and infers false precision
- Transport investment is poorly evaluated in most countries and policy decisions are often not evaluated at all

<https://www.instituteforgovernment.org.uk/sites/default/files/publications/evidence-transport-policy.pdf>

Stimulating Post-Pandemic Recovery - through Infrastructure Investment

International Transport Forum (ITF), (March 2021)

Keywords: Economics, Infrastructure

Infrastructure investment is a tried and tested way to successfully stimulate economic activity following a crisis. It raises two important policy questions: how to prioritise projects and what method of project financing to adopt? We explore what works best and how to avoid pitfalls.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=f18e17d62a&e=56f140b0e4>



The transport system can benefit or harm people's health, depending on how it is designed, developed, and used. Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

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Gender Equality, the Pandemic and a Transport Rethink

International Transport Forum (ITF), (March 2021)

Keywords: Covid19, Resilience, Strategy

Covid-19 disproportionately affects women worldwide. Crisis responses allow a rethink of transport policies to improve gender equality. This will not only reduce the unequal impact of the pandemic on women; the long-term recovery towards more sustainable, resilient and inclusive transport will depend on measures that address the priorities of both women and men.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=8b171ee810&e=56f140b0e4>

Options for managing the impacts of aged heavy vehicles

Austrroads (April 2021)

Keywords: Vehicle technologies & standards

Austrroads has published a research report which analyses the impacts of an aging heavy vehicle fleet and explores measures that have been used to manage this challenge in Australasia and internationally. Trucks in Australia and New Zealand are older than in many other countries. This is due to low barriers to entry, exacerbated by having no secondary disposal market, and few restrictions on how and where they operate.

<https://austrroadsroadwatch.cmail19.com/t/i-l-mhhijiy-yhlllhiyn-y/>



People and places will only be able to prosper long-term if the living systems that our society, economy, and wellbeing depend on are sustained in a healthy condition. Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

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Air quality impacts of biodiesel in the United States

International Council on Clean Transportation (April 2021)

Keywords: Environment, Evaluations, Health

This analysis finds that biodiesel blending of common U.S. feedstocks increases NO_x emissions while it decreases CO, HC, and PM across the entire dataset. However, much of the data included in our literature review may now be considered outdated because it reflects fuels, injection systems, and emission controls systems that are no longer used in the United States. For modern vehicles and fuels, our findings are considerably different. When only examining data collected with low-sulfur fuel and common rail injection systems, we find that biodiesel increases NO_x emissions compared to conventional diesel by 4% for B20 blends. Our analysis finds that the biodiesel PM effect in modern engines is insignificant, while B20 increases CO and HC emissions by 10% and 7%, respectively (Table 3). These findings offer a sharp contrast to the conclusions in earlier studies based on much older test results that biodiesel reduces emissions of PM, CO, and HC. Our analysis demonstrates that the effect of biodiesel blending on exhaust emissions is substantially worse than previously understood. As U.S. regulators work to update annual volume requirements under the Renewable Fuel Standard or pursue new legislation such as a federal national low-carbon fuel standard, it will be important to take into account this updated information on the air quality impacts of increased biodiesel blending.

<https://theicct.org/sites/default/files/publications/US-biodiesel-impacts-mar2021.pdf>

Costs and emissions: Comparing electric and petrol-powered cars in New Zealand

Ministry for the Environment, Victoria University in Science Direct (January 2021)

Keywords: Environment, Vehicle technologies & standards

A study looked at the costs and emissions of electric and petrol-powered cars and measured the Per-kilometre Cost of Ownership for various cars. The study found the cost of owning a used Electric Vehicle was the lowest, and calculated that replacing a light petrol-powered car with a light EV could reduce carbon emissions from use by 90 percent if New Zealand can maintain low-emission grid electricity. When all emissions in manufacturing, shipping, and recycling the battery of EVs then switching from a fossil-fuelled car to an EV saves only around 50 percent of total emissions. There is support for incentivising a move to EV use and shared vehicles.

