

A stylized world map with a network of white lines connecting various points across the continents, set against a background of warm colors (red, orange, yellow) transitioning to cooler colors (green, blue).

TRENDS in the Transport Sector

1970
2008





TRENDS in the **Transport** **Sector**

1970
2008



ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT

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The International Transport Forum is an inter-governmental 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, India, 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.

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

This publication describes global trends in the transport sector. For the member countries of the International Transport Forum it illustrates changes that have taken place in the sector since 1970.

In order to provide context for the discussion of transport trends, Section 1 provides a brief analysis of the macroeconomic situation and of trends in international trade, and establishes some links to the transport sector. Naturally, the recent economic crisis is of core interest here. Section 2 introduces global transport trends for freight and passenger transport. Section 3 focuses on road safety performance in ITF countries in 2008, and section 4 summarises and discusses aggregate trends in investment in transport infrastructure in ITF countries. The last section presents detailed statistical data in the form of tables.

Maritime and air transport data are taken from a variety of sources. Road, rail and inland waterway transport data for the ITF area are provided to us by the 52 countries that were members of the ITF in 2009. The data in the detailed tables at the end of this publication 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 2008. Where possible, data for 2009 or 2010 are included in the text, but not in the detailed tables at the end. In some cases, indicators include estimates for certain countries for which recent data are not available.

1. THE ECONOMIC OUTLOOK

1.1. The world economy in the aftermath of the crisis

The global economy is recovering slowly from the most severe recession since the Great Depression. In the wake of the dramatic escalation and spread of the financial crisis that originated in the United States in September 2008, global economic growth declined from 3.8% in 2007 to 1.6% in 2008, with marked differences between regions (Table 1). In 2009, world Gross Domestic Product (GDP) is estimated to have fallen 2.3% (WTO 2010).

Table 1. GDP by region, 2007-2009 (Annual % change at constant 2005 prices)

	2007	2008	2009
World	3.8	1.6	-2.3
North America	2.2	0.5	-2.7
United States	2.1	0.4	-2.4
South and Central America	6.4	5.0	-0.8
Europe	2.9	0.8	-4.0
CIS	8.3	5.3	-7.1
Africa	5.8	4.7	1.6
Middle East	5.5	5.4	1.0
Asia	6.0	2.7	0.1
China	13.0	9.0	8.5
Japan	2.3	-1.2	-5.0
India	9.4	7.3	5.4

Source: WTO (2010). South and Central America includes the Caribbean.

The United States' economy had entered recession already in December 2007. The crisis then escalated abruptly following the collapse of the Wall Street investment bank Lehman Brothers in September 2008 and the subsequent bail out of a number of other banks, not just in the United States. The credit crunch took hold, spilling over from the financial sector and severely affecting the rest of the economy. The financial crisis disrupted the normal operation of the banking system and deprived numerous firms and members of the public of access to credit. Moreover, falling stock markets and property prices drained disposable wealth. The result was that many households postponed purchases, especially of durables like cars, creating serious difficulties for manufacturers.

Box 1. The automobile sector sheds light on the changed face of the global economy

One of the sectors hit hard by the crisis was the automobile industry. 2009 saw automobile sales slump by more than 20% in the United States, while new vehicle registrations fell by over 30% from 2008 (Ward's Automotive Group). The total number of cars taken off the roads and scrapped was higher than the number of new car deliveries, indicating a contraction of the US vehicle stock in 2009.

China became the world's leading automobile market in 2009, overtaking the United States. Vehicle sales in China surged by 45% in 2009, hitting the 13.5 million unit mark. Taking advantage of tax cuts and aided by government support programmes for the automobile industry, Chinese household expenditure on new cars grew massively. A group of national champions in the automobile market is emerging to take on foreign manufacturers both at home and abroad. Although dominant in the Chinese market, foreign car

companies are currently required to build vehicles in joint ventures with local firms. The Chinese Geely group recently bought Volvo from Ford. Some Indian car makers have also entered international markets, with Tata acquiring Jaguar from Ford in 2009 and REVA marketing electric cars in Europe.

A brief review of the automobile industry shows that in terms of added value and jobs, it represents a relatively small share of the economy in OECD Member countries. However, there are large differences between countries: the automobile industry accounts for almost 4% of total output in the Germany and the Czech Republic. The strategic nature of this sector for such countries prompted the governments of several major economies to include support for car purchase in measures to counter the economic crisis. Stimulus packages included scrapping bonuses, subsidised credit, loan guarantees and temporary financial assistance, sometimes in return for sales of low-emission cars to replace older vehicles. The scope and terms, particularly the duration, of these programmes varied a great deal from one country to another: in Germany and the United States, the credit allocated to these programmes was exhausted before the planned expire date. While the amount of aid generally varied between EUR 1 000 and EUR 2 000 per car, it was particularly generous in some countries.

Subsequent to these measures substantial rises in sales figures were recorded in Germany, Austria, Italy, France and the Slovak Republic and, at the macroeconomic level, purchase incentive measures appeared to have some success in slowing or cushioning the downturn in OECD economies at the end of 2008 and into the early months of 2009. The impact in terms of increased GDP growth ranged from 0.1 to 0.4% of the annual GDP of the countries concerned (OECD 2009a).

That said, a potential crowding-out effect cannot be ruled out: consumers were certainly able to buy new cars but to the detriment of other consumer spending, which makes it difficult to estimate the net effect. Furthermore, experience shows that sales decline as soon as the measures come to an end and that they may simply have brought sales forward (ECMT 1999).

Many countries were quick to respond to the crisis with fiscal stimulus programmes, including major public spending programs as well as bailouts for major banks and mortgage assistance in the United States. Central banks kept interest rates low, with real interest rates approaching zero. Most of the stimulus packages have significant transport components. In the United States alone, the Recovery Act provides USD 35 billion for highway infrastructure projects and public transportation.

At the time of publication, signs are that the global economy has returned to growth, although quite moderate in some places. Seasonally adjusted growth in GDP has remained positive for three consecutive quarters in the OECD as a whole.

Forecasts for global economic growth in 2010 are positive, varying between 2.1% (OECD 2010) and 3.6% (World Bank 2010), but the prospects differ greatly across countries. The OECD forecast for the G7 countries suggest that the growth in the United States will continue expand faster than in Japan and the largest euro-area countries (OECD 2010). The OECD countries benefit from their trade linkages with emerging-market economies, including China, India and Brazil, where growth is expected to be strong in 2010. GDP in the East Asia and Pacific region is expected to grow by more than 8% in 2010, while for Europe and

Central Asia growth projections suggest less than 3% growth for the year (World Bank 2010).

Precisely how strong the recovery is, is unclear as stimulus effects have temporarily provided relief. Uncertainties remain on what will happen once these packages come to an end and if private spending will be strong enough to carry forward the government stimulus for growth.

1.2. Globally synchronised collapse of trade

The recession has had a strong impact on world trade. Real growth in trade in goods was 2% in 2008, down from over 6% in 2007. In 2009, the volume of global trade is estimated to have contracted by 12%, the largest decline since the Second World War. Transport services recorded the largest drop among service categories (WTO 2010).

Tables 1 and 2 highlight the weak economic performance of some of the most important economic areas in 2008 and 2009. The European Union, the United States and Japan, all with economies badly hit by the economic downturn, showed a very significant decline in imports. Despite a good overall performance in this difficult economic context, China saw its exports falter at the end of 2008 and finally decline by over 10% in 2009. China's exports to its six main partners (counting the EU as a single partner) accounted for more than 70% of its total exports in 2007.

The share of developing economies in world trade reached a record high in 2008 when their exports accounted for 38% of total world exports in value terms. Germany, the world's leading goods exporter in 2008, was overtaken by China in 2009, accounting for almost 10% of world exports. The United States kept its position as the world's

leading importer of goods, while China passed Germany as the second largest importer in the world in 2009 (WTO 2010).

Table 2. Merchandise trade by region, 2007-2009 (Annual % change at constant 2005 prices)

	Exports			Imports		
	2007	2008	2009	2007	2008	2009
World	6.4	2.1	-12.2	6.1	2.2	-12.9
North America	4.8	2.1	-14.4	2.0	-2.4	-16.3
United States	6.7	5.8	-13.9	1.1	-3.7	-16.5
South and Central America	3.3	0.8	-5.7	17.6	13.3	-16.3
Europe	4.2	0.0	-14.4	4.4	-0.6	-14.5
CIS	7.5	2.2	-9.5	19.9	16.3	-20.2
Africa	4.8	0.7	-5.6	13.8	14.1	-5.6
Middle East	4.5	2.3	-4.9	14.6	14.6	-10.6
Asia	11.7	5.5	-11.1	8.2	4.7	-7.9
China	19.8	8.6	-10.5	13.8	3.8	2.8
Japan	9.4	2.3	-24.9	1.3	-1.3	-12.8
India	14.4	14.4	-6.2	18.7	17.3	-4.4

Source: WTO. South and Central America includes Caribbean.

The fall in world trade was much greater than in previous recessions. A specific feature of the decline is the globally-synchronised nature of the trade collapse. A number of reasons have been suggested to explain such a steep decline in trade volume. Contraction in demand has been put forward as a main factor. The globalisation of production processes, facilitated by improvements in transportation technologies, has likely increased trade elasticities over time. The fragmentation of production and the global nature of supply chains mean that any impact on value added in each production stage is multiplied, as exports of manufactured goods involve multiple border crossings of intermediate goods. International

supply chains and advanced information technologies allow for producers in different regions also to react to market conditions in another market rapidly (OECD 2009b; WTO 2010).

Due to the interconnected nature of the global economy, it is not surprising that the crisis has had an extremely strong impact on the transport sector, right around the world. We now turn our focus to global transport trends in 2008, at the onset of the crisis, with preliminary data for 2009, reflecting the full impact of the crisis.

2. GLOBAL TRENDS IN TRANSPORT

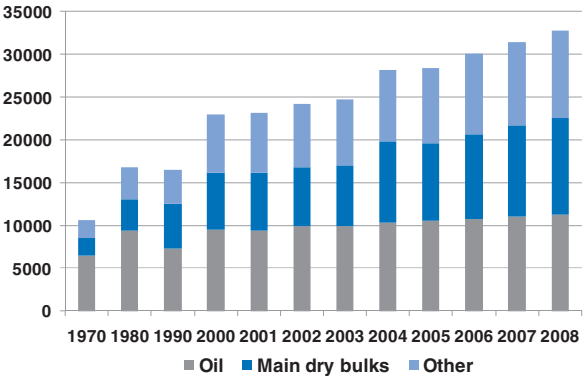
2.1. Goods transport

The economic crisis at the end of 2008 and the collapse of world trade in 2009 have had a major impact on the transport sector. Growth in global transport of goods was recorded for 2008 as a whole but with the economic downturn, at slower rate than previously, especially during the last quarter of 2008.

Maritime transport remains the backbone of international trade, with over 80% of world merchandise trade by volume being carried by sea. In 2008, the volume of international seaborne trade was estimated by UNCTAD at 32 746 tonne-miles, representing an increase of 4.8%. In terms of tonnes loaded, world seaborne trade also continued to grow and was estimated at 8.17 billion tonnes, though the growth rate, at 3.6%, slowed in comparison to 2007 (4.5%). Tonne-miles for major dry bulks (iron ore, coal, grain, alumina

and phosphate) increased 5% in 2008, compared with a 7% increase the year before. For other dry cargo, tonne-miles grew by 6%, reflecting growth in volumes rather than distance travelled. In 2008, world seaborne trade of oil grew less than 2% compared with 3.2% growth in 2007. Oil trade was affected by developments in energy prices. Over 60% of goods loaded in the world originate in developing regions while developed economies account for nearly 34% of goods loaded. The remaining 6% originate in transition economies (UNCTAD 2009).

Figure 1. World seaborne trade, selected years (billions of tonne-miles)



Source: UNCTAD (2009).

The impact of crisis in container traffic was obvious already in 2008. World container traffic¹ increased only by 4% in 2008 while the growth in TEUs had exceeded 30% the year before.

¹ Container traffic measured as all containers handled, including full, empty and transhipped containers.

Table 3. **World container traffic (TEU)**

Year	TEU (000)	Δ%
2007	481 980	30.4
2008	501 479	4.0
2009	370 656	-26.1

Source: Containerization International.

Asia's weight in world merchandise trade remains strong. This is illustrated in the following Figure 2, showing the size of world container movements by region of origin. The main container movements in 2008 originated from Asia to Europe and North America. As Table 4 also illustrates, world's leading container ports are located mainly in Asia. The ten biggest ports, in terms of TEUs, accounted for more than 30% of all container transport in the world.

Figure 2. **World container movements by region of origin**



Source: ITF Secretariat based on Containerization International.

Table 4. The 10 leading world ports in terms of container traffic (TEU)

World ranking	Port	Total TEU (000)			
		2009	Δ% 09/08	2008	Δ% 08/07
1 (1)	Singapore	25 866	-13.5	29 918	7.1
2 (2)	Shanghai	25 002	-10.6	27 980	7.0
3 (3)	Hong Kong	20 983	-14.3	24 494	2.1
4 (4)	Shenzhen	18 250	-14.8	21 414	1.5
5 (5)	Busan	11 955	-11.1	13 453	1.4
6 (8)	Guangzhou	11 190	1.7	11 001	19.6
7 (6)	Dubai	11 124	-5.9	11 827	11.0
8 (7)	Ningbo	10 503	-6.4	11 226	19.9
9 (10)	Qingdao	10 260	-0.6	10 320	9.1
10 (9)	Rotterdam	9 743	-9.8	10 800	0.1

Source: Containerization International.

Box 2. Impact of crisis on container transport in 2009

The impact of the economic crisis on container traffic in 2009 was drastic. World container traffic fell by over 26% in 2009. In world trade, Singapore retained its ranking as the world's top container port, with a throughput of almost 26 million TEU. Shanghai can lay claim to second place with a throughput of TEU 25 million in 2009. Both ports saw their performance decline in 2009. Volumes were down by 13.5% in Singapore and by nearly 11% in Shanghai. These declines were the result of falling exports from Asia: the volume of container flows between North East Asia and North America fell by over 14% in the third quarter of 2009. Overall, the 10 leading world ports in terms of container traffic remained the same as in 2008.

The very high losses reported by maritime companies in 2009 are a further indication of the widespread decline in the volume of merchandise traded within and between the major economic centres. Estimates by AXS Alphaliner put the cumulative operating losses of the world's largest specialist container shipping companies at

USD 11 billion over the first 9 months of 2009. This is comparable to air transport deficits and illustrates the extent of the crisis that hit the transport sector. The figures for 16 of the leading maritime companies to publish their results on 30 September 2009 show an operating loss of USD 9 billion compared with a profit of USD 5.3 billion from January to September 2008 -- with cumulative turnover to 30 September 2009 plummeting by 40% to USD 56 billion. The collapse in the volume of merchandise carried and the hefty reduction in prices on offer to clients cost these 16 firms USD 38 billion in lost revenue in 2009 (AXS Alphaliner).

Air freight volumes collapsed in 2008. While the year began with a rate of growth around 4% in international freight tonne-kilometres, the decline from the middle of year resulted in a total for 2008 4% lower than 2007. An unprecedented 22.6% fall on the same month of the previous year was recorded in December 2008. Until then the largest monthly fall recorded in the past 30 years (-14%) was in September 2001, when terrorist attacks grounded capacity. Latin America suffered the largest drop in annual freight volumes, with 13.5% decline in 2008. Airlines in the Asia/Pacific region also suffered, declining 6.6%. Only airlines in the Middle East continued to generate freight growth through 2008, providing an exception to the general industry experience (IATA 2008).

Table 5. Air freight growth by region 2008 and 2009 (freight tonne-kilometres)

Region	Δ% 09/08	Δ% 08/07
Africa	-11.2	-2.5
Asia/Pacific	-9.2	-6.6
Europe	-16.1	-2.8
Latin America	-4.0	-13.5
Middle East	3.9	6.3
North America	-10.6	-1.9
Total	-10.1	-4.0

Source: IATA (2008 and 2009).

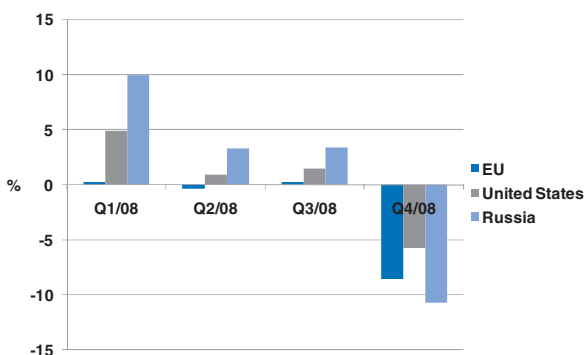
Box 3. Impact of crisis on air freight

Air freight experienced an extreme down and up during 2009. The low point in terms of freight tonne kilometres was in December 2008 as already noted. At the end of 2009, air freight volumes were 24% higher than they were the year before. Still, the drop at the end of 2008 was so drastic that markets had not yet fully recovered by the end of 2009. The total for 2009 was over 10% down on 2008 which was the largest post-war decline for the international airline industry.

