

Reducing vehicle pollution is a policy objective

Motor vehicles emit millions of tons of pollutants into the air. In many urban areas, motor vehicles are the single largest contributor to ground-level ozone, a major component of smog. The reduction of motorised traffic is therefore a policy target in many OECD countries. The number of private vehicles per capita is the indicator most commonly used to set policy targets for the integration of environmental objectives with transport policies.

Figure 26.1 shows the variation in the number of private vehicles per 100 inhabitants. The largest regional variation in the number of vehicles per inhabitant occurs in Canada (ranging from 32 to

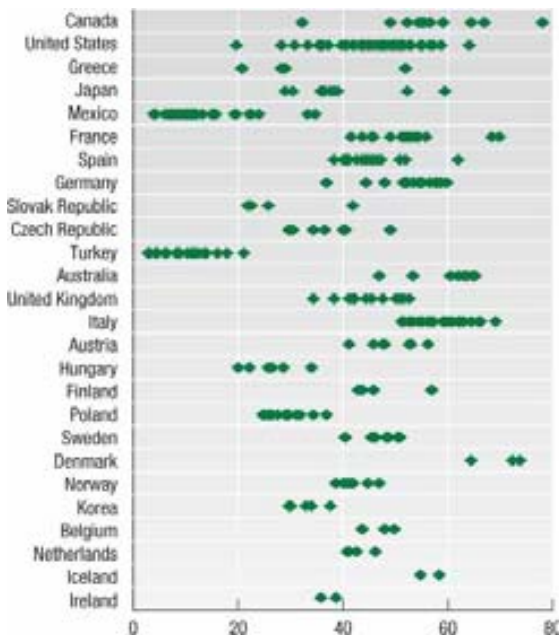
78 per 100 inhabitants), the United States (20 to 64), Greece (20 to 52), and Japan (29 to 59). At the other end of the scale, Ireland, Iceland, the Netherlands and Belgium display the lowest regional variation in the number of cars per capita.

Car ownership varies across types of regions

The correlation between the number of private vehicles per capita and the share of population by type of region (urban, intermediate and rural) does not show a clear trend across OECD countries, (Figure 26.2). The correlation is positive for urban regions for 15 countries out of the 26 considered, and it is negative for rural regions in 14 countries.

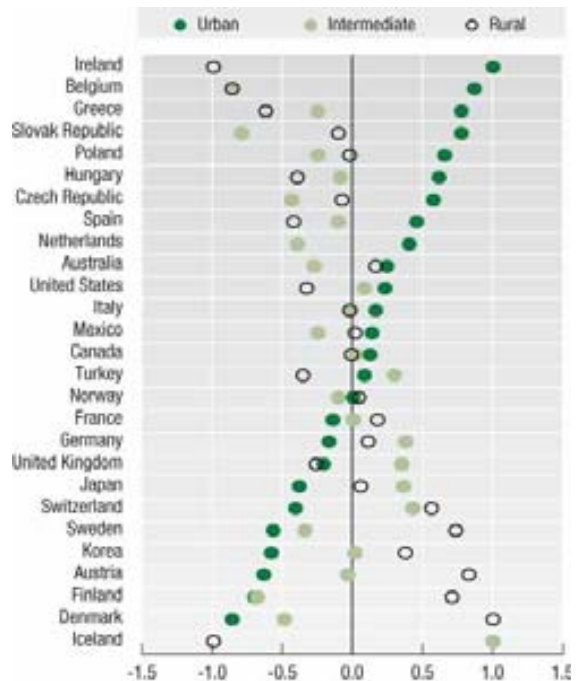
26.1. Canada has the largest regional variation in number of private vehicles per capita

Range of regional variation in the number of private vehicles per 100 inhabitants, 2003 (TL2)



26.2. The number of private vehicles varies by type of region

Spearman correlation between number of private vehicles per 100 population and share of population by regional type, 2003 (TL2)