[Costs and emissions: Comparing electric and petrol-powered cars in New Zealand - ScienceDirect](#)

Decarbonising Morocco's Transport System

International Transport Forum (ITF), (March 2021)

Keywords: Aviation, Environment, Evaluations, Vehicle technologies & standards

This paper reviews opportunities and challenges for mitigating greenhouse gas emissions from Morocco's transport sector. It provides an overview of the transport system and reviews the country's existing policies and future plans for reducing CO2 emissions from transport. The paper also provides an overview of the data on transport activity and emissions available for Morocco, and the tools used by government agencies for assessing them. Finally, it proposes options for further action in the context of ITF's "Decarbonising Transport in Emerging Economies" (DTEE) project.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=fb595bcb4b&e=56f140b0e4>

Decongesting our Cities - Summary and Conclusions

International Transport Forum (ITF), (May 2021)

Keywords: Environment

This report reviews a wide range of congestion control measures. It analyses their effectiveness, financial and operational requirements, implementation time and public acceptability. It focuses on the role of technology in addressing congestion, including sensors, wireless systems, traffic light optimisation and trip planning data. The report takes an in depth look at the use of HOT lanes to control congestion, the different ways in which they can be used and their effectiveness relative to other initiatives. The report is based on discussions held during the September 2020 ITF Roundtable on Congestion Control Experience and Recommendations.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=f0ef6d52f3&e=56f140b0e4>

Explaining shared micromobility usage, competition and mode choice by modelling empirical data from Zurich, Switzerland

Swiss Federal Institute of Technology (ETH Zurich) (May 2021)

Keywords: Environment

Most studies of micromobility focus on only one of the various micromobility options, such as e-scooters or e-bikes. In the award-winning paper, Mr Reck and his co-authors analyse competition between the different micromobility options: why do users choose shared bikes over e-scooters or the other way around? Using a new methodology and the largest and densest dataset on shared micromobility yet, the paper develops the first comprehensive mode-choice models between four different micromobility modes: e-scooters, dockless bikes, docked bikes and e-bikes.

The results suggest that users' choices are dominated by distance and time of day. They are also influenced by whether the vehicles are available from stations or "free-floating": for commuting, users prefer station-based modes. The policy implications could be significant: providing docking infrastructure for currently dockless shared micro-vehicles could make micromobility a more attractive alternative to car commutes.

The study also reveals a fundamental relationship between fleet density and usage. While a minimum density is required to incite use, a plateau effect also emerged: increasing the availability of micro-vehicles beyond a specific density does not yield proportional increases in their use. Operators can use this finding to optimise their fleet deployment, while it can serve city authorities to develop evidence-based regulation for micromobility.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=707d82ed3b&e=56f140b0e4>

Global EV Outlook 2021

International Energy Agency (May 2021)

Keywords: Covid19, Environment, Modelling and forecasting, Vehicle technologies & standards

Electric car registrations increased by 41% in 2020, despite the pandemic-related worldwide downturn in car sales in which global car sales dropped 16%. Around 3 million electric cars were sold globally (a 4.6% sales share), and Europe overtook the People's Republic of China ("China") as the world's largest electric vehicle (EV) market for the first time.

Vehicle manufacturers announced increasingly ambitious electrification plans. Out of the world's top 20 vehicle manufacturers, which represented around 90% of new car registrations in 2020, 18 have stated plans to widen their portfolio of models and to rapidly scale up the production of light-duty electric vehicles. The model availability of electric heavy-duty vehicles is also broadening, with four major truck manufacturers indicating an all-electric future.

Find out more in the [report](#) as well as in their new [EV policy explorer](#) and [EV data explorer](#).

ITF Transport Outlook 2021

International Transport Forum (ITF) (May 2021)

Keywords: Environment

The ITF Transport Outlook 2021 provides scenarios for the development of transport demand up to 2050. It also models transport decarbonisation scenarios and their impacts on climate change. Based on this, the ITF Transport Outlook 2021 identifies decisions that policy makers will need to take to ensure a transition to sustainable mobility that is effective as well as equitable. This edition includes a special focus on the impacts of the Covid-19 pandemic on transport systems, and models potential long-term changes with challenges and opportunities for decarbonisation.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=c7d6575754&e=56f140b0e4>

The long-term environmental implications of COVID-19

OECD (May 2021)

Keywords: Covid19, Environment, Vehicle technologies & standards

This brief analyses the long-term effects of the COVID-19 pandemic and associated government responses on the environment. It links the impact of sectoral and regional shocks to the economy until 2040 to a range of environmental pressures, including greenhouse gas emissions, emissions of air pollutants, the use of raw materials and land use change.

