

# ITF Transport Outlook

Jari Kauppila

ITF Statistics Meeting, 10-11 April 2014



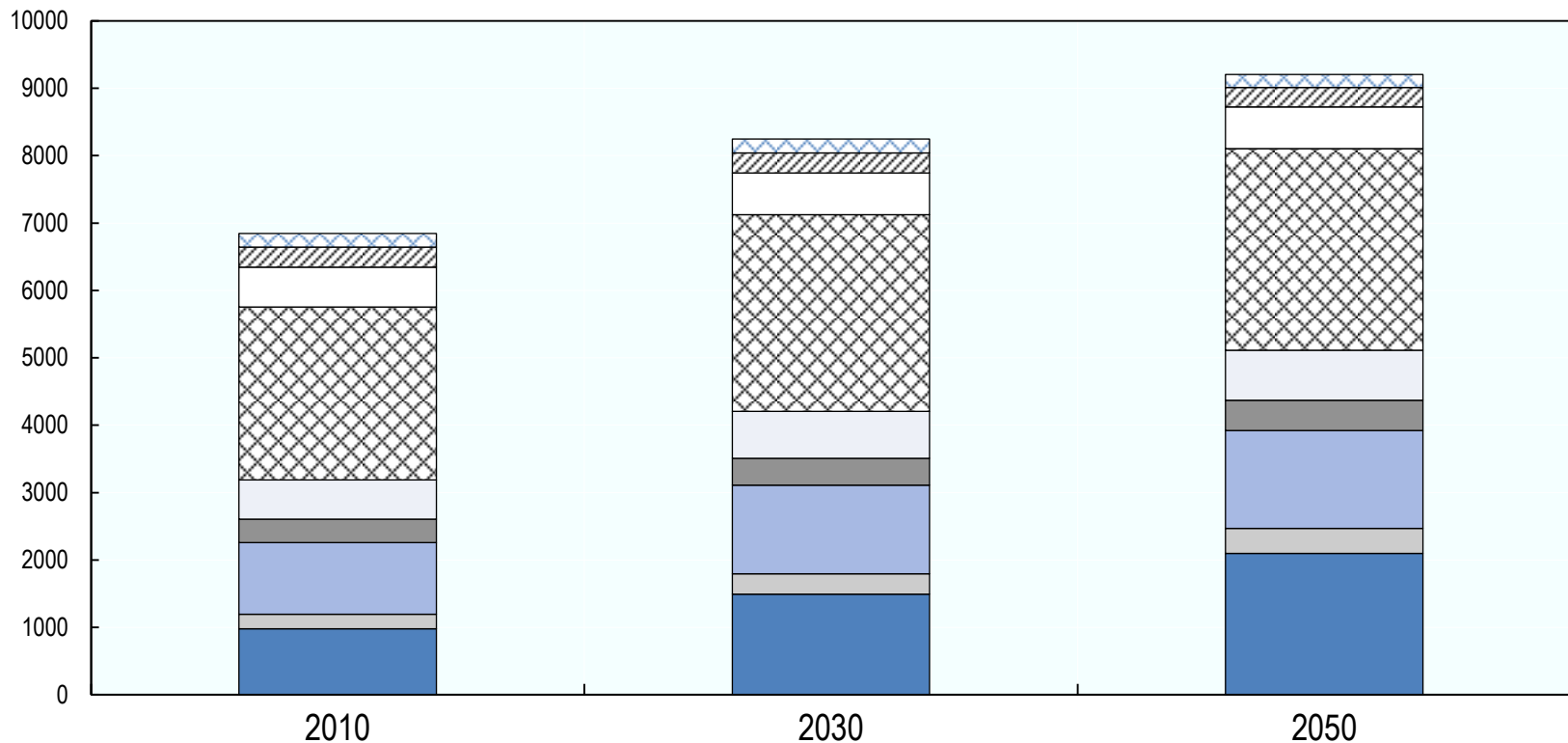
# ITF Transport Outlook 2013

FUNDING TRANSPORT



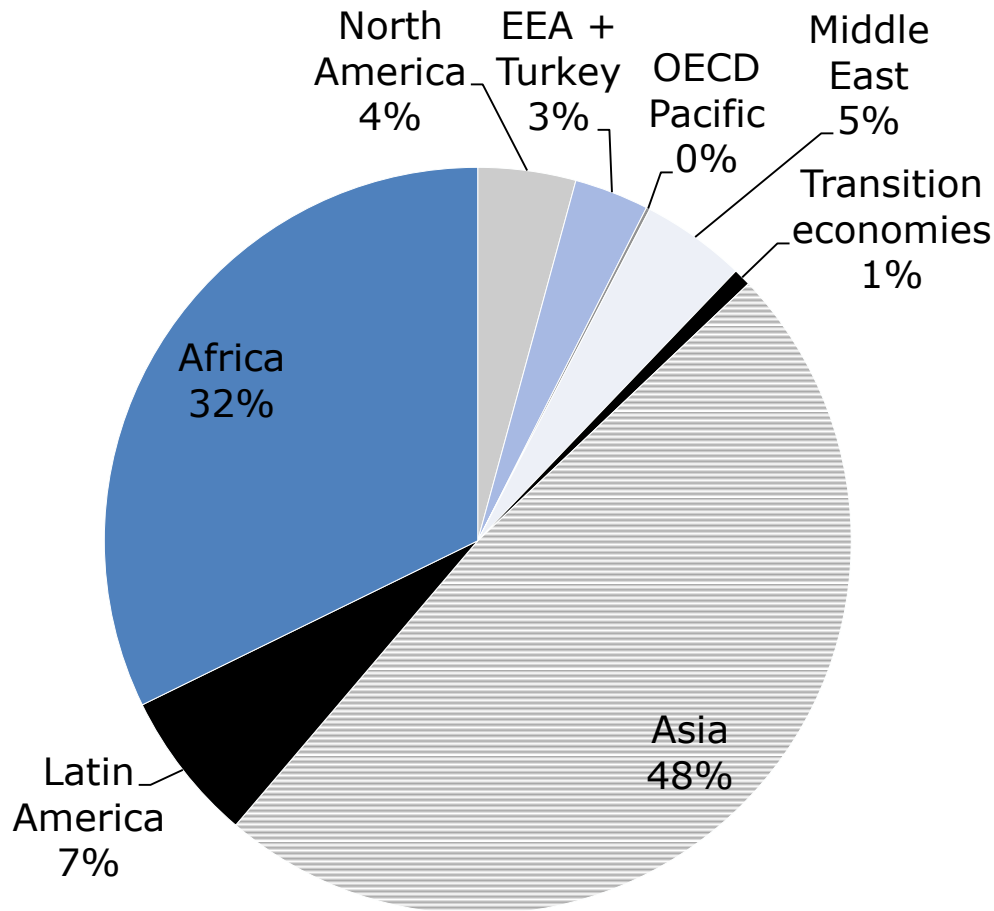
# Population by region, 2010, 2030, 2050 (millions)

■ Africa 
 ■ Middle East 
 ■ Asia 
 ■ North America 
 ■ Latin America 
  China + India 
  EEA + Turkey 
  Transition 
  OECD Pacific