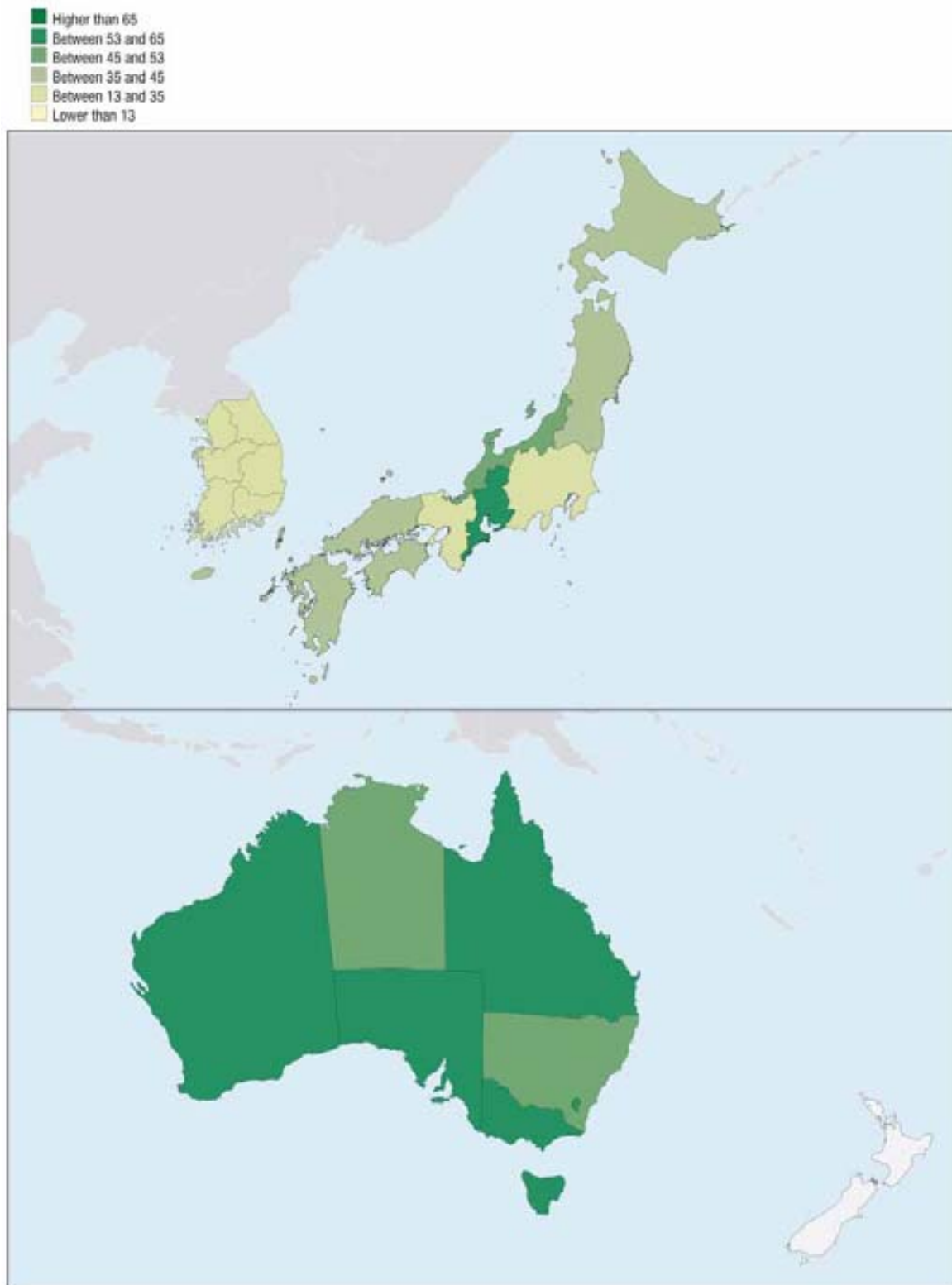
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Definition

Private vehicles are defined as the number of road motor vehicles, other than motorcycles, intended for the carriage of passengers and designed to seat no more than nine persons including the driver.

