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TRENDS in the Transport Sector

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Trends in the Transport Sector 1970-2007, ISBN 978-92-821-0159-9

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INTERNATIONAL TRANSPORT FORUM

The International Transport Forum is an intergovernmental body within the OECD family. The Forum is a global platform for transport policy makers and stakeholders. Its objective is to serve political leaders and a larger public in developing a better understanding of the role of transport in economic growth and the role of transport policy in addressing the social and environmental dimensions of sustainable development. The Forum organises a Conference for Ministers and leading figures from civil society each May in Leipzig, Germany.

The International Transport Forum was created under a Declaration issued by the Council of Ministers of the ECMT (European Conference of Ministers of Transport) at its Ministerial Session in May 2006 under the legal authority of the Protocol of the ECMT, signed in Brussels on 17 October 1953, and legal instruments of the OECD. The Forum's Secretariat is located in Paris.

The members of the Forum are: Albania, Armenia, Australia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Canada, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, FYROM, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Korea, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Mexico, Moldova, Montenegro, Netherlands, New Zealand, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, the United Kingdom and the United States.

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The OECD and the International Transport Forum established a Joint Transport Research Centre in 2004. The Centre conducts co-operative research programmes addressing all modes of transport to support policymaking in member countries and contribute to the Ministerial sessions of the International Transport Forum.

Further information about the International Transport Forum is available on Internet at the following address:
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INTRODUCTION

The main purpose of this publication is to describe the most recent trends in the transport sector in the member countries of the International Transport Forum, and to illustrate, through graphs and tables, the changes that have taken place in this sector since 1970.

Trends in transport in the ITF area have been analysed on the basis of statistical data expressed in passenger-kilometres and tonne-kilometres provided by the 51 countries that were members of the ITF in 2008. In order to calculate overall trends based on as large a number of countries as possible, the indicators used in several graphs include estimates for certain countries which do not as yet have the most recent data available.

The statistical data given in the detailed tables relate to the last year for which comprehensive and uniform data provided by member countries were available at the time this brochure was compiled, namely 2007.

As far as possible, more recent indicators, relating to 2008, are also shown. This information is discussed in the written part of the brochure and highlighted in boxes.

The brochure is divided into five sections. The first consists of a brief analysis of the economic context and the trends in international trade based on OECD and WTO analysis. The second section addresses the issue of transport within ITF countries, and begins by presenting indications of the trends in maritime and air transport at global

level. The third section discusses road safety, and the fourth presents the aggregated trends in investment in transport infrastructure. The fifth presents the statistical data in the form of tables.

1. THE ECONOMIC OUTLOOK

1.1 The present economic outlook

At the end of the first quarter of 2009, the world economy is experiencing a crisis which many commentators describe as being the worst since the end of the Second World War. The abrupt entry into recession of the developed countries' economies appears to many as unprecedented, particularly with regard to the exceptionally high rates of job suppression in the industrialised countries.

Starting with the so-called "subprime" crisis in the summer of 2007 – i.e. high-risk mortgage loans in the USA that have partly become irrecoverable with the downturn in the US property market and that were granted to low-income households – the global financial sector was rapidly and very severely undermined, leading to a crisis of confidence among financial institutions. This crisis of confidence initially engendered a slowing down in interbank lending, followed by a reduction in lending to firms and then individuals. This came about despite unprecedented injections of cash by the central banks in major global trading centres and the introduction of rescue plans by the public authorities in charge of financial establishments.

The US economy officially entered into recession in December 2007 and during the final quarter of 2007 lost 1.2 million jobs, which meant that the economy was contracting at an annual rate

of over 4%. The US economy thus entered into a negative spiral in which expectations of job losses fuelled a decline in consumption which, in turn, triggered a decline in demand and a downwards adjustment in production. All of this was taking place in a context in which highly fragile financial establishments were holding vast amounts of unrecoverable assets. By way of example, on 19 December 2008, the United States Government announced that it was willing to provide USD 17.4 billion to rescue the automobile manufacturers General Motors, Chrysler and possibly Ford, all of which were on the verge of bankruptcy. Short of cash, General Motors immediately received USD 9.4 billion and Chrysler USD 4 billion. This money was in fact taken from the USD 700 billion provided for the bail-out of US banks under the Paulson Plan.

All the major stock exchanges suffered substantial losses: from 01/01/2008 to 24/10/2008, the CaC 40 fell by 43.11%, the Dax (Germany) by 46.75%, the FTSE 100 (United Kingdom) by 39.86%, the Nikkei (Japan) by 50.03% and the Dow Jones (United States) by 36.83%.

The spreading of the financial crisis of 2008 to the tangible spheres of the economy, namely production and consumption within different national economies, created a situation in which, for example, between July and September 2008 the 15 economies in the Euro zone reported, for the second consecutive quarter, a decline of 0.2% in their aggregate GDP. In consequence, on 14 November 2008, Eurostat officially announced that the Euro zone was in recession.

By the end of 2008, industrial output had fallen substantially in the Euro zone: there was an historical decline in December, when output fell by 2.6% compared with November 2008, and above all an annual decline of 12%. These were the sharpest monthly and annual declines recorded since

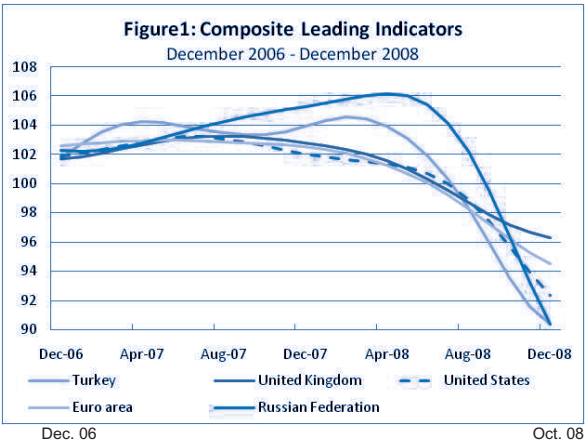
statistics for the Euro zone were first recorded in 1991. In all, industrial output in the final quarter of 2008 was 5.1% down on the previous quarter, another record for the Euro zone. In fact, all major economies in the Euro zone came to a standstill in December 2008: Germany reported a monthly decline in industrial output of 4.9%, France a decline of 1.8%, Italy a decline of 2.5% and Spain a decline of 3.5%. The banks sharply reined in their lending, and households, fearful of the future, applied for fewer loans. Firms there had less access to cash and sold off their stocks, reducing their output commensurately. Some economies, such as Germany, which are highly dependent on external demand, were hit very badly by the global context of recession: in the fourth quarter of 2008, export orders collapsed by almost 18% in Germany. At the same time, the Eastern European economies, after enjoying very vigorous growth, suffered from trade and budget imbalances, against a background of falling exports to western Europe, thereby weakening the trade and budget balances of the banks involved in the region.

The strong export dependency of Japan, too, explains why, with a 3.3% decline in GDP in the last quarter of 2008 and a 12.7% decline year-on-year, the Japanese economy reported its worst performance since 1974. The Japanese economy therefore seems to be affected more severely than the US economy, whose year-on-year decline in GDP in the last quarter of 2008 amounted to around 4%. In the case of Japan, exports account for 20% of GDP, and they plummeted in the final quarter of 2008 by almost 14%.

Industrial output in Russia fell by 20% in January 2009, in response to tighter credit and a sharp decline in both domestic and foreign demand. Compared to the year before, the decline in January 2009 amounted to around 16%, following a fall that already amounted to around 10% in December 2008. Russia has therefore been severely affected

by both the financial crisis and the fall in the prices of raw materials, in particular, oil.

Figure 1 below, which is an advanced OECD indicator on the economic climate, shows its degradation at the end of 2008.



The statistics presented above demonstrate the systemic nature of the crisis affecting the global economy, marked by the dual impact of a financial crisis and a decline in global trade in goods.

1.2 The economic outlook and trade evolution in 2007

1.2.1 The world economy in 2007

From 2007 already, growth slowed in world output and trade. Shrinking demand in developed countries dampened the growth of the world economy from 3.7% in 2006 to 3.4% in 2007. This growth rate was nevertheless comparable to that recorded by the world economy over the last 10 years.

However, the two most populous developing countries, India and China, continued to post remarkably high economic growth rates in 2007. Growth in China's merchandise trade, in particular, remained very strong.

In fact, the year was marked, above all, by the financial crisis that began in the United States in early summer, with the collapse of the "subprime" mortgage market, triggering a sharp retreat in major stock market indices and sparking persistent concerns about the soundness of the banking industry. To avoid any systemic risk and to prevent the crisis from spreading to the real economy, central banks reacted strongly, cutting their benchmark rates and injecting massive amounts of liquidity into cash-starved money markets. This made it even more difficult to finance economies, and led in the end to a major world economic crisis, as mentioned above in the introduction to this publication, which is intended to describe the trends in the economy and in the transport sector during 2007.

In this unusual context, domestic demand in the United States had already fallen steeply in 2007, cutting GDP growth to its lowest rate since 2002 (+2.2%). The effective decline in the dollar's exchange rate, particularly against the euro, served to reduce the weight of the United States' current account deficit as a proportion of GDP.

In Japan, a further widening of the external trade surplus helped produce economic growth of 2.1% in 2007. GDP growth in the OECD countries of Europe reached 2.8%, higher than that in the United States and Japan. In fact, the European economy was able to withstand the deterioration in the economic climate in the wake of the "subprime" financial crisis in the United States, although growth in France was only 2.2% in 2007, and the Italian economy virtually stagnated. In Germany, by contrast, economic growth exceeded 2.5%

in 2007, while outside the euro zone the UK economy grew by 2.3%.

Driven by very high energy prices and the favourable impact of export receipts on domestic investment, Russia's GDP grew by close to 8% in 2007, the highest rate recorded since 2000.

In South and Central America, in Africa and the Middle East, and in the developing countries of Asia, apart from India and China, economic growth rates showed no sign of slowing from their 2006 levels, which were especially positive.

World flows of foreign direct investment (FDI) in 2007, in nominal terms, were 18% above their 2006 level, reaching USD 1.540 trillion. These flows were particularly strong in the direction of Latin America and Russia, while 2007 flows to new EU members rose more slowly than in the past.

1.2.2 World trade trends in 2007

a) World trade by volume

Shrinking demand in developed countries produced a less favourable setting for world trade: growth in the real value of global goods exports slid to 5.5% in 2007 from 8.5% in 2006. Import growth in North America, Europe and Japan and in oil-importing Asian countries was weaker than in 2006. Still, growth in trade exceeded world output growth by two percentage points.

Among the leading traders, China's trade expansion remained outstandingly strong in 2007, as lower export growth to the US and Japanese markets was largely offset by higher export growth to Europe and to the oil-exporting regions. Despite a booming domestic economy, weaker demand in some of China's major export markets and a moderate effective appreciation of the yuan, import growth continued to lag behind exports. Chinese

exports grew by nearly 20% in 2007, in real terms, while imports to China rose by only 13.5%.

Real trade growth remained highly variable among different zones of the world economy. There were significant terms-of-trade gains for countries and regions exporting fuels or minerals. Food-exporting countries also benefited from upward pressure on the prices of basic foodstuffs on world markets.

Africa and the Middle East, which were the major beneficiaries of world price trends for mining products over the last three years, saw the real value of their imports rise by about 12% while their exports virtually stagnated in real terms.

Exports from the CIS (Commonwealth of Independent States) rose by 6% in volume.

In Asia, export growth exceeded 11% in real terms, well above the increase in imports (+8.5%).

North America's exports rose somewhat less than global trade but more than the region's imports. This can be attributed largely to trends in the United States, where import volumes increased only marginally, while exports expanded by 7%.

In Europe, a slight deceleration in economic growth led to a trade slowdown which was particularly pronounced for intra-EU trade.

Europe's export and import growth was 3.5% in 2007, but individual countries' trade performances differed widely. Most of the new EU members and Turkey expanded exports and imports by more than 10%, while France, Spain, Ireland and Malta saw their trade stagnate. Germany and the Netherlands as well as Belgium and Switzerland registered trade growth of about 5%.

b) World trade in nominal terms

Looked at in nominal terms, world merchandise exports rose by 15% in 2007, to USD 13.5 trillion. However, two-thirds of this change in nominal value can be attributed to inflation.

In fact, world prices for exports of fuels and food products rose sharply in 2007, by 10% and 15%, respectively. Annual price increases for metals averaged 18%, while prices for agricultural raw materials were up by only 5%. Export prices for manufactured goods were about 9% higher: those for iron and steel products rose at double-digit rates, while those for office and telecom equipment decreased once again.

Shifts in relative prices necessarily had an impact on regional export prices: export prices were up by around 5% in Asia and North America, while increases ranged from 10% to 13% for the CIS, Africa and the Middle East.

Exchange rate developments in 2007 had a major impact on the dollar price level of internationally traded goods. The US dollar depreciated strongly (in terms of annual averages) against the principal European currencies and the currencies of the big exporters of mining products (Canada, Australia and Russia). As a result, for example, Europe's export prices in dollars went up by more than 10%, essentially because of shifting exchange rates. This may explain in part why growth in European exports in 2007 lagged behind that of world trade as a whole.

There were, however, some significant differences in trade performance among European countries: some, such as the United Kingdom, saw their trade stagnate in nominal terms, while most of the new EU members recorded external trade increases of more than 20%, in dollar terms. These

dynamic traders benefited not only from FDI inflows but also from their proximity to the booming CIS.

The region with the highest expansion of both exports and imports, expressed in dollars, was the CIS, which benefited from strong domestic demand, increased FDI inflows and favourable price developments for energy products. While imports into the region rose by one-third, the CIS share in world merchandise trade rose to its highest level since 1990.

North American imports rose by only 6% in nominal value, the smallest increase of all regions in 2007. This was due primarily to the abrupt slowdown in US import growth. By contrast, the high levels of primary commodity prices boosted South America's trade values. Brazil, which alone accounts for a third of the region's exports, recorded import growth of nearly one-third and export growth of about half that figure.

Asia's merchandise exports continued to grow faster than world exports, and faster than the region's imports. China, India and Vietnam saw their exports rise by more than 20%. China reinforced its pre-eminent position among Asian traders in 2007: for the first time its total trade (exports plus imports) exceeded the combined trade of Japan and the Republic of Korea, which are among the leading trading nations of Asia. Moreover, China replaced Canada for the first time as the United States' leading supplier, although US imports from its NAFTA partners increased in line with total US imports in 2007.

2. TRANSPORT WITHIN COUNTRIES OF THE INTERNATIONAL TRANSPORT FORUM

2.1 Goods transport within countries of the International Transport Forum

In 2007, the world economic climate had not deteriorated far enough to affect the transport sector. In 2008, on the other hand, the collapse of the world economy had a sharp impact on transport, particularly of merchandise, as can be appreciated from the boxes shown in the text. It was towards the end of 2008 that goods transport suffered the full effects of the abrupt reversal of the world economy.

Box 1. **The sudden economic slowdown and its impact on the transport of containers**

All of the indicators converge to show that liner shipping will have to cope with heavy turbulence in early 2009: the loss of consumer confidence in the developed economies has resulted in plummeting consumption of manufactured goods and, consequently, in container freight transport at a time when the commissioning of new vessel capacity is reaching a peak. Freight rates are falling at the fastest speed ever recorded, particularly for bulk freight and container freight. For instance, the “Baltic Dry Sea Freight Index”, which measures freight rates for dry bulk commodities, has fallen by more than 90% since mid 2008. The “spot” market for containers has seen the price of container transport fall by almost as much over the same period on Europe-Asia links.