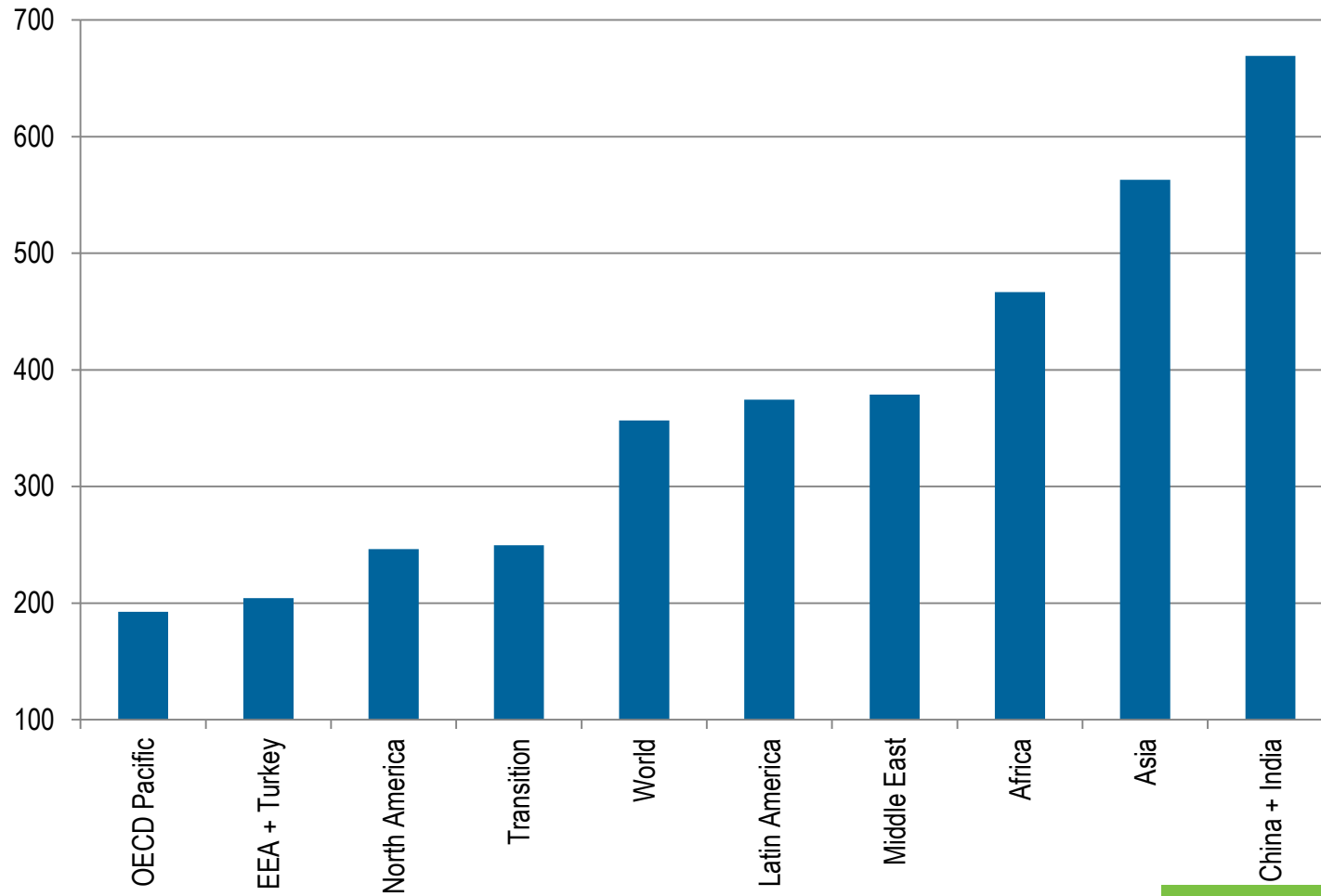


Source: ITF Transport Outlook 2013 based on UN Urbanisation Prospects (2011 Revision).