26.3. Number of private vehicles per 100 inhabitants: Asia and Oceania

2003

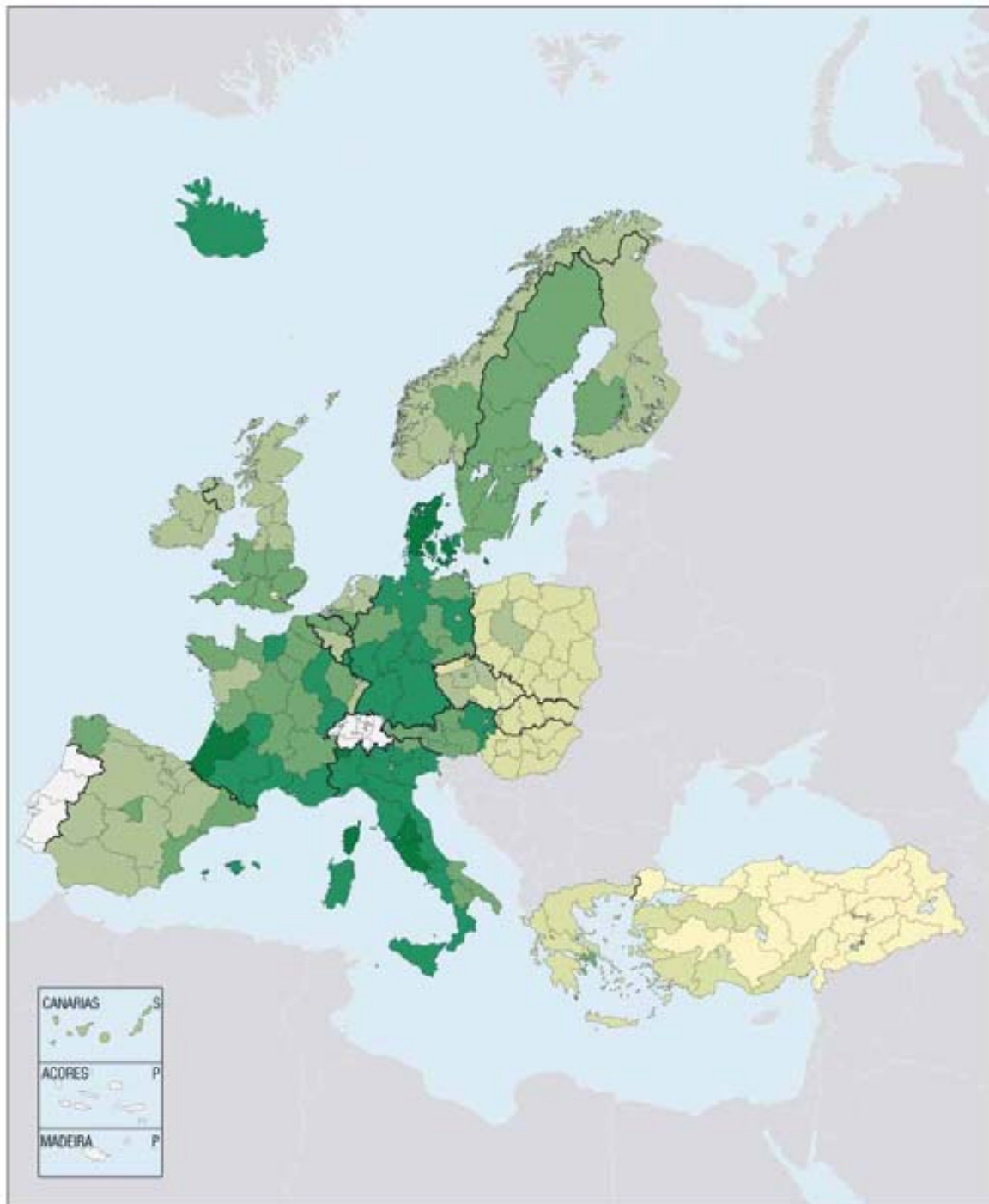


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26.4. Number of private vehicles per 100 inhabitants: Europe