In November 2008, the ports of Singapore and Hong Kong posted a two-figure decline in the volume of containers handled compared to

November 2007. For 2008 overall, the port of Hong Kong is expecting a decline of over 4.5% container throughput, attributable only in part to the commissioning of new port terminals in South China. In early 2009, there were no signs of activity picking up again. Consequently, Maersk decided to withdraw eight 6 500 TEU vessels that had been deployed on routes between Europe and Asia. CMA CGM, the world's third top container transport company, followed Maersk's lead and decided to suspend a service introduced in July 2008 which had deployed eight 9 700 TEU vessels on the France-Asia link. In addition, in early 2009, the New World Alliance and Grand Alliance, the two largest maritime company alliances, announced that they were indefinitely suspending their joint service between Asia and ports in the Black Sea and the Mediterranean. Together, these two alliances operate eight ships, each with a capacity of 5 000 TEU. According to analysts, the excess transport capacity in TEU was of the order of 10-15% at the end of 2008 on links to Asia, despite the fact that these are the most dynamic links.

One unexpected impact of the changes in freight rates is that, for many operators, it is becoming less expensive to round the Cape of Good Hope rather than taking the Suez Canal. The cost per day of chartering a 170 000 tonne bulk carrier decreased from USD 200 000 in August 2008 to USD 22 000 in February 2009. The longer voyage via the Cape of Good Hope is now less expensive than taking the Suez Canal (USD 600 000 for a 9 000 TEU container carrier). At the same time, the price of diesel for ships has fallen by nearly two-thirds (from USD 700 per tonne to USD 230) and, counting savings on insurance costs by avoiding passage through the Gulf of Aden, the extra seven days via the Cape of Good Hope can produce substantial savings in money terms.

In the United States, the information available shows signs of a decline of around 7% in container throughput in the top ten ports in 2008 for the full year. By way of illustration, container throughput in these ports in October 2008 was down by more than 5% on the figures for October 2007, while in November 2008, the decline was over 8.5%. The loss of US consumer confidence led to cautious behaviour by retail chain stores and therefore to low inventories and orders. The port of Long Beach in California, for instance, recorded a decline of over 25% in the number of containers handled in December 2008 compared with December 2007. In 2008, figures for the full year show that the port of Long Beach saw a reduction of more than 11% in container throughput, which is the largest annual contraction in the past twenty years.

During the past three decades, the annual average growth rate of world seaborne trade is estimated at 3.1%. Maritime transport remains the backbone of international trade, with over 80% of world merchandise trade by volume being carried by sea. In 2007, 8.02 billion tonnes of goods were loaded, a volume increase of 4.8% over the previous year. World seaborne trade was estimated at 32 932 billion tonne-miles. This represents an increase of 4.7% over the previous year. Dry cargo, including bulk, breakbulk and containerised cargo, accounted for the largest share of goods loaded (66.6%), while oil made up the balance. Growth in dry bulk trade is estimated at 5.6%, with the five major bulks fuelled mainly by the needs of China's metal industries, growing even faster at 6.4%. Partly reflecting the limited impact of rising oil prices on oil demand, world shipments of crude and petroleum products are estimated to have grown by 3.3% over the previous year. Major loading areas were located in

developing regions (63.2%) followed by developed economies (33.3%) and transition economies (3.5%). A geographical breakdown of total goods loaded by region underscores Asia's continued predominance with a share of 40%, followed, in descending order, by the Americas, Europe, Africa and Oceania.

Asia's weight in world merchandise trade is clearly evident from the fact that, in 2007, the world's four leading container-handling ports were in that region. As Table 1 shows, Singapore and Shanghai together handled more than 50 million TEU. Hong Kong and Shenzhen, which ranked next among leading world ports, each transshipped no fewer than 20 million TEU in 2007. By way of comparison, Rotterdam handled less than 11 million TEU in 2007 and Los Angeles, the leading North American port, slightly over 8.3 million. A look at the changes from 2006 shows that Hong Kong lost its second place in the global ranking in 2007 in favour of Shanghai, in terms of container volumes handled; Shenzhen remained in fourth place, but it recorded an increase over 2006 of nearly 20% in container volumes handled. Singapore's container traffic in 2007 was around 10% higher than in 2006, and Shanghai's was up by nearly 20%. These figures illustrate the dynamism of Asia, and China in particular, when it comes to the export of manufactured goods.

Table 1. **The 10 leading world ports in terms of TEU transshipped in 2007**

World ranking	Port	Total TEU (000)
1	Singapore	27 932
2	Shanghai	26 150
3	Hong Kong	23 998
4	Shenzhen	21 099
5	Busan	13 270
6	Rotterdam	10 790
7	Dubai	10 653
8	Kaohsiung	10 256
9	Hamburg	9 900
10	Qingdao	9 462

Source: Containerization International.

Air freight data from ICAO reveal that in 2007 growth was in the order of 3.5%, for a global total of 157 billion tonne-kilometres. The air freight capacity utilisation rate rose slightly from 2006 to just over 63%. Growth in air freight transport in 2007 was nothing exceptional, remaining below the average growth rate (4.5%) recorded between 1998 and 2007.

Table 2. **Rate of growth in international air freight (in tonnes-kilometres) over the previous year**

	2003	2004	2005	2006	2007	2007/ 1998
Scheduled carriers	1.5	11.6	2.8	6.2	3.6	4.1
Charter carriers	2.9	21.8	0.5	-5.8	0.3	1.1

Source: IATA.

Regularly scheduled air freight traffic, for example, rose by nearly 6% in 2006 and by more than 9% in 2004, which was a record year. The rising cost of fuel seems to have hit air freight harder than maritime shipping, and deepening

economic uncertainties since the summer of 2007 have had a bigger impact on freight than on passenger transport. Box 2 gives some basic information on the effects of the economic situation on air freight. It shows that air freight begun to be severely hit in 2008.

Box 2. **Effects of the economic crisis on air transport**

In the air freight transport sector, freight grew by only 0.1% for IATA member airlines in the first nine months of 2008. All of the regions of the world, except for the Middle East and Africa, posted negative results. The Asia-Pacific region, where there is a concentration of the world's largest airlines, was also the most badly hit with a decline of over 10.5%. The contraction recorded by the airlines in September 2008 is the worst slump that air freight has seen since the attacks of 11 September 2001 and the bursting of the "dot.com" bubble. The decline in freight traffic for Air France-KLM, for instance, was of 12% in September 2008 compared with the previous year. Although the freight business of Air France-KLM still made a profit of EUR 22 million in the first half of 2008, the group is ultimately looking at an operating loss of the order of EUR 200 million for its freight business in 2008. Since the second half of 2008, airlines have been slashing prices in a bid to stop air freight business switching to maritime transport, which is cheaper. The "passenger" business is also feeling the effects and, by the summer of 2009, Air France is considering reducing capacity by around 4% on its short-haul network, stabilizing it on medium-haul routes and reducing it by 2% on long-haul routes, notably by taking a B747-400 out of the fleet and postponing the delivery of a Boeing 777-300 ER for a year. Worldwide, some thirty airline companies went bankrupt in the first ten months of 2008 and the plight of twenty more is critical.

Some experts think that this foreshadows a new wave of cost cuts, mergers and closures.

Rail freight transport declined slightly in the United States (-0.1%) in 2007. The volumes carried remained very significant, nevertheless. This negative result is a clear indication, however, that the year 2008 will see most world regions register a negative performance for rail transport, as shown in Box 3. In Mexico, by contrast with the USA, rail freight grew at a healthy 4.7% in 2007. In Australia, the increase was greater than 5%, while statistics for Japan show a very modest growth of 0.7%.

Box 3. **Rail freight transport in 2008**

UIC figures show that in Europe, rail freight transport experienced a steady decline throughout 2008, exacerbated from October onwards by the initial effects of the worldwide economic crisis, which affected all transport activities (air, sea, road and rail). For the European railways, the year ended with a 5% decrease (in tonne-kilometres) compared to 2007, and all regions are affected.

In the United States, rail freight grew until late October 2008, but the two months that followed cancelled out any earlier increases. North American freight transport ended the year with -1.7% growth.

Asia's main railways recorded positive results in tonne-kilometres in 2008. However, rail freight growth in China decreased by half to +3.5%. In India, freight traffic increased by 8.4%, a growth rate very close to that of 2007 (+9.4%).

2008 appeared to be a good year for rail freight transport in Russia, where the growth rate was +5% but the decline in rail-borne exports,

particularly of metal, coal and cement, signaled a loss of the order of RUB 30 billion for Russia's railways for 2008, at a time when private rail operators are also announcing financial losses.

Within the European Union (the 26 countries listed in the tables), rail freight expanded by just over 2.3% in 2007, significantly less than the growth in road freight (+5.9%). The best rail performances were recorded in Sweden (+6.7%), Germany (+7.1%), Latvia (+8.8%), Lithuania (+11.5%) and the Netherlands (+14.7%). Within the EU, the most sluggish performances were in Estonia (-22%), Denmark (-5.8%) and Spain (-4.1%). In Ireland and Luxembourg, rail traffic was also down significantly (-37.7% and -35%, respectively), although the volumes concerned were modest. In Europe outside the EU, Moldavia and Azerbaijan also experienced significant declines in rail freight transport (nearly -15.5% and -6.2%, respectively), while there was growth in FYROM, at +26.7%, and in Serbia, at +7.5%.

Outside the European Union, rail freight transport recorded good performances in Russia in 2007 (+7.2%): there, the rail network carried more than 2 trillion tonne-kilometres, or more than four fifths of the volume carried by US railways in 2007. Together, the United States and Russia accounted for about 80% of rail freight transport within the International Transport Forum (ITF) area in that year.

With regard to road freight transport within the European Union, while road freight (measured in tonne-kilometres) rose by about 6% in 2007 in the EU as a whole, the most significant increases were recorded in the newer member countries, such as Latvia (+20%), Lithuania (+12%), Poland (+17%) and Estonia (+20.3%). Accession to the European Union has stimulated economic growth in these countries, allowing them to post higher GDP

growth rates than the older member countries and to record faster growth rates in freight traffic and especially in road transport which, because of its flexibility, is the main beneficiary of these economies' transformation. Bulgaria and Romania, which joined the EU in 2007, have also experienced a jump in road freight transport (+13% and +5.5%, respectively). Among the longer-standing members of the EU, road transport in 2007 retreated in Belgium (-2.2%), the Netherlands (-1.6%) and Austria (-1%). It is worth underlining, as shown in Box 4 that in 2008 road freight transport was severely hit by the downturn of the European economy.

Box 4. **The 2008 slowdown in road freight transport activity**

One of the consequences of the downturn in port activity is that there are fewer goods vehicles on the motorways. For instance, ANWB, the Dutch road users' association, has reported "a significant decline in mobility", noting that tailback indicators (longer tailbacks increase waiting time) have been significantly lower overall throughout the Netherlands since November 2008. In January 2009, road traffic tailbacks were down by 14% in minute-kilometres on January 2008. This is borne out by the VID traffic information service, which reports a substantial decline in traffic over the previous three months, adding that the decline in port traffic appears to have played a major part in this. Large flows of goods normally transit through Rotterdam and Antwerp en route to the Netherlands' eastern neighbours. Now, both of these world ports are seeing their business decline, and that has an impact on road transport.

Inland freight transport is indeed going through a difficult situation. In France, for example, the number of small and medium-sized enterprises

in the road freight transport sector declaring bankruptcy in 2008 was double the 2007 figure, resulting in the loss of over 10 000 jobs.

With respect to transalpine transport, the database of the Swiss Federal Office of Transport shows that in 2007 the number of trucks crossing the Alpine passes rose by 7% over the previous year: there were a total of 1 263 000 truck crossings, up by 82 000 from 2006.

Between 2006 and 2007, the volume of freight carried through the Swiss Alps by rail and road increased by 1.4 million net tonnes to a level of 39.5 million, up by 4%.

In Russia, where rail is the predominant mode, road freight transport was up by more than 3.5% in 2007.

There are no data available for assessing the growth of road freight transport in the United States during 2007, but in Mexico, its NAFTA partner bordering to the south, the increase exceeded 6% in that year.

The United States accounted for 40% of the total of all ITF road freight transport in 2006.

As far as inland waterways are concerned, the available data point to contrasting performances in Europe where, for example, Hungary recorded a 15.8% increase (tonnes-kilometres) in freight carried on inland waterways, and Austria nearly 7.5%. Bulgaria (up almost 20%) and Romania (+7.4%) also saw significant increases. Yet the picture was different on other European waterways (-8.2% in Luxembourg, -6% in Croatia, -3.4% in Serbia). There was also a decline of more than 10% in Ukraine. Persistent near-stagnation in Germany (+1.2%) and weak growth in Italy (+2.6%) and the Netherlands

(+2.3%) are further indications of the mixed performance of waterways in 2007.

By way of illustration, freight shipping was up by 2.6% in 2007 on the Rhine, where the absence of severe fluctuations in water levels aided traffic in that year.

In comparison with these figures, the continuous rise in container transport during 2007 (+2%) seems more modest, particularly as container activity remained very strong in the seaports. Towards the end of 2007, however, container traffic on the Rhine began to rebound. The failure to find a satisfactory solution to transshipment bottlenecks in the port of Rotterdam can no doubt be blamed on a cyclical decline in inland waterway shipping. Because of this, volumes transported on the Rhine (measured in TEU) retreated slightly over this period, although the proportion of loaded containers rose.

In Russia, inland waterway shipping marked time in 2007, and in fact contracted by 0.8%. No data are available for evaluating this mode of freight transport in the United States for the same year. In 2006, however, inland waterway shipping in the US accounted for more than 60% of all activity by this mode of freight transport in ITF member countries.

Regarding pipeline transport of oil and chemical products in 2007, the trends here are highly divergent, and it is difficult to draw an overall picture. Nevertheless, while tonne-kilometres have increased for this type of transport (for example, by more than 17.5% in Bulgaria and more than 16% in Croatia), downturns in activity were more marked and more frequent, with declines of 8.8% in Romania, 8.1% in Poland, 5.9% in Norway, 5% in Denmark and 4.2% in the Netherlands. As with other freight modes, this activity is particularly important in the United States, which alone

accounted for more than a third of the total volume transported by pipeline in ITF member countries in 2006.

2.2 Passenger transport in ITF member countries

ICAO statistics reveal that the number of air passengers carried on scheduled airlines reached 2.25 billion worldwide in 2007, up by 6% from 2006. The table shows the predominance of scheduled airline services and the importance of international connections.

Table 3. **Distribution of passenger-kilometres by type of service in 2007** (percentages)

	Scheduled airlines	Charter	All services
International	57.2	4.8	62
Domestic	37.6	0.4	38
Total	94.8	5.2	100

Source: IATA.

The share of scheduled international airlines, measured in terms of passenger-kilometre revenues, stood at around 58% in 2007, and growth in scheduled international passenger service exceeded 8%. According to IATA data, scheduled domestic traffic grew by nearly 3%, leading to a total increase of more than 5% in passenger traffic carried by IATA members in 2007, over 2006. Passenger numbers grew faster than available capacity, producing a 1% increase in plane occupancy over 2006, to a rate of 77%.

Available IATA data on financial capacity show that, in 2007, member airline companies posted a record profit of more than USD 5.5 billion, after six consecutive money-losing years. Companies benefited from traffic growth in 2007 as well as from productivity improvements, despite the sharp hike in aviation fuel prices during the

year. The most notable improvement in airline profitability occurred in the United States: from a loss of USD 2.7 billion in 2006, the airlines moved to a profit of some USD 3 billion in 2007. The economic crisis that reared its head in autumn 2007 had no perceptible impact on airline earnings during the year 2007.