There are marked differences between regions. At the end of 2009, freight volumes carried by European airlines were only 5% up from the December 2008 low and still 20% below the early 2008 levels. Recovery in Asia has been far faster with China's economy growing nearly 9% in 2009. Air freight carried by Asia/Pacific airlines accounted for over 60% of the increase during 2009. Still, the level of air freight volume was 8% lower than in early 2008. Again, airlines in the Middle East provided the only exception to the overall picture with nearly 4% growth in freight tonne-kilometres in 2009 (IATA 2009).

Rail freight transport was also hit by the global economic crisis in the last quarter of 2008. In the European Union, Russian Federation and the United States, rail freight volumes fell by 8.6%, 10.7% and 5.7% respectively, compared to the same period of the previous year. The United States and Russia account for around 90% of overall rail freight in ITF member countries excluding India (which joined the organisation in 2009). In India freight traffic increased by 8.4%, a growth rate very close to that of 2007 (+9.4%) according to UIC figures. China's rate of rail freight growth fell from 7% in 2007 to 3.5% in 2008 (UIC 2009).

Figure 3. Rail freight T-km in the EU25, Russian Federation and United States (growth compared to the same period of the previous year)

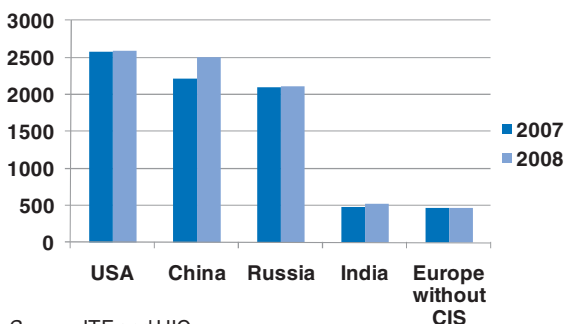


Source: ITF Quarterly Transport Statistics

The performance in the last quarter of 2008 affected the overall results for the year 2008. The decline in tonne-kilometres by rail was of the order of 2.4% in the European Union and there were very substantial drops in new member states (-29.5% in Estonia, -10.5% in Bulgaria, -4.1% in

Poland). Equally clear is the decline of over 11% recorded in France and of just less than 6% in Italy. Although Russia and Germany did see a slight increase in rail freight transport (+1.2% and +0.9%, respectively), in the United States the increase was a mere 0.3% (see Table A1 in section 5.2.).

**Figure 4. Rail freight traffic
(billion tonne-kilometres)**



Source: ITF and UIC.

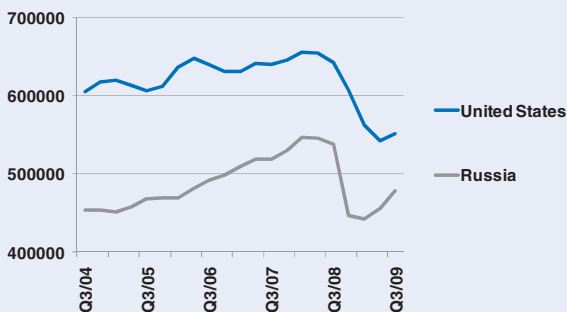
Box 4. Impact of crisis on rail freight in 2009

In the second quarter of 2009, ITF data from its quarterly transport statistics showed that, compared with the second quarter of 2008, performance in tonne-kilometres was down by 18% in the United States, 17% in Russia, 18% in Korea, 24% in Germany, 35% in Poland and 40% in Bulgaria. These figures give an idea of the full force of the economic crisis that struck in the early months of 2009.

Analysis of seasonally adjusted data suggests the decline was already slowing down during the second quarter of 2009 and the latest data from the third quarter 2009 confirms that the decline has come to an end in a number of countries around

the world. In the United States, rail freight volume grew by 3.5% during the third quarter, the first quarter of growth since the beginning of 2008. In the Russian Federation, rail freight volume rose by 7.0%, the second consecutive quarter with an increase since the start of the economic crisis. However, rail freight volumes remain depressed compared to their pre-crisis levels. In the Russian Federation and the United States, rail freight volumes were still 5% and 14% respectively below the levels of a year before.

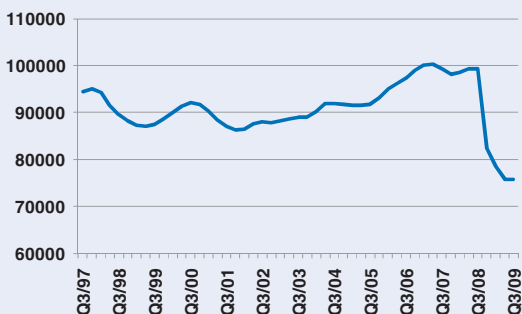
Figure 5. Rail freight traffic in Russian Federation and the USA (million tonne-km, seasonally adjusted)



Source: ITF Quarterly Briefing Q3/2009

Within the EU, there are marked differences between countries. The decline seems to have come to a halt in Germany and Poland (4.3% and 2.1% increase respectively), while data for Italy and France suggests further decline since the previous quarter. In the United Kingdom, tonne-kilometres by rail increased slightly by 0.2%. However, the overall rail freight volume in Q3/2009 in the EU is still 21% below the level of the same quarter in 2008, and only 4% above its lowest level, recorded in the second quarter of 2009.

Figure 6. **Rail freight traffic in the EU**
(million tonne-km, seasonally adjusted)



Source: ITF Quarterly Briefing Q3/2009

Road freight transport suffered in 2008 but data show marked differences between regions. The decline in activity, expressed in tonne-kilometres, was of the order of 1.2% in the EU in 2008 with declines of the order of 6% in freight moved in France and Spain and over 8% in Belgium and Portugal (see Table A2 in section 5.2). Nevertheless, Russia and Moldova, like Poland and Bulgaria, all recorded increases (+5.1%, +8.1%, +9.2%, +21%, respectively).

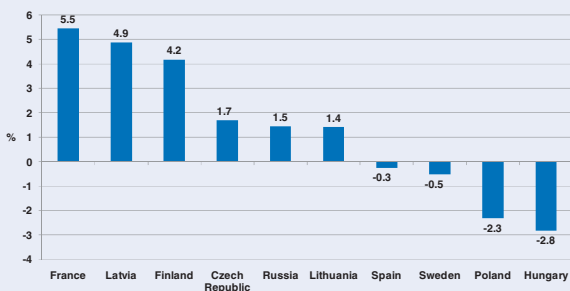
Box 5. **Impact of economic crisis on road freight**

The ITF figures for early 2009 reveal a decline in road haulage within the European area. The quarterly statistics for the second quarter of 2009 showed a year-on-year decline of over 12% in the tonne-kilometre figures for Spain and 16% for France, while for Russia the figure was down 23%, Hungary 7% and Finland 22%. There is accordingly evidence of a widespread and substantial decline in road haulage in early 2009,

which is likely to have undermined the financial situation of hauliers.

Latest seasonally adjusted data for the third quarter 2009 show varying trends for countries where data is available. While freight volumes were still at a depressed level compared with the same quarter the previous year, seasonally adjusted data for a number of countries show growth. Seasonally adjusted estimates for road tonne-kilometres increased by 5.5% in France, while estimates show an increase of 4.9% for Latvia and 4.2% for Finland, compared to the previous quarter. Also in the Czech Republic, Russia and Lithuania road freight volume grew compared with the previous quarter. Among the countries with road freight volumes that continued to decline were Spain, Sweden, Poland, and Hungary.

Figure 7. Road freight in selected countries Q3/2009 (tonne-km), percentage change on the previous quarter, seasonally adjusted



Source: ITF Quarterly Briefing Q3/2009.

In the inland waterway sector, although substantial declines were seen in 2008 in Croatia (-27.5%), Russia (-26%), Serbia (-13.6%) and Romania (-7.5%), a significant increase was noted in the Netherlands (close to +10%).

2.2. Passenger transport

Passenger transport was not affected by the global crisis as significantly as the freight sector in 2008. However, we still observe a decline in growth for the year as a whole.

Air passenger traffic carried by IATA members in 2008 grew 1.6% compared with 7.4% growth in 2007. Although air travel did not fall as dramatically as air freight at the end of 2008, international passenger volumes measured as revenue passenger kilometres fell 4.6% in December compared to the same month in the previous year. A similar decline had already taken place in November, affecting the overall numbers for the year. Revenue passenger kilometres for the year 2008 as a whole, recorded net falls for airlines in Africa and the Asia/Pacific region (-4.0% and -1.5% respectively) while other regions experienced weak growth in 2008.

Airlines around the world started cutting capacity as the crisis hit the industry but they were still not able to respond sufficiently to the crisis in 2008 and, as a result, load factors fell sharply in December (IATA 2008).

Table 6. **Air travel growth by region in 2008 and 2009 (Revenue pass-km)**

Region	Δ% 09/08	Δ% 08/07
Africa	-6.8	-4.0
Asia/Pacific	-5.6	-1.5
Europe	-5.0	1.8
Latin America	0.3	10.2
Middle East	11.2	7.0
North America	-5.6	2.9
Total	-3.5	1.6

Source: IATA (2008 and 2009).

Box 6. Impact of crisis on air travel

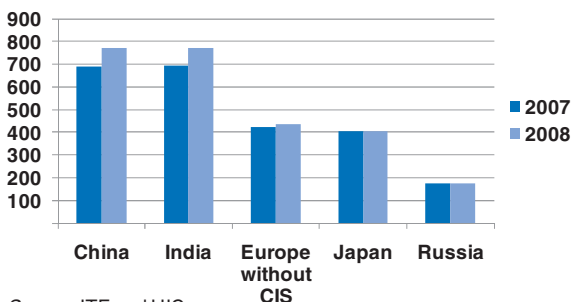
The world air passenger transport sector has been showing signs of improvement since mid 2009. However, despite the second half upturn international passenger transport by air fell 3.5% in 2009.

Throughout 2009, month-by-month trends were volatile but IATA data show an upturn from February 2009. Airlines in all three of the largest regions (Asia/Pacific, Europe and North America) experienced a 5-6 % decline in 2009 overall. Air passenger volumes grew 8.4% from the February low point to the end of 2009, with Asia/Pacific airlines contributing 35% of this growth. The Asia/Pacific region seems to have recovered better towards the end of the year with growth boosted by the economic recovery in the region, while European and North American airlines showed a much weaker recovery. Traffic in Europe and North America and between these two markets remained the core of the world air passenger transport business despite a decline of over 3% between November 2009 and November 2008 (IATA 2009).

With the global crisis affecting most transport sectors, 2008 seems to have been a good year for **rail passenger transport** overall. In the EU, passenger-kilometres increased by more than 3.5% and rose by 13% in Austria, 9.7% in Spain, 7.3% in Finland and close to 6% in France. While provisional data showed that passenger-kilometres levelled off in Japan (-0.6%), they nevertheless increased by 8.7% in Canada, 6.8% in the United States and 6% in Australia. In both the OECD and the ITF overall, despite the economic climate of recession, rail passenger transport turned in a positive performance in 2008 (see Table B1 in section 5.2). India recorded growth in passenger-

kilometres of 11% in 2008, down from 13% in 2007, and China saw growth in traffic of 7% in 2008 slightly down on 2007 according to the UIC (UIC 2009).

Figure 8. Rail passenger traffic (billion pass-km)



Source: ITF and UIC.

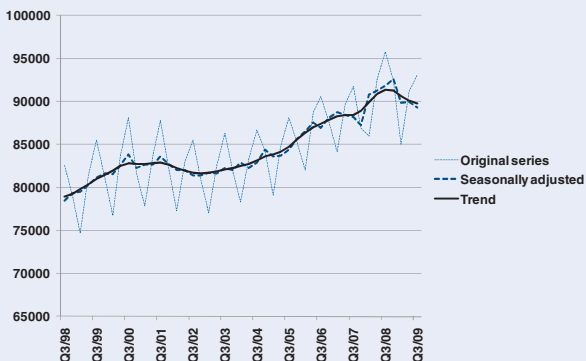
Box 7. Impact of crisis on rail passenger transport in 2009

The decline in rail passenger transport has not been as significant as for rail freight. In the EU area, rail passenger volume declined only by 1.4% in the second quarter 2009 compared with the year before. Seasonally adjusted estimates show that this fall had already come to an at least temporary end in the second quarter. There are nevertheless great variations between countries.

While the ITF Quarterly Briefing for the second quarter 2009 recorded signs of recovery for rail passenger transport, our new estimate for the third quarter suggests a fall in the EU as a whole (-0.7%) compared with the previous quarter. This masks positive developments in a number of countries. Passenger-kilometres increased around one percent in Germany, Sweden and

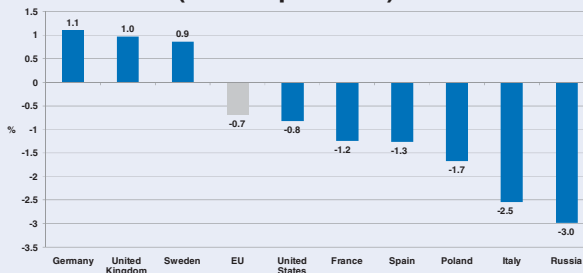
the United Kingdom, while the volume fell in Spain, Italy and France as well as in Russia and the United States.

Figure 9. Rail passenger transport in the EU (million pass-km)



Source: ITF Quarterly Briefing Q3/2009.

Figure 10. Rail passenger transport in the EU (million pass-km)



Source: ITF Quarterly Briefing Q3/2009.

Data on **passenger kilometres travelled in private cars** are less detailed but overall indicate a decline in travel in 2008. Within the EU, this decline was slightly over 1% (-1.2%, to be exact) with a fall of over 6% in Italy, 1.8 in Germany, 1.2% in Spain and 1% in France. Canada recorded a decline of 1.8% and Japan saw passenger-

kilometres fall by 0.7% (see Table B2 in section 5.2).

Passenger transport by bus and coach saw a mix of trends: an appreciable decline in some of the new member states of the EU (-15.1% in the Slovak Republic, -2.8% in Slovenia and -2.1% in Poland) but increases in France (+3.2%) and Spain (+2.9%) as well as Italy (+0.9%). The overall figures for the EU are positive, showing a small increase in bus and coach transport of around 0.5%. It would seem that one of the outcomes of the economic crisis felt from the start of the third quarter of 2008 was that public passenger transport was less affected than transport by private car (see Table B3 in section 5.2).

3. THE ROAD SAFETY RECORD IN ITF COUNTRIES IN 2008

For the first time ever the number of people killed in road accidents fell below 150 000 in the ITF member countries in 2008 (excluding India)². Road fatalities recorded the biggest decrease since 1990 with a drop of 8.9% in 2008 compared to 2007. During the same period, despite a drop of 5.7%, the number of injured in road accidents remains above 6 million. While 2008 figures represent a significant decline of the number of casualties from the previous year, they still show that road travel is taking a terrible toll. Within ITF countries, it compares to wiping out the entire

² ITF data does not yet cover India which joined the organisation in 2009.

population of the city of Luxembourg, and sending all the residents of Lisbon to hospital.

Box 8. First indications on road safety in 2009

First indications concerning road fatality figures for 2009, from the ITF and IRTAD databases, reveal a continuing significant reduction in the number of road deaths for most countries. For example, improvement in Poland of 16%, Sweden 10% and Russia 9%. Lithuania recorded almost a 25% reduction and Greece a drop of 7%. Australia is one of the very few countries showing an increase (+4%) in road fatalities in 2009 when compared to the previous year.

Despite the degree of precaution required when dealing with provisional figures, the trend for 2009 seems to present results as favourable as 2008, 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 economic crisis in all developed countries that started at the end of 2008 and continued until mid 2009 although the generally 1-3% declines in traffic in no way account for all of the 10% improvement in fatalities recorded on average for 2009 in the countries that have submitted data so far.

The overall picture for road safety for 2008 shows the largest improvement since 1990. In the European Union, the number of crashes fell by 5% in 2008. The total number of casualties (injured + killed) fell 5.5% and fatalities were 8% lower, the best results for all three indicators since 1974. These positive results can be credited to countries including Germany, Spain, the United Kingdom, Italy and France which recorded significant drops in their number of fatalities of 10, 19, 14, 8 and 7% respectively in 2008 compared to 2007. Romania

is one of the few countries that saw an increase in the number of road fatalities in 2008 with a 10% increase over 2007.

In the CIS, the three indicators also show large improvements in 2008, -8% for crashes, -9% for casualties and -11% for killed. These results mainly reflect the road safety trend in Russia which recorded drops of 7, 8 and 10% respectively during the same period. The weight of Russia affects strongly the overall trends for the region and hides divergences at the country level. In Moldova and Georgia, for example, the number of road fatalities increased by 8 and 18% respectively in 2008.

Many of the non-European ITF member countries also recorded significant improvements in road safety in 2008. The United States saw a strong improvement in all 3 indicators, -5% in injury accidents, -6% in casualties and -9% in fatalities, compared to 2007. Japan also recorded significant declines for those indicators with -8, -9 and -9% respectively. Although not as significant, New Zealand also reported an improvement of the 3 road safety indicators in 2008 compared to the previous year.

The figures given above describe trends in a few key indicators. However, the degree of risk on the roads in any given country cannot be assessed simply by looking at road fatality trends. The number of killed has to be related to both population and the number of motor vehicles in order to gain a clearer picture of the status of road safety. These indicators vary greatly from one country to another.

