

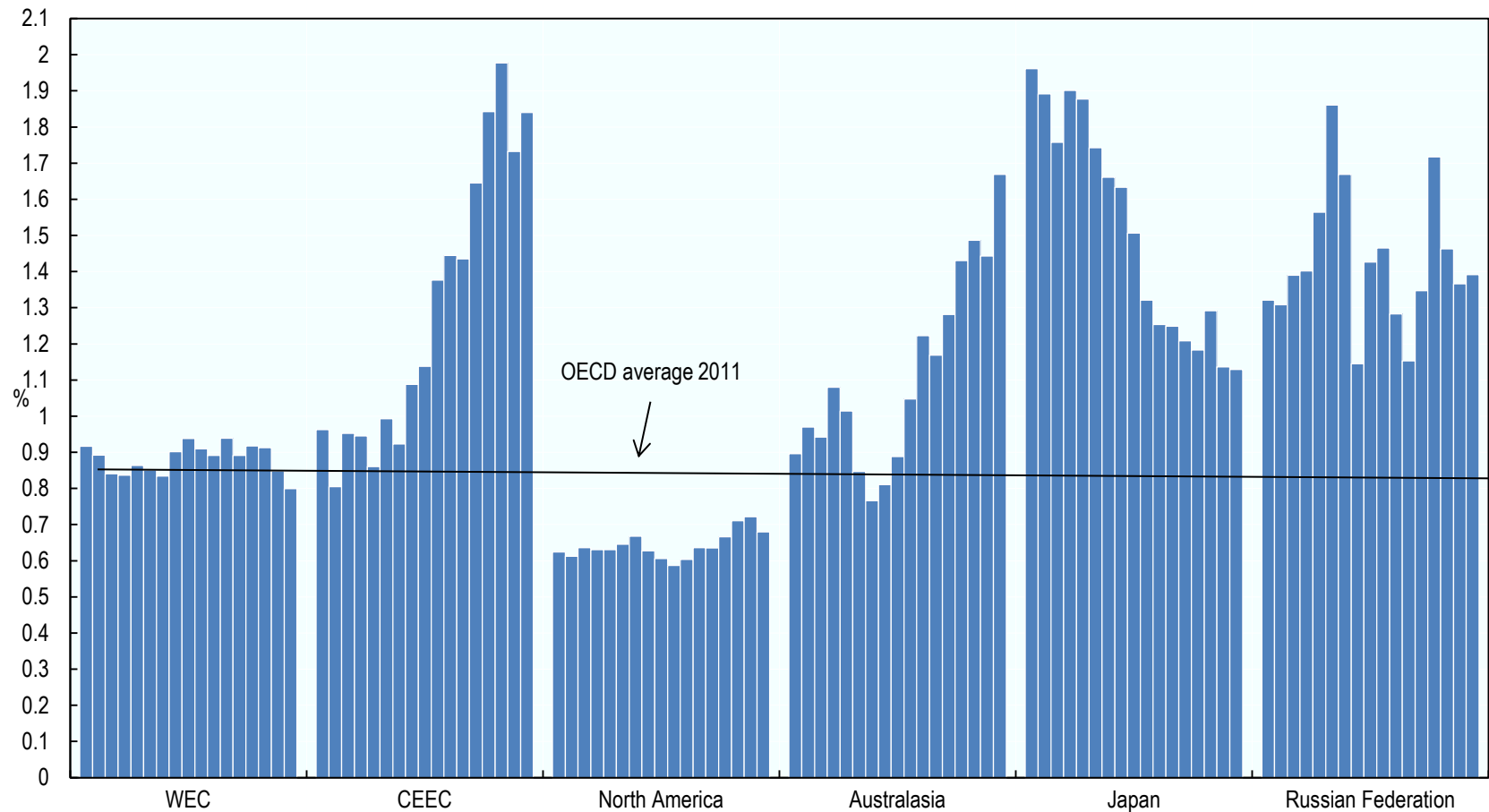
Measuring transport infrastructure spending and assets