Despite the rising prices of petroleum products, the performance of public passenger transport, and in particular rail transport, was not spectacular in 2007. In the European Union, rail passenger transport grew in 2007 by slightly more than 1.5% over its 2006 level. Sweden, Poland, the United Kingdom, Finland and Estonia, however, recorded growth rates of more than 6% in the number of rail passengers in that year. By contrast, rail travel performed very poorly in Hungary (-8.7%), in Romania (-7.6%) and Latvia (-5.1%). Outside the European Union, FYROM and Azerbaijan posted passenger-kilometre increases of more than 10%, while in Russia, passenger rail traffic retreated by over 2%. There were also significant increases in rail passenger-kilometres in the United States (+6.9%) and, to a lesser extent, in Japan (+2.5%), a country which alone accounts for nearly half of all passenger rail transport in ITF countries.

Passenger transport by car showed a mixed year in 2007: the growth trend was reversed in some of the new EU member countries, such as Hungary and Lithuania (where passenger-kilometres were down by 11.6% and 1%, respectively), while it stagnated or rose marginally in the more mature EU economies (+0.6% in both France and the Netherlands, and +2.7% in Sweden). Costlier fuel was instrumental in containing the growth in car use. This is striking because it happened in the context of sustained economic growth, which normally leads to a substantial increase in car travel. The fact that private automobile use did not increase in some

European countries illustrates that car use is, to some extent, insulated from cyclical highs and lows in countries where car ownership rates are high.

Passenger transport by bus and coach saw contrasting trends in 2007, declining steeply in Russia (-38%) and in Serbia (down nearly 19%), as well as shrinking in EU countries such as Estonia (-7.1%), Hungary (-4.4%) and Poland (-2.8%); but rising in countries as diverse as Spain (nearly 20%), Azerbaijan (+9.4%), Croatia (+7.7%), Iceland (+5%), France (+4.9%), Ukraine (+3.9%) and Mexico (+3%). No overall conclusion can be drawn from these diverging trends, which no doubt reflect in part domestic situations and conditions. However, it may be noted that in Russia, for example, transport by bus and coach in 2007 fell to less than one-fifth of its level in 1990, while in Mexico, by contrast, this mode of transport increased almost seven-fold between 1970 and 2007. By way of comparison, bus and coach travel in the United States rose by only slightly more than 10% between 1990 and 2006. It is worth noting that bus and coach transport in ITF member countries carries more passengers overall than do the railways in those countries.

3. THE ROAD SAFETY RECORD IN ITF COUNTRIES IN 2007

More than 150 000 people were killed and more than 6 million injured in road accidents in ITF member countries during 2007. While these figures represent a decline in the number of deaths from the previous year, they still show that road travel is taking a terrible toll. Within the European zone of the ITF, it amounts to wiping out the entire population of a city the size of Nancy in France, or Reykjavík in Iceland, and sending all the residents of Rome or Lisbon to hospital. Box 5 provides some indications on road safety trends in 2008.

Box 5. **First indications on road safety in 2008**

The first indications at our disposal concerning road safety figures for 2008, are from the IRTAD database and reveal a perceptible reduction in the number of deaths for some countries. In Sweden and Belgium, for example, the number decreased by more than 13% in 2008 compared to 2007. This reduction even attained almost 17.5% in Ireland. In France, the number of fatalities declined by 7.5%, while Germany recorded 10% fewer deaths in 2008 compared with 2007.

It should be noted that in countries such as the Czech Republic or Hungary, experiencing a relatively recent increase in car mobility, the number of fatalities has also regressed, by 12% and almost 19%, respectively. In Poland, however, the decrease was only by 2.6%.

In countries such as Japan and Australia, a reduction in deaths of 9% has been recorded.

Despite the degree of precaution required when dealing with provisional figures, 2008 seems to present a favourable result with regard to road safety, at least where mortality figures are concerned. This would appear to be due in part to the moderating effects on road traffic growth of the high price of petrol at the start of the year, together with the abrupt economic decline in all developed countries at the end of 2008.

In any event, the overall figures for 2007 conceal quite different situations among countries and regions.

Within the European Union, the number of road accidents fell by 0.7% in 2007 compared with 2006. The total number of casualties (injured + killed) was virtually unchanged, declining by only 0.2%, while the number of deaths dropped by 1.2% from 2006. These broadly positive results can be credited to countries such as the United Kingdom and Spain, where the number of fatalities was down, respectively, by 7.2% and 6.8%. Germany saw a decline of nearly 3% in road deaths. Ireland can boast a drop of 7.4% in persons killed on its roads, while the more recent members of the EU, such as Hungary (-5.4%) and Lithuania (-2.6%), have also seen fatalities decline. On the other hand, performance was discouraging in some of the other new EU member countries, such as Romania (where deaths rose by nearly 13%), Slovakia (+8.7%) and the Czech Republic (+15%). Among other new EU member countries, by contrast, Estonia produced a positive record in 2007, with the number of persons killed dropping by nearly 4%.

Among countries of the CIS, Russia suffered a slight increase in the number of crashes in 2007 (+2%). Total casualties rose by 2.3%, while

fatalities were up by just under 2%. In Azerbaijan, the number of deaths rose significantly (+7.8%), while the total number of casualties remained below the figure for 2006. In Moldavia, where the number of accidents in 2007 rose by 6%, casualties, and deaths in particular, were up sharply over 2006, by 8.1% and 21.5%, respectively.

Among the non-European member countries of the ITF, the United States saw a decline, not only in the number of casualties (-1.7%) but also in fatalities (-3.9%). Japan saw casualties dropping by just over 2% and deaths by more than 8%. Road deaths in Canada fell by more than 5.5%. New Zealand, by contrast, recorded an increase of over 5.5% in casualties, and nearly 8% in fatalities. In Korea, the numbers of accidents, casualties and deaths were down by 1%, 1.3% and 2.5% respectively, but they rose by around 10% in Mexico.

The road safety figures given above for ITF member countries describe trends in a few key indicators for 2007 in relation to 2006. However, the actual degree of risk on the roads in any given country cannot be assessed simply by looking at trends in fatality figures. The number of fatalities has to be related to both population and the number of motor vehicles in any country and their use, in order to gain a clearer picture of the status of road safety. The IRTAD database gives statistics for certain countries on the number of road accident deaths according to billion vehicle-kilometres travelled. The following table shows these figures for 2007.

Table 4. **Number of road accident deaths in 2007 by billion vehicle-kilometres**

Country	**B**	**DK**	**FIN**	**F**	**D**	**GB**
Rate	10.8	8.24	7.02	8.18	7.15	5.74
Country	**IS**	**NZ**	**N**	**S**	**CH**	
Rate	4.79	10.5	6.08	6.06	6.27	

For countries for which the above information is not available, it can be noted, for instance, that in terms of the number of fatalities per million inhabitants, the situation varies greatly from one country to another: the ratio is close to 220 in Lithuania, 185 in Latvia and 145 in Poland, but it is only 85 in FYROM. Among the long-standing European Union member states, the number of fatalities per million inhabitants ranges from 141 in Greece and 100 in Belgium to 51 in Sweden, 50 in the UK and 48 in the Netherlands. For information purposes, the same indicator varies from around 136 in the United States to 52 in Japan, while reaching 77 in Australia. Expressed in terms of the stock of motor vehicles, the total number of fatalities per million motor vehicles ranged from 226 in Greece to 88 in the UK, and stood at 168 in Belgium and 147 in Ireland. Although this indicator must be used with caution, in view of the uncertainties surrounding the evaluation of the number of vehicles, it nevertheless reveals fairly divergent levels of road safety between eastern and western Europe. In the east, the indicator ranged from more than 1 550 deaths per million motor vehicles in Ukraine to 250 in Slovenia, whereas, as mentioned above, the figure was only 89 in Sweden and 77 in Norway. By way of comparison with countries presenting sharply differing characteristics from European countries, the number of fatalities per million motor vehicles in 2007 was 233 in Mexico and 317 in Korea, but only 163 in the United States, 132 in New Zealand and 80 in Japan.

4. INVESTMENT IN TRANSPORT INFRASTRUCTURE 1995-2007: SUMMARY OF AGGREGATE TRENDS

4.1 Introduction to data

The International Transport Forum statistics on investment in transport infrastructure 1995-2007 are based on a targeted survey sent to 51 member countries. The survey covers total gross investment in road, rail, inland waterways, maritime ports and airports, including all sources of financing as well as maintenance expenditures financed by public Administrations. Based on the responses received, data for 35 countries was processed.

Member countries have supplied data in current prices. In order to draw up a summary of aggregate trends for selected European countries, data has been calculated in Euro values at both constant and current prices. Year 2005 has been used as the price base for all calculations at constant prices.

The ITF Secretariat has devoted a significant amount of effort to collecting relevant price indices in order to make calculations at constant prices. For most countries, a cost index for land and water construction has been used. If these indices have not been available, a manufacturing cost index is used.

It is necessary to state that definitions and data quality differ among the member countries. Also, because there exist no purchasing power parity corrected general index for transport

infrastructure investment, we therefore call for caution when comparing investment data between countries.

This summary covers only aggregate trends, while detailed country data, data description and analysis is available at *www.internationaltransportforum.org/statistics*.

4.2 Overall trends in inland transport infrastructure investment

The overall volume of inland transport infrastructure investment in the observed ITF member countries has grown since 1995. We observe, however, marked differences between regions and countries, with volatility over time.

In the *Western European countries (WECs)*[1], volume of investment grew by only 0.8% from 1995 to 2000. This period of slow growth appears to have come to a halt in 2001, and investment in inland transport infrastructure increased by 20% in real terms from 2000 to 2003 – a trend noted also in our previous report on investment.

However, new data shows that the level of investment has declined from the peak year 2003. Investment in inland transport infrastructure fell by over 5% from 2003 to 2007 in real terms. As a result, investment in inland transport infrastructure as a percentage share of Gross Domestic Product (GDP) in the *Western European countries,* while averaging 1.0 in 1995, has declined to less than 0.8 per cent by 2007, the lowest level since our records began.

The volume of infrastructure investment has accelerated strongly in *Central and Eastern European countries (CEECs)*[2] since 2003. This growth, reported also in our previous survey, has shown no signs of slowing down. Investment in

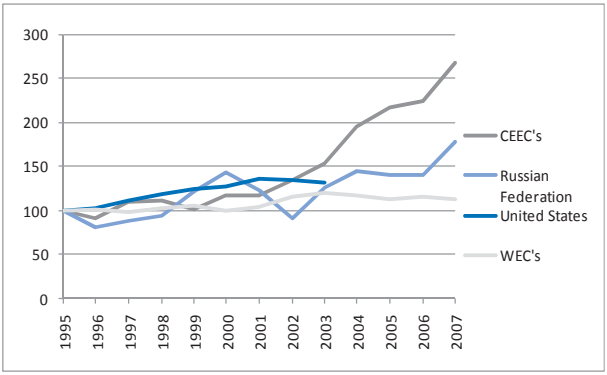
inland transport infrastructure increased over 74% in real terms from 2003 to 2007. Investment in inland transport infrastructure of GDP, which until 2002 had remained stagnant at around 1%, has grown sharply, jumping to 1.9% in 2007 — the highest figure ever reported by these countries.

The volume of inland infrastructure investment in the *United States* grew by 28 per cent from 1995 to 2000. However, the growth from 2000 to 2003 was only 3% in real terms and data shows a falling trend since 2001. Lack of comparable data from 2003 onwards has limited our further analysis, but preliminary data on road investment indicates a similar trend from 2003 onwards. The GDP share of inland transport investment has remained relatively constant over time in the United States, at around 0.6 – 0.7%.

Our data on the *Russian Federation*, in turn, shows that the level of inland infrastructure investment has risen to a new peak level in 2007 in real terms. In terms of investment shares in GDP, the Russian Federation shows sharp growth in 2000, reaching 1.8%, but declining to 1.4% by 2007 because of the stronger GDP growth.

Figure 1. **Trends in annual investment in inland transport infrastructure (1995=100)**

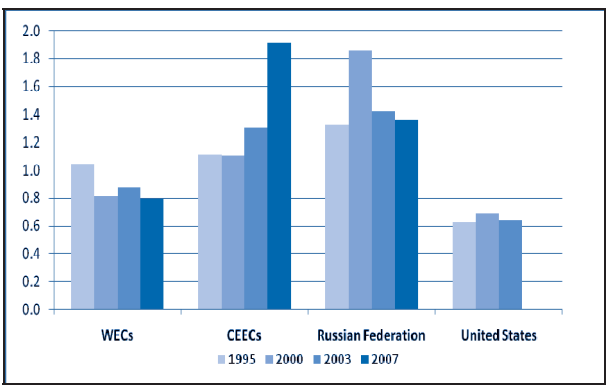
at constant 2005 prices



Note: CEECs and WECs in Euros, constant prices, 2005 exchange rates.

Figure 2. **Investment in inland transport infrastructure as a percentage of GDP**

at current prices



Note: CEECs and WECs in Euros, current prices and exchange rates.

4.3 Modal split of investment

The distribution of investment over modes shows differing trends between countries and regions. Whereas Western European countries have increasingly directed their investment towards rail, Central and Eastern European countries are investing heavily in roads. While these trends were noted in our previous surveys, the year 2007 seems to indicate a turn in the trend for the Central and Eastern European countries.

In the *Western European countries,* the share of investment in road infrastructure compared with that in rail infrastructure has continued to decline. The share of road investment amounted to 65% of total investment in inland transport infrastructure in 2007. We had already witnessed a fall from nearly 69% in 1995, to slightly below 68% in 2005. The last two years in particular show a sharp increase in rail share. For inland waterways, there has been a slight decrease in recent years. Investment is still at a higher level than in 1995 for all modes, although the volume of road investment was only 8% and inland waterways only 5 % above the 1995 level in 2007 in real terms.

In the *Central and Eastern European countries* we see an increase in modal share of rail investment in 2007. This is the first significant increase since 1996. Rail investment, as a share of total investment in inland transport infrastructure, reached nearly 17% in 2007. The share had constantly fallen from over 35% at the end of the 1990s to only 14% in 2005. While the volume of road investment has continued to grow strongly, the change in trend can be traced to the even stronger growth, in real terms, in the volume of rail investment in 2007 – especially in Hungary, Poland and Romania.

Figure 3. **Distribution of infrastructure investment between modes**
Selected years, Western European countries
Euros, current prices and exchange rates

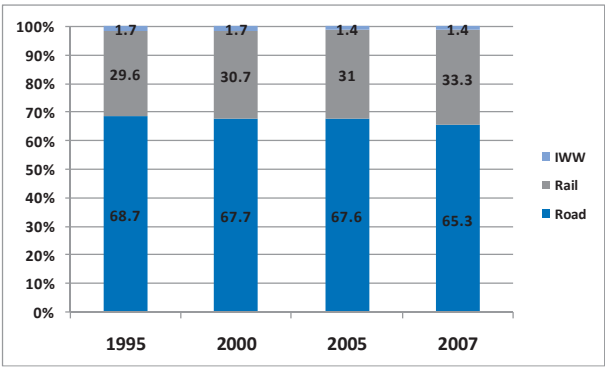
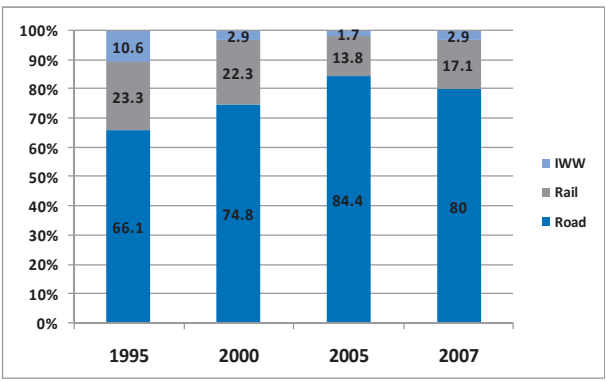


Figure 4. **Distribution of infrastructure investment between modes**
Selected years, CEEC countries
Euros, current prices and exchange rates



[1] Austria, Denmark, Finland, France, Germany, Iceland, Ireland, Norway, Portugal, Spain, Sweden, United Kingdom

[2] Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Lithuania, Poland, Romania, Serbia, Slovakia and Slovenia

5. STATISTICAL INFORMATION

5.1. Data sources, definitions and country notes

5.1.1. Data source

Unless otherwise specified the statistical information contained in this publication is provided to the International Transport Forum by national administrations (Transport Ministries, National Statistic Offices or official Transport Research Institutes) through a regular reporting procedure based on standard questionnaires. The data represent official national transport statistics.