In Western European countries, deaths per million population ranged from 83 for Portugal to 36 for Malta with Greece and Belgium outliers with 138 and 100 road fatalities per million inhabitants respectively. In Central European countries deaths

per million population reach higher levels ranking from 150 for Croatia to 96 for Albania. Only FYROM with a ratio of 79 lies outside this range. In CIS countries deaths per million population remains relatively high, ranging from 211 for Russia to 121 for Azerbaijan. For non European countries the indicator varies across a wide range, from 123 for the United States to 47 for Japan.

Expressed in terms of the stock of motor vehicles, the number of fatalities per million motor vehicles must be used with caution as a result of uncertainties surrounding the estimation of the number of vehicles in service. Nevertheless, analysis reveals fairly divergent levels of road safety between Central and Western Europe. In Western Europe this indicator varied from 201 in Greece to 74 in Sweden in 2008, whereas in Central Europe, it ranged from 921 deaths per million motor vehicles in Albania to 169 in Slovenia. By way of comparison, in countries presenting sharply differing characteristics from Europe, the number of fatalities per million motor vehicles in 2008 was 293 in Korea but only 73 in Japan.

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 2008.

Table 7. Number of road accident deaths in 2008 by billion vehicle-kilometres

Country	AUS	CHE	CZE	DNK	DEU	FRA
Rate	6.5	5.6	19.5	8.2	6.5	7.7

Country	GRB	IRL	ISL	KOR	NZE	SWE
Rate	5	5.7	3.9	20.1	9.1	5.1

Source: IRTAD.

4. INVESTMENT AND MAINTENANCE IN INLAND TRANSPORT INFRASTRUCTURE 1995-2008

4.1. Introduction to data

The International Transport Forum statistics on investment and maintenance expenditure on transport infrastructure for 1995-2008 are based on a survey sent to 51 member countries. The survey covers total gross investment (defined as new construction, extensions, reconstruction, renewal and major repair) 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 before 17th March 2010, data for 39 countries is analysed here.

The ITF has collected and published data on this topic since the late 1970s. Member countries supply data in current prices. In order to draw up a summary of aggregate trends data has been calculated in Euro values at both constant (2005) and current prices. In order to ensure comparability, relevant price indices are required. The Secretariat has devoted a significant amount of effort collecting relevant price indices in order to make calculations at constant prices. Where available, a cost index for land and water construction is used. Where these indices are not available, a manufacturing cost index or a GDP deflator is used.

Despite the relatively long time series, these data are often dogged by problems of definition and coverage, which make international comparisons difficult. Also there exists 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 in inland transport infrastructure (road, rail, inland waterways). Detailed country data on other items (maritime ports and airports) together with more detailed data descriptions and a note on the methodology are available at <http://www.internationaltransportforum.org/statistics/investment/inindex.html>.

4.2. Trends in relation to GDP

The International Transport Forum data show that investment in inland transport infrastructures as a percentage of Gross Domestic Product (GDP) has declined steadily in Western Europe since the 1970s. Our first reports from the 1980s noted that the average share fell from 1.5% in 1975 to 1.2% in 1980 and further to 1.0% in 1982 after which it levelled off.

This investment level of 1% per GDP remained a norm for many years such that it became *de facto* political benchmark and recommendation for infrastructure investment, though with no theoretical or research basis behind it (ECMT Resolution no. 97/1). Obviously, the investment share of GDP dedicated to transport infrastructure depends on a number of factors, such as the quality and age of the existing infrastructure, geography of the country and transport-intensity of the country's productive sector, etc.

Our most recent data show that investment in inland transport infrastructure as a percentage of GDP in the Western European countries (WECs)³, has continued to decline, 1.0% in 1995 and less than 0.8% per cent in 2007 and 2008, the lowest recorded level since our records began (Figure 11). The GDP share of inland transport investment in the WECs is apparently approaching that of the United States, where the share has remained relatively constant over time, at around 0.6–0.7% of GDP.

Data for Japan indicates some interesting differences to the analysis above. Historically, transport infrastructure investment has been relatively high in relation to GDP but has been in decline since the 1990s. The major source of funding for road investment in Japan has been earmarked gasoline and registration tax revenues for highway development and maintenance. It seems that the direct funding mechanism via earmarked tax revenues was partly responsible for the relatively high level of transport investment. However, since the end of the 1990s expenditure has been affected by general budget cuts, explaining the strong decline in investment relative to GDP. A decision has recently been made to modify the gasoline tax such that revenues go to the general budget, likely further affecting the level of investment in roads.

In the Central and Eastern European countries (CEECs)⁴ the share of investment in inland transport infrastructure, which until 2002 had remained stagnant at around 1% of GDP, has grown sharply, jumping to 1.9% in 2008 -- the highest figure ever reported by these countries. In

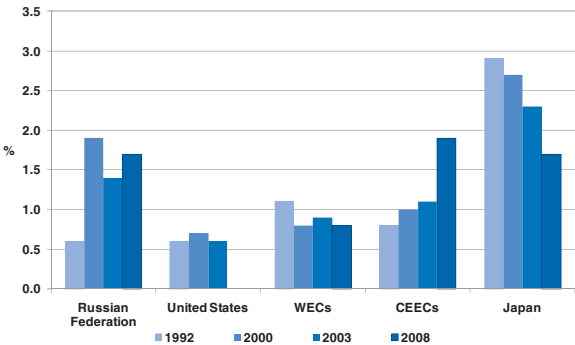
³ Belgium, Denmark, Finland, France, Germany, Iceland, Ireland, Luxembourg, Spain, Sweden, United Kingdom

⁴ Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Poland, Romania, Serbia, Slovakia and Slovenia.

the Russian Federation investment was 1.9% of GDP in 2000. Despite growth in investment volume, the share of inland transport infrastructure investment declined to 1.4% of GDP by 2003 because of the even stronger real growth in GDP. Data for 2008 shows renewed growth in investment, reaching 1.7% of GDP.

The rising levels of investment in the Central and Eastern European countries certainly reflect efforts to compensate for the earlier underinvestment in the road network capital stock, reinforced by the demands of growing economies. It is also clear that aid from the European Union as part of the accession process for most of these countries played a major part in this development.

Figure 11. Investment in inland transport infrastructure as a percentage of GDP at current prices



Source: ITF Investment in Transport Infrastructure. Note: CEECs and WECs in Euros, current prices and exchange rates. Japan 2008 refers to 2007.

4.3. Volume of investment

In the Western European countries, the volume of investment grew by only around a half per cent from 1995 to 2000. This period of slow growth appeared to come to a halt in 2001 when investment in inland transport infrastructure increased by 18% in real terms through 2003. However, new data show that the level of investment has since declined. Investment in inland transport infrastructure fell by over 4% from 2003 to 2007 in real terms. The latest data show 2.5% growth from 2007 to 2008 but the volume of investment is still nearly 2% lower than in 2003.

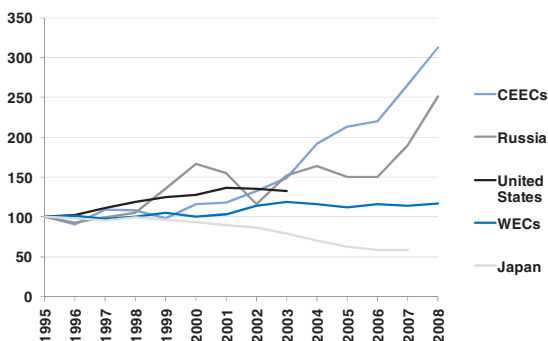
The volume of inland infrastructure investment in the United States grew by 36 per cent from 1995 to 2001. However, data show a falling trend since 2001. Lack of comparable data from 2003 onwards has limited further analysis, but available data on investment in highways and local roads suggest a continuation of this trend until 2007. The latest data for highways and local roads shows 5% growth in 2008 in real terms, driven by the federal economic stimulus spending.

The volume of infrastructure investment has accelerated strongly in Central and Eastern European countries since 2003. This growth, reported also in our previous survey, has shown no signs of slowing down. Investment in inland transport infrastructure increased over 17% in real terms from 2007 to 2008 and the level is currently over 100% higher than the point at which growth began, in 2003.

Our data on the Russian Federation also show that the growth in the volume of inland infrastructure investment continued strongly in 2008, rising to a new peak in real terms. The volume of investment grew 33% from 2007 to 2008.

Data for Japan likely reflects both the declining funds available, especially for road investment, and the maturity of the national transport system. Inland transport infrastructure investment in 2007 was nearly 42% lower than in 1995 in real terms.

Figure 12. Trends in annual investment in inland transport infrastructure (1995=100) at constant 2005 prices



Source: ITF Investment in Transport Infrastructure. Note: CEECs and WECs in Euros, constant prices, 2005 exchange rates.

4.4. Modal split of investment

Data presented in Figure 13 show long-run trends in the modal share of investment. In the Western European Countries, the share of investment in road infrastructure compared with that in rail infrastructure has continued to decline. While the share of road investment amounted to close to 80% in Western Europe in 1975, the latest figures show a strong decline.

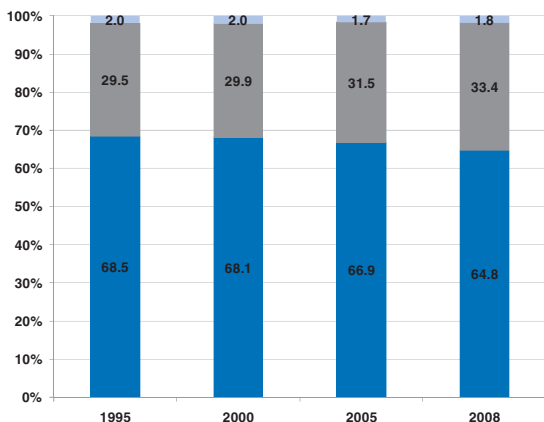
According to our latest data, the share of road investment amounted less than 65% of total investment in inland transport infrastructure in 2008. We had already witnessed a fall from nearly

69% in 1995, to slightly below 67% 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.

The trend observed in our data for the Western European Countries is certainly a reflection of the political commitment to the railways, and the recent data does not seem to indicate any change in this commitment, especially in the European Union.

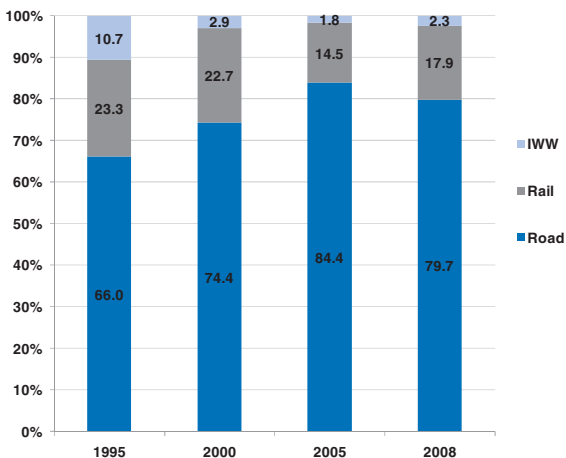
Whereas Western European countries have increasingly directed their investment toward rail, Central and Eastern European countries are investing heavily in roads. While this trend was noted in our previous surveys, the last two years (2007 and 2008) seem to indicate a turn in the trend, with an increase in the modal share of rail investment in 2008. This is the second consecutive year with a significant increase. Rail investment, as a share of total investment in inland transport infrastructure, reached 17% in 2007 and 18% in 2008. The share had constantly fallen from over 35% at the end of the 1990s to only 13% in 2006 (Figure 14). 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 and 2008 – especially in Hungary, Poland and Romania.

Figure 13. Distribution of infrastructure investment between modes
Selected years, Western European countries
Euros, current prices and exchange rates



Source: ITF Investment in Transport Infrastructure.

Figure 14. Distribution of infrastructure investment between modes
Selected years, CEEC countries
Euros, current prices and exchange rates



Source: ITF Investment in Transport Infrastructure.

4.5. Trends in inland transport infrastructure maintenance

We observe marked differences in the level of investment between Western European Countries (roughly described as mature economies) and Central and Eastern European Countries (growing economies). In this section we examine differences in expenditure on infrastructure maintenance. If we assume that the decline in the share of investment in GDP reflects the fact that the main transport infrastructure is in place, we might expect that the volume of maintenance spending is increasing faster than investment in more mature economies.

We examine these differences mainly between WECs and CEECs. Lack of data on maintenance has resulted in a slightly different composition of countries included in the following analysis to that shown above.⁵

Despite data limitations, and notably uncertainty over the allocation of spending between maintenance and new build in some cases, our hypothesis seems to hold true for the WECs where the volume of maintenance on inland transport infrastructure has increased more rapidly than the volume of investment; the former grew by 76%, while the latter by around 35% from 1995 to 2008 (Figure 15). This has also resulted in an increased share of maintenance in total inland infrastructure expenditure (Figure 16).

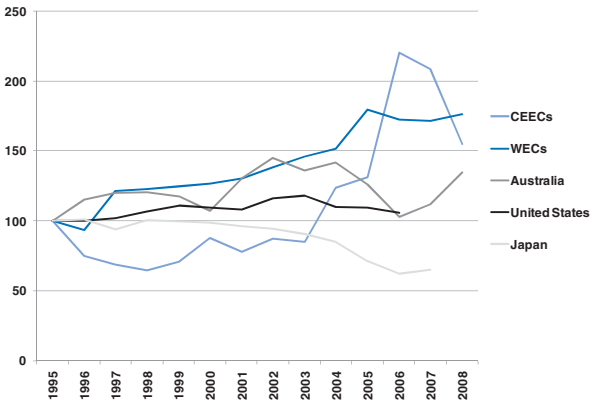
In CEECs, the volume of maintenance has not increased quite as rapidly as investment and hence the share of maintenance on total expenditure fell from over 45% in 1995 to less than

⁵ For the comparison of investment and maintenance, WECs include Denmark, Finland, France, Iceland, Luxembourg, Sweden, and the United Kingdom. CEECs include Croatia, Czech Republic, FYROM, Hungary, Latvia, Poland, Serbia, Slovakia, and Slovenia.

30% in 2008. The increase in maintenance in 2006 and 2007 were contributed by increased road maintenance in Hungary during these years. However, data for 2008 seems to indicate a return to the previous declining levels.

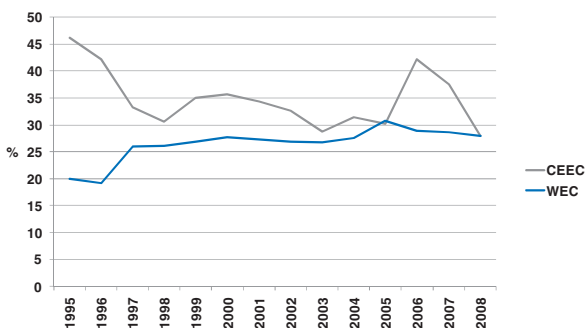
The volume of maintenance in the United States has grown slightly slower than the volume of investment. Both trends show decline in recent years. Similarly, in Japan overall budget cuts have affected both investment and maintenance levels, both declining strongly during the period 1999-2007.

Figure 15. Trends in maintenance in inland transport infrastructure (1995=100) at constant 2005 prices



Source: ITF Investment in Transport Infrastructure.

Figure 16. **Maintenance share of total inland transport infrastructure expenditure**
Euros, current prices and exchange rates



Source: ITF Investment in Transport Infrastructure.

4.6. Conclusions

In this short summary of aggregate trends in investment and maintenance in inland transport infrastructure we present some preliminary findings based on recent data collected by the International Transport Forum.

Transport infrastructure is not adequate everywhere and big funding requirements remain. The volume of investment has grown significantly in Central and Eastern European countries, while we observe a declining share of investment in GDP in the Western European countries and in the more mature economies in general.

Many countries have responded to the economic crisis with stimulus packages with significant transport components. In the United States alone, the Recovery Act provided USD 35 billion for highway infrastructure projects and public transportation. These will likely increase investment and maintenance shares of GDP

temporarily and our future surveys will shed more light on this.

In the longer term, the economic crisis will likely result in scarcer funding. Hence, the declining long term trends we observe are likely to continue if no major change is introduced to the existing funding mechanisms. The case of Japan, for example, shows that earmarked revenues can have a major impact on the level of investment.

We also noted that, at least for Western European countries, 1% of GDP became an established norm and *de facto* policy recommendation for transport infrastructure investment. Whether this is a sufficient level of investment is still unclear. To answer this question, one would need data on capital stock, the quality of the existing stock and some idea of the related depreciation rates.

In the absence of that information, data on traffic volume and network length by service level can serve as a proxy to analyse case studies. On this basis it seems likely that expenditure across member countries, especially on road infrastructure (both new investment and maintenance) has not kept up with the growth in demand in recent years. In addition, where investments have been made they have tended to favour new construction over maintenance of existing infrastructure, resulting in chronic maintenance backlogs in many countries. Overall, road traffic has grown much faster than road capacity in many countries, resulting in congestion and increased costs in terms of travel time and delays. Capacity enhancements are also generally costly, time consuming and often politically difficult. Increasingly, countries are looking for alternative strategies, among them congestion pricing and innovative incident management.

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/09GloStat.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).