Jari Kauppila

ITF Statistics Meeting, Paris 10-11 April 2014

Investment in inland transport infrastructure by region 1995-2011

As a percentage of GDP, at current prices and current exchange rates

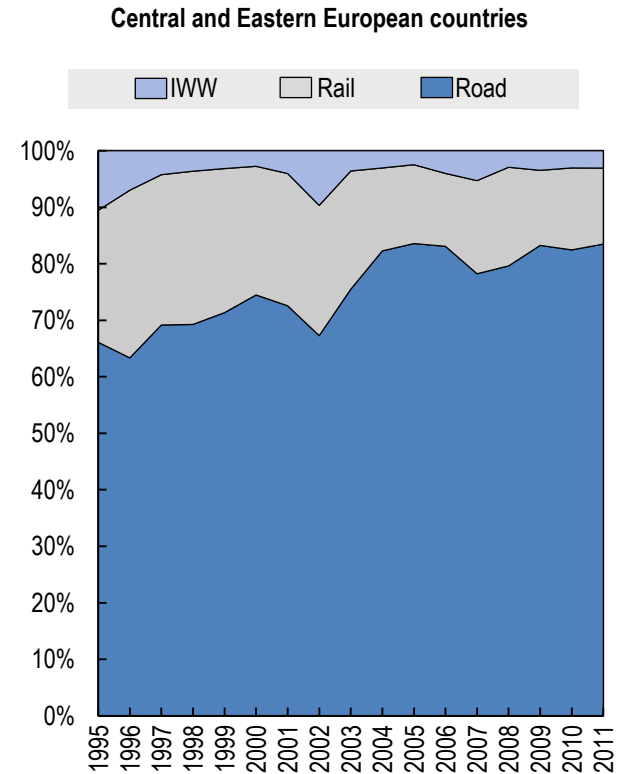
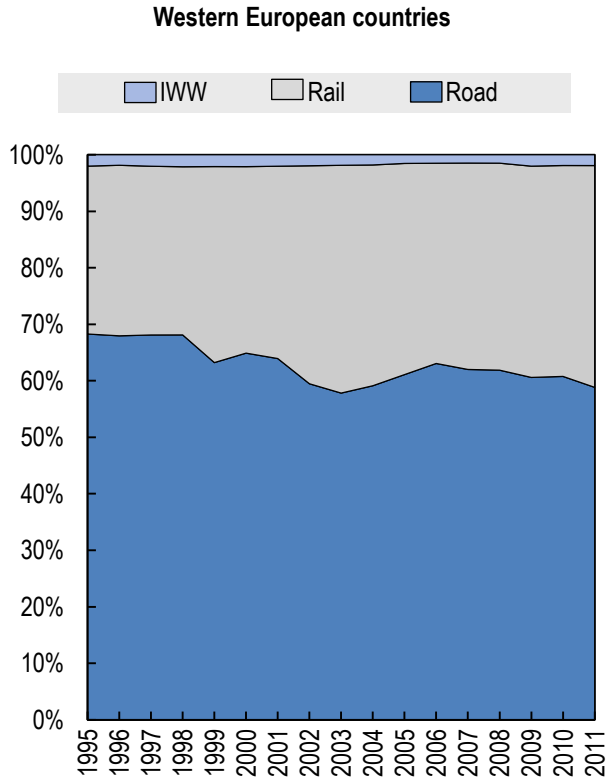