## Share of world urban population growth by region of the world (2010-2050)

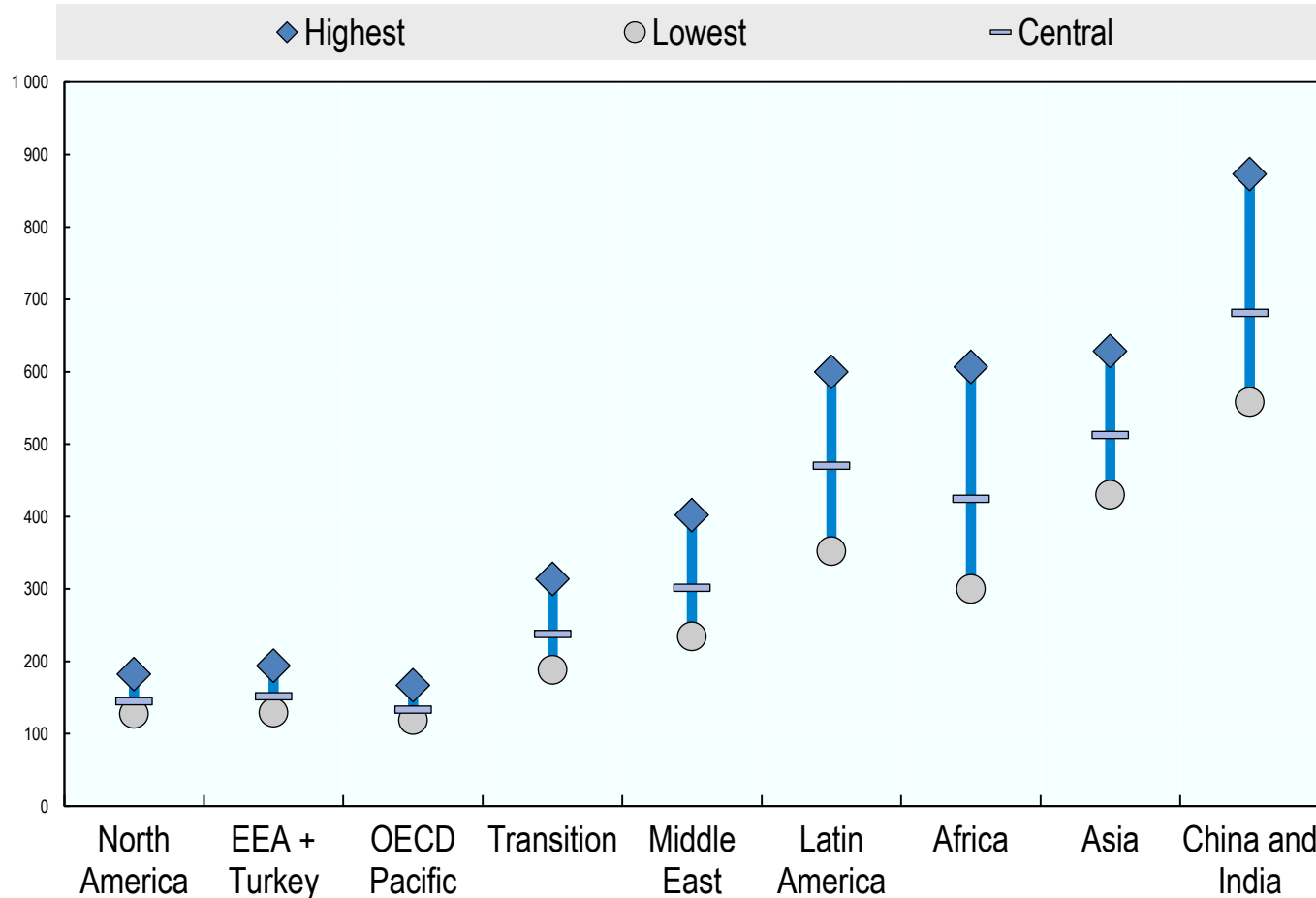


## GDP baseline growth by 2050 (2010=100)

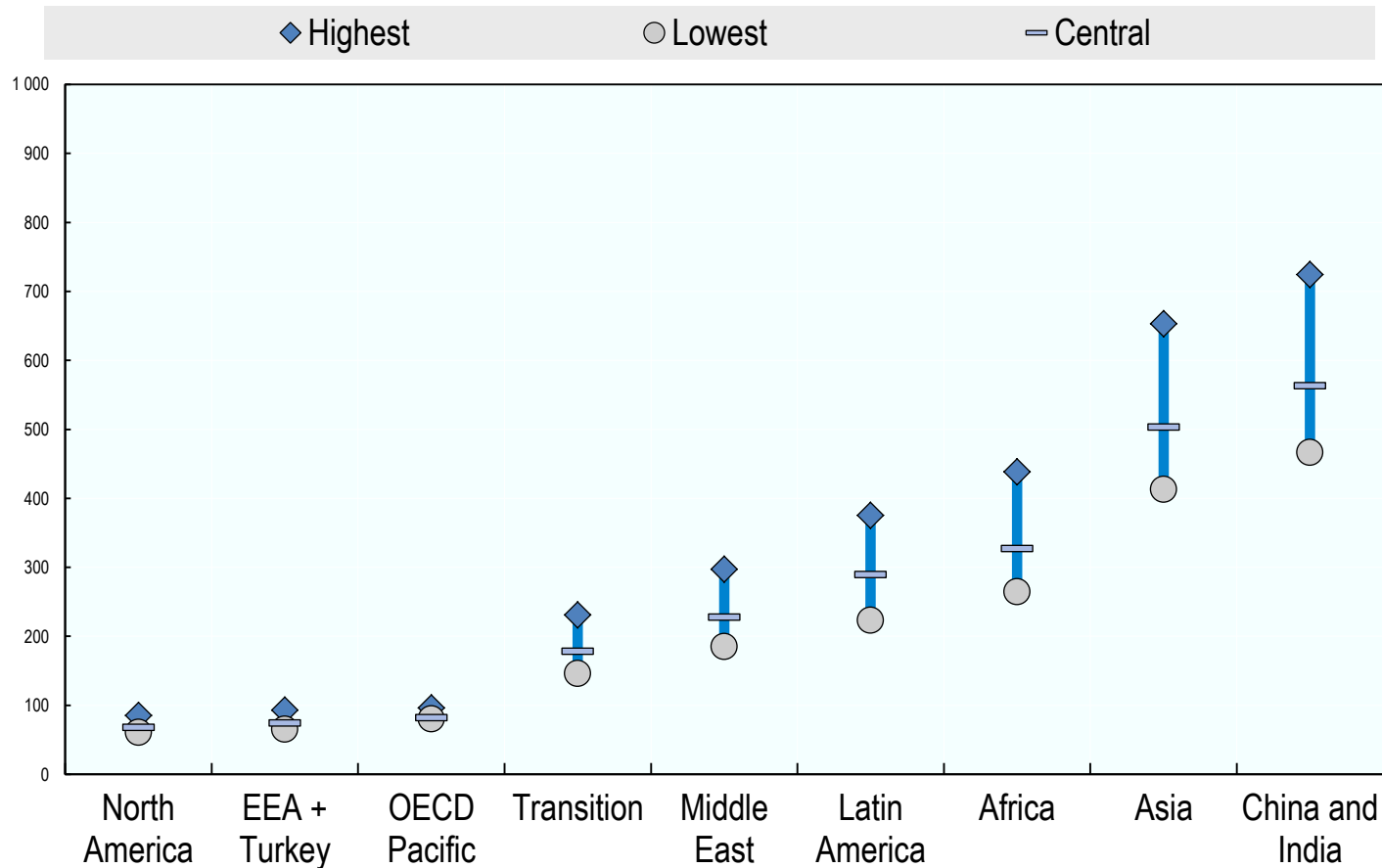


Source: ITF Transport Outlook 2013 based on OECD (2012), Conference Board (2012) and IMF (2013).

# Vehicle-kilometre growth for passenger transport by region, 2050



# CO2 emission growth for passenger transport by region, 2050



# Mobility and CO<sub>2</sub>: 2050

Long-term transport planning and policies translate into significant changes. Three scenarios (% of total p-kms)