The short-term reductions in environmental pressures are significant; as the economy gradually recovers, emissions are projected to increase again, with growth rates going back to the pre-COVID baseline projection levels. But there is a long-term – potentially permanent – downward impact on the levels of environmental pressures of 1-3%, with stronger effects for pressures related to capital-intensive economic activities. This Brief was first published on 21 May 2021. This is a revised version that updates the right panel of Figure 4 to show results for 2025 instead of 2040 and that clarifies the reference to the associated Working Paper by Dellink et al.

[The long-term environmental implications of COVID-19 \(oecd.org\)](#)

New Zealand Energy Scenarios TIMES-NZ 2.0

Energy Efficiency and Conservation Authority (EECA) (May 2021)

Keywords: Covid19, Environment, Vehicle technologies & standards

Climate change is one of the most urgent environmental issues of our time. Almost 41% of New Zealand's total greenhouse gas emissions come from our energy use and the challenge is to get this number down. The New Zealand Energy Scenarios TIMES-NZ 2.0 website presents model insights for the latest TIMES-NZ scenarios to contribute to decision making in businesses and Government. TIMES-NZ 2.0 was developed by EECA in partnership with the BusinessNZ Energy Council (BEC) and The Paul Scherrer Institut.

Updated economic modelling by EECA suggests New Zealand's greenhouse gas emissions will fall dramatically between now and 2050 using current technologies.

[New Zealand Energy Scenarios TIMES-NZ 2.0 | EECA](#)

Ready for Take-off? Integrating Drones into the Transport System

International Transport Forum (ITF), (March 2021)

Keywords: Aviation, Environment, Vehicle technologies & standards

This report presents policy options for the successful integration of drones into the transport system. How can countries reap the benefits of drone transport while limiting risks? The report examines concerns about the acceptability, efficiency and sustainability of drone transport. The analysis covers passenger and freight drones with different payloads and ranges, and also addresses other drone uses that support the transport sector.

<https://itf-oecd.us11.list-manage.com/track/click?u=07ce419bce4a45060201f0565&id=9239b5612f&e=56f140b0e4>

Zero Carbon Supply Chains: the case of Hamburg

International Transport Forum (ITF) (May 2021)

Keywords: Environment

This report assesses the potential of zero carbon supply chains via a case study of the freight transport chain linked to the port of Hamburg. It analyses the initiatives taken by selected main stakeholders to decarbonise freight transport. In addition, it offers recommendations on how the move towards zero carbon supply chains could be accelerated.

<https://www.itf-oecd.org/zero-carbon-supply-chains>



New Zealand is a geologically active country, and we often experience wild or extreme weather. We therefore face ongoing natural hazard events (e.g. earthquakes and cyclones) that can cause serious damage to infrastructure and communities. Our transport system needs to anticipate both natural and human-made risks, and be prepared to recover from disruptive events

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Public Attitudes to Road Safety

Waka Kotahi NZ Transport Agency (March 2021)

Keywords: Human behaviour, Safety, Surveys

Waka Kotahi has published the Public attitudes to road safety report as part of our commitment to deliver Road to Zero. Some of you may have seen the recent lunch and learn?

The report shows public attitudes to road safety topics, including:

- speed
- car safety
- driver fatigue, impairment and distraction
- enforcement
- Road to Zero/Vision Zero.

Some of the interesting results include:

- Most people surveyed (81%) consider New Zealand's roads generally safe to travel on.
- 42% of drivers know the star rating of the car they drive, but these are mostly (35%) drivers of four- and five-star cars.
- 89% of people surveyed consider our town centres are safe for pedestrians, but only 65% consider they are safe for cyclists.

The report will be published annually to allow the transport sector to understand public feedback and monitor trends.