Lähde: Spending on Transport Infrastructure 2013



Distribution of infrastructure investment between modes

Euros, current prices, current exchange rates

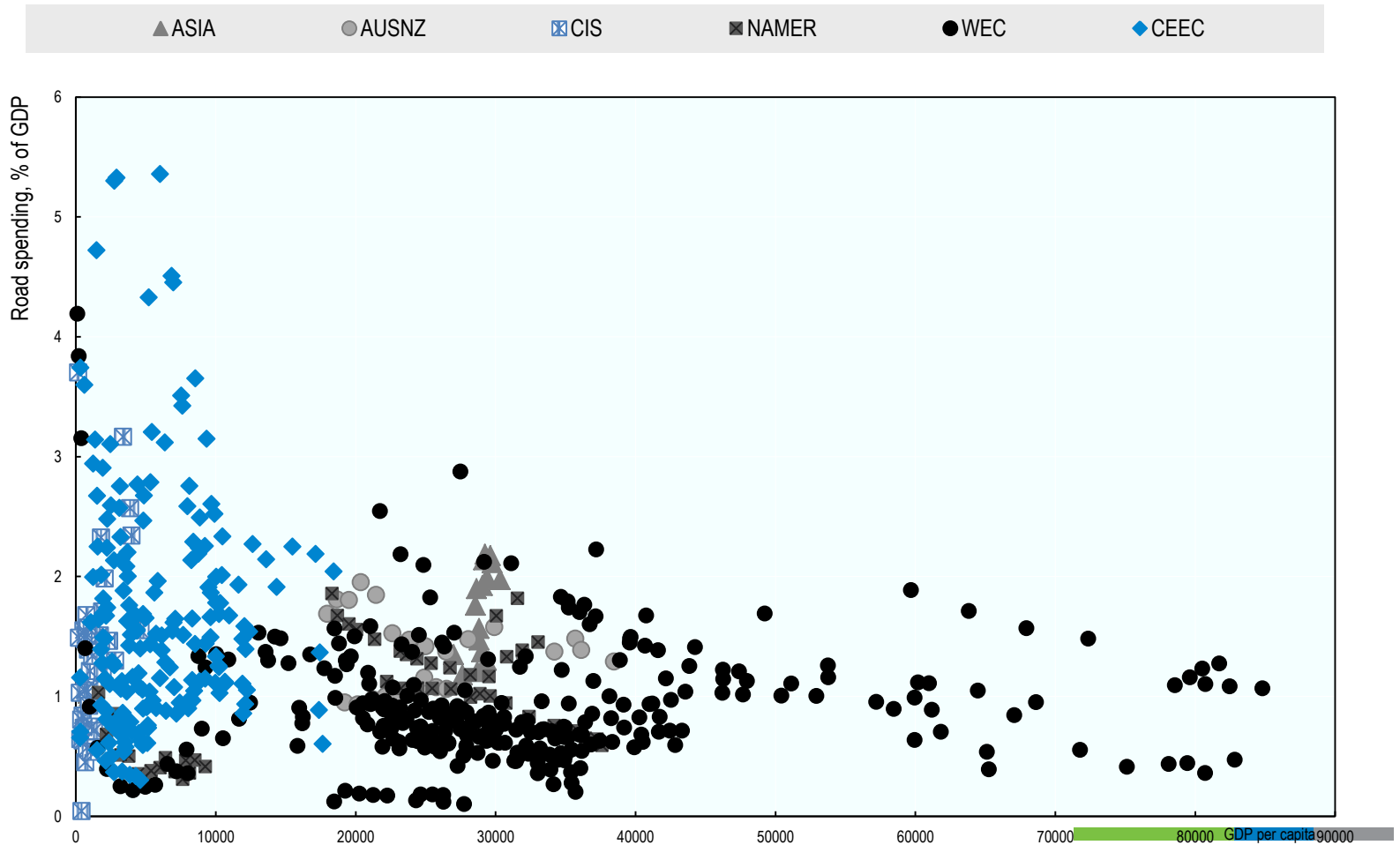


Source: Spending on Transport Infrastructure 2013




Road infrastructure spending

Percent of GDP, constant 2005 euros



Is current spending enough?

- ❑ The quality of transport infrastructure is a key determinant of performance in the transport sector
 - ❑ Countries spend considerable amounts of money on transport infrastructure - yet data on spending and assets are often lacking
 - ❑ Leads to less informed decisions
 - ❑ Better data can lead to more robust macroeconomic analysis and benchmarking for supporting decision making
 - ❑ To prioritise investments, to assess condition of existing infrastructure, to compare infrastructure performance etc.
 - ❑ ITF has provided recommendations for uniform data collection of transport infrastructure spending and asset data, leading to better decision making
- 



Understanding the Value of Transport Infrastructure

Guidelines for macro-level measurement
of spending and assets

2013

Task Force Report, 2013

Task Force

- ❑ Chair, Patricia Hu, Director, Bureau of Transportation Statistics, USA
- ❑ Members from France, Sweden, Germany, EIB, OECD, IRF, IFSTTAR, COLAS, RFF

- ❑ Review existing sources, definitions and coverage
- ❑ Identify critical data gaps and highlight the importance of filling these gaps
- ❑ Set priorities for future data collection
- ❑ Develop improvements in definitions and methods




Why measure the value of infrastructure?


- ❑ Lack of comparable data limits the quality of today's macroeconomic analysis
 - ❑ How much (in monetary terms) transport infrastructure there is in the first place;
 - ❑ How stocks evolve over time (do annual investment flows cover depreciation?);
 - ❑ How close to the optimum the current stock is (growth-maximizing);
 - ❑ What determines investment?
- ❑ Assess conditions of the existing assets, benchmarking, performance etc.



Task Force recommendations

- ❑ Improving international comparability of transport infrastructure spending data and analysis should be one of the key goals of the international statistical community
 - ❑ National statistics offices should provide, at minimum, data on investment and maintenance spending by asset type
 - ❑ Efforts should also be made to estimate capital stock (asset value)
 - ❑ ITF should play a key role in fostering dialog between statistics providers and users on infrastructure data related issues
 - ❑ ITF database should be developed as a reference point to aggregate data on transport infrastructure spending and related output data
 - ❑ Statistical data collection and reporting should follow the guidance provided in the report
- 

Recommendations for data collection

1. National statistics offices should provide, at minimum, data on investment and maintenance separately by asset type
 2. It is highly recommended to estimate data on capital stock by asset type
 3. Definition and recording of investment and maintenance should follow as closely as possible those used in the System of National Accounts
 4. European Commission regulation on the scope of transport infrastructure is a useful conceptual framework for classification of infrastructure by asset type. Development of more accurate definitions for all asset types should be considered as a priority item for future work
- 

Recommendations for data collection

5. National statistics offices should make available or produce transport infrastructure construction specific cost indices to be used as deflators for calculating spending in constant values
6. The OECD and countries are invited to explore possibilities to have more detailed data on transport infrastructure related Purchasing Power Parities
7. Data should always include detailed metadata on methods, definitions and classifications used



Steps taken

- ❑ Final publication was published and discussed at 2013 Summit
- ❑ Side event on Understanding the Value of Transport Infrastructure at the 2013 Summit – part of recommendations
- ❑ Presented for the heads of national statistic offices at the OECD SCCP meeting 8 April 2014

- ❑ Meeting with data providers
- ❑ Implementation of recommendations in cooperation with Eurostat/UNECE



Thank you

Jari Kauppila
T +33 (0)1 45 24 97 21
E jari.kauppila@oecd.org

International Transport Forum at the OECD
2 rue Andre Pascal
75775 Paris Cedex 16
France