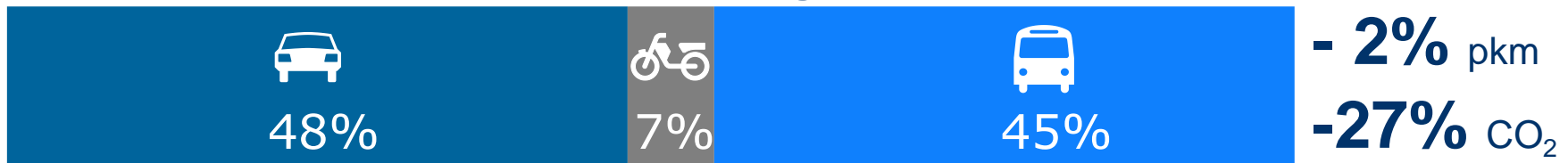
## Baseline 2050



## Private-transport oriented, high road growth



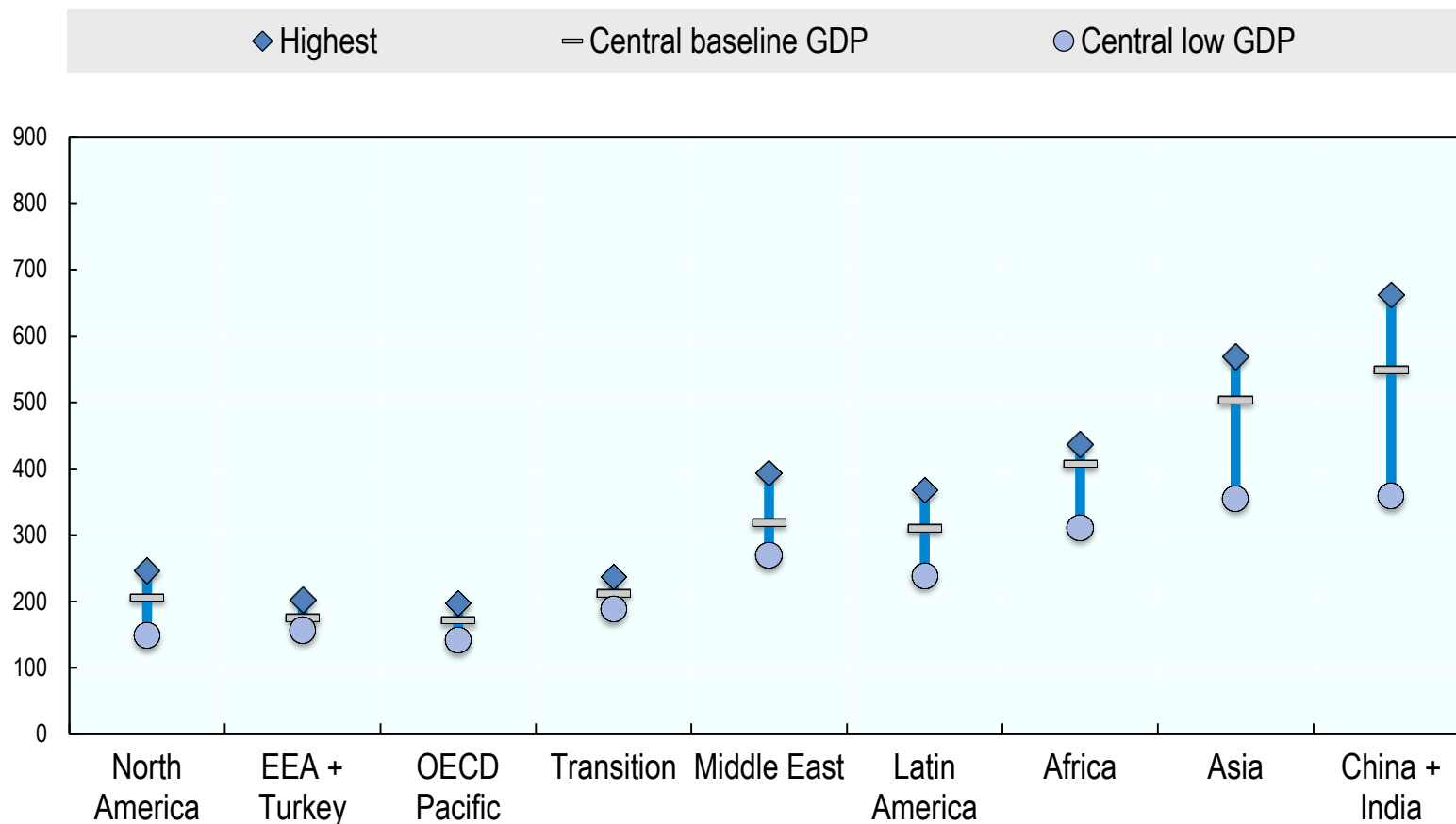
## Public transport oriented, lower road growth



Mode shares (total p-kms)