5.1.2. Estimating missing data

To complete gaps or missing information in data series, the International Transport Forum applies estimating procedures whenever this is possible. Although these procedures are designed to ensure consistency they cannot provide entirely homogenous results between countries. They are primarily intended to fill in data gaps for the production of graphics to include as many countries as possible when calculating aggregates. All estimated data are marked with an “e”.

The method used for estimating missing information employs average growth rates calculated for groups of countries and applies this rate to extrapolate missing national data. Two groups of countries are identified:

Western Europe (21 countries): Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Liechtenstein, Luxembourg, Malta, Netherlands, Norway, Portugal, Spain,

Sweden, Switzerland, Turkey and the United Kingdom.
Eastern Europe (15 countries): Albania, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Lithuania, Poland, Romania, Serbia, Slovakia and Slovenia.

5.1.3 Definitions used

Unless otherwise specified all definitions and terms used in this publication are listed in the third edition of "Glossary for Transport Statistics" published jointly by Eurostat, the UNECE and the ITF. This Glossary can be consulted and download from our Web site at the following address: http://www.internationaltransportforum.org/Pub/pdf/GloStat3e.pdf

As far as investment in transport infrastructure are concerned, data correspond to total gross investment (new construction, extension, reconstruction, renewal and major repair) including all sources of financing (private and public), unless otherwise specified.

5.1.4 Quality control

Series are checked for their consistency and compared with national sources if need be. When discrepancies occur countries are requested to provide explanatory footnotes.

5.1.5 Country notes

Austria: Since 2006 rail data include also foreign railway undertakings using the Austrian rail network. Since 1993 road P-km are not available anymore. Road investment

includes Federal Roads only and since 2002 they only include motorways.

Azerbaijan: Since 1995 goods transported by road include own account.

Belgium: Pipeline data are not available since 2001.

Bulgaria: Since 1995 data on passenger transported by private cars are not available.

Croatia: Until 2002, inland transport data refers only to goods transported on national vessels performing inside and outside the national territory. Since 2003 data include all vessels performing on the national territory only. Since 1997 privately owned wagons are not included in rail transport of goods. Oil pipelines include gas pipelines. Buses and coaches data do not include urban transport. Road investment does not include urban roads.

Czech Republic: Prior to 1993 data are included in Tchekoslovaquia (CSK). Road investment does not include urban roads.

Denmark: Private cars data include vans and taxis. Investments in the Great Belt Bridge and the Øresunds Bridge are not included. Road investment includes urban roads and rail investment includes the metro of Copenhagen.

Finland: Road investment includes urban roads, rail investment includes urban and suburban rail. Airports investment refers to state only. Sea ports investment include waterways to ports since 2001 and icebreaking since 2006

France: Goods transport by rail and road include transit. Goods transport by inland waterways includes transit since 1982 and sea vessels until 1996. Road investment includes urban roads. Rail investment includes urban transport in the Ile-de-France region.

FYROM: Road investment includes urban roads.

Germany: Break in series in 1991 due to the reunification of Germany. Since 2005 rail investment include Deutche Bahn AG only.

Greece: Data source: NSSG. Road freight and passenger transport are not available since 2000.

Hungary: Oil pipelines include gas pipelines. Investment data refer to State investments only. Road investment includes urban roads since 1993.

Ireland: No data are available for road passenger transport. Road investment does not include urban roads

Korea: Gross investment includes maintenance expenditures.

Latvia: Road investment includes urban roads since 2003.

Lithuania: Road investment includes urban roads since 1998.

Luxembourg: No data are available for road passenger transport.

Mexico: T-km and p-km are derived from the vehicle park. In 1998 the highly subsidised rail passenger transport has been restructured resulting in a shift of passenger transport to the road sector. Until 2001 the number of road injury accidents includes property damage accidents.

Moldova: Since 1992 data do not include enterprises from the left side of the river Nistru and Bender city.

New Zealand: Road investment includes urban roads.

Netherlands: Buses and coaches data are not available since 2000.

Norway: Road investment includes urban roads.

Poland: Since 2004 road goods transport includes national and international transport. Road investment includes urban roads except for years 1996 to 1999.

Portugal: Private cars data are not available since 2000, and buses and coaches since 2004. Road investment does not include urban roads.

Romania: The increase in road safety data in 1990 shows the end of traffic limitations due to

petrol restrictions. Road investment does not include urban roads.

Russia: Road fatalities include death within 7 days after the accident.

Serbia: Since 1997, road goods transport does not include own account and road passenger transport does not include private cars.

Slovakia: Prior to 1993 data are included in Tchekoslovaquia (CSK). Road investment includes some urban roads categories.

Slovenia: Road investment includes urban roads.

Sweden: Road investment includes urban roads. Rail investment includes trams and metro.

Turkey: Road investment does not include urban roads.

United Kingdom: Investment data refer to fiscal years and cover Great Britain only. Road and rail investments include urban roads and railways. Since 2005 investment data in sea ports and airports are not collected anymore.

United States: Rail passenger transport includes only Amtrak (intercity passenger rail). Road investment includes urban roads.

5.2. Transport Tables

Abbreviations used in tables

0: data are smaller than half of the unit

e: data have been estimated

c: change in series

-: data are not applicable

n.a: data are not available

List of country codes

ALB	Albania	*Albanie*
ARM	Armenia	*Arménie*
AUS	Australia	*Australie*
AUT	Austria	*Autriche*
AZE	Azerbaijan	*Azerbaïdjan*
BEL	Belgium	*Belgique*
BGR	Bulgaria	*Bulgarie*
BIH	Bosnia-Herzegovina	*Bosnie-Herzégovie*
BLR	Belarus	*Bélarus*
CND	Canada	*Canada*
CHE	Switzerland	*Suisse*
CSK	Tchekoslovaquia	*Tchékoslovaquie*
CZE	Czech Republic	*République tchèque*
DEU	Germany	*Allemagne*
DNK	Denmark	*Danemark*
ESP	Spain	*Espagne*
EST	Estonia	*Estonie*
FIN	Finland	*Finlande*
FRA	France	*France*
GBR	United Kingdom	*Royaume-Uni*
GEO	Georgia	*Géorgie*
GRC	Greece	*Grèce*
HRV	Croatia	*Croatie*
HUN	Hungary	*Hongrie*
IRL	Ireland	*Irlande*
ISL	Iceland	*Islande*
ITA	Italy	*Italie*
JAP	Japan	*Japon*
KOR	Korea	*Corée*
LIE	Liechtenstein	*Liechtenstein*
LTU	Lithuania	*Lituanie*
LUX	Luxembourg	*Luxembourg*
LVA	Latvia	*Lettonie*
MDA	Moldova	*Moldavie*
MEX	Mexico	*Mexique*
MKD	FYROM	*ERYM*
MLT	Malta	*Malte*
MNE	Montenegro	*Monténégro*
NLD	Netherlands	*Pays-Bas*
NOR	Norway	*Norvège*
NZL	New Zealand	*Nouvelle-Zélande*
POL	Poland	*Pologne*
PRT	Portugal	*Portugal*
ROM	Romania	*Roumanie*
RUS	Russia	*Russie*
SRB	Serbia	*Serbie*
SVK	Slovakia	*Slovaquie*
SVN	Slovenia	*Slovénie*
SWE	Sweden	*Suède*
TUR	Turkey	*Turquie*
UKR	Ukraine	*Ukraine*
USA	United States	*États-Unis*

FREIGHT TRANSPORT

Thousand million tonne-kilometers

Table A1 : Rail

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.2	0.6	0.0	0.0	0.1	47.2
ARM	n.a.	n.a.	0.4	0.7	n.a.	
AUS	36.0	87.9	133.6	189.0	198.7	5.1
AUT	9.9	12.7	16.6	21.0 [c]	21.4	1.9
AZE	24.6	37.1	5.7	11.1	10.4	-6.2
BEL	7.8	8.4	7.7	8.6	7.7	-10.2
BGR	13.9	14.1	5.5	5.2	5.2	0.3
BIH	3.4	4.0	0.1	0.2 [e]	n.a.	
BLR	50.1	75.4	31.4	45.7	n.a.	
CHE	6.6	8.3	10.8	12.3	13.4	8.3
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	55.9	59.5	-	-	-	
CZE	-	-	17.5	15.8	16.3	3.3
DEU	70.5	103.1 [c]	77.5	107.0	114.6	7.1
DNK	1.9	1.8	2.0	1.9	1.8	-5.8
ESP	10.3	11.6	12.2	11.6	11.1	-4.1
EST	5.0	7.0	8.2	10.4	8.1	-22.0
FIN	6.3	8.4	10.1	11.1	10.4	-5.7
FRA	67.6	49.7	55.4	40.8	40.5	-0.7
GBR	24.6	16.0	18.1	21.9	21.3	-2.7
GEO	9.8	10.8	3.9	7.4	6.9	-6.4
GRC	0.7	0.6	0.4	0.7	0.8	26.1
HRV	5.7	6.5	1.8	3.3	3.6	8.1
HUN	19.8	16.8	8.1	10.2	10.1	-0.3
IRL	0.5	0.6	0.5	0.2	0.1	-37.7
ISL	-	-	-	-	-	
ITA	18.1	21.2	25.8	24.2	25.3	4.7
JAP	63.0	27.2	22.1	23.2	23.3	0.7
KOR	n.a.	13.7	10.8	10.6	10.9	3.5
LIE	-	-	-	-	-	
LTU	13.6	19.3	8.9	12.9	14.4	11.5
LUX	0.8	0.7	0.6	0.4	0.3	-34.9
LVA	15.5	18.5	13.3	16.8	18.3	8.8
MDA	10.4	14.8	1.5	3.7	3.1	-15.4
MEX	22.6	36.4	48.3	73.7	77.2	4.7
MKD	0.6	0.8	0.5	0.6	0.8	26.7
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	3.7	3.1	4.5	6.3	7.2	14.7
NOR	1.4	1.6	1.8	2.4	2.5	3.9
NZE	n.a.	n.a.	4.1	n.a.	n.a.	
POL	99.3	83.5	54.0	53.6	54.3	1.2
PRT	0.8	1.6	2.2	2.5	2.6	2.3
ROM	48.0	57.3	18.0	15.8	15.8	-0.2
RUS	1 672.0	2 522.9	1 373.2	1 950.8	2 090.3	7.2
SRB	6.1	7.2	1.9	4.2	4.6	7.5
SVK	-	-	11.2	10.0	9.6	-3.4
SVN	3.3	4.2	2.9	3.4	3.6	6.8
SWE	10.0	10.4	12.4	14.9	15.9	6.7
TUR	6.1	8.0	9.9	9.7	9.9	2.5
UKR	n.a.	474.0	172.8	240.8	262.5	9.0
USA	n.a.	1 554.1	2 257.6	2 559.8	2 556.6	-0.1
EU (26)	507.6	529.9	393.7	427.1	436.8	2.3
OECD		2 146.8 [a]	2 835.8	3 243.2 [a]	3 263.9 [a]	0.6
Total ITF		5 421.2 [a]	4 486.0	5 576.2 [a]	5 711.5 [a]	2.4

a: Non available data affects consistency of totals across years.

FREIGHT TRANSPORT

Thousand million tonne-kilometers

Table A2 : Roads

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.8	1.2	2.2	3.3	3.6	8.4
ARM	n.a.	n.a.	0.0	0.4	0.5 e	5.1
AUS	24.4	81.6	132.3	168.3	177.0 e	5.1
AUT	2.9	9.0	17.2	18.8	18.6	-1.0
AZE	3.7	3.3	3.8	8.6	9.5	10.8
BEL	13.1	32.0	51.0	43.0	42.1	-2.2
BGR	7.0	13.8	3.1 c	5.8	6.6	12.9
BIH	0.8	3.1	0.3 e	0.5 e	0.5 e	
BLR	8.1	22.4	9.0	n.a.	n.a.	
CHE	4.8	11.5	21.9	25.4 e	26.7 e	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	10.1	23.3	-	-	-	
CZE	-	-	39.0	50.4	48.1	-4.4
DEU	78.0	169.9	280.7	330.0	343.4	4.1
DNK	7.8	9.4	11.0	11.5	11.8	2.7
ESP	51.7	90.5	148.7	235.8	253.8	7.6
EST	2.3	4.5	3.9	8.9	10.7	20.3
FIN	12.4	25.4	27.7	25.5	26.0	1.9
FRA	66.3	114.8	184.2	198.8	207.1	4.1
GBR	85.0	132.9	153.7	169.2	175.9	3.9
GEO	n.a.	2.6	0.5	0.6	0.6	1.4
GRC	7.0	12.5	14.3 e	16.5 e	17.4 e	
HRV	1.3	2.9	2.8	10.2	10.5	3.2
HUN	5.8	15.2	12.1	12.4	13.2	6.1
IRL	n.a.	5.1	12.3	17.7	19.1	8.3
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	n.a.	177.9	158.6	180.5 e	192.2 e	
JAP	135.9	274.2	313.1	346.5	353.2	1.9
KOR	n.a.	n.a.	n.a.	n.a.	n.a.	
LIE	n.a.	n.a.	n.a.	0.3	0.3	
LTU	3.4 e	7.3	7.8	18.1	20.3	11.8
LUX	0.1	0.4 e	0.4	0.6	0.6	-0.2
LVA	2.8 e	5.9	4.8	10.9	13.1	20.2
MDA	3.2	6.3	1.0	2.6	2.7	6.9
MEX	42.9	108.9	194.1	209.4	222.4	6.2
MKD	0.8	2.2	0.8	6.7	4.6	-32.2
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	12.4	22.9	31.6	33.4	32.9	-1.6
NOR	3.2	8.2	13.0	16.1	16.3	1.2
NZE	n.a.	n.a.	14.3	18.5	19.2	3.9
POL	15.8	40.3	75.0 c	136.5	159.5	16.9
PRT	n.a.	10.9	15.0	17.6	18.4	4.5
ROM	5.2 1	5.2 1	9.9	22.7	23.9	5.3
RUS	116.4	299.4	152.7	198.8	205.8	3.6
SRB	3.5	8.6	0.6 1	0.8 1	1.2 1	45.5
SVK	-	-	14.3	22.1	27.1	22.3
SVN	2.1	4.9	1.9	2.3	2.6	12.9
SWE	5.1	25.6	31.4	35.5	36.4	2.6
TUR	17.4	65.7	161.6	177.4	181.3	2.2
UKR	n.a.	14.8	2.5	11.3	14.3	26.0
USA	n.a.	1 239.2	1 741.5	1 889.9	n.a.	
EU (26)	396.2 a	959.7	1 309.7 a	1 624.6 a	1 720.6 a	5.9
OECD		2 707.6 a	3 870.1	4 407.4		
Total ITF		3 115.7 a	4 077.6 a	4 720.2 a		

a: Non available data affects consistency of totals across years.

