

MODAL SPLIT OF PASSENGER TRANSPORT

In Europe, the main modes of ground transport for people are by car and public transport (train, bus and coach). Each mode has advantages and disadvantages from an operational point of view (speed, flexibility, accessibility, direct costs, etc.) but also in terms of impacts on the environment and human health.

The predominance of the private car

In 2009¹, 95% of ground transport for people² in Wallonia was by road, of which 81% by private vehicles. Although it has stabilised over the last ten years, the modal share of the car fell slightly between 1990 (84%) and 2009 (81%), the last year for which all data is available. Conversely, the modal share of public road transport (bus public transport - TEC and private coaches) increased from 11% in 1990 to 14% in 2009. Rail transport remained relatively stable throughout the period (around 5%).

Travel to and from work

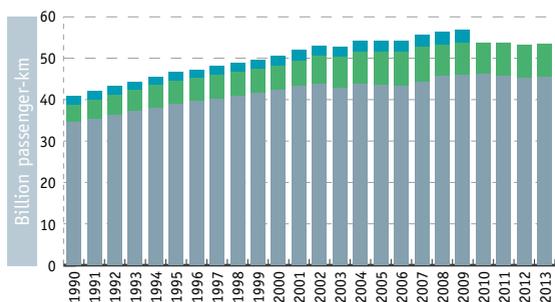
Travel to and from work, which accounts for about 25% of the kilometres travelled in Belgium³, is important because it structures the mobility chain⁴. A recent study⁵ shows the same overall trend as for all journeys between 2005 and 2014: a decline in the modal share of cars and an increase in the share of trains, public transport and bicycles. A major factor influencing the modal share is accessibility to public transport. As such, for companies located in major Walloon cities⁶, which combined good accessibility to public transport with a less straightforward use of the car (congestion, parking, etc.), the share of public transport was 15% in 2014 compared to less than 6% for companies located elsewhere in Wallonia. This study also shows that 0.7% of journeys to and from Walloon companies are avoided thanks to teleworking, compared to 3.8% for Brussels companies and 1.7% for Flemish companies.

Promoting multimodality

In addition to the mobility problems (congestion of major roads) they generate, private cars have a greater environmental impact than public transport or soft modes of transport. At present, however, the costs directly borne by private car users do not take into account all these impacts (external costs)⁷, which may disadvantage more environmentally friendly modes of transport. By 2030, the forecasts project a modal split that is virtually unchanged with a clear predominance of car transport⁸. In this context, the Air Climate Energy Plan 2016-2022 (*Plan air climat énergie 2016-2022*)⁹ includes a range of measures to encourage modal shifts, in addition to actions aimed at rationalising mobility needs and reducing emissions. Particular emphasis is placed on optimising the supply of public transport and encouraging cycling.

[1] Last year for which rail data are available | [2] Pass-km for road and rail transport | [3] FPS Mobility and Transport based on Janssens *et al.*, 2014 and UNamur - naXys - GRT *et al.*, 2012 | [4] IWEPS, 2016 | [5] FPS Mobility and Transport, 2016, based on a survey of companies with more than 100 employees | [6] Charleroi, Liège, Mons and Namur | [7] → TRANS 7 | [8] FPB & FPS Mobility and Transport, 2015 | [9] → AIR Focus 3

Fig. TRANS 4-1 Modal split of passenger transport* in Wallonia



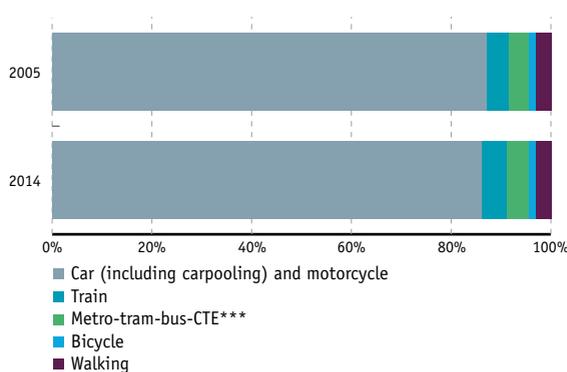
2009 values (Bil. pass-km)

Public transport ** (SNCB)	3.1
Public transport (TEC buses and private coaches)	7.9
Passenger vehicles (cars, vans, motorcycles)	45.9

* International transit included; excluding air transport and soft modes of transport (cycling, walking)
** Data not available from 2010 onwards

SOERW 2017 – Sources: FPS Mobility and Transport; IWEPS

Fig. TRANS 4-2 Modal split* of travel to and from work in Wallonia**



* Based on the number of journeys

** Based on the location of the workplace

*** Collective transport organised by the employer

SOERW 2017 – Source: FPS Mobility and Transport
(Diagnosis of travel to and from work 2014)