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| Number | EMI9 |
| Indicator name | Transport performance in passenger bus and trolleybus transport |
| Area | M |
| Indicator definition | Total performance of bus and trolleybus transport used by residents of the city/city district/municipality and other entities (public sector - business trips) in passenger-kilometers (journeys of persons residing in the city/ city district/municipality around the city/city district/municipality and outside the city/city district/municipality. These are public transport (buses and trolleybuses) and intercity bus transport. It can be supplemented by business trips of public sector representatives. The output is then converted to the corresponding greenhouse gas emissions. |
| Indicator unit | kg CO ₂ e/pers. |
| Key words | Public transport, bus transport |
| Reason for tracking and usability | The transport sector contributes to about a quarter of greenhouse gas emissions in cities in the Czech Republic and Slovakia. Reducing greenhouse gas emissions from transport will have a relatively significant impact in terms of overall mitigation policy. The reason for monitoring is that the aim of mitigation policy should be, especially in cities, a growing share of public transport in total passenger transport performance. Bus transport can also use low-emission fuels in the future, or zero-emission electricity for trolleybuses, and produce zero direct emissions. In addition to mitigation, the indicator is also linked to transport policy, environmental protection policy (ENP) and, indirectly, other aspects (possibility of parking in cities / boroughs / municipalities, link to adaptations, etc.). |
| Completeness, representativeness, validity | The limit of completeness and representativeness of the indicator is the possibility of data collection. The preferred method is a questionnaire survey of a representative sample of the population. This sample usually also includes children (age category 0-15). |

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| Description of data processing | <p>The most accurate data for the city/city district/municipality can be obtained by carrying out a standardized research "Mobility and local transport". Data are obtained directly from a survey of a statistically significant sample of the population living in a city/city district/municipality. A simple questionnaire can be used for this purpose. The sample size should be at least 4% of the population of the town / district / municipality, depending on its size. The obtained data on the number of bus and trolleybus journeys and their length must be statistically evaluated and recalculated into the necessary units - "passenger-kilometers" per inhabitant of the city / city / municipality and year.</p> |
| Data source | <p>The primary source of data is personal mobility surveys in the city/city district/municipality. If it is not possible to determine the number of passenger-kilometres for individual modes of transport in this way, less accurate methods based on transport data at the regional level may be used. However, the use of this data is less accurate and does not correspond to the specifics of the city/city district/municipality.</p> |
| Tracking frequency | <p>Once every 2 years</p> |
| Urban influence | <p>The city/city district/municipality and the organizations managed by them can support public transport, bicycle transport and pedestrian transport and actively limit individual car transport in cities/city districts/municipalities through a mix of different measures. Both the state and private companies can invest in the growing quality of bus transport between cities. The overall values of the indicator are mainly influenced by citizens through their behavior.</p> |
| Presentation method | <p>The results will be presented in a uniform Klimasken framework on a five-point scale according to specified intervals (kg CO₂e / inhabitant)</p> |
| Responsibility | <p>Processor KLIMASKEN, city, city district, municipality</p> |