[Public attitudes to road safety report](#)

The survey data is also available on the [Open Data Portal](#).

Guide for Road Safety Interventions: Evidence of What Works and What Does Not Work

World Bank's Global Road Safety Facility (GRSF) (May 2021)

Keywords: International, Safety, Strategy

The World Bank's Global Road Safety Facility (GRSF) has developed this evidence-based guide on "What Works and What Does Not Work" in road safety in response to the critical need for effective evidence-based solutions. The guide

has been prepared to help readers understand that not all road safety interventions are equally effective and that what appear to be “common-sense” approaches to selecting road safety interventions will often not be the best.

The report covers a wide variety of interventions all linked to remaining Safe System pillars (safe roads and roadsides, safe speeds, safe vehicles, safe road users, and post-crash care). The report notes that even for the highly effective interventions, it is possible that if these are not implemented based on best practice principles, the benefits may not occur, and it could even be detrimental to road safety.

[Guide for Road Safety Interventions: Evidence of What Works and What Does Not Work | GRSE \(roadsafetyfacility.org\)](https://roadsafetyfacility.org)

Keeping kids safe for active travel to school: A mixed method examination of school policies and practices and children’s school travel behaviour

University of Auckland, University of Melbourne, Massey University, Auckland University of Technology (October 2020)

Keywords: Active modes, Human behaviour, Safety

Using a multiphase mixed methods approach, this study aimed to provide a comprehensive understanding of how school policies and practices supported or inhibited school travel behaviour in Auckland, New Zealand. Data were drawn from a cross-sectional study of 1085 children aged 8–13 years. School representatives were interviewed regarding their policies and practices related to school travel behaviour and traffic around school, and the data were analysed thematically. An overarching theme, sub-themes and categories were contextualised for quantitative modelling using objectively measured school variables (school socioeconomic status, active school travel programme, built environments around school). Mixed effects multinomial logistic regression models were employed to determine associations between school travel mode and objectively measured child (sociodemographic characteristics, traffic safety perceptions) and school variables. Safety was the core concept of school travel policies, procedures and programmes. Significant differences in child variables, school socioeconomic status, and cycle lanes and traffic lights around school were found between children who actively travelled or used public transport to school and those driven to school. Overall, this study demonstrated the important role of school policy and procedures and the potential application of an intersectoral approach for interventions to support changes in school travel behaviour.

<https://www.sciencedirect.com/science/article/pii/S2214367X20301782>

Road traffic and injury risk in ethnic minority populations

Agilysis & Living Streets, United Kingdom (May 2021)

Keywords: Active modes, Human behaviour, Safety

This report looked at a decade of collision data for correlations between risk and community deprivation and ethnicity, and found that deprived and ethnic minority pedestrians are three times more likely to be injured on Britain’s roads. It also reveals that deprivation more than doubles the risk of becoming a pedestrian casualty.

<https://www.livingstreets.org.uk/media/6335/road-traffic-injury-risk-amongst-gb-black-and-ethnic-minority-populations.pdf>

Australia's light vehicle fleet - some insights

Bureau of Infrastructure, Transport and Research Economics (BITRE) (June 2021)

Keywords: Data & statistics

This Information Sheet investigates how the characteristics of Australia's light vehicle fleet vary across different types of regions, including States/Territories, major cities, city sectors, region types, and small areas. Vehicle characteristics considered include fuel type, average age, cylinders and tare weight. Specific types of vehicles, such as electric vehicles, sports utility vehicles and utilities are also examined. The study also identifies recent changes in the composition of Australia's light vehicle fleet.

<https://www.bitre.gov.au/sites/default/files/documents/light-vehicles-info-sheet-108.pdf>

Early Estimate of Motor Vehicle Traffic Fatalities in 2020

National Highway Traffic Safety Administration, USA (May 2021)

Keywords: Data & statistics

A statistical projection of traffic fatalities for 2020 shows that an estimated 38,680 people died in motor vehicle traffic crashes. This represents an estimated increase of about 7.2 percent as compared to the 36,096 fatalities reported in 2019. Due to the impact of the COVID-19 pandemic, the VMT in 2020 decreased by 13.2 percent compared to 2019. Increased fatalities (7.2%) combined with the decreased VMT resulted in a steep increase of the fatality rate per 100 million VMT (1.37) in 2020, as compared to the fatality rate of 1.11 in 2019. The last year with such a high fatality rate was 2007 (1.36).