Maintenance expenditures refer to expenditures on routine maintenance undertaken to maintain the infrastructure in good condition. Data refers to spending financed by Public Administrations (State, regional and local authorities) and does not include expenditures financed by the private sector.

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

Albania: Road infrastructure expenses do not include urban roads.

Australia: Since 1998 road injury accidents are not available. Since 2007 road casualties are not available. Investment expenditures for the construction of transport buildings are not available by mode of transport. Expenditures in airports (tarmac) are included in road investment data. Maintenance expenditure for railways, ports and airports are not currently available.

Austria: Since 2006 rail data include also foreign railway undertakings using the Austrian rail network. Since 1993 road P-km are no longer available. 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. Road infrastructure expenses do not include urban roads.

Bosnia: No data available on transport infrastructure expenses.

Bulgaria: Since 1995 data on passengers transported by private cars are not available. Since 2004 there is a new reporting system for inland waterways activities which creates a break in series. Road infrastructure expenses do not include urban roads.

Canada: Rail, road, inland waterways and pipelines freight data are not available prior to 1995, and refer to national activities only.

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. Private cars data is not available. Road infrastructure expenses do not include private spending and urban roads.

Czech Republic: Prior to 1993 data are included in Tchechoslovaquia (CSK). Road infrastructure expenses do 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 infrastructure expenses include urban roads, and rail investment includes the metro of Copenhagen.

Estonia: Inland waterways data is not available since 2000. Private cars data is not available.

Finland: Road infrastructure expenses do not include urban roads. Rail infrastructure expenses refer to states expenses only and includes urban and suburban rail. Airports infrastructure expenses refer to state only. Sea ports investment includes 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. Road maintenance refers to national roads only until 2004. Rail investment includes urban transport in the Ile-de-France region.

FYROM: Private cars data is not available. Road investment excludes urban roads.

Germany: Break in series in 1991 due to the reunification of Germany. Since 2005 rail investment includes Deutsche Bahn AG only. Road investment includes urban road. No data available on infrastructure maintenance.

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

Hungary: Starting in 2001, Inland waterways transport includes foreign vessels. Oil pipelines include gas pipelines. Investment data refer to State investments only. Road investment includes urban roads since 1993.

Iceland: Road freight transport is not available.

Ireland: No data are available for road passenger transport. Road infrastructure expenses do not include urban roads.

Japan: Data refers to fiscal year (April 1st to March 31st). Bus and coaches data include taxis. Road infrastructure expenses include urban road and exclude private funding.

Latvia: Since 2006 oil pipeline transport does not include crude oil anymore only oil product. Private cars data is not available. Road infrastructure expenses do include urban roads since 2003.

- Lithuania:* Road investment includes urban roads since 1998.
- Luxembourg:* No data are available for road passenger transport.
- Malta:* Passenger road transport data are not available.
- 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. Private cars data is not available. Maintenance expenditures are available only for road and include private spending.
- Moldova:* Since 1992 data do not include enterprises from the left side of the river Nistru and Bender city.
- New Zealand:* Passenger road transport data are not available. Infrastructure expenditures are available only for road, they do not include local authorities but include urban roads.
- Netherlands:* Buses and coaches data are not available since 2000.
- Norway:* Road infrastructure expenses include urban roads. Road maintenance data include local authorities since 2002.
- Poland:* Since 2004 road goods transport includes national and international transport. Road infrastructure expenses include 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. Since 2008 passenger transport by bus and coaches counting methods has been changed. Private cars data is not available. Road infrastructure expenses do not include urban roads.

Russia: Private cars data are not available. Road fatalities include death within 7 days after the accident. Transport infrastructure maintenance costs are not available.

Serbia: Since 1997, road goods transport does not include own account and road passenger transport does not include private cars. Road infrastructure expenses include urban roads.

Slovakia: Prior to 1993 data are included in Tchechoslovaquia (CSK). Road infrastructure expenses partly include urban roads.

Slovenia: Road goods transport includes national transport only. Road infrastructure expenses include urban roads.

Spain: Transport infrastructure maintenance data are not available.

Sweden: Road infrastructure expenses include urban roads. Rail infrastructure expenses include trams and metro.

Turkey: No breakdown available for road passenger transport data. Road infrastructure expenses do not include urban roads.

United Kingdom: Investment data refer to fiscal years (April to March) 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. Only maintenance data for road is available.

United States: Rail passenger transport includes only Amtrak (intercity passenger rail). Road infrastructure expenses include urban roads. Waterways infrastructure expenses include both inland and maritime water facilities.

List of country codes

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

5.2. Transport tables and graphs

Tables A: Freight transport

Tables B: Passenger transport

Tables C: Road injury accidents

**Tables D: Investment in transport
infrastructure**

**Tables E: Maintenance expenditures in
transport infrastructure**

Goods transport graphs

Passenger transport graphs

Road injury accidents graphs

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

EU26: does not include Cyprus which is not an
ITF member country.

FREIGHT TRANSPORT
Thousand million tonne-kilometers

Table A1 : Rail

	1970	1990	2000	2007	2008	08/07 % change
ALB	0.2	0.6	0.0	0.1	0.1	-1.9
ARM	n.a.	n.a.	0.4	0.8	n.a.	
AUS	36.0	87.9	133.6	198.7	201.6	e 1.5
AUT	9.9	12.7	16.6	21.4	21.9	2.5
AZE	24.6	37.1	5.7	10.4	10.0	-3.4
BEL	7.8	8.4	7.7	8.1	8.5	3.9
BGR	13.9	14.1	5.5	5.2	4.7	-10.5
BIH	3.4	4.0	0.1	0.4	0.3	e -7.7
BLR	50.1	75.4	31.4	47.9	49.0	2.2
CAN	n.a.	n.a.	267.2	311.1	290.7	e -6.6
CHE	6.6	8.3	10.8	13.4	12.5	-6.4
CSK	55.9	59.5	-	-	-	
CZE	-	-	17.5	16.3	15.4	-5.3
DEU	70.5	103.1	c 77.5	114.6	115.7	0.9
DNK	1.9	1.8	2.0	1.8	1.9	4.9
ESP	10.3	11.6	12.2	11.1	10.3	-7.5
EST	5.0	7.0	8.2	8.4	5.9	-29.5
FIN	6.3	8.4	10.1	10.4	10.8	3.3
FRA	67.6	49.7	55.4	40.5	35.7	-11.9
GBR	24.6	16.0	18.1	21.3	21.1	-0.9
GEO	9.8	10.8	3.9	6.9	6.5	-5.9
GRC	0.7	0.6	0.4	0.8	0.8	-5.9
HRV	5.7	6.5	1.8	3.6	3.3	-7.3
HUN	19.8	16.8	8.1	10.1	9.9	-2.6
IRL	0.5	0.6	0.5	0.1	0.1	-20.2
ISL	-	-	-	-	-	
ITA	18.1	21.2	25.8	25.3	23.8	-5.8
JPN	63.0	27.2	22.1	23.3	22.3	-4.6
KOR	0.0	13.7	10.8	10.9	11.6	5.8
LIE	-	-	-	-	-	
LTU	13.6	19.3	8.9	14.4	14.7	2.6
LUX	0.8	0.7	0.6	0.3	0.3	-2.4
LVA	15.5	18.5	13.3	18.3	19.6	6.9
MDA	10.4	14.8	1.5	3.1	2.9	-7.1
MEX	22.6	36.4	48.3	77.2	74.6	-3.4
MKD	0.6	0.8	0.5	0.8	0.7	-4.5
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	0.2	0.2	e 1.6
NLD	3.7	3.1	4.5	7.2	7.0	e -2.4
NOR	1.4	1.6	1.8	2.5	2.7	8.6
NZL	n.a.	n.a.	4.1	n.a.	n.a.	
POL	99.3	83.5	54.0	54.3	52.0	-4.1
PRT	0.8	1.6	2.2	2.6	2.5	-1.4
ROM	48.0	57.3	18.0	15.8	15.2	-3.3
RUS	1 672.0	2 522.9	1 373.2	2 090.3	2 116.2	1.2
SRB	6.1	7.2	1.9	4.6	4.3	-4.6
SVK	-	-	11.2	9.6	9.3	-3.6
SVN	3.3	4.2	2.9	3.6	3.5	-2.3
SWE	10.0	10.4	12.4	15.7	16.0	1.9
TUR	6.1	8.0	9.9	9.9	10.7	8.2
UKR	n.a.	474.0	172.8	262.5	257.0	-2.1
USA	n.a.	1 509.6	2 140.3	2 584.9	2 593.1	e 0.3
EU (26)	507.6	529.9	393.7	437.3	426.7	-2.4
OECD		2 102.3 ^a	2 985.7	3 603.5 ^a	3 582.6 ^a	-0.6
Total ITF		5 376.7 ^a	4 635.8	6 100.7 ^a	6 097.0 ^a	-0.1

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

FREIGHT TRANSPORT
Thousand million tonne-kilometers

Table A2 : Roads

	1970	1990	2000	2007	2008	08/07 % change
ALB	0.8	1.2	2.2	3.6	4.1	14.3
ARM	n.a.	n.a.	n.a.	0.7 e	1.0 e	45.7
AUS	24.4	81.6	132.3	177.5 e	n.a.	
AUT	2.9	9.0	17.2	18.6	18.2	-2.6
AZE	3.7	3.3	3.8	9.5	10.3	8.7
BEL	13.1	32.0	51.0	42.1	38.4	-8.9
BGR	7.0	13.8	3.1 c	5.9	7.1	20.9
BIH	0.8	3.1	0.3 e	0.5 e	n.a.	
BLR	8.1	22.4	9.7	19.2	22.8	18.6
CAN	n.a.	n.a.	84.7	133.0	n.a.	
CHE	4.8	11.5	21.9	26.7 e	26.8 e	0.5
CSK	10.1	23.3	-	-	-	
CZE	-	-	39.0	48.1	50.9	5.7
DEU	78.0	169.9	280.7	343.4	341.6	-0.6
DNK	7.8	9.4	11.0	11.8	10.7	-9.2
ESP	51.7	90.5	148.7	253.8	238.7	-6.0
EST	2.3	4.5	3.9	10.7	8.3	-22.3
FIN	12.4	25.4	27.7	26.0	27.6	6.4
FRA	66.3	114.8	184.2	207.0	195.5	-5.6
GBR	85.0	132.9	153.7	175.9	174.1 e	-1.0
GEO	n.a.	2.6	0.5	0.6	0.6	1.0
GRC	7.0	12.5	14.3 e	17.4 e	17.0 e	-2.3
HRV	1.3	2.9	2.8	10.5	11.0	5.1
HUN	5.8	15.2	12.1	13.2	13.0	-1.2
IRL	n.a.	5.1	12.3	19.1	19.0 e	-1.0
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	n.a.	177.9	158.6	192.2 e	189.8 e	-1.3
JPN	135.9	274.2	313.1	354.8	352.0	-0.8
KOR	n.a.	n.a.	n.a.	105.2	n.a.	
LIE	n.a.	n.a.	n.a.	0.3	0.3	-2.9
LTU	3.4 e	7.3	7.8	20.3	20.4	0.7
LUX	0.1	0.4 e	0.4	0.6	0.6	6.3
LVA	2.8 e	5.9	4.8	13.1	12.3	-6.1
MDA	3.2	6.3	1.0	2.7	3.0	8.1
MEX	42.9	108.9	194.1	222.4	227.3	2.2
MKD	0.8	2.2	0.8	5.9	4.0	-33.0
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	32.9	32.6 e	-1.0
NOR	3.2	8.2	13.0	16.3	16.7	2.5
NZL	n.a.	n.a.	14.3	19.2	19.5	1.6
POL	15.8	40.3	75.0	159.5	174.2	9.2
PRT	n.a.	10.9	15.0	18.4	16.8	-8.7
ROM	5.2 ¹	5.2 ¹	9.9	23.9	23.2	-3.1
RUS	116.4	299.4	152.7	205.8	216.3	5.1
SRB	3.5	8.6	0.6 ¹	1.2 ¹	1.1 ¹	-4.2
SVK	-	-	14.3	27.1	29.1	7.6
SVN	2.1	4.9	1.9	2.6	2.6	2.4
SWE	5.1	25.6	31.4	36.4	37.9	4.3
TUR	17.4	65.7	161.6	181.3	181.9	0.3
UKR	n.a.	14.8	2.5	14.3	18.2 e	27.2
USA	n.a.	1 239.2	1 741.5	1 922.9	n.a.	
EU (26)	396.2 ^a	959.7 ^a	1 309.7 ^a	1 719.9 ^a	1 699.5 ^a	-1.2
OECD		2 707.6 ^a	3 954.8 ^a	4 802.7 ^a		
Total ITF		3 115.7 ^a	4 163.0 ^a	5 154.1 ^a		

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

1: Transport for own account not included

FREIGHT TRANSPORT
 Thousand million tonne-kilometers
Table A3 : Inland waterways

	1970	1990	2000	2007	2008	08/07 % change
ALB	-	-	-	-	-	
ARM	-	-	-	-	-	
AUS	-	-	-	-	-	
AUT	1.3	1.7	2.4	2.6	2.4	-9.2
AZE	n.a.	n.a.	n.a.	6.0	6.1	1.1
BEL	6.7	5.4	7.3	9.0	8.7	-2.9
BGR	1.8	1.6	0.4	1.7	1.9	13.2
BIH	-	-	-	-	-	
BLR	1.2	1.8	0.0	0.1	0.1	41.9
CAN	n.a.	n.a.	25.4	29.4	n.a.	
CHE	0.1	0.2	0.1 e	0.1 e	n.a.	
CSK	2.4	4.4	-	-	-	
CZE	-	-	0.8	0.9	0.9	-3.9
DEU	48.8	54.8	66.5	64.7	64.1	-1.0
DNK	-	-	-	-	-	
ESP	-	-	-	-	-	
EST	0.0	0.0	0.0	0.0	0.0	
FIN	n.a.	0.1	0.1	0.1	0.1	0.0
FRA	12.7	7.6	9.1	8.8	8.6	-3.1
GBR	0.3 e	0.2	0.2	0.1	0.2	14.3
GEO	-	-	-	-	-	
GRC	-	-	-	-	-	
HRV	0.3	0.5	0.1	0.1	0.1	-27.5
HUN	1.8	2.0	0.9	2.2	2.3	1.7
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	0.4	0.1	0.2	0.1	n.a.	
JPN	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	0.1	0.2	0.0	0.0	0.0	18.2
LUX	0.3	0.3	0.4	0.3	0.4	6.1
LVA	0.1	0.3	n.a.	n.a.	n.a.	
MDA	0.1	0.3	n.a.	0.0	0.0	0.0
MEX	-	-	-	-	-	
MKD	-	-	-	-	-	
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	30.7	35.7	41.3	41.9	46.0	9.9
NOR	-	-	-	-	-	
NZL	-	-	-	-	-	
POL	2.3	1.0	1.2	1.3	1.3	-4.8
PRT	-	-	-	-	-	
ROM	1.3	2.1	2.6	5.3	4.9	-7.5
RUS	163.9	213.9	71.0	86.0	63.7	-25.9
SRB	3.5	3.2	1.0	1.6	1.4	-13.6
SVK	-	-	1.4	1.0	1.1	9.7
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	-	-	-	-	-	
UKR	n.a.	11.9	5.9	5.7	n.a.	
USA	227.5	426.9	441.7	396.6	n.a.	
EU (26)	111.1	117.5	134.7	140.2	142.7	1.8
OECD	335.4 a	540.4 a	598.9	559.2		
Total ITF	507.7 a	776.3 a	679.9	665.8		

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

FREIGHT TRANSPORT
Thousand million tonne-kilometers

Table A4 : Pipeline

	1970	1990	2000	2007	2008	08/07 % change
ALB	n.a.	n.a.	0.0	0.0	0.0	-33.3
ARM	n.a.	n.a.	1.3	2.0	n.a.	
AUS	-	-	-	-	-	
AUT	3.6	6.4	7.6	7.2	7.5	4.1
AZE	1.0	3.4	1.4	52.3	62.4	19.4
BEL	0.3	1.0	1.6	1.5 e	1.4 e	-3.0
BGR	n.a.	0.6	0.4	0.4	0.4	0.0
BIH	-	-	-	-	-	
BLR	-	-	-	-	-	
CAN	n.a.	n.a.	90.5	124.5	124.0	-0.4
CHE	1.2	1.2	0.2	0.2 e	0.2 e	-3.0
CSK	6.4	7.5	-	-	-	
CZE	-	-	1.6	2.1	2.3	11.4
DEU	15.1	11.7	15.0	15.8	15.9	0.7
DNK	n.a.	2.0	4.7	4.6	4.2	-9.0
ESP	1.0	4.2	7.5	8.9	9.1	2.3
EST	-	-	-	-	-	
FIN	-	-	-	-	-	
FRA	28.2	19.6	21.7	21.1	20.9	-1.1
GBR	2.7	10.2	11.4	10.2	9.9 e	-3.0
GEO	n.a.	n.a.	1.8	2.6 e	n.a.	
GRC	-	-	-	-	-	
HRV	n.a.	3.6	0.7	1.8	1.7	-5.8
HUN	1.0	5.3	4.0	5.7	5.6	-1.5
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	9.1	11.5	10.3	11.4	11.6	2.1
JPN	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	n.a.	n.a.	3.5	1.0	0.5	-48.9
LUX	-	-	-	-	-	
LVA	n.a.	n.a.	6.5	2.7	2.1	-22.6
MDA	-	-	-	-	-	
MEX	n.a.	n.a.	n.a.	n.a.	n.a.	
MKD	n.a.	n.a.	n.a.	0.2	0.2	0.0
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	4.1	4.9	5.9	5.6	5.4 e	-3.0
NOR	n.a.	2.1	3.5	4.2	3.8	-8.7
NZL	-	-	-	-	-	
POL	7.0	13.9	20.4	23.5	21.2	-9.6
PRT	-	-	-	-	-	
ROM	1.8	5.1	1.4	1.8	1.7	-7.0
RUS	242.6	1 239.8	745.0	1 140.9	1 112.9	-2.5
SRB	n.a.	0.1	0.1	0.5	0.5	2.2
SVK	-	-	-	-	-	
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	1.4	62.4	53.1	12.9	36.4	182.1
UKR	n.a.	50.6	36.6	36.2	35.4 e	-2.4
USA	n.a.	852.8	842.4	814.2	n.a.	
EU (26)	80.3 a	103.9	123.3	123.8	120.1	-3.0
OECD		1 016.6 a	1 101.4	1 073.8		
Total ITF		2 319.7 a	1 900.0	2 316.2		