2003

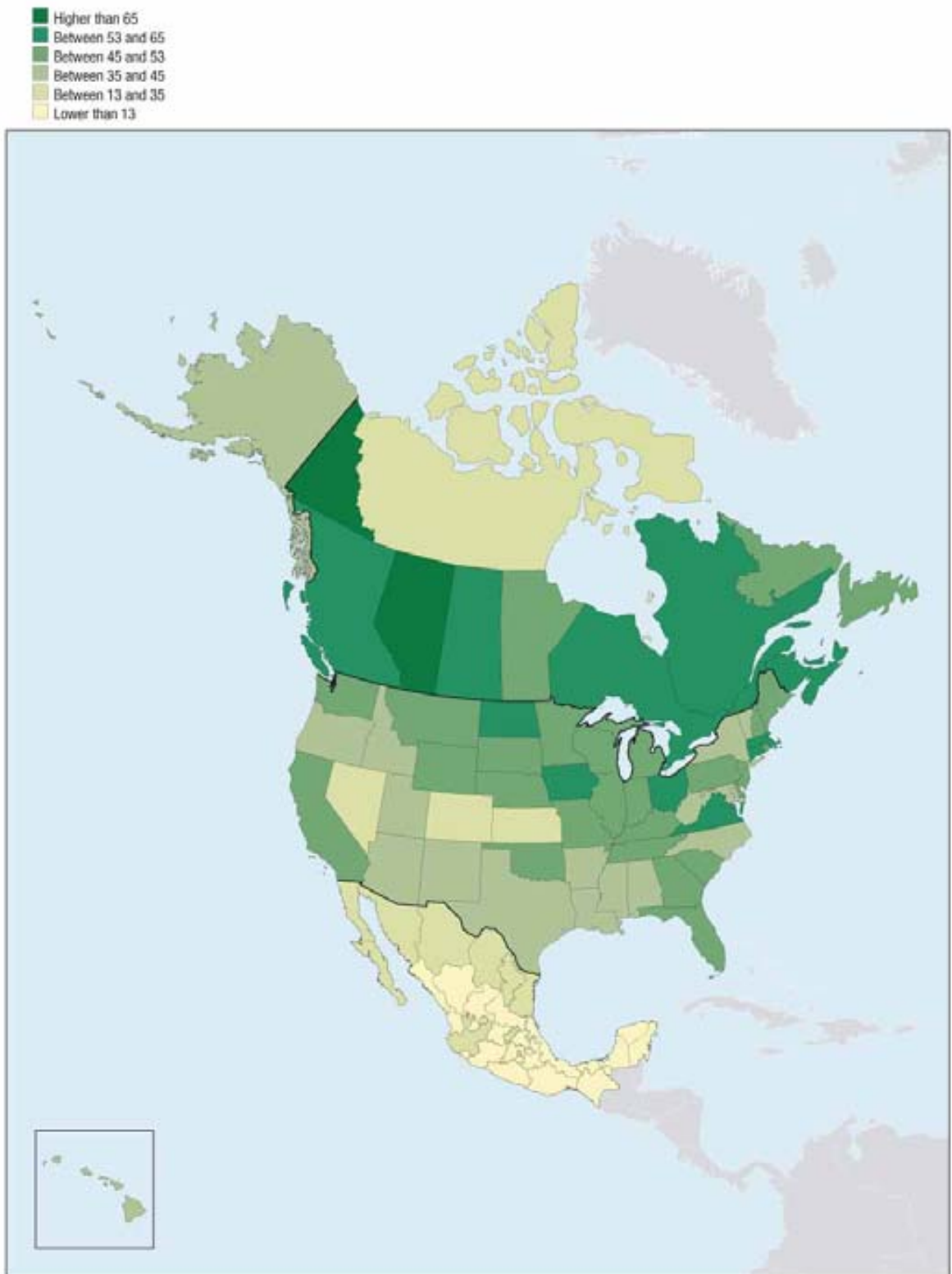
- Higher than 65
- Between 53 and 65
- Between 45 and 53
- Between 35 and 45
- Between 13 and 45
- Lower than 13



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26.5. Number of private vehicles per 100 inhabitants: North America

2003



StatLink  <http://dx.doi.org/10.1787/356536818280>

Symbols and Abbreviations

OECD (25) average	Unweighted average of 25 OECD countries.
OECD (25) total	Sum over all regions of 25 OECD countries.
OECD (25)	Range of variation over all regions of 25 OECD countries.
TL2	Territorial Level 2.
TL3	Territorial Level 3
NOG	Non Official Grid
*	Differences in the definition of data or regions. Please check the “Sources and Methodology” section.
PU	Predominantly Urban
IN	Intermediate
PR	Predominantly Rural
PPP	Purchasing Power Parity
USD	United States Dollar





I. REGIONS AS ACTORS OF NATIONAL GROWTH

1. GEOGRAPHIC CONCENTRATION OF POPULATION
2. GEOGRAPHIC CONCENTRATION OF THE ELDERLY POPULATION
3. GEOGRAPHIC CONCENTRATION OF GDP
4. REGIONAL CONTRIBUTIONS TO GROWTH IN NATIONAL GDP
5. GEOGRAPHIC CONCENTRATION OF INDUSTRIES
6. REGIONAL CONTRIBUTIONS TO CHANGES IN EMPLOYMENT
7. GEOGRAPHIC CONCENTRATION OF PATENTS

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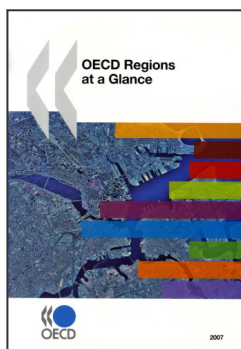
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