Early estimates: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813115>

Sub-categories estimates: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813118>

GHG impacts of public transit in the United States

Transport Research Board, United States (January 2021)

Keywords: Data & statistics, Environment

A slide deck summarising a two year study to update the GHG impacts of public transit in the United States. This report covers:

- estimates of land use changes due to transit
- mode change/substitution in the absence of transit

One of the main results, they highlight that the Net GHG saving from transit in the US is equivalent to NZ total economy GHG emissions from 2016.

Slide pack: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_226Presentation.pptx

Full report: <http://www.trb.org/main/blurbs/181941.aspx>

Greenhouse gas emissions (industry and household): December 2020 quarter

StatsNZ (April 2021)

Keywords: Covid19, Data & statistics, Environment

Stats NZ has developed new experimental quarterly estimates of greenhouse gas (GHG) emissions, to provide more timely data on New Zealand's production-based emissions. This is done within the System of Environmental-Economic Accounting (SEEA) framework in order to track emissions in relation to economic activity.

This initial experimental release includes data up to and including the December 2020 quarter. Quarterly emissions data allows for a more detailed understanding of the timing and impact of events such as COVID-19 lockdowns, which annual data can obscure.

Estimates use New Zealand greenhouse gas inventory data as released April 2020 (2018 data). It is Stats NZ's current intention to release March 2021 quarter greenhouse gas emission statistics in July 2021.

A key result include that total emissions were down 1.7 percent (335 kilotonnes) in the December 2020 quarter compared with the September 2020 quarter. This compares to a 1.0 percent drop in gross domestic product (GDP) over the same time-period.

<https://www.stats.govt.nz/experimental/greenhouse-gas-emissions-industry-and-household-december-2020-quarter>

EU road death data for 2020

European Transport Safety Council (ETSC) (June 2021)

Keywords: Covid19, Data & statistics, Safety

There were around 3,900 fewer road deaths in the European Union in 2020 compared to the previous year, according to a new report by the European Transport Safety Council (ETSC). The unprecedented 17% annual reduction in deaths is most likely attributable to Covid-19 restrictions on travel.

18,844 people lost their lives in road traffic in the EU in 2020, 10,847 fewer than in 2010, representing a 37% decrease. 56,305 lives were saved on EU roads compared to the number who would have been killed if deaths had stayed at the same level as in 2010. The saving in human costs resulting from this reduction in deaths was valued at some €156 billion, according to EU research.

Only one EU Member State exceeded the EU target to cut road deaths by 50% over the decade to 2020: Greece with a 54% reduction. Norway, a non-EU country, reduced the number of road deaths by 55%. Portugal, Spain, Croatia, Belgium, Slovenia, Italy, Lithuania, Bulgaria, Denmark, Austria and Hungary achieved a decrease above the EU average of 37%, while other countries progressed to a lesser extent. The progress was slowest in the Netherlands with a 5% decrease and the UK with 14% in 10 years.

[Road deaths in the European Union – latest data | ETSC](#)

Media release: [EU Road Deaths Down by 3900 in 2020 | ETSC](#)

Inland transport infrastructure investment share of GDP in the OECD

International Transport Forum (ITF) (May 2021)

Keywords: Data & statistics, Economics, Infrastructure

The gross fixed capital formation (investment) in inland transport infrastructure as a percentage of the Gross Domestic Product (GDP) remained stable at 0.7% in the OECD in 2019. The aggregate level has been constant since 2014, after declining from a peak of 0.9% in 2009. New Zealand had the most considerable growth in capital value of roads between 2008 and 2019 among countries with available data (+79% in constant 2015 prices)

Data tables: https://stats.oecd.org/Index.aspx?DataSetCode=ITF_INV-MTN_DATA

PDF report: <https://www.itf-oecd.org/sites/default/files/docs/inland-transport-infrastructure-investment-gdp-stable.pdf>

National Freight Data Hub - Australia

Bureau of Infrastructure, Transport and Research Economics (BITRE) (June 2021)

Improved national freight data has taken a leap forward in Australia with the launch of the National Freight Data Hub prototype website, demonstrating how the Hub will make data available to industry, government and others to improve the efficiency, safety, productivity and resilience of the freight sector.

