

PASSENGER TRANSPORT DEMAND

The mobility of people entails various pressures on the environment (energy consumption¹, air pollution¹, noise², etc.), the intensity of which depends in particular on the length and frequency of journeys and the modes of transport used.

Increase in demand

Between 1990 and 2000, the growth in transport demand³ (+23%) was greater than the population growth (+3%). This fall in eco-efficiency⁴ reflects the dispersion of Walloon housing and changes in lifestyles: a decrease in household size, diversification of activities (leisure, tourism) related to an increase in the average time available, etc. Between 2000 and 2013, the trend was more contrasting, primarily for road transport, which increased less significantly than total transport demand, which led to a drop in its modal share⁵. In addition, between 2008 and 2013, ownership of vehicles was decoupled from their use, as the size of the vehicle fleet grew faster than the number of passenger-kilometres (pass-km) travelled on the road. This evolution means that, despite an increase in the number of vehicles, households tend to use cars less systematically, in particular by preferring the use of alternative modes of transport or changing their travel habits (carpooling, teleworking, etc.).

Increase in air traffic

Passenger movements at Walloon regional airports are growing sharply, particularly in Charleroi where the number of passengers rose from 255,000 in 2000 to nearly 7 million in 2015. The airport continues to diversify its offering and

expand its infrastructure (Terminal 2, runway extension project, etc.). This marked evolution is related to the democratisation of air transport with the development of low-cost airlines. This mode of transport also benefits from an exemption from taxation for its fuel, kerosene, and there are no targets for reducing air pollutant emissions.

Managing transport demand

Passenger transport in Wallonia (pass-km) is expected to increase by 11% between 2012 and 2030⁶. In this context, the Air Climate Energy Plan 2016-2022 (*Plan air climat énergie 2016-2022*)⁷, in addition to actions aimed at a modal shift⁸ or a reduction in emissions⁹, provides for specific measures to rationalise transport demand through the development of teleworking or by acting on land use planning to bring the urban and economic poles closer together.

[1] → TRANS 6 | [2] → HEALTH 1, 2, 3 & 4 | [3] Transport by road and rail, expressed in passenger-kilometres | [4] → Introduction to Part 4 | [5] → TRANS 4 | [6] FPB & FPS Mobility and Transport, 2015 | [7] → AIR Focus 3 | [8] → TRANS 4 | [9] → TRANS 6

Fig. TRANS 3-1 Passenger transport demand in Wallonia (including international transport)

