
Number	MIT4
Indicator name	Transport performance in individual car transport
Area	M
Indicator definition	<p>Total performance of passenger cars used by residents of the city/city district/municipality and other entities (public sector) 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). Power is then converted to the corresponding greenhouse gas emissions from internal combustion engines. It is advisable to determine the amount of car sharing.</p>
Indicator unit	kg CO ₂ e/pers.
Key words	Individual transport, cars
Reason for tracking and usability	<p>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 the mentioned weight of the indicator on total emissions and the importance of passenger car transport for most citizens. In addition to mitigation, the indicator is also linked to transport policy, environmental protection policy (environment) and, indirectly, other aspects of the functioning of cities/city districts/municipalities (possibility of parking in cities /city districts/municipalities, link to adaptations, etc.).</p>
Completeness, representativeness, validity	<p>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 also includes children (age category 0-15). The indicator does not include business trips. Only regular trips to work, school, shopping, doctor and leisure time by car are recorded. Road freight transport is also not included in the indicator. The results therefore rather underestimate the total greenhouse gas emissions related to road transport.</p>

Description of data processing

The most accurate data for the city/city district/municipality can be obtained by performing 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/city district/municipality, depending on its size. The obtained data on the number of journeys by car, their length and ride-in must be statistically evaluated and recalculated into the necessary units - "passenger-kilometres" per inhabitant of the city/city district/municipality and year.

Data source

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 traffic 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.

Tracking frequency

Once every 2 years

Urban influence

The city/city district/municipality and the organizations managed by them can only directly affect mobility within company vehicles (e.g. the possibility of replacing cars with internal combustion engines with hybrids or electric cars). In addition, they can promote car alternatives - public transport, bicycle and pedestrian transport and actively restrict individual car traffic in cities/city districts/municipalities through a mix of different measures. The overall values of the indicator are mainly influenced by citizens through their behaviour and choice of personal mobility.

Presentation method

The results will be presented in a uniform Klimasken framework on a five-point scale according to specified intervals (kg CO₂e / inhabitant)

Responsibility

Processor KLIMASKEN, city, city district, municipality