Prototype website: [prototype website](#)

More information: [The National Freight Data Hub \(infrastructure.gov.au\)](https://www.infrastructure.gov.au)

2020/21 New Zealand Health Survey - provisional results

Ministry of Health (May 2021)

Keywords: Covid19, Data & statistics, Surveys

The 2020/21 NZHS included questions to monitor how New Zealanders are being impacted by COVID-19. Many of these questions were previously included in the Ministry of Health's [COVID-19 Health and Wellbeing Survey](#).

These results include some new indicators about people's intentions to get the COVID-19 vaccine and sources of information about COVID-19. Key findings for May 2021 from a transport perspective are:

- Only around ten percent of respondents had been on public transport in the last 7 days. Of the 74 respondents who had done so in May 2021, approximately 72 percent always wore a mask when on public transport in the last 7 days.
- 24.1 percent recorded the places they've been and who they were with (e.g. in a diary or app) every time.
- 4.6 percent were strongly or somewhat stressed about leaving home.

[Provisional monthly results on COVID-19 impacts: 2020/21 New Zealand Health Survey | Ministry of Health NZ](#)

New Zealand's Greenhouse Gas Inventory 1990-2019

Ministry for the Environment (April 2021)

Keywords: Data & statistics, Environment

New Zealand's Greenhouse Gas Inventory is the official annual report of all anthropogenic (human induced) emissions and removals of greenhouse gases in New Zealand. The 2021 inventory contains the emissions and removals data from 1990 to 2019, major emissions trends, and methodology used by New Zealand for estimating its emissions and removals. The inventory informs the Ministry for the Environment's policy recommendations on climate change, and it enables us to monitor progress towards our emissions reductions targets.

[NZ's Interactive Emissions Tracker \(mfe.govt.nz\)](#)

<https://environment.govt.nz/publications/new-zealands-greenhouse-gas-inventory-1990-2019/>

Reported road casualties Great Britain, provisional results 2020

Department for Transport, UK (June 2021)

Keywords: Data & statistics, Safety

Following a year impacted by Covid-19 restrictions, provisional figures for 2020 confirm an expected fall in the number of road deaths. The figures show there were 1,472 road deaths in 2020, a year-on-year decrease of 16%. There were slightly larger reductions in the number of people killed or seriously injured (down 22% to 23,486) and casualties of all severities (down 25% to 115,333). During lockdown months, there may have been low levels of reporting for slight casualties which may be linked to the larger reduction in these casualties.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2020>

Vehicle Licensing Statistics: Annual 2020 (Great Britain)

Department for Transport, UK (May 2021)

Keywords: Covid19, Data & statistics

These government statistics show 2.1m vehicles were registered for the first time in Great Britain during 2020, 27% fewer than during 2019. The fall in registrations is largely due to the impact of the Covid-19 pandemic, which saw car showrooms across the country close their doors for a substantial period of time. In terms of vehicle type, the largest falls were among HGVs (32%), buses and coaches (29%) and cars (29%). Conversely, motorcycles saw the smallest decline, down 5%. In fact, during the second half of the year, registrations of new motorcycles actually rose – up by 27%.

[Vehicle Licensing Statistics: Annual 2020 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

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Transport Knowledge Hub: <https://www.knowledgehub.transport.govt.nz/>

On the Ministry of Transport's website:

The Transport Evidence Base Strategy (TEBS): <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/transport-evidence-base-strategy/>

The Transport Research Register: <https://www.transport.govt.nz/assets/Uploads/Research/Transport-Research-Register.xlsx>

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To view a full calendar of upcoming events please go [here](#)

Webpage: <https://www.transportknowledgehub.govt.nz/>

Email: knowledgehub@transport.govt.nz

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