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	2007	2008	08/07 % change
ALB	0.9 ⁴	1.8 ⁴	2.2	3.6	4.2	14.0
ARM	n.a.	n.a.	1.7 ²	3.4 ^e	3.8 ^e	9.4
AUS	60.4	169.5	265.8	376.1 ²	379.1 ^e	0.8
AUT	17.6	29.7	43.8	49.8	50.0	0.2
AZE	29.3 ³	43.7 ³	10.8 ³	78.2 ^e	88.9 ^e	13.6
BEL	27.9	46.9	67.6	60.7 ^e	57.0 ^e	-6.1
BGR	22.7 ⁴	30.1	9.4 ^c	13.3	14.2	6.9
BIH	4.2	7.1	0.5	0.9 ^e	0.9 ^e	-3.2
BLR	59.4	99.6	41.2 ^e	67.2 ^e	71.9 ^e	6.9
CAN	n.a.	n.a.	467.8	598.0	577.1	-3.5
CHE	12.8	21.2	33.1 ^e	40.4 ^e	39.7 ^e	-1.8
CSK	74.8	94.7	-	-	-	
CZE	-	-	58.9	67.4	69.5	3.1
DEU	212.4	339.5 ^c	439.7	538.6	537.2	-0.3
DNK	9.7 ⁴	13.2	17.7	18.2	16.8	-7.8
ESP	63.1	106.4	168.4	273.8	258.1	-5.7
EST	7.4	11.5	12.1	19.1	14.2	-25.5
FIN	18.7 ³	33.8	37.9	36.5	38.5	5.5
FRA	174.8	191.7	270.4	277.5	260.7	-6.1
GBR	112.5 ^e	159.3	183.4	207.5	205.3 ^e	-1.1
GEO	9.8 ⁴	13.4 ⁴	6.2	10.1 ^e	9.7 ^e	-4.0
GRC	7.6	13.1	14.7 ^e	18.2 ^e	17.7 ^e	-2.5
HRV	7.3 ⁴	13.5	5.3	16.0	16.1	0.9
HUN	28.4	39.3	25.2 ^c	31.2	30.8	-1.5
IRL	0.5 ²	5.7	12.8	19.3	19.1 ^e	-1.1
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	27.5 ²	210.7	194.9	229.0 ^e	225.3 ^e	-1.6
JPN	198.9	301.4	335.3	378.1	374.2	-1.0
KOR	n.a.	13.7 ²	10.8 ²	116.1	116.8 ²	0.6
LIE	n.a.	n.a.	n.a.	0.3	0.3	-2.9
LTU	17.1 ⁴	26.8 ⁴	20.1	35.7	35.7	0.0
LUX	1.2	1.4 ^e	1.5	1.2	1.3	4.2
LVA	18.3 ⁴	24.7 ⁴	24.6 ³	34.2 ³	34.0 ³	-0.4
MDA	13.7	21.4	2.5 ³	5.8	5.8	0.1
MEX	65.5	145.3	242.4	299.6	301.9	0.8
MKD	1.4 ⁴	3.0 ⁴	1.3 ⁴	6.9	4.9	-29.0
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	0.2 ^e	0.2 ^e	1.6
NLD	50.9	66.5	83.2 ^e	87.5 ^e	91.0 ^e	4.0
NOR	4.6 ⁴	11.9	18.3	23.0	23.2 ^e	1.1
NZL	n.a.	n.a.	18.4	23.1 ¹	23.4 ¹	1.3
POL	124.3	138.7	150.6	238.6	248.8	4.3
PRT	0.8 ²	12.5	17.1	21.0	19.3	-7.8
ROM	56.4	69.6	31.9	46.9	45.1	-3.8
RUS	2 194.9	4 276.0	2 341.9	3 523.1	3 509.1	-0.4
SRB	13.1 ⁴	19.1	3.6	7.7	7.3	-6.0
SVK	-	-	27.0	37.7	39.5	4.8
SVN	5.4	9.1	4.8	6.2	6.2	-0.3
SWE	15.1	36.1	43.8	52.1	53.9	3.6
TUR	25.0	136.2	224.6	204.2	229.1	12.2
UKR	n.a.	551.3	217.8	318.7	316.2 ³	-0.8
USA	n.a.	4 028.4	5 165.9	5 718.6	n.a.	
EU (26)	1 095.2 ^a	1 711.0 ^a	1 961.4 ^a	2 421.2 ^a	2 389.1 ^a	-1.3
OECD		6 366.9 ^a	8 640.8 ^a	10 043.1 ^a		
Total ITF		11 588.5 ^a	11 378.8 ^a	14 240.6 ^a		

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

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

PASSENGER TRANSPORT

Thousand million passenger-kilometers

Table B1 : Rail

	1970	1990	2000	2007	2008	08/07 % change
ALB	0.3	0.8	0.1	0.1	0.0 e	-19.6
ARM	n.a.	n.a.	0.0	0.0	n.a.	
AUS	13.4	10.4	11.3	12.9	13.6 e	6.0
AUT	6.3	8.5	8.2	9.6	10.8	13.1
AZE	1.7	1.8	0.5	1.1	1.0	-5.3
BEL	8.3	6.5	7.8	9.9	10.4	4.8
BGR	6.2	7.8	3.5	2.4	2.3	-3.7
BIH	1.7	1.4	0.0	0.0	0.0	8.3
BLR	7.3	16.9	17.7	9.4	8.2	-12.6
CAN	n.a.	n.a.	1.5 e	1.4 e	1.5 e	8.7
CHE	8.2	11.1	12.8	17.4	18.7 e	7.0
CSK	20.5	19.3	-	-	-	
CZE	-	-	7.3	6.9	6.8	-1.4
DEU	38.5	43.6	75.4	79.1	81.8	3.4
DNK	3.4	4.9	5.3	6.0	6.1	1.7
ESP	15.0	16.7	20.1	21.9	24.0	9.7
EST	1.3	1.5	0.3	0.3	0.3	0.0
FIN	2.2	3.3	3.4	3.8	4.1	7.3
FRA	41.0	63.7	69.9	80.3	85.0	5.9
GBR	30.4	33.2	38.2	48.4	50.7	4.8
GEO	2.1	2.0	0.5	0.8	0.7	-12.8
GRC	1.5	2.0	1.6	1.9	1.7	-14.1
HRV	3.7	3.4	1.3	1.6	1.8	12.4
HUN	15.2	11.4	9.7	8.8	8.3	-5.2
IRL	0.8	1.2	1.4	2.0	2.0	-1.5
ISL	-	-	-	-	-	
ITA	32.5	44.7	47.1	49.8	49.5 e	-0.5
JPN	288.8	387.5	384.3	405.5	402.9 e	-0.6
KOR	n.a.	n.a.	47.6	55.8	55.0	-1.4
LIE	-	-	-	-	-	
LTU	2.1	3.6	0.6	0.4	0.4	-2.7
LUX	0.2	0.2	0.3	0.3	0.3	9.2
LVA	3.8	5.4	0.7	1.0	1.0	-3.3
MDA	0.8	1.6	0.3	0.5	0.5	3.8
MEX	4.5	5.3	0.1	0.1	0.2	111.9
MKD	0.3	0.4	0.2	0.1	0.1	35.8
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	8.0	11.1	15.4	16.3	17.0 e	3.9
NOR	1.9	2.4	3.4	3.4	3.6	5.4
NZL	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	36.9	50.4	19.7	19.5	19.8	1.2
PRT	3.5	5.7	3.8	4.0	4.2	5.7
ROM	17.8	30.6	11.6	7.5	7.0	-6.9
RUS	191.1	274.4	167.1	174.1	175.9	1.0
SRB	3.7	4.5	1.2	0.7	0.6	-15.1
SVK	-	-	2.9	2.2	2.3	6.1
SVN	1.5	1.4	0.7	0.8	0.8	2.7
SWE	4.6	6.6	8.2	10.3	11.0	7.7
TUR	5.6	6.4	5.8	5.6	5.1	-8.2
UKR	n.a.	76.0	51.8	53.1	53.1 e	-0.1
USA	9.9	9.7	8.8	9.3	9.9	6.8
EU (26)	301.3	383.3	363.2	393.3	407.5	3.6
OECD	600.9 a	765.9 a	821.5	892.3	906.3	1.6
Total ITF		1 199.3 a	1 079.5	1 146.1	1 160.0	1.2

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

PASSENGER TRANSPORT
 Thousand million passenger-kilometers

Table B2 : Private cars

	1970	1990	2000	2007	2008	08/07 % change
ALB	n.a.	n.a.	5.1	6.4	5.6	-11.4
ARM	n.a.	n.a.	1.3	2.4	n.a.	
AUS	100.2	200.7	240.5	263.2	n.a.	
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	112.1	110.9	-1.1
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.	
CAN	n.a.	n.a.	472.0	488.0	479.0	-1.8
CHE	41.8	73.3	80.6	90.7 ^e	91.8 ^e	1.2
CSK	n.a.	n.a.	-	-	-	
CZE	-	-	63.9	71.5	72.4	1.2
DEU	350.6	593.2	831.3	868.0	852.3	-1.8
DNK	n.a.	53.0	57.8	63.9	63.9 ^e	0.1
ESP	64.3	174.4	280.0	343.3	339.1	-1.2
EST	n.a.	n.a.	n.a.	n.a.	n.a.	
FIN	23.7	51.2	55.7	63.8	63.4	-0.6
FRA	305.0	586.0	699.6	727.8	720.2	-1.0
GBR	283.0	588.0	639.7	685.0	679.0	-0.9
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	n.a.	19.1	34.5	36.3	35.9 ^e	-1.2
HRV	n.a.	n.a.	n.a.	n.a.	n.a.	
HUN	7.3	47.0	46.2	41.4	42.0	1.4
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	2.7	3.8	5.1	4.9	-2.6
ITA	211.9	522.6	726.5	768.3	719.6	-6.3
JPN	182.7	760.1	869.7	836.0	829.7	-0.7
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.	39.1	38.0	-2.9
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	148.8	147.0 ^e	-1.2
NOR	17.8	42.7	46.8	53.1	52.5 ^e	-1.2
NZL	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	n.a.	68.1	149.7	239.3	273.5	14.3
PRT	13.8	40.5	82.4 ^e	86.8 ^e	85.8 ^e	-1.2
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	26.0	26.4	1.5
SVN	n.a.	13.3	20.3	24.4	24.9	2.1
SWE	56.1	85.9	91.9	99.3	98.4	-0.9
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	4 248.9	n.a.	
EU (26)	1 458.2 ^a	3 119.1 ^a	4 050.7 ^a	4 445.2 ^a	4 392.8 ^a	-1.2
OECD	4 618.5 ^a	7 852.2 ^a	9 838.6 ^a	10 366.7 ^a		
Total ITF	4 622.3 ^a	7 886.0 ^a	9 865.3 ^a	10 439.0 ^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	2007	2008	08/07 % change
ALB	0.8	2.2	0.2	0.7	0.8	19.2
ARM	n.a.	n.a.	0.1	0.1 e	n.a.	
AUS	6.5	17.5	17.4	19.2	n.a.	
AUT	8.0 e	13.6	n.a.	n.a.	n.a.	
AZE	3.1	7.5	9.2	12.9	14.0	8.9
BEL	9.3	11.4	13.3	20.2	20.4	0.7
BGR	12.2	25.9	13.9	11.3	11.4	1.1
BIH	1.2	2.7	1.2 e	1.3 e	n.a.	
BLR	8.4	19.8	9.2	9.4	8.2	-12.1
CAN	n.a.	n.a.	30.0	15.5	n.a.	
CHE	3.0	5.6	5.3	5.5 e	5.5 e	0.5
CSK	21.4	43.4	-	-	-	
CZE	-	-	9.4	9.5	9.4	-1.8
DEU	48.6	56.6	69.0	65.4	63.5	-2.9
DNK	n.a.	6.4	7.4	7.5	7.4 e	-0.8
ESP	20.9	33.4	50.3	59.2	60.9	2.9
EST	2.6	4.5	2.6	2.7	2.5	-8.4
FIN	7.5	8.5	7.7	7.5	7.5	0.0
FRA	25.2	41.3	43.0	47.1	48.6	3.2
GBR	60.0	45.6	46.5	49.8	50.1 e	0.5
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	4.8	5.1	6.0 e	6.3 e	6.3 e	0.5
HRV	3.3	7.0	3.3	3.8	4.1	7.5
HUN	13.5	24.1	18.4	16.9	17.4	3.0
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	0.3	0.5	0.7	0.6	-2.6
ITA	32.0	84.0	93.6	103.0	103.9	0.9
JPN	101.6	93.0	81.6	83.1	83.9	1.0
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	3.2	3.0	-6.9
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3	5.9	2.3	2.6	2.5	-5.9
MDA	1.9	4.9	1.0	2.5	2.6	4.8
MEX	64.6	271.5	381.7	449.9	463.9	3.1
MKD	1.0	1.5	0.8	1.0	1.2	20.6
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	16.1 e	16.2 e	0.5
NOR	4.2	4.6	6.3	6.1	6.1	1.2
NZL	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1	46.3	31.7	27.4	26.8	-2.1
PRT	4.4	10.3	11.8	10.9 e	10.9 e	0.5
ROM	7.9	24.0	7.7	12.2	13.9	14.2
RUS	100.1	262.2	164.4	52.3	50.2	-3.9
SRB	6.0	7.2	3.1	4.5	4.7	5.9
SVK	-	-	8.4	7.7	6.6	-15.1
SVN	2.6	6.5 c	3.5	3.2	3.1	-2.8
SWE	8.5	9.7	9.5	8.7	8.8	1.1
TUR	n.a.	n.a.	n.a.	n.a.	n.a.	
UKR	n.a.	90.3	28.9	55.4	n.a.	
USA	n.a.	195.4	259.0	238.0	n.a.	
EU (26)	337.9 a	526.1	473.8 a	498.2 a	500.9 a	0.5
OECD		1 040.7 a	1 223.1 a	1 281.0 a		
Total ITF		1 519.4 a	1 476.8 a	1 459.9 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	2007	2008	08/07 % change
ALB	0.8 ¹	2.2 ¹	5.3	7.0	6.4	-8.6
ARM	n.a.	n.a.	1.4	2.5 ^e	n.a.	
AUS	106.7	218.2	257.9	282.4	n.a.	
AUT	34.9 ^e	67.7	n.a.	n.a.	n.a.	
AZE	3.1 ¹	7.5 ¹	9.2 ¹	12.9 ¹	14.0 ¹	8.9
BEL	58.6	92.2	119.4	132.3	131.3	-0.8
BGR	12.2 ¹	30.4	13.9 ¹	11.3 ¹	11.4 ¹	1.1
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	9.4 ¹	8.2 ¹	-12.1
CAN	n.a.	n.a.	502.0	503.5	479.0 ²	-4.9
CHE	44.9	78.9	85.8	96.2 ^e	97.3 ^e	1.1
CSK	21.4 ¹	43.4 ¹	-	-	-	
CZE	-	-	73.3	81.1	81.7	0.8
DEU	399.2	649.8	900.3	933.4	915.8	-1.9
DNK	n.a.	59.5	65.2	71.4	71.4 ^e	0.0
ESP	85.3	207.8	330.3	402.5	400.0	-0.6
EST	2.6 ¹	4.5 ¹	2.6 ¹	2.7 ¹	2.5 ¹	-8.4
FIN	31.2	59.7	63.4	71.3	70.9	-0.5
FRA	330.2	627.3	742.6	774.9	768.8	-0.8
GBR	343.0	633.6	686.2	734.8	729.1 ^e	-0.8
GEO	n.a.	8.3	4.5	5.4	5.6	2.8
GRC	4.8 ¹	24.2	40.5 ^e	42.6 ^e	42.2 ^e	-0.9
HRV	3.3 ¹	7.0 ¹	3.3 ¹	3.8 ¹	4.1 ¹	7.5
HUN	20.8	71.1	64.6	58.3	59.4	1.9
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	3.0	4.3	5.7	5.6	-2.6
ITA	243.9	606.5	820.1	871.3	823.5	-5.5
JPN	284.2	853.1	951.3	919.1	913.6 ^e	-0.6
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	42.3	40.9	-3.2
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3 ¹	5.9 ¹	2.3 ¹	2.6 ¹	2.5 ¹	-5.9
MDA	1.9 ¹	4.9 ¹	1.0 ¹	2.5 ¹	2.6 ¹	4.8
MEX	64.6 ¹	271.5 ¹	381.7 ¹	449.9 ¹	463.9 ¹	3.1
MKD	1.0 ¹	1.5 ¹	0.8 ¹	1.0 ¹	1.2 ¹	20.6
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	164.9 ^e	163.2 ^e	-1.0
NOR	21.9	47.3	53.1	59.2	58.7 ^e	-0.9
NZL	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1 ¹	114.4 ^c	181.4	266.6	300.3	12.6
PRT	18.2	50.8	94.2 ^e	97.7 ^e	96.8 ^e	-1.0
ROM	7.9 ¹	24.0 ¹	7.7 ¹	12.2 ¹	13.9 ¹	14.2
RUS	100.1 ¹	262.2 ¹	164.4 ¹	52.3 ¹	50.2 ¹	-3.9
SRB	9.9	23.3	3.1 ¹	4.5 ¹	4.7 ¹	5.9
SVK	-	-	32.4	33.7	33.0	-2.3
SVN	2.6 ¹	19.8 ^c	23.8	27.6	28.0	1.6
SWE	64.6	95.6	101.4	108.0	107.2	-0.7
TUR	41.3	135.0	185.7	209.1	206.1	-1.4
UKR	n.a.	90.3 ¹	28.9 ¹	55.4 ¹	n.a.	
USA	2 817.8 ²	3 866.9	4 353.9	4 487.0	n.a.	
EU (26)	1 796.1 ^a	3 645.2 ^a	4 524.4 ^a	4 943.4 ^a	4 893.7 ^a	-1.0
OECD		9 027.8 ^a	11 247.4 ^a	11 856.8 ^a		
Total ITF		9 548.7 ^a	11 532.3 ^a	12 113.4 ^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	2007	2008	08/07 % change
ALB	1.0 ²	3.0 ²	5.4	7.1	6.5	-8.6
ARM	n.a.	n.a.	1.5	2.5 ^e	n.a.	
AUS	120.0	228.6	269.2	295.2	n.a.	
AUT	41.1 ^e	76.2	8.2 ¹	9.6 ¹	10.8 ¹	13.1
AZE	4.8 ²	9.3 ²	9.6 ²	14.0 ²	15.1 ²	7.8
BEL	66.8	98.7	127.2	142.2	141.7	-0.4
BGR	18.5 ²	38.2	17.4 ²	13.7 ²	13.7 ²	0.3
BIH	3.0 ²	4.1 ²	1.2 ²	1.3 ²	n.a.	
BLR	15.7 ²	36.6 ²	27.0 ²	18.7 ²	16.4 ²	-12.3
CAN	n.a.	n.a.	503.5 ^e	504.9 ^e	496.0 ^e	-1.8
CHE	53.0	89.9	98.7	113.6 ^e	116.0 ^e	2.0
CSK	41.9 ²	62.7 ²	-	-	-	
CZE	-	-	80.6	88.0	88.5	0.7
DEU	437.7	693.4	975.7	1 012.5	997.6	-1.5
DNK	3.4 ¹	64.3	70.5	77.4	77.4 ^e	0.1
ESP	100.2	224.5	350.4	424.3	424.0	-0.1
EST	3.9 ²	6.0 ²	2.9 ²	3.0 ²	2.7 ²	-7.6
FIN	33.4	63.0	66.8	75.1	75.0	-0.1
FRA	371.2	691.0	812.5	855.2	853.8	-0.2
GBR	373.4	666.8	724.4	783.2	779.8 ^e	-0.4
GEO	2.1 ¹	10.3	5.0	6.2	6.2	0.9
GRC	6.3 ²	26.2	42.1 ^e	44.5 ^e	43.8 ^e	-1.5
HRV	7.0 ²	10.4 ²	4.6 ²	5.4 ²	5.9 ²	8.9
HUN	36.0	82.5	74.3	67.0	67.7	1.0
IRL	0.8 ¹	1.2 ¹	1.4 ¹	2.0 ¹	2.0 ¹	-1.5
ISL	n.a.	3.0	4.3	5.7	5.6	-2.6
ITA	276.4	651.3	867.2	921.1	873.0	-5.2
JPN	573.0	1 240.5	1 335.5	1 324.6	1 316.6	-0.6
KOR	n.a.	n.a.	47.6 ¹	n.a.	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	7.0 ²	10.3 ²	2.9 ²	42.7	41.3	-3.2
LUX	0.2 ¹	0.2 ¹	0.3 ¹	0.3 ¹	0.3 ¹	9.2
LVA	7.1 ²	11.2 ²	3.1 ²	3.6 ²	3.4 ²	-5.2
MDA	2.6 ²	6.5 ²	1.3 ²	2.9 ²	3.1 ²	4.7
MEX	69.1 ²	276.8 ²	381.8 ²	450.0 ²	464.0 ²	3.1
MKD	1.4 ²	1.8 ²	1.0 ²	1.1 ²	1.4 ²	22.1
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	181.2 ^e	180.2 ^e	-0.6
NOR	23.9	49.8	56.4	62.7	62.3 ^e	-0.6
NZL	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	66.0 ²	164.8 ^c	201.1	286.1	320.1	11.9
PRT	21.7	56.5	98.0 ^e	101.7 ^e	101.0 ^e	-0.7
ROM	25.7 ²	54.6 ²	19.3 ²	19.6 ²	20.8 ²	6.1
RUS	291.2 ²	536.6 ²	331.4 ²	226.3 ²	226.1 ²	-0.1
SRB	13.5	27.7	4.3 ²	5.1 ²	5.3 ²	3.1
SVK	-	-	35.2	35.9	35.3	-1.8
SVN	4.1 ²	21.3 ^c	24.5	28.4	28.9	1.6
SWE	69.2	102.2	109.6	118.3	118.2	0.0
TUR	46.9	141.4	191.5	214.7	211.2	-1.6
UKR	n.a.	166.4 ²	80.7 ²	108.5 ²	n.a.	
USA	2 827.7 ³	3 876.7	4 362.7	4 496.3	n.a.	
EU (26)	2 097.4 ^a	4 028.5 ^a	4 887.6 ^a	5 336.6 ^a	5 301.1 ^a	-0.7
OECD		9 793.7 ^a	12 068.8 ^a	12 693.3 ^a		
Total ITF		10 748.1 ^a	12 611.8 ^a	13 203.7 ^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