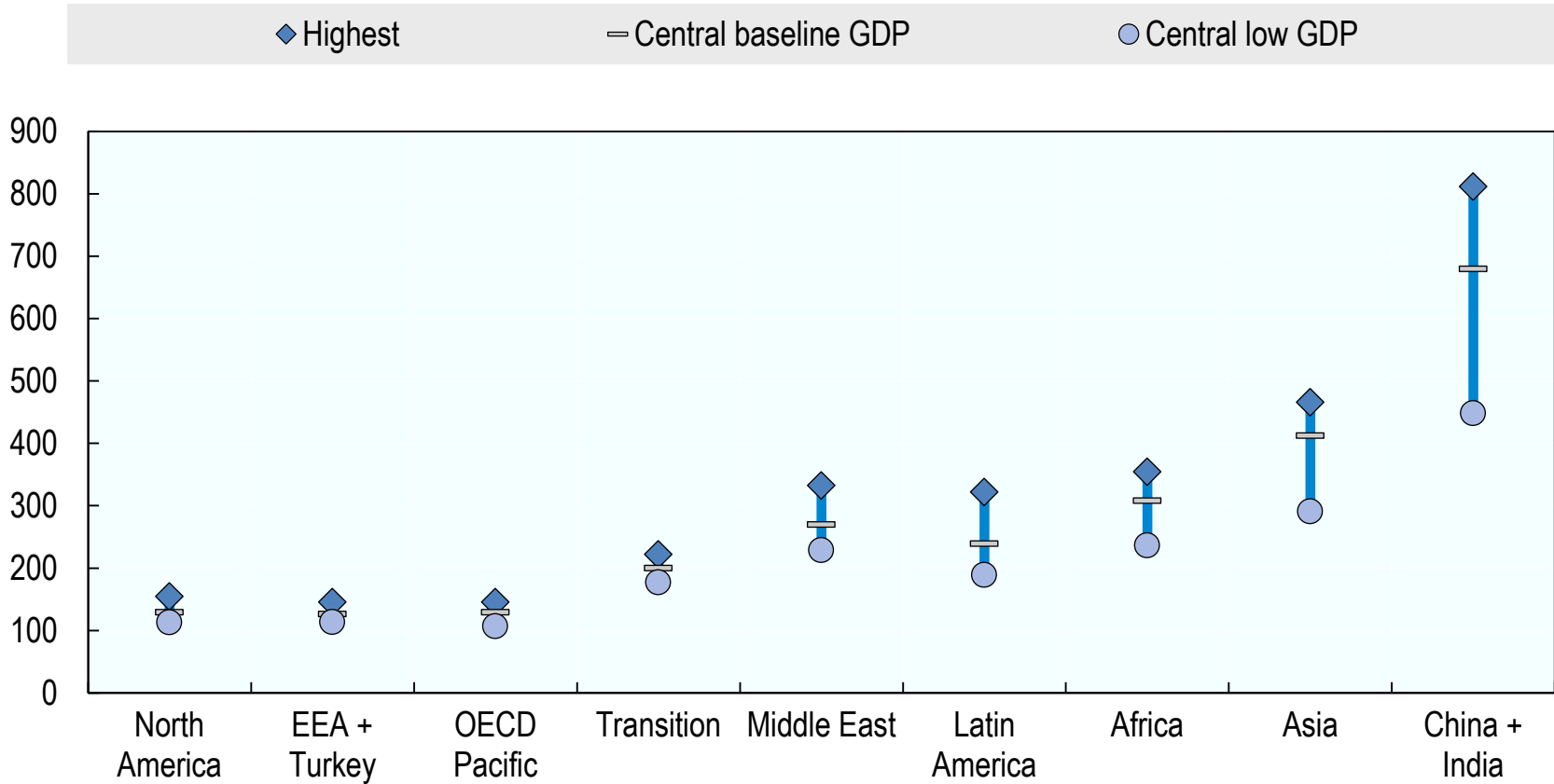


# Surface freight tonne-kilometres by world region, 2050 (2010=100)



Source: ITF Transport Outlook 2013.

# Surface freight CO2 emissions by world region, 2050 (2010=100)



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## ITF Transport Outlook 2013

### *Funding Transport* 😊

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OECD, ITF  
10 Dec 2013

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The *ITF Transport Outlook 2013* presents and discusses global scenarios concerning the development of transport volumes through 2050. The analysis highlights the impact of alternative economic growth scenarios on passenger and freight flows and the consequences of rapid urbanisation outside the OECD. Under any scenario, transport volumes grow very strongly in non-OECD regions, and curbing negative side-effects (including greenhouse gas emissions, local pollution and congestion) is a major challenge. The *Outlook* also discusses the challenge of establishing sustainable funding mechanisms for the transport sector, emphasising the need for long run funding strategies in a context of growing global investment demand. The *Outlook* includes a comprehensive statistical annex.