1: Transport for own account not included

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FREIGHT TRANSPORT

Thousand million tonne-kilometers

Table A3 : Inland waterways

	1970	1990	2000	2006	2007	07/06 % change
ALB	-	-	-	-	-	
ARM	-	-	-	-	-	
AUS	-	-	-	-	-	
AUT	1.3	1.7	2.4	2.4	2.6	7.4
AZE	-	-	-	-	-	
BEL	6.7	5.4	7.3	9.0	9.2 [e]	2.3
BGR	1.8	1.6	0.4	1.4	1.7	19.7
BIH	-	-	-	-	-	
BLR	1.2	1.8	0.0	0.1	n.a.	
CHE	0.1	0.2	0.1 [e]	0.1 [e]	0.1 [e]	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	2.4	4.4	-	-	-	
CZE	-	-	0.8	0.8	0.9	17.1
DEU	48.8	54.8	66.5	64.0	64.7	1.2
DNK	-	-	-	-	-	
ESP	-	-	-	-	-	
EST	0.0	0.0	0.0	n.a.	n.a.	
FIN	n.a.	0.1	0.1	0.1	0.1	53.0
FRA	12.7	7.6	9.1	9.0	8.8	-1.9
GBR	0.3 [e]	0.2	0.2	0.2	0.2 [e]	2.5
GEO	-	-	-	-	-	
GRC	-	-	-	-	-	
HRV	0.3	0.5	0.1	0.1	0.1	-6.0
HUN	1.8	2.0	0.9 [c]	1.9	2.2	15.6
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	0.4	0.1	0.2	0.1	0.1 [e]	2.6
JAP	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	0.1	0.2	0.0	0.0	0.0	
LUX	0.3	0.3	0.4	0.4	0.3	-8.2
LVA	0.1	0.3	n.a.	n.a.	n.a.	
MDA	0.1	0.3	n.a.	n.a.	n.a.	
MEX	-	-	-	-	-	
MKD	-	-	-	-	-	
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	30.7	35.7	41.3	43.6	44.6 [e]	2.3
NOR	-	-	-	-	-	
NZE	-	-	-	-	-	
POL	2.3	1.0	1.2	1.2	1.3	8.2
PRT	-	-	-	-	-	
ROM	1.3	2.1	2.6	5.0	5.3	7.4
RUS	163.9	213.9	71.0	86.7	86.0	-0.8
SRB	3.5	3.2	1.0	1.6	1.6	-3.4
SVK	-	-	1.4	0.9	1.0	7.3
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	-	-	-	-	-	
UKR	n.a.	11.9	5.9	6.3	5.7	-10.1
USA	227.5	426.9	441.7	408.5	n.a.	
EU (26)	111.1	117.5	134.8 [a]	139.9 [a]	143.1 [a]	2.3
OECD	335.4 [a]	540.4	573.6	542.1		
Total ITF	507.7 [a]	776.3	654.6 [a]	643.4 [a]		

a: Non available data affects consistency of totals across years.

FREIGHT TRANSPORT

Thousand million tonne-kilometers

Table A4 : Pipeline

	1970	1990	2000	2006	2007	07/06 % change
ALB	n.a.	n.a.	0.0	0.0	0.0	
ARM	n.a.	n.a.	1.3	n.a.	n.a.	
AUS	-	-	-	-	-	
AUT	3.6	6.4	7.6	7.7	7.2	-5.6
AZE	1.0	3.4	1.4	15.7	52.3	233.6
BEL	0.3	1.0	1.6	1.6	1.5 [e]	-5.0
BGR	n.a.	0.6	0.4	0.4	0.4	17.6
BIH	-	-	-	-	-	
BLR	-	-	-	-	-	
CHE	1.2	1.2	0.2	0.3	0.2 [e]	-5.0
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	6.4	7.5	-	-	-	
CZE	-	-	1.6	2.3	2.1	-9.3
DEU	15.1	11.7	15.0	15.8	15.8	-0.1
DNK	n.a.	2.0	4.7	4.9	4.6	-5.0
ESP	1.0	4.2	7.5	9.2	8.9	-3.1
EST	-	-	-	-	-	
FIN	-	-	-	-	-	
FRA	28.2	19.6	21.7	22.2	21.7	-2.3
GBR	2.7	10.2	11.4	10.8	10.3 [e]	-5.0
GEO	n.a.	n.a.	1.8	n.a.	n.a.	
GRC	-	-	-	-	-	
HRV	n.a.	3.6	0.7	1.5	1.8	16.2
HUN	1.0	5.3	4.0	5.8	5.7	-1.0
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	9.1	11.5	10.3	11.4	11.5	0.8
JAP	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	n.a.	n.a.	3.5	2.7	1.0	-61.3
LUX	-	-	-	-	-	
LVA	n.a.	n.a.	6.5	3.6	3.5 [e]	-5.0
MDA	-	-	-	-	-	
MEX	n.a.	n.a.	n.a.	n.a.	n.a.	
MKD	n.a.	n.a.	n.a.	0.2	0.2	-3.5
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	4.1	4.9	5.9	5.8	5.6	-4.2
NOR	n.a.	2.1	3.5	4.5	4.3	-5.9
NZE	-	-	-	-	-	
POL	7.0	13.9	20.4	25.6	23.5	-8.1
PRT	-	-	-	-	-	
ROM	1.8	5.1	1.4	2.0	1.8	-8.8
RUS	242.6	1 239.8	745.0	1 153.8	1 140.9	-1.1
SRB	n.a.	0.1	0.1	0.5	0.5	-3.8
SVK	-	-	-	-	-	
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	1.4	62.4	53.1	5.8	12.9	120.9
UKR	n.a.	50.6	36.6	29.6	36.2	22.5
USA	n.a.	852.8	842.4	853.6	n.a.	
UE (26)	80.3 [a]	103.9 [a]	123.3	131.8	125.3	-4.9
OECD		1 016.6	1 010.9	987.4		
Total ITF		2 319.7 [a]	1 809.5	2 197.3		

a: Non available data affects consistency of totals across years.

FREIGHT TRANSPORT

Thousand million tonne-kilometers

Table A5 : Total freight (A1+A2+A3+A4)

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.9 [4]	1.8 [4]	2.2	3.3	3.6	8.8
ARM	n.a.	n.a.	1.7	2.1 [e]	2.1 [e]	
AUS	60.4	169.5	265.8	357.4	375.6 [e]	5.1
AUT	17.6	29.7	43.8	49.9 [c]	49.8	-0.1
AZE	29.3	43.7	10.8	35.3	72.2	104.4
BEL	27.9	46.9	67.6	62.1	60.5 [e]	-2.7
BGR	22.7 [4]	30.1	9.4 [c]	12.8	13.9	8.7
BIH	4.2	7.1	0.5 [e]	0.7 [e]	0.7 [e]	
BLR	59.4	99.6	40.4	45.8 [z]	n.a.	
CHE	12.8	21.2	33.1 [e]	38.1 [e]	40.4 [e]	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	74.8	94.7	-	-	-	
CZE	-	-	58.9	69.2	67.4	-2.6
DEU	212.4	339.5 [c]	439.7	516.8	538.6	4.2
DNK	9.7 [4]	13.2	17.7	18.3	18.2	-0.3
ESP	63.1	106.4	168.4	256.6	273.8	6.7
EST	7.4	11.5	12.1	19.3	18.8	-2.6
FIN	18.7 [3]	33.8	37.9	36.6	36.5	-0.3
FRA	174.8	191.7	270.4	270.8	278.1	2.7
GBR	112.5 [e]	159.3	183.4	202.0	207.6 [e]	2.7
GEO	9.8 [4]	13.4 [4]	6.2	10.6 [e]	10.1 [e]	
GRC	7.6	13.1	14.7 [e]	17.2 [e]	18.2 [e]	
HRV	7.3 [4]	13.5	5.3	15.1	16.0	5.5
HUN	28.4	39.3	25.2 [c]	30.3	31.2	3.2
IRL	0.5 [z]	5.7	12.8	17.9	19.3	7.7
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	27.5	210.7	194.9	216.2 [e]	229.1 [e]	
JAP	198.9	301.4	335.3	369.7	376.6	1.9
KOR	n.a.	13.7	10.8	10.6	10.9	3.5
LIE	n.a.	n.a.	n.a.	0.3	0.3	
LTU	17.1 [4]	26.8 [4]	20.1	33.7	35.7	5.9
LUX	1.2	1.4	1.5	1.4	1.2	-13.2
LVA	18.3 [4]	24.7 [4]	24.6 [3]	31.4 [3]	34.9 [3]	11.2
MDA	13.7	21.4	2.5 [3]	6.2 [3]	5.8	-6.2
MEX	65.5	145.3	242.4	283.1	299.6	5.8
MKD	1.4 [4]	3.0 [4]	1.3 [4]	7.5	5.5	-26.8
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	50.9	66.5	83.2	89.1	90.2 [e]	1.3
NOR	4.6 [4]	11.9	18.3	23.0	23.0	0.1
NZE	n.a.	n.a.	18.4	22.4 [1]	23.1 [1]	3.2
POL	124.3	138.7	150.6 [c]	216.9	238.6	10.0
PRT	0.8 [z]	12.5	17.1	20.1	21.0	4.2
ROM	56.4	69.6	31.9	45.5	46.9	3.0
RUS	2 194.9	4 276.0	2 341.9	3 390.1	3 523.1	3.9
SRB	13.1 [4]	19.1	3.6	7.1	7.7	8.5
SVK	-	-	27.0	33.0	37.7	14.1
SVN	5.4	9.1	4.8	5.7	6.2	9.3
SWE	15.1	36.1	43.8	50.3	52.3	3.8
TUR	25.0	136.2	224.6	192.9	204.2	5.8
UKR	n.a.	551.3	217.8	288.1	318.7	10.6
USA	n.a.	4 072.9	5 283.2	5 711.8	n.a.	
EU (26)	1 095.2	1 711.0	1 961.4	2 323.3 [a]	2 425.7 [a]	4.4
OECD		6 411.4 [a]	8 290.4	9 183.9		
Total ITF		11 633.0 [a]	11 027.6	13 144.6 [a]		

a: Non available data affects consistency of totals across years.

1:Rail data not included 2:Road data not included 3:IWW data not included 4:pipeline data not included

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PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B1 : Rail

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.3	0.8	0.1	0.1	0.1	-36.3
ARM	n.a.	n.a.	0.0	0.0	n.a.	
AUS	13.4	10.4	11.3	12.5	12.9	2.7
AUT	6.3	8.5	8.2	9.3 [c]	9.6	3.1
AZE	1.7	1.8	0.5	1.0	1.1	14.9
BEL	8.3	6.5	7.8	9.6	9.9	3.4
BGR	6.2	7.8	3.5	2.4	2.4	
BIH	1.7	1.4	0.0	0.0 [e]	n.a.	
BLR	7.3	16.9	17.7	10.0	n.a.	
CHE	8.2	11.1	12.8	16.2	17.2 [e]	6.1
CND	-	-	-	-	-	
CSK	20.5	19.3	-	-	-	
CZE	-	-	7.3	6.9	6.9	-0.3
DEU	38.5	43.6	75.4	79.0	79.1	0.1
DNK	3.4	4.9	5.3	5.9	6.0	1.5
ESP	15.0	16.7	20.1	22.1	21.9	-1.1
EST	1.2	1.5	0.3	0.3	0.3	6.6
FIN	2.2	3.3	3.4	3.5	3.8	6.7
FRA	41.0	63.7	69.9 [c]	78.8	80.3	1.9
GBR	30.4	33.2	38.2	45.3	48.4	6.8
GEO	2.1	2.0	0.5	0.8	0.8	-4.3
GRC	1.5	2.0	1.6	1.8	1.9	6.6
HRV	3.7	3.4	1.3	1.4	1.6	18.3
HUN	15.2	11.4	9.7	9.6	8.8	-8.7
IRL	0.8	1.2	1.4	1.9	2.0	7.2
ISL	-	-	-	-	-	
ITA	32.5	44.7	47.1	50.2	49.8	-0.8
JAP	288.8	387.5	384.3	395.6	405.5	2.5
KOR	n.a.	n.a.	19.0	19.1	18.4 [e]	-3.5
LIE	-	-	-	-	-	
LTU	2.1	3.6	0.6	0.4	0.4	-5.1
LUX	0.2	0.2	0.3	0.3	0.3	6.0
LVA	3.8	5.4	0.7	1.0	1.0	-0.9
MDA	0.8	1.6	0.3	0.5	0.5	-0.6
MEX	4.5	5.3	0.1	0.1	0.1	10.5
MKD	0.3	0.4	0.2	0.1	0.1	3.8
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	8.0	11.1	15.4	15.9	16.3	2.7
NOR	1.9	2.4	3.4	3.3	3.4	4.1
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	36.9	50.4	19.7	18.6	19.9	7.0
PRT	3.5	5.7	3.8	3.9	4.0	2.9
ROM	17.8	30.6	11.6	8.1	7.5	-7.6
RUS	191.1	274.4	167.1	177.8	174.1	-2.1
SRB	3.7	4.5	1.2	0.7	0.7	0.4
SVK	-	-	2.9	2.2	2.2	-2.2
SVN	1.5	1.4	0.7	0.8	0.8	2.4
SWE	4.6	6.6	8.2	9.6	10.4	8.1
TUR	5.6	6.4	5.8	5.3	5.6	5.2
UKR	n.a.	76.0	51.8	53.2	53.1	-0.3
USA	9.9	9.7	8.8	8.7	9.3	6.9
EU (26)	301.3	383.3	363.2	387.3	393.7	1.7
OECD	600.9 [a]	765.9 [a]	791.3	835.1	853.7	2.2
Total ITF	846.2 [a]	1 199.3 [a]	1 049.4	1 093.6	1 098.1	0.4

a: Non available data affects consistency of totals across years.

PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B2 : Private cars

	1970	1990	2000	2006	2007	07/06 % change
ALB	n.a.	n.a.	5.1	6.9	6.4	-7.2
ARM	n.a.	n.a.	1.3	2.3	n.a.	
AUS	100.2	200.7	240.5	258.7	263.2	1.8
AUT	26.9 [e]	54.1	n.a.	n.a.	n.a.	
AZE	n.a.	n.a.	n.a.	n.a.	n.a.	
BEL	49.3	80.7	106.1	109.9	110.2 [e]	0.2
BGR	n.a.	4.5	n.a.	n.a.	n.a.	
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	n.a.	n.a.	n.a.	n.a.	
CHE	41.8	73.3	80.6	90.5 [e]	90.7 [e]	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	n.a.	n.a.	-	-	-	
CZE	-	-	63.9	69.6	71.5	2.7
DEU	350.6	593.2	831.3	869.0	871.0 [e]	0.2
DNK	n.a.	53.0	57.8	62.4	63.9	2.5
ESP	64.3	174.4	280.0 [c]	340.9	343.3	0.7
EST	n.a.	n.a.	n.a.	n.a.	n.a.	
FIN	23.7	51.2	55.7	62.5	63.8	2.1
FRA	305.0	586.0	699.6	723.8	727.8	0.6
GBR	283.0	588.0	639.7	686.1	690.0	0.6
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	n.a.	19.1	34.5 [e]	36.2 [e]	36.3 [e]	
HRV	n.a.	n.a.	n.a.	n.a.	n.a.	
HUN	7.3	47.0	46.2	46.9	41.4	-11.6
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	2.7	3.8	4.8	5.1	5.0
ITA	211.9	522.6	726.5	744.9	720.2	-3.3
JAP	182.7	760.1	869.7	833.9	n.a.	
KOR	n.a.	n.a.	n.a.	n.a.	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	n.a.	n.a.	n.a.	39.5	39.1	-0.9
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	n.a.	n.a.	n.a.	n.a.	n.a.	
MDA	n.a.	n.a.	n.a.	n.a.	n.a.	
MEX	n.a.	n.a.	n.a.	n.a.	n.a.	
MKD	n.a.	n.a.	n.a.	n.a.	n.a.	
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	66.3	137.3	141.1	148.0	148.8	0.5
NOR	17.8	42.7	46.8	51.8	53.1	2.6
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	n.a.	68.1 [c]	149.7	219.2	239.3	9.1
PRT	13.8	40.5	82.4 [e]	86.6 [e]	86.8 [e]	
ROM	n.a.	n.a.	n.a.	n.a.	n.a.	
RUS	n.a.	n.a.	n.a.	n.a.	n.a.	
SRB	3.8	16.0	n.a.	n.a.	n.a.	
SVK	-	-	23.9	26.3	26.0	-1.3
SVN	n.a.	13.3	20.3	23.0	24.4	5.9
SWE	56.1	85.9	91.9	97.0	99.6	2.7
TUR	n.a.	n.a.	n.a.	n.a.	n.a.	
UKR	n.a.	n.a.	n.a.	n.a.	n.a.	
USA	2 817.8	3 671.5	4 094.9	4 278.6	n.a.	
EU (26)	1 458.2 [a]	3 119.1 [a]	4 050.7 [a]	4 391.9 [a]	4 403.4 [a]	0.3
OECD	4 618.5 [a]	7 852.2 [a]	9 366.6 [a]	9 847.6 [a]		
Total ITF	4 622.3 [a]	7 886.0 [a]	9 393.3 [a]	9 919.3 [a]		

a: Non available data affects consistency of totals across years.

PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B3 : Buses and coaches

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.8	2.2	0.2	0.5	0.7	38.1
ARM	n.a.	n.a.	0.1	n.a.	n.a.	
AUS	6.5	17.5	17.4	18.9	19.2	1.6
AUT	8.0 [e]	13.6	n.a.	n.a.	n.a.	
AZE	3.1	7.5	9.2	11.8	12.9	9.4
BEL	9.3	11.4	13.3	18.1	18.6 [e]	3.0
BGR	12.2	25.9	13.9	11.1	11.3	1.2
BIH	1.2	2.7	1.2 [e]	1.3 [e]	n.a.	
BLR	8.4	19.8	9.2	9.3	n.a.	
CHE	3.0	5.6	5.3	5.3 [e]	5.5 [e]	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	21.4	43.4	-	-	-	
CZE	-	-	9.4	9.5	9.5	0.2
DEU	48.6	56.6	69.0	66.2	68.2 [e]	3.0
DNK	n.a.	6.4	7.4	7.5	7.5	-0.3
ESP	20.9	33.4	50.3	49.4	59.2	19.8
EST	2.6	4.5	2.6	2.9	2.7	-7.1
FIN	7.5	8.5	7.7	7.5	7.5	
FRA	25.2	41.3	43.0	44.9	47.1	4.9
GBR	60.0	45.6	46.5	49.9	49.8	-0.2
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	4.8	5.1	6.0 [e]	6.1 [e]	6.3 [e]	
HRV	3.3	7.0	3.3	3.5	3.8	7.7
HUN	13.5	24.1	18.4	17.6	16.9	-4.4
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	0.3	0.5	0.6	0.7	5.0
ITA	32.0	84.0	93.6	103.1	104.1	1.0
JAP	101.6	93.0	81.6	84.1	n.a.	
KOR	n.a.	n.a.	n.a.	n.a.	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	4.9	6.7	2.3	3.3	3.2	-3.4
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3	5.9	2.3	2.8	2.6	-5.6
MDA	1.9	4.9	1.0	2.2	2.5	12.0
MEX	64.6	271.5	381.7	437.0	449.9	3.0
MKD	1.0	1.5	0.8	1.0	1.0	1.1
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	11.1	13.1	15.5 [e]	15.6 [e]	16.1 [e]	
NOR	4.2	4.6	6.3	5.9	5.9	0.7
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1	46.3	31.7	28.1	27.4	-2.8
PRT	4.4	10.3	11.8	10.6 [e]	10.9 [e]	
ROM	7.9	24.0	7.7	11.7	12.2	3.6
RUS	100.1	262.2	164.4	84.3	52.3	-38.0
SRB	6.0	7.2	3.1	5.5	4.5	-18.7
SVK	-	-	8.4	7.8	7.7	-1.0
SVN	2.6	6.5 [c]	3.5	3.1	3.2	3.3
SWE	8.5	9.7	9.5	8.7	8.5	-2.3
TUR	n.a.	n.a.	n.a.	n.a.	n.a.	
UKR	n.a.	90.3	28.9	53.3	55.4	3.9
USA	n.a.	195.4	259.0	238.6	n.a.	
EU (26)	337.9 [a]	526.1	473.8 [a]	485.7 [a]	500.4 [a]	3.0
OECD		1 040.7	1 193.1 [a]	1 241.1 [a]		
Total ITF		1 519.4 a	1 446.8 [a]	1 448.9 [a]		

a: Non available data affects consistency of totals across years.

PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B4 : Total road transport (B2+B3)

	1970	1990	2000	2006	2007	07/06 % change
ALB	0.8 [1]	2.2 [1]	5.3	7.4	7.0	-4.2
ARM	n.a.	n.a.	1.4	2.3 [z]	n.a.	
AUS	106.7	218.2	257.9	277.5	282.4	1.7
AUT	34.9 [e]	67.7	n.a.	n.a.	n.a.	
AZE	3.1 [1]	7.5 [1]	9.2 [1]	11.8 [1]	12.9 [1]	9.4
BEL	58.6	92.2	119.4	128.0	128.8 [e]	0.6
BGR	12.2 [1]	30.4	13.9 [1]	11.1 [1]	11.3 [1]	1.2
BIH	1.2 [1]	2.7 [1]	1.2 [1]	1.3 [1]	n.a.	
BLR	8.4 [1]	19.8 [1]	9.2 [1]	9.3	n.a.	
CHE	44.9	78.9	85.8	95.8 [e]	96.2 [e]	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	21.4 [1]	43.4 [1]	-	-	-	
CZE	-	-	73.3	79.1	81.1	2.4
DEU	399.2	649.8	900.3	935.2	939.2 [e]	0.4
DNK	n.a.	59.5	65.2	69.9	71.4	2.2
ESP	85.3	207.8	330.3 [c]	390.3	402.5	3.1
EST	2.6 [1]	4.5 [1]	2.6 [1]	2.9 [1]	2.7 [1]	-7.1
FIN	31.2	59.7	63.4	70.0	71.3	1.9
FRA	330.2	627.3	742.6	768.7	774.9	0.8
GBR	343.0	633.6	686.2	736.0	739.8	0.5
GEO	n.a.	8.3	4.5	5.3	5.4	2.8
GRC	4.8 [1]	24.2	40.5 [e]	42.3 [e]	42.6 [e]	
HRV	3.3 [1]	7.0 [1]	3.3 [1]	3.5 [1]	3.8 [1]	7.7
HUN	20.8	71.1	64.6	64.5	58.3	-9.6
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	3.0	4.3	5.5	5.7	5.0
ITA	243.9	606.5	820.1	848.0	824.3	-2.8
JAP	284.2	853.1	951.3	917.9	n.a.	
KOR	n.a.	n.a.	n.a.	n.a.	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	4.9 [1]	6.7 [1]	2.3 [1]	42.8	42.3	-1.1
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3 [1]	5.9 [1]	2.3 [1]	2.8 [1]	2.6 [1]	-5.6
MDA	1.9 [1]	4.9 [1]	1.0 [1]	2.2 [1]	2.5 [1]	12.0
MEX	64.6 [1]	271.5 [1]	381.7 [1]	437.0 [1]	449.9 [1]	3.0
MKD	1.0 [1]	1.5 [1]	0.8 [1]	1.0 [1]	1.0 [1]	1.1
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	77.4	150.4	156.6 [e]	163.6 [e]	164.9 [e]	
NOR	21.9	47.3	53.1	57.7	59.1	2.4
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1 [1]	114.4 [c]	181.4	247.4	266.6	7.8
PRT	18.2	50.8	94.2 [e]	97.2 [e]	97.7 [e]	
ROM	7.9 [1]	24.0 [1]	7.7 [1]	11.7 [1]	12.2 [1]	3.6
RUS	100.1 [1]	262.2 [1]	164.4 [1]	84.3 [1]	52.3 [1]	-38.0
SRB	9.9	23.3	3.1 [1]	5.5 [1]	4.5 [1]	-18.7
SVK	-	-	32.4	34.2	33.7	-1.3
SVN	2.6 [1]	19.8 [c]	23.8	26.1	27.6	5.6
SWE	64.6	95.6	101.4	105.7	108.1	2.3
TUR	41.3	135.0	185.7	187.6	209.1	11.5
UKR	n.a.	90.3 [1]	28.9 [1]	53.3	55.4	3.9
USA	2 817.8 [2]	3 866.9	4 353.9	4 517.3	n.a.	
EU (26)	1 796.1 [a]	3 645.2	4 524.4 [a]	4 877.5 [a]	4 903.8 [a]	0.5
OECD	5 143.9 [a]	9 027.8	10 745.4 [a]	11 276.3 [a]		
Total ITF		9 548.7 [a]	11 030.3 [a]	11 561.1 [a]		

a: Non available data affects consistency of totals across years.

1: Bus and coach data only

2: Private cars data only

PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B5 : Total passengers (B1+B4)

	1970	1990	2000	2006	2007	07/06 % change
ALB	1.0 z	3.0 z	5.4	7.4	7.1	-4.6
ARM	n.a.	n.a.	1.5	2.4 3	n.a.	
AUS	120.0	228.6	269.2	290.0	295.2	1.8
AUT	41.1 e	76.2	8.2 1	9.3 1	9.6 1	3.1
AZE	4.8 z	9.3 z	9.6 z	12.8 z	14.0 z	9.8
BEL	66.8	98.7	127.2	137.6	138.7 e	0.8
BGR	18.5 z	38.2	17.4 z	13.6 z	13.7 z	1.0
BIH	3.0 c	4.1 c	1.2 c	1.3 c	n.a.	
BLR	15.7 z	36.6 z	27.0 z	19.3 z	n.a.	
CHE	53.0	89.9	98.7	112.0 e	113.4 e	
CND	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	41.9 z	62.7 z	-	-	-	
CZE	-	-	80.6	86.1	88.0	2.2
DEU	437.7	693.4	975.7	1 014.2	1 018.3 e	0.4
DNK	3.4 1	64.3	70.5	75.8	77.4	2.1
ESP	100.2	224.5	350.4 c	412.4	424.3	2.9
EST	3.8 c	6.0 c	2.9 c	3.1 c	3.0 c	-6.0
FIN	33.4	63.0	66.8	73.5	75.1	2.1
FRA	371.2	691.0	812.5 c	847.5	855.2	0.9
GBR	373.4	666.8	724.4	781.3	788.2	0.9
GEO	2.1 1	10.3	5.0	6.1	6.2	1.8
GRC	6.3 z	26.2	42.1 e	44.1 e	44.5 e	
HRV	7.0 z	10.4 z	4.6 z	4.9 z	5.4 z	10.6
HUN	36.0	82.5	74.3	74.1	67.0	-9.5
IRL	0.8 1	1.2 1	1.4 1	1.9 1	2.0 1	7.2
ISL	n.a.	3.0	4.3	5.5	5.7	5.0
ITA	276.4	651.3	867.2	898.1	874.1	-2.7
JAP	573.0	1 240.5	1 335.5	1 313.6	n.a.	
KOR	n.a.	n.a.	19.0 1	19.1	18.4 1	-3.5
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	7.0 z	10.3 z	2.9 z	43.2	42.7	-1.1
LUX	0.2 1	0.2 1	0.3 1	0.3 1	0.3 1	6.0
LVA	7.1 2	11.2 2	3.1 2	3.8 2	3.6 2	-4.4
MDA	2.6 c	6.5 c	1.3 c	2.7 c	2.9	9.7
MEX	69.1 z	276.8 z	381.8 z	437.1 z	450.0 z	3.0
MKD	1.4 z	1.8 z	1.0 z	1.1 z	1.1 z	1.3
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	85.4	161.5	172.0 e	179.0 e	181.2 e	
NOR	23.9	49.8	56.4	61.0	62.5	2.5
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	66.0 z	164.8 c	201.1	265.9	286.5	7.7
PRT	21.7	56.5	98.0 e	101.1 e	101.7 e	
ROM	25.7 c	54.6 c	19.3 c	19.8 c	19.6 c	-1.0
RUS	291.2 z	536.6 z	331.4 z	262.2 z	226.3 z	-13.7
SRB	13.5	27.7	4.3 2	6.2 2	5.1 2	-16.5
SVK	-	-	35.2	36.4	35.9	-1.3
SVN	4.1 z	21.3 c	24.5	26.9	28.4	5.5
SWE	69.2	102.2	109.6	115.3	118.5	2.8
TUR	46.9	141.4	191.5	192.9	214.7	11.3
UKR	n.a.	166.4 z	80.7 z	106.6 z	108.5 z	1.8
USA	2 827.7 3	3 876.7	4 362.7	4 526.0	n.a.	
EU (26)	2 097.4 a	4 028.5 a	4 887.6 a	5 264.3 a	5 297.5 a	0.6
OECD	5 744.8 a	9 793.7 a	11 536.7 a	12 111.0 a		
Total ITF		10 748.1 a	12 079.7 a	12 654.2 a		

a: Non available data affects consistency of totals across years.

1: Rail passenger data only 2: Private cars data not included 3: Bus and coach data not included

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ROAD INJURIES

Thousand

Table C1 : Number of crashes

	1970	1990	2000	2006	2007	07/06 % change
ALB	n.a.	n.a.	0.4	1.0	1.3	23.5
ARM	n.a.	n.a.	0.9	1.6	n.a.	
AUS	n.a.	22.1	n.a.	n.a.	n.a.	
AUT	51.6	46.3	42.1	39.9	41.1	3.0
AZE	n.a.	3.3 [e]	2.0	3.2	3.1	-2.9
BEL	77.0	62.4	49.1	49.2	49.8	1.3
BGR	5.8 [e]	6.5	6.9	8.2	8.0	-2.6
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	9.2 [e]	6.4	8.3	n.a.	
CHE	28.7	23.8	23.7	21.5	21.9	2.0
CND	124.2	182.0	155.8	144.9	n.a.	
CSK	33.5	30.1	-	-	-	
CZE	-	-	25.4	22.1	23.1	4.3
DEU	377.6	340.0	382.9	328.0	335.8	2.4
DNK	19.8	9.2	7.3	5.4	5.5	2.7
ESP	58.0	101.5	101.7	99.8	100.5	0.7
EST	2.2	2.1	1.5	2.6	2.4	-5.3
FIN	11.4	10.2	6.6	6.7	6.7	-1.2
FRA	235.1	162.6	121.2	80.3	81.3	1.2
GBR	272.8	265.6	242.1	204.4	188.1	-8.0
GEO	3.0	3.0	1.7	4.9	4.8	-3.1
GRC	18.3	19.6	23.0	16.0	15.1	-5.8
HRV	11.1 [e]	14.5	14.4	16.7	18.0	7.9
HUN	23.2	27.8	17.5	21.0	20.6	-1.6
IRL	6.4	6.1	7.8	6.0	5.2	-14.3
ISL	0.7	0.6	1.0	0.9	1.1	25.4
ITA	307.7	161.8	256.5	238.1	230.9	-3.0
JAP	718.1	643.1	931.9	886.9	832.5	-6.1
KOR	37.2	255.3	290.5	213.7	211.7	-1.0
LIE	0.3	0.3	0.4	0.4	0.4	-6.3
LTU	4.7	5.1	5.8	6.6	6.4	-2.1
LUX	3.1	1.2	0.9	0.8	0.7	-1.7
LVA	4.7	4.3	4.5	4.3	4.8	11.1
MDA	3.1	6.0	2.6	2.3	2.4	6.0
MEX	19.8	65.0	61.1	29.0	30.6	5.2
MKD	3.1	2.3	1.7	3.3	4.0	21.9
MLT	n.a.	n.a.	1.0	1.2	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	59.0	13.2	10.9	8.7	9.2	5.9
NOR	9.3	8.8	8.4	7.9	8.2	3.2
NZE	13.3	12.8	7.8	11.3	12.0	6.7
POL	41.8	50.5	57.3	46.9	49.5	5.7
PRT	22.7	45.1	44.2	35.7	35.3	-1.0
ROM	4.9	9.7	7.6	6.6	8.5	27.3
RUS	n.a.	197.4	157.6	229.1	233.8	2.0
SRB	n.a.	n.a.	48.8	63.9	70.7	10.7
SVK	-	-	7.9	8.0	8.5	6.4
SVN	8.3	5.2	8.5	11.2	11.4	1.7
SWE	16.6	17.0	15.8	18.2	18.5	1.8
TUR	19.2	115.3	466.4	728.8	825.6	13.3
UKR	n.a.	50.9	33.3	195.6	278.8	42.5
USA	n.a.	2 162.0	2 108.0	1 785.0	1 748.0	-2.1
EU (26)	1 666.3	1 403.2	1 456.0	1 275.9	1 267.1 [a]	-0.7
OECD		4 861.1	5 475.1 [a]	5 065.0 [a]	4 917.0 [a]	-2.9
Total ITF		5 180.9 [a]	5 781.2 [a]	5 636.3 [a]	5 576.1 [a]	-1.1

a: Non available data affects consistency of totals across years.