ROAD INJURY ACCIDENTS

Thousand

Table C1 : Number of crashes

	1970	1990	2000	2007	2008	08/07 % change
ALB	n.a.	n.a.	0.4	1.3	1.2	-3.7
ARM	n.a.	n.a.	0.9	1.9	n.a.	
AUS	n.a.	22.1	n.a.	n.a.	n.a.	
AUT	51.6	46.3	42.1	41.1	39.2	-4.7
AZE	n.a.	3.3 ^e	2.0	3.1	3.0	-4.3
BEL	77.0	62.4	49.1	49.8	n.a.	
BGR	5.8 ^e	6.5	6.9	8.0	8.0	0.4
BIH	n.a.	n.a.	n.a.	39.9	40.9	2.4
BLR	n.a.	9.2 ^e	6.4	8.3 ^e	n.a.	
CAN	124.2	182.0	155.8	n.a.	n.a.	
CHE	28.7	23.8	23.7	21.9	20.7	-5.4
CSK	33.5	30.1	-	-	-	
CZE	-	-	25.4	23.1	22.5	-2.5
DEU	377.6	340.0	382.9	335.8	320.6	-4.5
DNK	19.8	9.2	7.3	5.5	5.0	-9.5
ESP	58.0	101.5	101.7	100.5	93.2	-7.3
EST	2.2	2.1	1.5	2.5	1.9	-23.7
FIN	11.4	10.2	6.6	6.7	6.9	3.4
FRA	235.1	162.6	121.2	81.3	74.5	-8.3
GBR	272.8	265.6	242.1	188.1	176.8	-6.0
GEO	3.0	3.0	1.7	4.9	6.0	21.6
GRC	18.3	19.6	23.0	15.1	15.1	-0.1
HRV	11.1 ^e	14.5	14.4	18.0	16.3	-9.7
HUN	23.2	27.8	17.5	20.6	19.2	-7.1
IRL	6.4	6.1	7.8	5.2	5.6	8.2
ISL	0.7	0.6	1.0	1.1	1.1	-5.4
ITA	307.7	161.8	256.5	230.9	219.0	-5.2
JPN	718.1	643.1	931.9	832.5	766.1	-8.0
KOR	37.2	255.3	290.5	211.7	n.a.	
LIE	0.3	0.3	0.4	0.4	0.4	-4.3
LTU	4.7	5.1	5.8	6.4	4.8	-25.6
LUX	3.1	1.2	0.9	0.7	0.8	1.1
LVA	4.7	4.3	4.5	4.8	4.2	-12.2
MDA	3.1	6.0	2.6	2.4	2.9	17.7
MEX	19.8	65.0	61.1	30.6	30.4	-0.6
MKD	3.1	2.3	1.7	4.0	4.4	9.1
MLT	n.a.	n.a.	1.0	1.0	0.9	-8.1
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	59.0	13.2	10.9	9.2	8.5 ^e	-8.2
NOR	9.3	8.8	8.4	8.2	7.7	-5.6
NZL	13.3	12.8	7.8	12.0	11.6	-3.3
POL	41.8	50.5	57.3	49.5	49.1	-1.0
PRT	22.7	45.1	44.2	35.3	33.6	-4.8
ROM	4.9	9.7	7.6	8.5	10.6	25.8
RUS	n.a.	197.4	157.6	233.8	218.3	-6.6
SRB	n.a.	n.a.	48.8	70.8	67.7	-4.4
SVK	-	-	7.9	8.5	8.3	-1.8
SVN	8.3	5.2	8.5	11.4	8.9	-21.7
SWE	16.6	17.0	15.8	18.5	18.5	-0.5
TUR	19.2	115.3	466.4	825.6	948.3	14.9
UKR	n.a.	50.9	33.3	63.6	51.3	-19.3
USA	n.a.	2 162.0	2 108.0	1 748.0	1 664.0	-4.8
EU (26)	1 666.3	1 403.2	1 456.0	1 268.0	1 155.5 ^a	-8.9
OECD		4 861.1	5 475.1 ^a	4 917.0 ^a	4 566.2 ^a	-7.1
Total ITF		5 180.9 ^a	5 781.2 ^a	5 412.0 ^a	5 017.9 ^a	-7.3

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

ROAD INJURY ACCIDENTS

Thousand

Table C2 : Casualties [killed+injured]

	1970	1990	2000	2007	2008	08/07 % change
ALB	n.a.	n.a.	0.6	1.7	1.6	-10.1
ARM	n.a.	n.a.	1.4	3.1	n.a.	
AUS	n.a.	39.1	32.8	n.a.	n.a.	
AUT	72.7	62.0	55.9	53.9	51.2	-5.0
AZE	n.a.	5.0 e	2.2	4.5	4.3	-5.6
BEL	107.8	88.2	69.4	66.9	n.a.	
BGR	6.4 e	8.4	9.0	10.8	11.0	1.7
BIH	n.a.	n.a.	n.a.	8.4	8.4	-0.5
BLR	n.a.	11.5 e	8.1	10.6 e	n.a.	
CAN	183.6	266.6	225.8	n.a.	n.a.	
CHE	37.7	30.2	30.7	27.5	25.9	-5.8
CSK	44.2	40.4	-	-	-	
CZE	-	-	33.9	30.5	29.6	-2.9
DEU	551.0	456.1	511.6	436.4	413.5	-5.2
DNK	26.7	11.3	9.6	7.1	6.3	-10.4
ESP	87.0	162.4	155.6	146.3	134.0	-8.4
EST	2.3	2.8	2.0	3.5	2.5	-27.0
FIN	17.1	13.4	8.9	8.8	8.9	0.4
FRA	344.7	236.1	169.8	107.8	98.1	-9.0
GBR	371.5	352.9	335.0	257.2	240.5	-6.5
GEO	4.3	4.6	2.6	8.1	9.9	22.8
GRC	25.7	29.1	32.8	20.5	20.6	0.5
HRV	15.2 e	21.2	21.2	25.7	23.1	-10.3
HUN	31.9	39.4	23.9	28.7	26.4	-8.1
IRL	9.8	9.9	12.5	8.1	8.2	0.7
ISL	0.9	0.9	1.5	1.7	1.6	-5.3
ITA	239.3	228.2	367.1	331.0	315.5	-4.7
JPN	997.9	801.5	1 164.8	1 040.2	950.7	-8.6
KOR	45.9	336.6	437.2	342.1	n.a.	
LIE	0.1	0.1	0.2	0.1	0.1	-6.0
LTU	4.9	6.4	7.6	8.8	6.3	-28.0
LUX	2.5	1.8	1.3	1.2	1.2	-5.0
LVA	5.0	5.6	6.0	6.5	5.7	-12.0
MDA	3.6	7.8	3.6	3.4	4.0	15.8
MEX	17.3	41.6	43.7	39.0	38.1	-2.1
MKD	2.7	3.3	2.5	6.3	6.9	9.2
MLT	n.a.	n.a.	1.2	1.2	1.1	-7.3
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	71.4	15.0	12.7	10.5	9.5 e	-9.2
NOR	12.3	12.2	12.0	12.3	11.1	-9.7
NZL	21.4	18.4	11.4	16.4	15.5	-5.4
POL	41.3	74.3	77.9	68.8	67.5	-1.9
PRT	30.3	65.7	61.6	47.2	44.7	-5.2
ROM	6.3	11.9	8.8	9.8	12.5	26.8
RUS	n.a.	250.2	209.0	325.5	300.8	-7.6
SRB	n.a.	n.a.	17.7	23.2	23.2	0.0
SVK	-	-	10.7	12.0	11.6	-2.7
SVN	11.2	7.1	11.9	16.3	12.6	-22.7
SWE	23.5	23.3	22.6	27.2	26.6	-2.1
TUR	20.8	94.0	118.0	194.1	188.1	-3.1
UKR	n.a.	63.1	41.8	88.1	71.0 e	-19.4
USA	n.a.	3 276.0	3 231.0	2 532.0	2 383.0	-5.9
EU (26)	2 134.5	1 951.7	2 019.3	1 727.0	1 565.7 a	-9.3
OECD		6 826.7	7 281.5	5 875.3 a	5 127.9 a	-12.7
Total ITF		7 235.5 a	7 638.8 a	6 441.0 a	5 632.8 a	-12.5

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

ROAD INJURY ACCIDENTS

Thousand

Table C3 : Killed

	1970	1990	2000	2007	2008	08/07 % change
ALB	n.a.	n.a.	0.3	0.4	0.3	-21.1
ARM	n.a.	n.a.	0.2	0.4	n.a.	
AUS	3.8	2.3	1.8	1.6	1.5	-8.7
AUT	2.2	1.4	1.0	0.7	0.7	-1.7
AZE	n.a.	1.2 ^e	0.6	1.1	1.1	-5.0
BEL	3.0	2.0	1.5	1.1	n.a.	
BGR	0.8 ^e	1.6	1.0	1.0	1.1	5.5
BIH	n.a.	n.a.	n.a.	0.4	0.4	0.9
BLR	0.0	2.2 ^e	1.6	1.7 ^e	n.a.	
CAN	5.1	4.0	2.9	2.7	n.a.	
CHE	1.7	1.0	0.6	0.4	0.4	-7.0
CSK	2.2	2.0	-	-	-	
CZE	-	-	1.5	1.2	1.1	-11.9
DEU	19.2	7.9	7.5	4.9	4.5	-9.5
DNK	1.2	0.6	0.5	0.4	0.4	0.0
ESP	4.2	6.9	5.8	3.8	3.1	-18.9
EST	0.3	0.4	0.2	0.2	0.1	-32.7
FIN	1.1	0.6	0.4	0.4	0.3	-9.5
FRA	16.4	11.2	8.1	4.6	4.3	-7.5
GBR	7.8	5.4	3.6	3.1	2.6	-13.5
GEO	0.8	1.1	0.5	0.7	0.9	17.6
GRC	0.9	1.7	2.0	1.6	1.6	-1.6
HRV	1.2 ^e	1.4 ^c	0.7	0.6	0.7	7.3
HUN	1.7	2.4	1.2	1.2	1.0	-19.2
IRL	0.5	0.5	0.4	0.3	0.3	-17.5
ISL	0.0	0.0	0.0	0.0	0.0	-20.0
ITA	11.0	7.2	7.1	5.1	4.7	-7.8
JPN	21.8	14.6	10.4	6.6	6.0	-9.3
KOR	3.5	14.2	10.2	6.2	5.9 ^e	-4.8
LIE	0.0	0.0	0.0	0.0	0.0	
LTU	0.7	0.9	0.6	0.7	0.5	-32.6
LUX	0.1	0.1	0.1	0.0	0.0	-18.6
LVA	0.6	0.9	0.6	0.4	0.3	-24.6
MDA	0.6	1.1	0.4	0.5	0.5	7.8
MEX	2.6	5.5	5.2	5.4	5.4	-0.4
MKD	0.1	0.2	0.2	0.2	0.2	-6.4
MLT	n.a.	n.a.	0.0	0.0	0.0	25.0
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	3.2	1.4	1.2	0.8	0.8 ^e	-4.5
NOR	0.6	0.3	0.3	0.2	0.3	9.4
NZL	0.7	0.7	0.5	0.4	0.4	-13.1
POL	3.4	7.3	6.3	5.6	5.4	-2.6
PRT	1.6	2.6	1.9	1.0	0.9	-9.1
ROM	1.9	3.8	2.5	2.8	3.1	9.6
RUS	n.a.	35.4	29.6	33.3	29.9	-10.1
SRB	n.a.	n.a.	1.0	1.0	0.9	-7.3
SVK	-	-	0.6	0.7	0.6	-8.3
SVN	0.6	0.5	0.3	0.3	0.2	-27.0
SWE	1.3	0.8	0.6	0.5	0.4	-15.7
TUR	4.0	6.3	3.9	5.0	4.2	-15.6
UKR	n.a.	9.6	5.2	9.6	7.7 ^e	-19.7
USA	52.6	44.6	41.9	41.1	37.3	-9.3
EU (26)	86.1	70.3	56.4	42.5	38.0 ^a	-10.6
OECD	177.5	155.6	129.0	106.7	93.9 ^a	-12.0
Total ITF		215.9	174.5	162.0	141.7 ^a	-12.5