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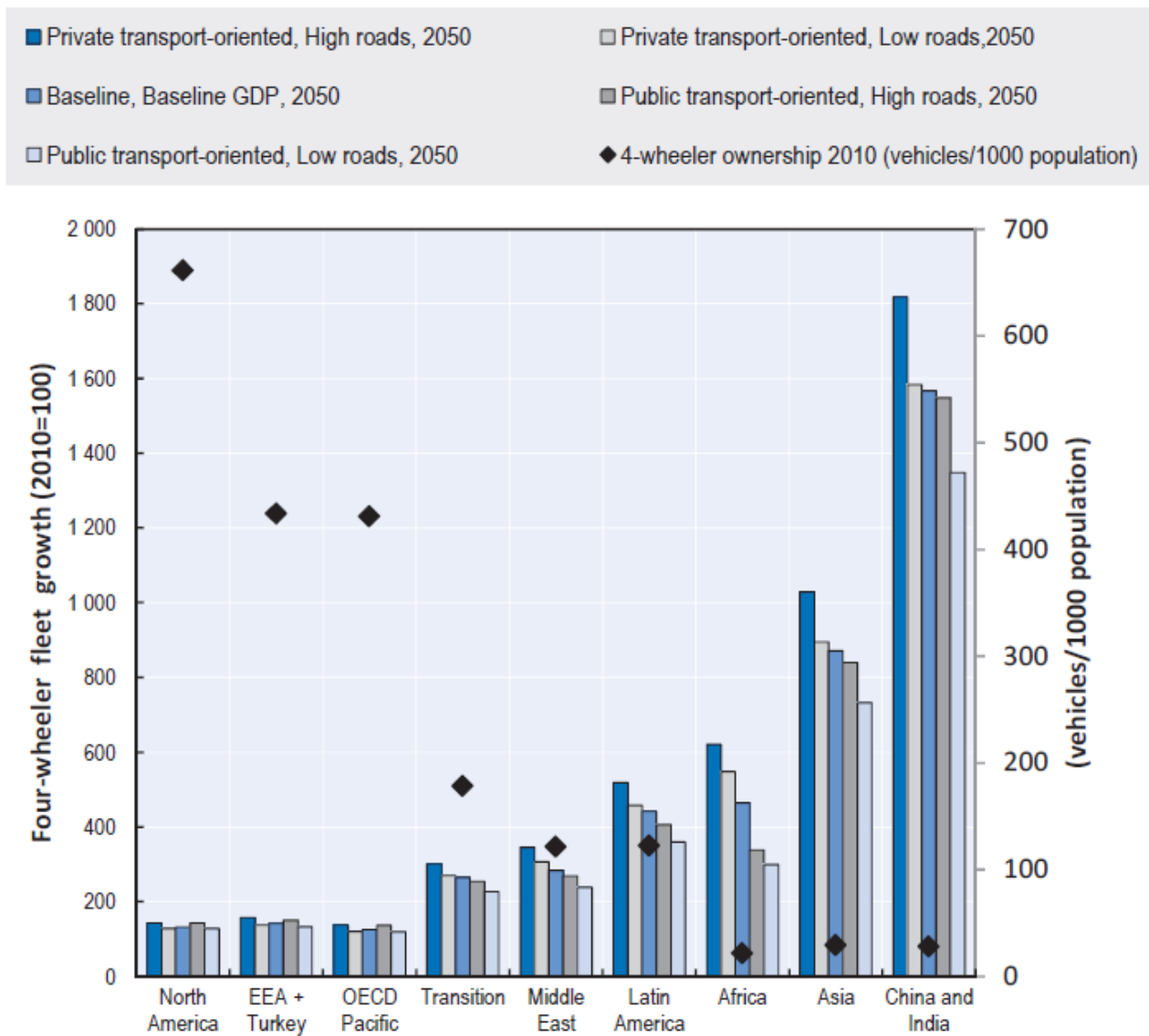
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Figure 2.30. **Four-wheeler ownership and growth by region**  
Alternative policy pathways, baseline GDP



# Thank you

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