ROAD INJURIES

Thousand

Table C2 : Casualties (killed+injured)

	1970	1990	2000	2006	2007	07/06 % change
ALB	n.a.	n.a.	0.6	1.3	1.7	28.8
ARM	n.a.	n.a.	1.4	2.4	n.a.	
AUS	n.a.	39.1	32.8 [e]	32.8	n.a.	
AUT	72.7	62.0	55.9	52.7	53.9	2.4
AZE	n.a.	5.0 [e]	2.2	4.6	4.5	-2.0
BEL	107.8	88.2	69.4	66.4	66.9	0.8
BGR	6.4 [e]	8.4	9.0	11.3	10.8	-3.8
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	11.5 [e]	8.1	10.6	n.a.	
CHE	37.7	30.2	30.7	27.1	27.5	1.6
CND	183.6	266.6	225.8	202.6	n.a.	
CSK	44.2	40.4	-	-	-	
CZE	-	-	33.9	29.2	30.5	4.4
DEU	551.0	456.1	511.6	427.4	436.4	2.1
DNK	26.7	11.3	9.6	6.8	7.1	3.5
ESP	87.0	162.4	155.6	147.6	146.3	-0.8
EST	2.3	2.8	2.0	3.7	3.5	-6.6
FIN	17.1	13.4	8.9	8.9	8.8	-1.0
FRA	344.7	236.1	169.8	106.8	107.8	0.9
GBR	371.5	352.9	335.0	267.6	257.2	-3.9
GEO	4.3	4.6	2.6	7.8	8.1	4.2
GRC	25.7	29.1	32.8	22.3	20.5	-8.4
HRV	15.2 [e]	21.2	21.2	23.8	25.7	8.3
HUN	31.9	39.4	23.9	29.3	28.7	-2.0
IRL	9.8	9.9	12.5	8.9	8.1	-8.9
ISL	0.9	0.9	1.5	1.4	1.7	23.2
ITA	238.4	227.6	367.1	338.6	331.0	-2.3
JAP	997.9	801.5	1 164.8	1 104.6	1 040.2	-5.8
KOR	45.9	336.6	437.2	346.6	342.1	-1.3
LIE	0.1	0.1	0.2	0.1	0.1	19.6
LTU	4.9	6.4	7.6	9.0	8.8	-2.6
LUX	2.5	1.8	1.3	1.2	1.2	6.2
LVA	5.0	5.6	6.0	5.8	6.5	12.0
MDA	3.6	7.8	3.6	3.2	3.4	8.1
MEX	17.3	41.6	43.7	38.1	39.0	2.4
MKD	2.7	3.3	2.5	5.1	6.3	24.2
MLT	n.a.	n.a.	1.2	1.2	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	71.4	15.0	12.7	9.9	10.5	6.2
NOR	12.3	12.2	12.0	11.4	12.3	8.3
NZE	21.4	18.4	11.4	15.6	16.4	5.6
POL	41.3	74.3	77.9	64.4	68.8	6.9
PRT	30.3	65.7	61.6	48.0	47.2	-1.7
ROM	6.3	11.9	8.8	7.8	9.8	26.5
RUS	n.a.	250.2	209.0	318.1	325.5	2.3
SRB	n.a.	n.a.	17.7	19.3	23.2	20.0
SVK	-	-	10.7	11.3	12.0	5.9
SVN	11.2	7.1	11.9	16.3	16.3	
SWE	23.5	23.3	22.6	27.1	27.2	0.5
TUR	20.8	94.0	118.0	173.7	193.4	11.3
UKR	n.a.	63.1	41.8	67.6	88.1	30.3
USA	n.a.	3 276.0	3 231.0	2 575.0	2 532.0	-1.7
EU (26)	2 133.6	1 951.2	2 019.3	1 729.4	1 725.8 [a]	-0.2
OECD		6 826.1	7 281.5	6 202.9	5 874.6 [a]	-5.3
Total ITF		7 235.0 [a]	7 638.8 [a]	6 721.9 [a]	6 417.1 [a]	-4.5

a: Non available data affects consistency of totals across years.

ROAD INJURIES

Thousand

Table C3 : Killed

	1970	1990	2000	2006	2007	07/06 % change
ALB	n.a.	n.a.	0.3	0.3	0.4	38.6
ARM	n.a.	n.a.	0.2	0.3	n.a.	
AUS	3.8	2.3	1.8	1.6	1.6	1.1
AUT	2.2	1.4	1.0	0.7	0.7	-5.3
AZE	n.a.	1.2 [e]	0.6	1.0	1.1	7.8
BEL	3.0	2.0	1.5	1.1	1.1	-0.2
BGR	0.8 [e]	1.6	1.0	1.0	1.0	-3.5
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	2.2 [e]	1.6	1.7	n.a.	
CHE	1.7	1.0	0.6	0.4	0.4	3.8
CND	5.1	4.0	2.9	2.9	2.7	-5.6
CSK	2.2	2.0	-	-	-	
CZE	-	-	1.5	1.1	1.2	15.0
DEU	19.2	7.9	7.5	5.1	4.9	-2.8
DNK	1.2	0.6	0.5	0.3	0.4	32.7
ESP	4.2	6.9	5.8	4.1	3.8	-6.8
EST	0.3	0.4	0.2	0.2	0.2	-3.9
FIN	1.1	0.6	0.4	0.3	0.4	13.1
FRA	16.4	11.2	8.1	4.7	4.6	-1.9
GBR	7.8	5.4	3.6	3.3	3.1	-7.2
GEO	0.8	1.1	0.5	0.7	0.7	9.2
GRC	0.9	1.7	2.0	1.7	1.6	-4.8
HRV	1.2 [e]	1.4	0.7	0.6	0.6	0.8
HUN	1.7	2.4	1.2	1.3	1.2	-5.4
IRL	0.5	0.5	0.4	0.4	0.3	-7.4
ISL	0.0	0.0	0.0	0.0	0.0	-51.6
ITA	10.2	6.6	7.1	5.7	5.1	-9.5
JAP	21.8	14.6	10.4	7.3	6.6	-8.7
KOR	3.5	14.2	10.2	6.3	6.2	-2.5
LIE	0.0	0.0	0.0	0.0	0.0	
LTU	0.7	0.9	0.6	0.8	0.7	-2.6
LUX	0.1	0.1	0.1	0.0	0.0	19.4
LVA	0.6	0.9	0.6	0.4	0.4	2.9
MDA	0.6	1.1	0.4	0.4	0.5	21.5
MEX	2.6	5.5	5.2	4.9	5.4	10.0
MKD	0.1	0.2	0.2	0.1	0.2	23.6
MLT	n.a.	n.a.	0.0	0.0	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	3.2	1.4	1.2	0.8	0.8	-2.5
NOR	0.6	0.3	0.3	0.2	0.2	-3.7
NZE	0.7	0.7	0.5	0.4	0.4	7.9
POL	3.4	7.3	6.3	5.2	5.6	6.5
PRT	1.4	2.3	1.6	0.9	0.9	0.5
ROM	1.9	3.8	2.5	2.5	2.8	12.8
RUS	n.a.	35.4	29.6	32.7	33.3	1.8
SRB	n.a.	n.a.	1.0	0.9	1.0	6.9
SVK	-	-	0.6	0.6	0.7	8.7
SVN	0.6	0.5	0.3	0.3	0.3	11.8
SWE	1.3	0.8	0.6	0.4	0.5	5.8
TUR	4.0	6.3	3.9	4.6	5.0	8.0
UKR	n.a.	9.6	5.2	7.6	9.6	26.1
USA	52.6	44.6	41.9	42.7	41.1	-3.9
EU (26)	85.1 [a]	69.4 [a]	56.2	42.9	42.3 [a]	-1.2
OECD	176.5	154.7	128.8	109.1	106.6	-2.3
Total ITF		215.0 [a]	174.3	160.6	159.3 [a]	-0.8

a: Non available data affects consistency of totals across years.

Gross Investment in Rail Infrastructure

(current prices and exchange rates - million Euros)

Country	1995	2000	2005	2006	2007
AUT	521	1 199	1 330	1 489	1 505
AZE	n.a.	5	19	12	4
BGR	2	78	46	39	44
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	1 079	1 463	2 191	n.a.	n.a.
CZE	114	371	484	465	612
DEU	5 747	5 305	4 284	4 860	4 716
DNK	726	564	241	178	232
ESP	648	920	1 926	2 253	2 368
EST	4	20	21	22	27
FIN	226	233	281	234	211
FRA	2 766	2 955	4 118	4 214	4 424
GBR	2 414	4 578	6 518	7 376	n.a.
GEO	n.a.	n.a.	17	54	192
HRV	7	18	94	122	92
HUN	85	197	171	91	376
IRL	29	85	184	172	244
ISL	-	-	-	-	-
ITA	2 117	4 549	n.a.	n.a.	n.a.
JAP	7 694	9 341	5 933	6 730	6 665
KOR	n.a.	n.a.	38	38	37
LIE	-	-	-	-	-
LTU	4	18	68	50	75
LVA	7	38	40	33	37
MEX	168	430	223	370	445
MKD	25	9	1	1	0
MLT	-	-	-	-	-
NOR	324	363	193	258	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	248	195	235	353	646
PRT	196	401	415	307	329
ROM	72	43	109	102	311
RUS	1 161	2 612	4 021	4 168	5 436
SRB	13	3	4	4	2
SVK	59	53	160	225	287
SVN	n.a.	7	7	8	8
SWE	1 141	592	854	913	1 122
TUR	38	61	250	454	459
USA	3 301	7 021	n.a.	n.a.	n.a.

Gross Investment in Road Infrastructure

(current prices and exchange rates - million Euros)

Country	1995	2000	2005	2006	2007
AUT	457	477	687	802	870
AZE	n.a.	30	83	260	374
BGR	n.a.	n.a.	n.a.	166	134
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	2 520	2 717	n.a.	n.a.	n.a.
CZE	286	309	1 415	1 491	1 493
DEU	10 216	11 967	10 200	10 310	10 160
DNK	352	510	928	1 191	1 020
ESP	4 167	4 738	8 245	8 337	7 780
EST	8	19	107	132	131
FIN	457	488	595	650	803
FRA	10 439	10 545	11 355	12 099	12 489
GBR	5 224	5 564	6 308	6 973	n.a.
GEO	n.a.	5	40	67	106
HRV	71	304	750	875	1 066
HUN	131	177	1 703	583	646
IRL	283	780	1 153	1 495	1 425
ISL	75	129	151	211	186
ITA	4 771	6 930	n.a.	n.a.	n.a.
JAP	n.a.	n.a.	n.a.	n.a.	n.a.
KOR	n.a.	n.a.	60	61	58
LIE	14	24	27	n.a.	n.a.
LTU	15	109	165	197	277
LVA	3	13	161	181	243
MEX	579	1 283	2 298	2 158	2 168
MKD	36	38	23	23	39
MLT	3	11	8	n.a.	n.a.
NOR	826	909	1 463	1 474	n.a.
NZL	n.a.	182	301	342	408
POL	638	1 001	1 876	2 605	3 442
PRT	737	964	2 113	1 940	1 453
ROM	356	631	1 331	1 950	2 808
RUS	1 883	2 579	3 790	4 872	7 299
SRB	28	49	174	351	415
SVK	53	227	360	388	382
SVN	186	372	450	573	639
SWE	1 010	912	1 297	1 406	n.a.
TUR	8 952	1 852	1 352	2 530	2 437
USA	30 351	61 282	n.a.	n.a.	n.a.

Gross Investment in Inland Waterways Infrastructure

(current prices and exchange rates - million Euros)

Country	1995	2000	2005	2006	2007
AUT	3	n.a.	6	6	n.a.
AZE	n.a.	n.a.	n.a.	n.a.	n.a.
BGR	n.a.	n.a.	85	197	405
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	8	17	0	n.a.	n.a.
CZE	1	11	10	19	14
DEU	711	828	790	800	809
DNK	-	-	-	-	-
ESP	-	-	-	-	-
EST	-	-	-	-	-
FIN	2	0	1	2	5
FRA	107	114	108	162	168
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	-	-	-	-	-
HRV	n.a.	2	2	1	2
HUN	1	0	2	4	4
IRL	-	-	-	-	-
ISL	-	-	-	-	-
ITA	10	30	n.a.	n.a.	n.a.
JAP	-	-	-	-	-
KOR	-	-	-	-	-
LIE	-	-	-	-	-
LTU	1	0	0	2	3
LVA	-	-	-	-	-
MEX	-	-	-	-	-
MKD	-	-	-	-	-
MLT	-	-	-	-	-
NOR	-	-	-	-	-
NZL	-	-	-	-	-
POL	10	n.a.	7	7	13
PRT	1	1	20	13	12
ROM	244	105	140	213	359
RUS	73	48	73	51	58
SRB	12	4	15	29	24
SVK	21	1	1	1	0
SVN	-	-	-	-	-
SWE	-	-	-	-	-
TUR	-	-	-	-	-
USA	1 176	4 427	n.a.	n.a.	n.a.

Gross Investment in Sea Ports Infrastructure

(current prices and exchange rates - million Euros)

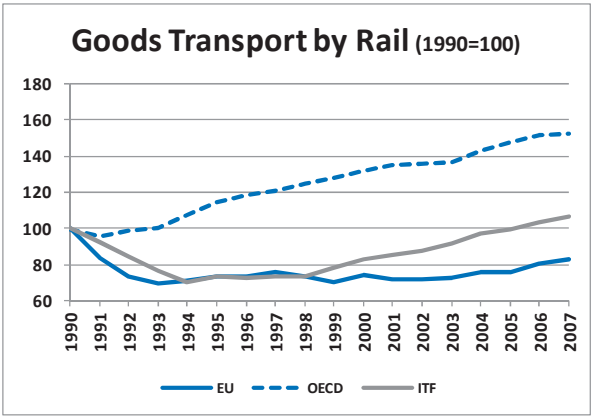
Country	1995	2000	2005	2006	2007
AUT	-	-	-	-	-
AZE	-	-	-	-	-
BGR	n.a.	n.a.	5	8	46
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	-	-	-	-	-
CZE	-	-	-	-	-
DEU	506	562	570	580	640
DNK	61	57	71	94	n.a.
ESP	383	498	1 012	1 234	1 188
EST	19	18	22	28	55
FIN	41	59	136	195	223
FRA	235	197	283	261	252
GBR	199	336	336	n.a.	n.a.
GEO	n.a.	n.a.	0	0	1
HRV	1	7	17	14	17
HUN	-	-	-	-	-
IRL	30	n.a.	n.a.	n.a.	n.a.
ISL	18	19	23	34	37
ITA	207	231	n.a.	n.a.	n.a.
JAP	n.a.	n.a.	3 142	2 800	2 430
KOR	n.a.	n.a.	21	24	23
LIE	-	-	-	-	-
LTU	6	13	30	30	26
LVA	n.a.	n.a.	62	90	149
MEX	133	315	565	513	438
MKD	-	-	-	-	-
MLT	n.a.	n.a.	n.a.	n.a.	n.a.
NOR	68	123	116	77	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	30	11	9	14	17
PRT	86	126	35	88	116
ROM	6	n.a.	n.a.	n.a.	n.a.
RUS	146	243	279	236	197
SRB	n.a.	n.a.	n.a.	n.a.	n.a.
SVK	-	-	-	-	-
SVN	n.a.	n.a.	n.a.	n.a.	n.a.
SWE	n.a.	n.a.	37	43	n.a.
TUR	n.a.	n.a.	44	48	51
USA	n.a.	n.a.	n.a.	n.a.	n.a.