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

GROSS INVESTMENT IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table D1 : Rail infrastructure

	1995	2000	2005	2007	2008
ALB	n.a.	2	2	1	1
AUS	571	411	1 493	1 962	1 727
AUT	521	1 199	1 330	1 489	n.a.
AZE	n.a.	5	19	4	11
BEL	668	1 012	916	1 009	845
BGR	44	78	46	44	72
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	1 079	1 465	2 191	n.a.	n.a.
CZE	112	371	485	612	1 217
DEU	5 747	5 305	4 284	4 717	4 716
DNK	726	564	241	232	373
ESP	648	920	1 926	2 368	2 503
EST	4	20	21	27	23
FIN	226	233	281	211	327
FRA	2 766	2 955	4 118	4 505	5 119
GBR	2 415	4 583	6 518	8 137	7 515
GEO	n.a.	n.a.	17	192	n.a.
HRV	7	18	94	92	126
HUN	85	197	171	376	298
IRL	29	85	184	244	n.a.
ISL	-	-	-	-	-
ITA	2 200	4 549	10 175	7 702	n.a.
JPN	8 456	10 139	6 058	6 883	7 368
KOR	n.a.	n.a.	38	37	n.a.
LIE	-	-	-	-	-
LTU	4	18	68	75	n.a.
LUX	23	39	127	138	150
LVA	7	38	40	37	61
MEX	168	430	223	563	498
MKD	25	9	1	0	3
MLT	-	-	-	-	-
NOR	324	363	193	290	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	248	198	235	646	901
PRT	196	401	415	329	392
ROM	72	43	109	311	317
RUS	1 161	2 612	4 021	5 436	9 507
SRB	13	3	4	2	2
SVK	59	53	160	287	215
SVN	n.a.	16	42	53	129
SWE	1 142	629	1 124	1 231	1 290
TUR	38	61	170	271	339
USA	3 303	7 036	n.a.	n.a.	n.a.

GROSS INVESTMENT IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table D2 : Road infrastructure

	1995	2000	2005	2007	2008
ALB	n.a.	108	68	253	500
AUS	2 424	3 697	6 736	8 025	9 263
AUT	457	477	687	802	n.a.
AZE	n.a.	30	83	374	1 329
BEL	1 069	1 300	1 547	1 393	1 490
BGR	n.a.	n.a.	n.a.	134	169
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	116	119	144	152
CHE	2 521	2 720	n.a.	n.a.	n.a.
CZE	283	309	1 415	1 493	2 041
DEU	10 216	11 967	10 200	10 510	10 480
DNK	352	510	928	1 020	936
ESP	4 167	4 738	8 245	7 778	8 038
EST	8	19	107	131	162
FIN	457	488	595	803	928
FRA	10 439	10 545	11 355	12 489	12 623
GBR	5 227	5 570	6 308	6 974	6 513
GEO	n.a.	5	40	106	n.a.
HRV	71	304	750	1 066	1 101
HUN	131	177	1 704	646	976
IRL	283	780	1 153	1 425	1 319
ISL	75	129	152	186	242
ITA	4 792	6 930	9 169	13 664	n.a.
JPN	113 563	128 124	61 880	48 836	n.a.
KOR	n.a.	n.a.	60	58	n.a.
LIE	14	24	27	n.a.	n.a.
LTU	15	109	165	277	n.a.
LUX	114	166	128	157	138
LVA	3	13	161	241	265
MEX	579	1 283	2 318	2 139	2 536
MKD	36	38	23	39	45
MLT	3	11	8	n.a.	n.a.
NOR	826	909	1 463	1 717	n.a.
NZL	n.a.	181	301	407	403
POL	638	1 020	1 876	3 442	4 494
PRT	737	964	2 113	1 453	n.a.
ROM	356	631	1 331	2 808	3 897
RUS	1 883	2 579	3 790	7 299	9 899
SRB	28	49	174	405	381
SVK	53	227	360	520	567
SVN	186	372	450	639	727
SWE	1 010	912	1 297	1 423	1 599
TUR	38 773	4 547	1 893	2 629	3 080
USA	30 352	61 401	n.a.	n.a.	n.a.

GROSS INVESTMENT IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table D3 : Inland waterways infrastructure

	1995	2000	2005	2007	2008
ALB	n.a.	0	0	0	0
AUS	-	-	-	-	-
AUT	3	0	6	6	n.a.
AZE	n.a.	n.a.	n.a.	n.a.	n.a.
BEL	151	152	156	178	188
BGR	n.a.	n.a.	85	405	n.a.
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	8	17	0	n.a.	n.a.
CZE	1	11	10	14	22
DEU	711	828	790	820	925
DNK	-	-	-	-	-
ESP	-	-	-	-	-
EST	-	-	-	-	-
FIN	2	0	1	5	2
FRA	107	114	108	168	141
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	-	-	-	-	-
HRV	n.a.	2	2	2	2
HUN	1	0	2	4	n.a.
IRL	-	-	-	-	-
ISL	-	-	-	-	-
ITA	10	30	53	29	n.a.
JPN	-	-	-	-	-
KOR	-	-	-	-	-
LIE	-	-	-	-	-
LTU	1	0	0	3	n.a.
LUX	0	1	0	0	0
LVA	-	-	-	-	-
MEX	-	-	-	-	-
MKD	-	-	-	-	-
MLT	-	-	-	-	-
NOR	-	-	-	-	-
NZL	-	-	-	-	-
POL	10	0	7	13	21
PRT	1	1	20	12	7
ROM	244	105	140	359	348
RUS	73	48	73	58	102
SRB	12	4	15	24	38
SVK	21	1	1	0	1
SVN	-	-	-	-	-
SWE	-	-	-	-	-
TUR	-	-	-	-	-
USA	1 177	4 436	n.a.	n.a.	n.a.

GROSS INVESTMENT IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table D4 : Sea ports infrastructure

	1995	2000	2005	2007	2008
ALB	n.a.	6	11	1	3
AUS	60	96	577	702	1 057
AUT	-	-	-	-	-
AZE	-	-	-	-	-
BEL	152	186	189	171	171
BGR	n.a.	n.a.	5	46	7
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	68	65	75	71
CHE	-	-	-	-	-
CZE	-	-	-	-	-
DEU	506	562	570	640	630
DNK	61	57	67	67	n.a.
ESP	383	498	1 012	1 257	1 524
EST	19	18	22	54	36
FIN	41	59	136	223	238
FRA	235	197	283	226	410
GBR	199	337	336	n.a.	n.a.
GEO	n.a.	n.a.	0	1	n.a.
HRV	1	7	17	17	52
HUN	-	-	-	-	-
IRL	30	n.a.	n.a.	n.a.	n.a.
ISL	18	20	23	37	23
ITA	208	231	2 062	1 179	n.a.
JPN	n.a.	n.a.	3 208	2 506	2 851
KOR	n.a.	n.a.	21	23	n.a.
LIE	-	-	-	-	-
LTU	6	13	30	26	n.a.
LUX	-	-	-	-	-
LVA	n.a.	n.a.	62	149	262
MEX	133	315	565	438	579
MKD	-	-	-	-	-
MLT	n.a.	n.a.	n.a.	n.a.	n.a.
NOR	68	123	116	141	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	30	11	9	17	30
PRT	62	93	44	157	128
ROM	6	n.a.	n.a.	n.a.	n.a.
RUS	146	243	279	197	413
SRB	n.a.	n.a.	n.a.	n.a.	n.a.
SVK	-	-	-	-	-
SVN	0	2	2	7	10
SWE	n.a.	n.a.	37	81	n.a.
TUR	19	37	53	67	7
USA	n.a.	n.a.	n.a.	n.a.	n.a.

GROSS INVESTMENT IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table D5 : Airports infrastructure

	1995	2000	2005	2007	2008
ALB	n.a.	1	7	2	0
AUS	n.a.	n.a.	n.a.	n.a.	n.a.
AUT	92	82	362	217	n.a.
AZE	n.a.	11	100	71	83
BEL	88	127	68	135	116
BGR	n.a.	6	2	2	4
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	25	8	10	7
CHE	131	411	104	n.a.	n.a.
CZE	73	28	237	77	325
DEU	1 156	1 411	700	1 620	1 140
DNK	48	118	35	64	n.a.
ESP	458	460	1 343	2 026	2 275
EST	2	1	1	4	96
FIN	51	65	48	74	108
FRA	570	783	860	1 052	820
GBR	704	1 197	2 602	n.a.	n.a.
GEO	n.a.	n.a.	n.a.	78	n.a.
HRV	7	4	15	22	21
HUN	33	27	115	2	n.a.
IRL	n.a.	n.a.	105	271	403
ISL	n.a.	12	7	5	12
ITA	272	355	806	124	n.a.
JPN	n.a.	28	22	23	23
KOR	n.a.	n.a.	3	3	n.a.
LIE	-	-	-	-	-
LTU	19	1	4	53	n.a.
LUX	0	3	26	64	47
LVA	n.a.	18	17	17	18
MEX	21	185	602	191	278
MKD	48	14	0	0	1
MLT	n.a.	n.a.	n.a.	n.a.	n.a.
NOR	70	73	44	238	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	27	70	131	85	79
PRT	67	168	144	93	146
ROM	12	7	2	42	9
RUS	263	240	268	436	441
SRB	n.a.	0	0	0	0
SVK	4	4	32	16	30
SVN	7	3	1	24	5
SWE	76	315	85	118	107
TUR	455	218	382	124	126
USA	4 763	13 241	n.a.	n.a.	n.a.

MAINTENANCE EXPENDITURES IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table E1 : Rail maintenance

	1995	2000	2005	2007	2008
ALB	n.a.	n.a.	n.a.	n.a.	n.a.
AUS	n.a.	n.a.	n.a.	n.a.	n.a.
AUT	n.a.	347	302	325	n.a.
AZE	n.a.	2	8	12	21
BEL	292	n.a.	n.a.	n.a.	n.a.
BGR	0	14	31	30	58
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	350	469	683	n.a.	n.a.
CZE	207	257	236	253	353
DEU	n.a.	n.a.	n.a.	n.a.	n.a.
DNK	n.a.	n.a.	n.a.	n.a.	n.a.
ESP	n.a.	n.a.	n.a.	n.a.	n.a.
EST	1	22	13	17	n.a.
FIN	119	115	156	167	180
FRA	n.a.	2 617	3 568	3 377	3 672
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	n.a.	n.a.	23	14	n.a.
HRV	43	96	160	154	171
HUN	138	79	234	1 288	457
IRL	10	115	127	144	n.a.
ISL	-	-	-	-	-
ITA	1 007	5 363	8 919	8 282	n.a.
JPN	n.a.	n.a.	n.a.	n.a.	n.a.
KOR	n.a.	n.a.	8	15	n.a.
LIE	-	-	-	-	-
LTU	28	48	105	115	n.a.
LUX	81	88	112	108	115
LVA	25	48	60	89	125
MEX	n.a.	n.a.	n.a.	n.a.	n.a.
MKD	1	13	10	0	5
MLT	-	-	-	-	-
NOR	220	336	360	417	455
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	585	59	82	100	35
PRT	49	52	100	122	122
ROM	203	n.a.	58	96	n.a.
RUS	n.a.	n.a.	n.a.	n.a.	n.a.
SRB	4	8	22	20	21
SVK	6	8	10	15	14
SVN	n.a.	7	7	8	9
SWE	258	353	490	541	591
TUR	80	150	165	192	207
USA	n.a.	n.a.	n.a.	n.a.	n.a.

MAINTENANCE EXPENDITURES IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table E2 : Road maintenance

	1995	2000	2005	2007	2008
ALB	n.a.	4	7	6	8
AUS	1 457	1 852	2 596	2 505	3 049
AUT	532	507	443	486	n.a.
AZE	n.a.	n.a.	83	31	35
BEL	381	406	470	494	n.a.
BGR	n.a.	n.a.	n.a.	215	203
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	1 209	766	n.a.	n.a.	n.a.
CZE	133	202	351	589	611
DEU	n.a.	n.a.	n.a.	n.a.	n.a.
DNK	555	596	763	729	712
ESP	n.a.	n.a.	n.a.	n.a.	n.a.
EST	23	31	39	48	57
FIN	599	534	600	611	673
FRA	178	228	2 189	2 294	2 286
GBR	3 839	5 125	5 956	6 271	5 423
GEO	n.a.	8	6	9	n.a.
HRV	22	316	242	158	168
HUN	97	107	283	1 367	444
IRL	n.a.	102	53	50	55
ISL	14	25	34	35	52
ITA	4 782	9 720	12 549	9 764	n.a.
JPN	22 727	27 324	14 403	11 642	n.a.
KOR	n.a.	17	14	15	n.a.
LIE	3	4	4	n.a.	n.a.
LTU	11	61	125	125	n.a.
LUX	23	26	35	23	27
LVA	10	45	80	211	225
MEX	196	474	480	465	584
MKD	n.a.	n.a.	6	14	14
MLT	3	5	3	n.a.	n.a.
NOR	475	554	993	1 147	1 189
NZL	n.a.	240	399	425	397
POL	287	449	1 265	1 514	1 999
PRT	125	128	177	192	n.a.
ROM	105	n.a.	426	1 338	n.a.
RUS	n.a.	n.a.	n.a.	n.a.	n.a.
SRB	19	21	259	300	329
SVK	25	67	100	156	161
SVN	53	79	99	140	144
SWE	556	747	787	836	856
TUR	1 023	511	201	404	380
USA	14 523	26 015	23 593	n.a.	n.a.

MAINTENANCE EXPENDITURES IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table E3 : Inland waterways maintenance

	1995	2000	2005	2007	2008
ALB	n.a.	n.a.	n.a.	n.a.	n.a.
AUS	-	-	-	-	-
AUT	n.a.	n.a.	n.a.	n.a.	n.a.
AZE	n.a.	n.a.	n.a.	n.a.	n.a.
BEL	25	48	66	76	87
BGR	n.a.	n.a.	507	788	n.a.
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	n.a.	n.a.	n.a.	n.a.
CHE	n.a.	n.a.	n.a.	n.a.	n.a.
CZE	4	4	2	3	2
DEU	n.a.	n.a.	n.a.	n.a.	n.a.
DNK	-	-	-	-	-
ESP	-	-	-	-	-
EST	-	-	-	-	-
FIN	14	27	15	16	17
FRA	24	46	55	58	60
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	-	-	-	-	-
HRV	n.a.	2	4	2	3
HUN	48	n.a.	1	33	2
IRL	-	-	-	-	-
ISL	-	-	-	-	-
ITA	12	38	481	98	n.a.
JPN	-	-	-	-	-
KOR	-	-	-	-	-
LIE	-	-	-	-	-
LTU	1	1	2	2	n.a.
LUX	0	0	0	0	0
LVA	-	-	-	-	-
MEX	-	-	-	-	-
MKD	-	-	-	-	-
MLT	-	-	-	-	-
NOR	-	-	-	-	-
NZL	-	-	-	-	-
POL	15	n.a.	14	2	2
PRT	n.a.	n.a.	n.a.	n.a.	n.a.
ROM	13	n.a.	6	29	n.a.
RUS	n.a.	n.a.	n.a.	n.a.	n.a.
SRB	1	1	6	11	13
SVK	4	7	2	1	4
SVN	-	-	-	-	-
SWE	-	-	-	-	-
TUR	n.a.	n.a.	n.a.	n.a.	n.a.
USA	n.a.	n.a.	n.a.	n.a.	n.a.