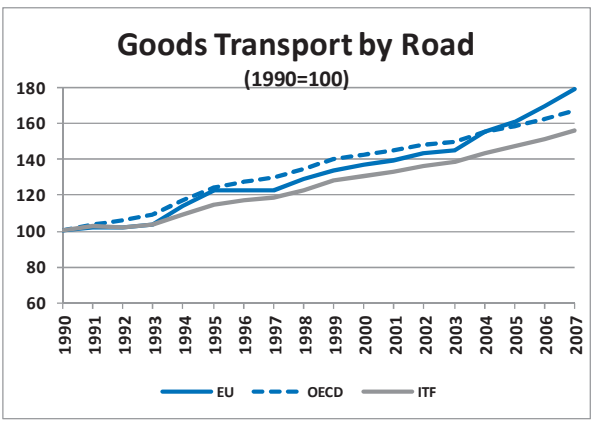
Gross Investment in Airports Infrastructure

(current prices and exchange rates - million Euros)

Country	1995	2000	2005	2006	2007
AUT	92	82	362	217	n.a.
AZE	n.a.	11	100	96	71
BGR	n.a.	6	2	2	2
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	131	411	104	n.a.	n.a.
CZE	74	28	237	71	77
DEU	1 156	1 411	700	720	1 620
DNK	48	118	34	36	n.a.
ESP	458	460	1 343	1 658	2 013
EST	2	1	1	1	4
FIN	51	65	48	60	74
FRA	570	783	860	978	1 052
GBR	703	1 196	2 602	n.a.	n.a.
GEO	n.a.	n.a.	n.a.	n.a.	78
HRV	7	4	15	21	22
HUN	33	27	115	9	2
IRL	n.a.	n.a.	105	147	271
ISL	n.a.	12	7	5	n.a.
ITA	269	355	n.a.	n.a.	n.a.
JAP	n.a.	26	21	25	22
KOR	n.a.	n.a.	3	3	3
LIE	-	-	-	-	-
LTU	19	1	4	18	53
LVA	n.a.	18	17	20	17
MEX	21	185	602	345	185
MKD	48	14	0	2	0
MLT	n.a.	n.a.	n.a.	n.a.	n.a.
NOR	70	72	44	157	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	27	69	131	133	85
PRT	67	168	144	107	93
ROM	12	7	2	15	42
RUS	263	240	268	398	436
SRB	n.a.	0	0	1	1
SVK	4	4	32	14	16
SVN	7	3	1	1	1
SWE	76	315	85	88	118
TUR	415	199	361	468	128
USA	4 761	13 212	n.a.	n.a.	n.a.

5.3. Graphs


Goods Transport by Rail (1990=100)
180
160
140
120
100
80
60
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
EU
OECD
ITF


Goods Transport by Road
(1990=100)
180
160
140
120
100
80
60
1990
1991
1992
1993
1994
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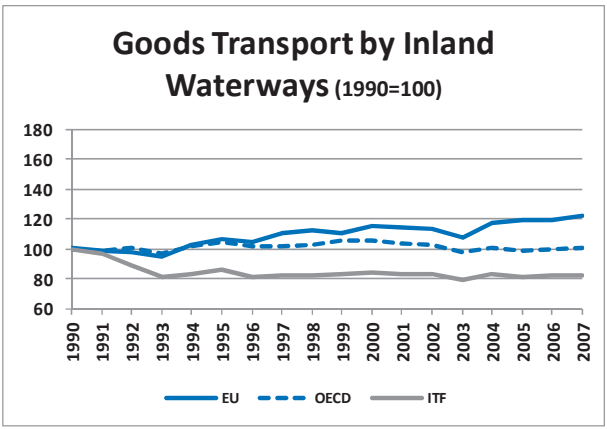
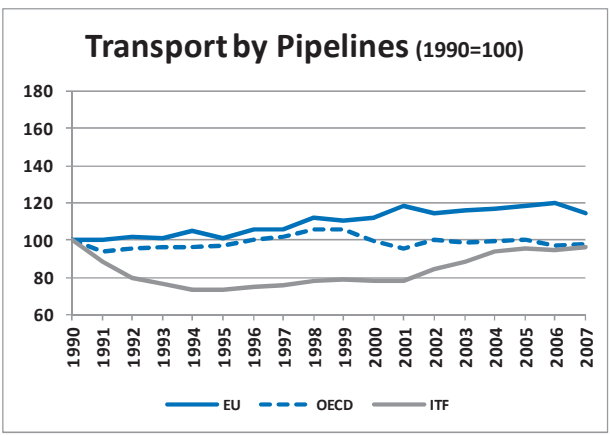
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
EU
OECD
ITF


Goods Transport by Inland Waterways (1990=100)
180
160
140
120
100
80
60
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
EU
OECD
ITF


Transport by Pipelines (1990=100)
180
160
140
120
100
80
60
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
EU
OECD
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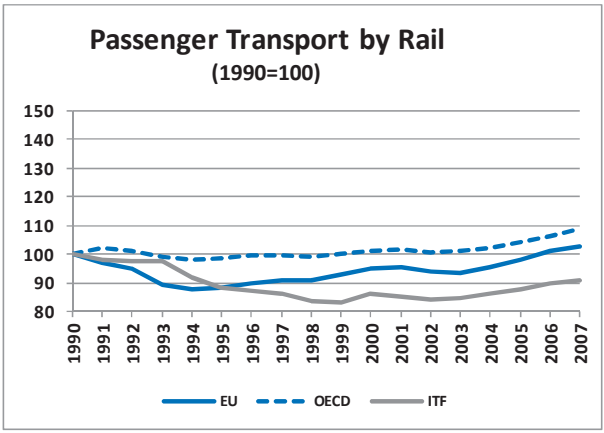
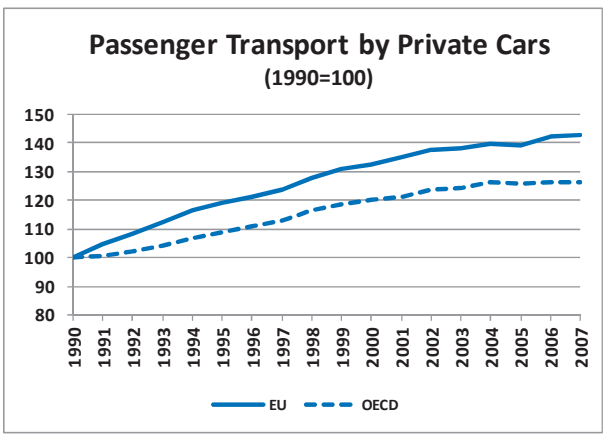
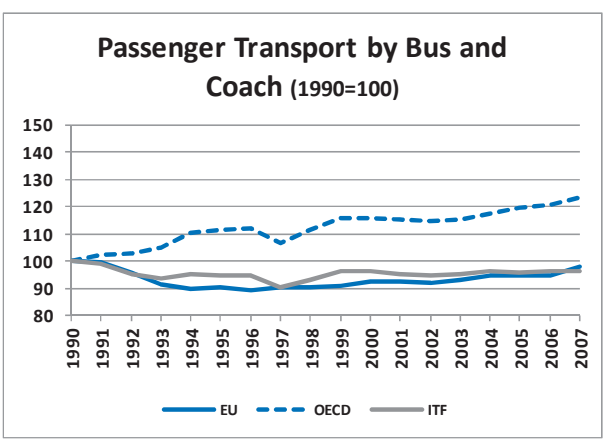
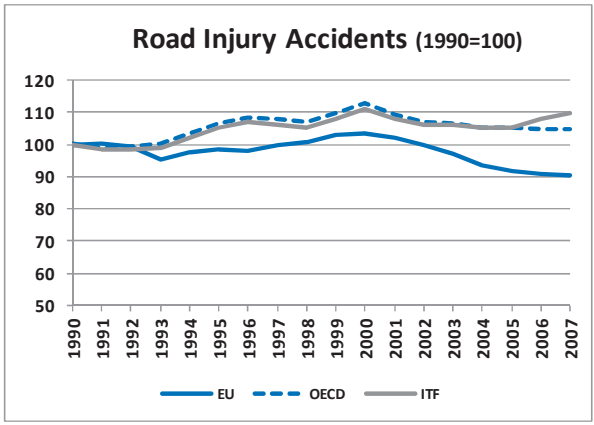
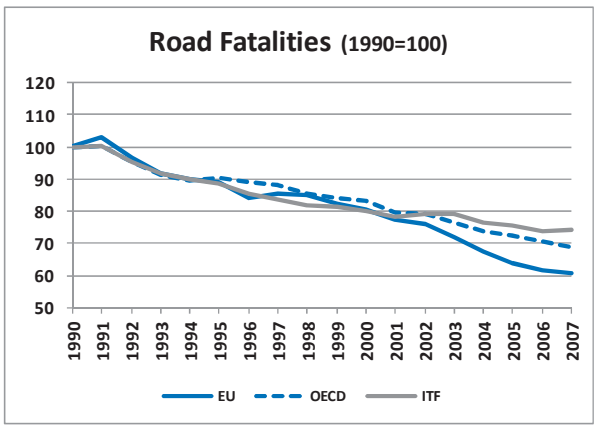
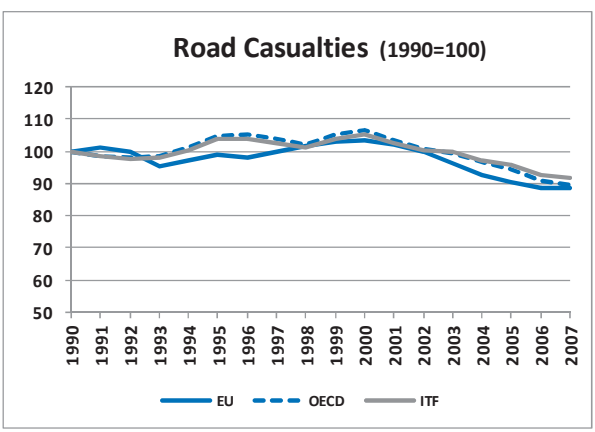

Passenger Transport by Rail
(1990=100)
150
140
130
120
110
100
90
80
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD
ITF


Passenger Transport by Private Cars
(1990=100)
150
140
130
120
110
100
90
80
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD

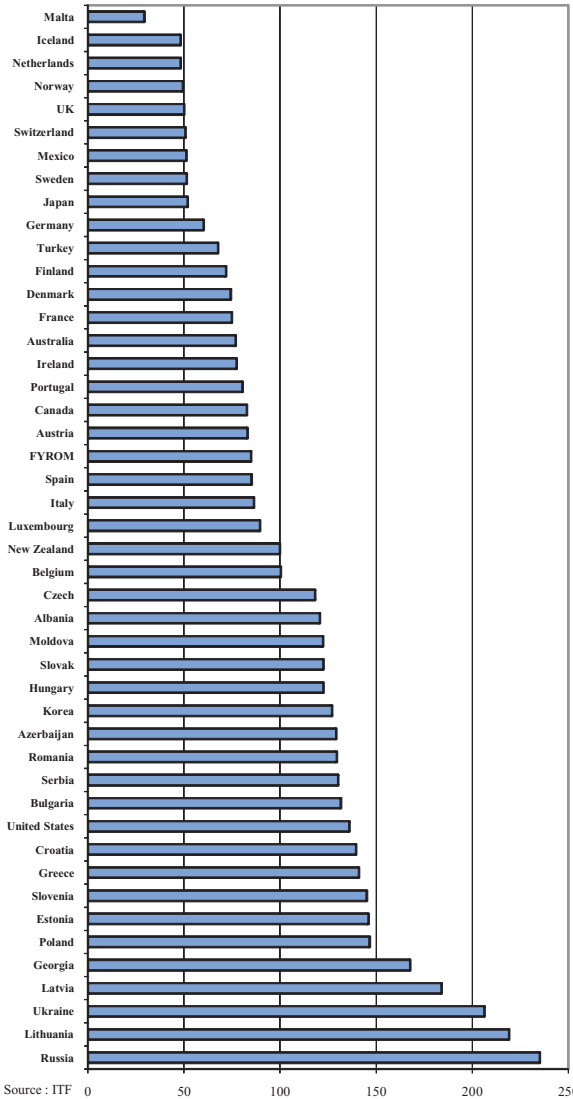

Passenger Transport by Bus and Coach (1990=100)
150
140
130
120
110
100
90
80
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD
ITF


Road Injury Accidents (1990=100)
120
110
100
90
80
70
60
50
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD
ITF


Road Fatalities (1990=100)
120
110
100
90
80
70
60
50
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD
ITF

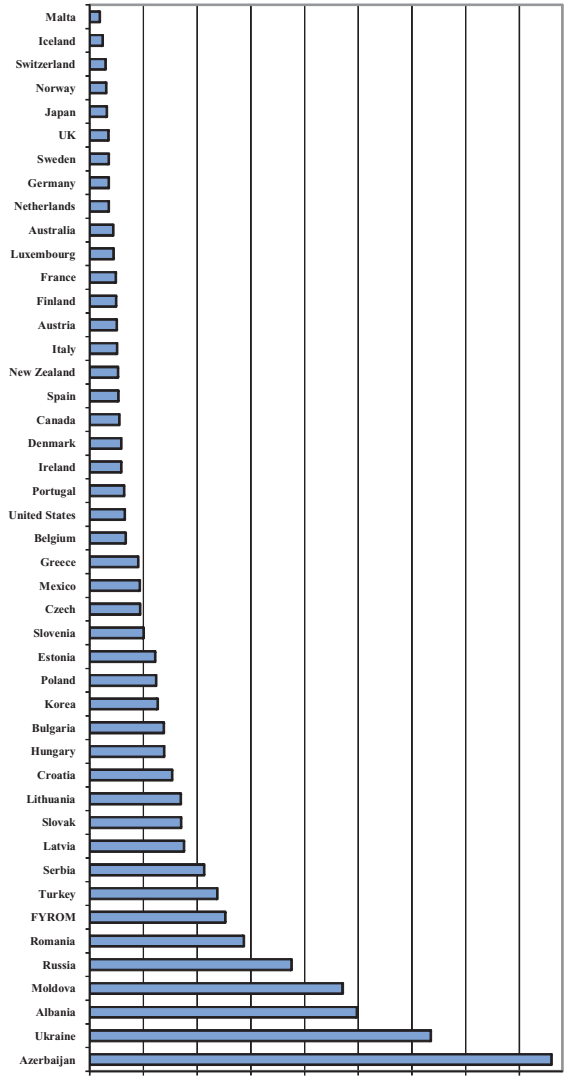

Road Casualties (1990=100)
120
110
100
90
80
70
60
50
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
EU
OECD
ITF

Total number of deaths per million population, 2007



Source : ITF

Total number of deaths per million road motor vehicles, 2007



Source : ITF

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