MAINTENANCE EXPENDITURES IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

Table E4 : Sea ports maintenance

	1995	2000	2005	2007	2008
ALB	n.a.	n.a.	n.a.	n.a.	n.a.
AUS	n.a.	n.a.	n.a.	n.a.	n.a.
AUT	-	-	-	-	-
AZE	-	-	-	-	-
BEL	44	129	130	130	130
BGR	n.a.	n.a.	5	27	0
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	18	13	14	15
CHE	-	-	-	-	-
CZE	-	-	-	-	-
DEU	n.a.	n.a.	n.a.	n.a.	n.a.
DNK	n.a.	n.a.	n.a.	n.a.	n.a.
ESP	n.a.	n.a.	n.a.	n.a.	n.a.
EST	6	n.a.	n.a.	n.a.	n.a.
FIN	66	94	93	89	82
FRA	n.a.	56	50	44	48
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	n.a.	n.a.	n.a.	n.a.	n.a.
HRV	0	2	4	8	5
HUN	-	-	-	-	-
IRL	n.a.	n.a.	n.a.	n.a.	n.a.
ISL	n.a.	n.a.	n.a.	n.a.	n.a.
ITA	706	1 151	3 074	1 394	n.a.
JPN	n.a.	n.a.	n.a.	n.a.	n.a.
KOR	n.a.	2	3	3	n.a.
LIE	-	-	-	-	-
LTU	1	4	1	2	n.a.
LUX	-	-	-	-	-
LVA	n.a.	n.a.	29	54	58
MEX	n.a.	n.a.	n.a.	n.a.	n.a.
MKD	-	-	-	-	-
MLT	n.a.	n.a.	n.a.	n.a.	n.a.
NOR	25	30	n.a.	n.a.	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	26	16	9	6	6
PRT	1	3	2	1	1
ROM	11	n.a.	n.a.	n.a.	n.a.
RUS	n.a.	n.a.	n.a.	n.a.	n.a.
SRB	n.a.	n.a.	n.a.	n.a.	n.a.
SVK	-	-	-	-	-
SVN	n.a.	n.a.	1	1	1
SWE	n.a.	n.a.	13	n.a.	n.a.
TUR	n.a.	n.a.	n.a.	n.a.	n.a.
USA	n.a.	n.a.	n.a.	n.a.	n.a.

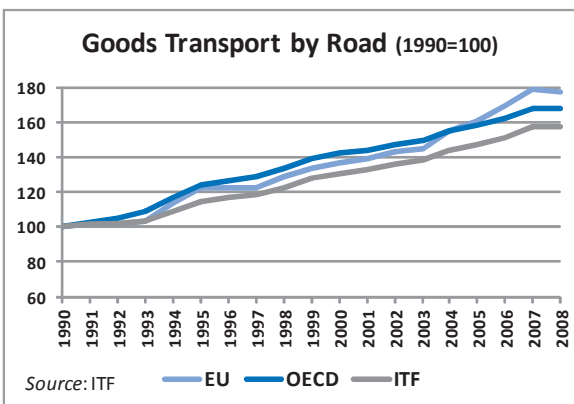
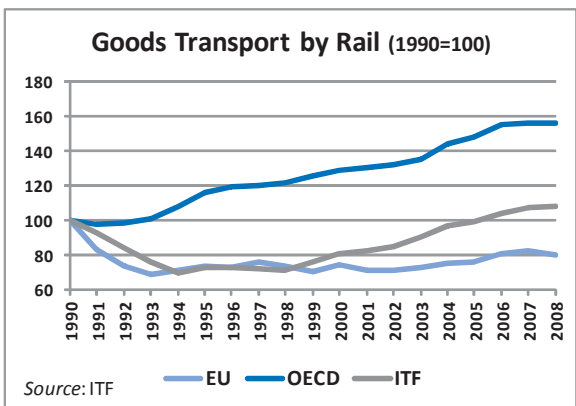
MAINTENANCE EXPENDITURES IN TRANSPORT INFRASTRUCTURE

Current prices and exchange rates - million Euros

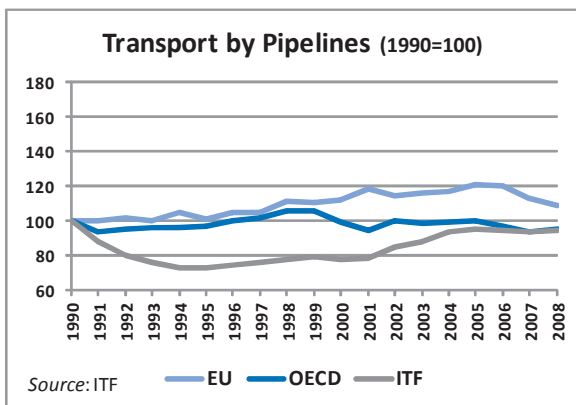
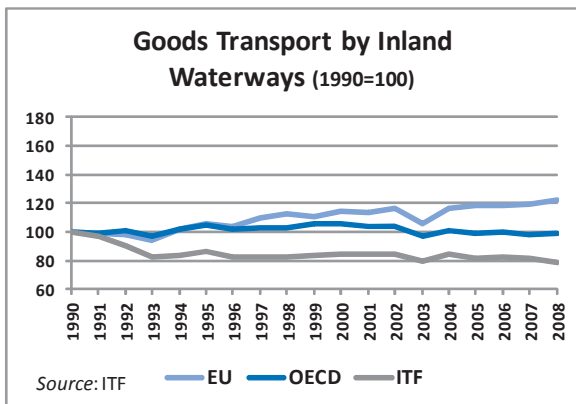
Table E5 : Airports maintenance

	1995	2000	2005	2007	2008
ALB	n.a.	n.a.	n.a.	n.a.	n.a.
AUS	n.a.	n.a.	n.a.	n.a.	n.a.
AUT	n.a.	n.a.	n.a.	n.a.	n.a.
AZE	n.a.	6	8	10	7
BEL	26	n.a.	n.a.	n.a.	n.a.
BGR	n.a.	6	2	2	0
BIH	n.a.	n.a.	n.a.	n.a.	n.a.
CAN	n.a.	42	22	23	23
CHE	16	46	70	n.a.	n.a.
CZE	7	13	14	13	12
DEU	n.a.	n.a.	n.a.	n.a.	n.a.
DNK	n.a.	n.a.	n.a.	n.a.	n.a.
ESP	n.a.	n.a.	n.a.	n.a.	n.a.
EST	2	3	n.a.	n.a.	n.a.
FIN	86	143	181	218	232
FRA	n.a.	n.a.	n.a.	n.a.	n.a.
GBR	n.a.	n.a.	n.a.	n.a.	n.a.
GEO	n.a.	n.a.	n.a.	n.a.	n.a.
HRV	1	1	1	2	2
HUN	28	n.a.	n.a.	659	n.a.
IRL	n.a.	n.a.	14	17	17
ISL	n.a.	n.a.	n.a.	n.a.	n.a.
ITA	274	221	178	113	n.a.
JPN	n.a.	n.a.	n.a.	n.a.	n.a.
KOR	n.a.	n.a.	0	0	0
LIE	-	-	-	-	-
LTU	5	1	3	4	n.a.
LUX	2	4	4	6	8
LVA	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.
NOR	26	34	n.a.	n.a.	n.a.
NZL	n.a.	n.a.	n.a.	n.a.	n.a.
POL	149	1	2	6	20
PRT	n.a.	6	4	5	18
ROM	23	n.a.	n.a.	2	n.a.
RUS	n.a.	n.a.	n.a.	n.a.	n.a.
SRB	n.a.	n.a.	n.a.	n.a.	n.a.
SVK	1	1	2	2	2
SVN	n.a.	0	0	n.a.	n.a.
SWE	n.a.	n.a.	34	32	33
TUR	540	291	4	2	6
USA	n.a.	n.a.	n.a.	n.a.	n.a.

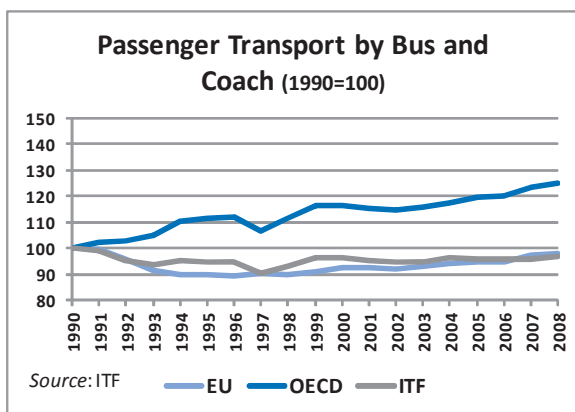
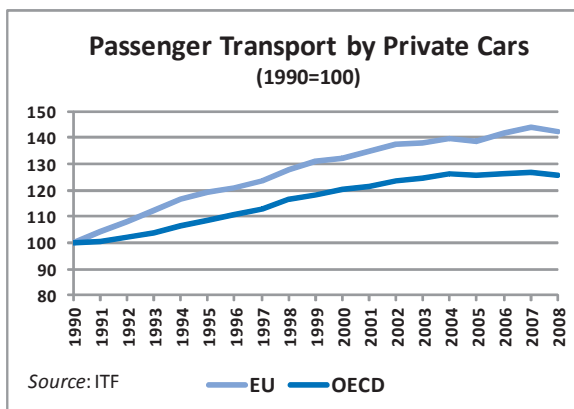
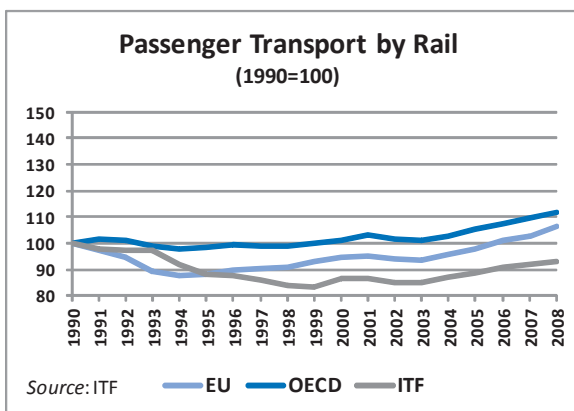
Graph 1. Goods transport



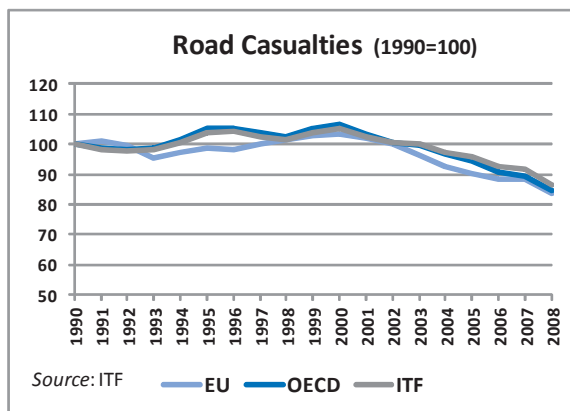
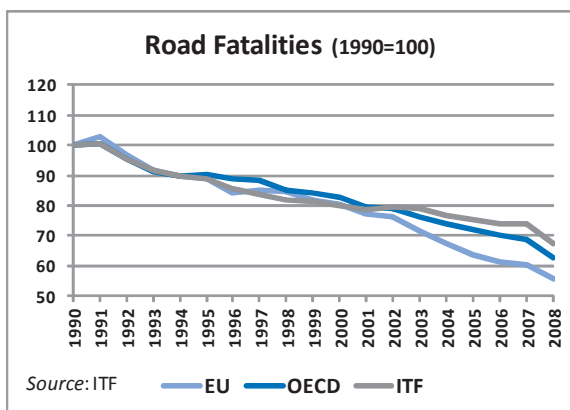
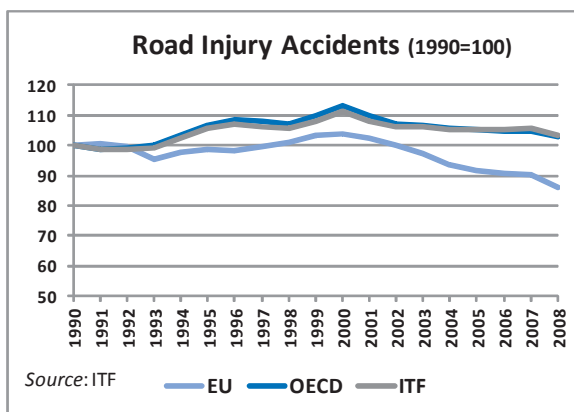
Graph 2. Goods transport



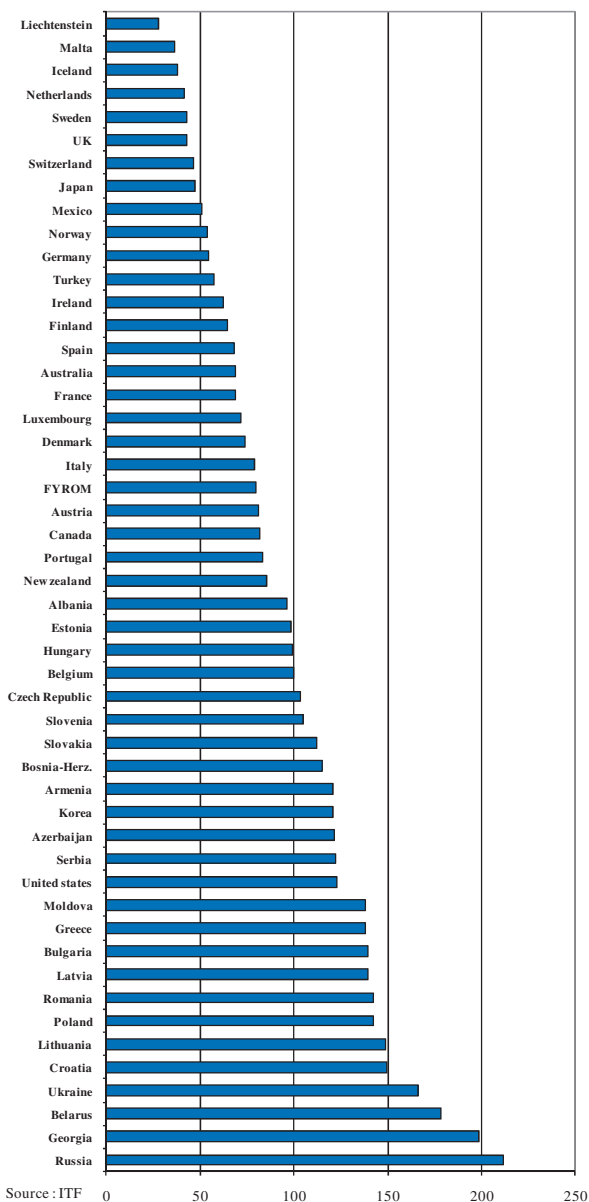
Graph 3. Passenger transport



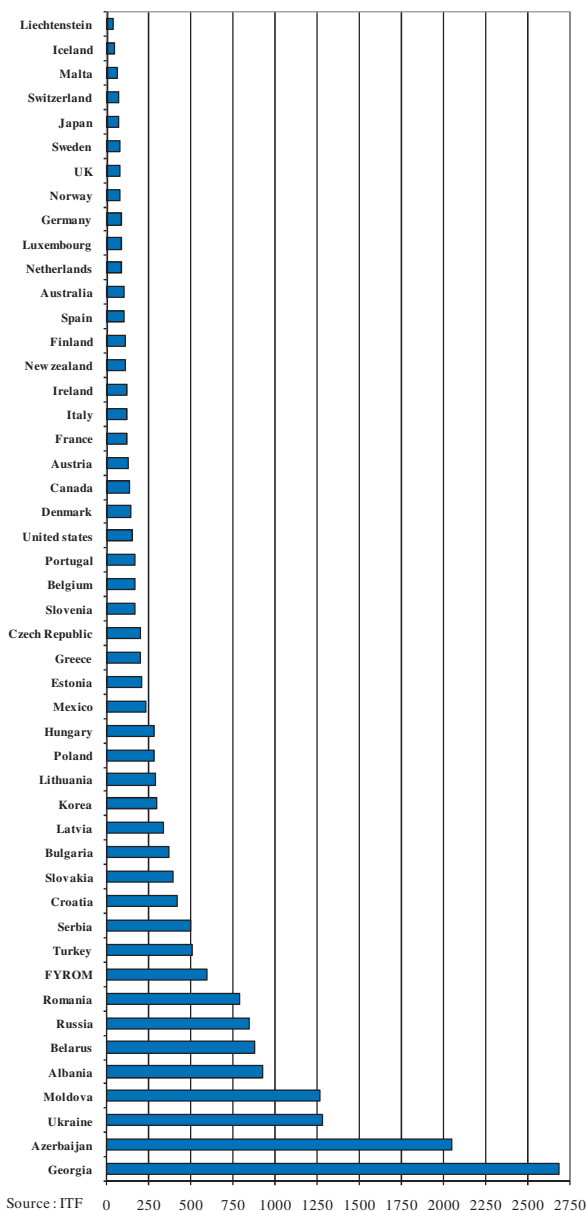
Graph 4. Road injury accidents



Graph 5. Total number of deaths per million population, 2008



Graph 6. Total number of deaths per million road motor vehicles, 2008



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This brochure provides the reader with first-hand figures on key transport trends. Data are also provided on air and maritime transport as well as on investment and maintenance expenditures undertaken in the transport sector.



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