International Transport Forum

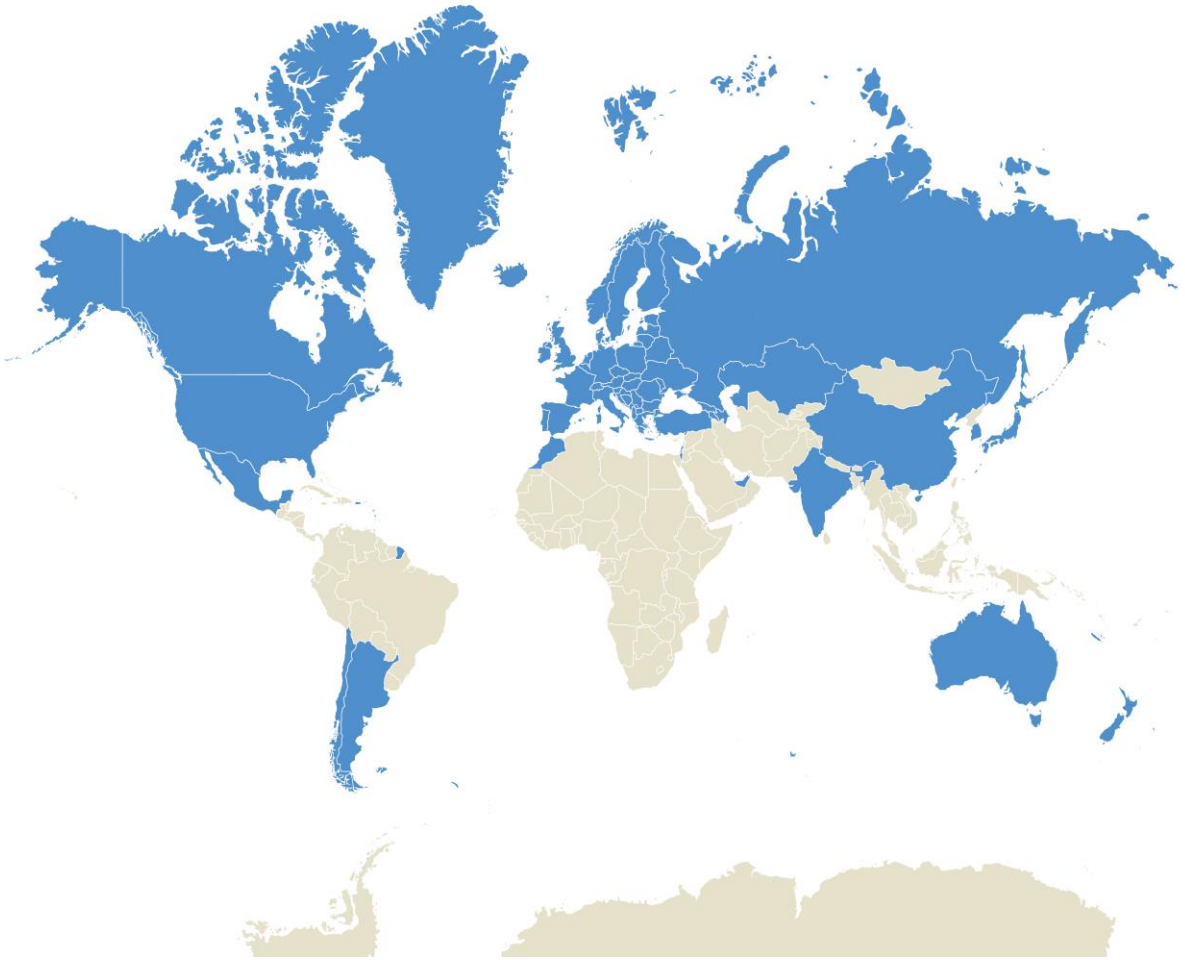
# 5th ITF Statistical Meeting

## Item 3.1- ITF questionnaire on transport infrastructure spending

25th-26th April 2018 - PARIS

OECD

# 59 ITF Member Countries



# Geographical Coverage of the Questionnaire

## Schedule

- Questionnaire sent out January 8th 2018
- Deadline ➡ *February 10th*

## Missing Responses

- Missing responses from **9** countries (***42 received***)
- Questionnaire not sent to: **ARG, BLR, BIH, CHL, CHN, LIE, NLD, UKR**
- Data inputs by ITF for: **CHN**
- We expect 2016 data for **52** countries

# Response Rates

## Investment (TAB I)

- 2016 data provided by **35** countries

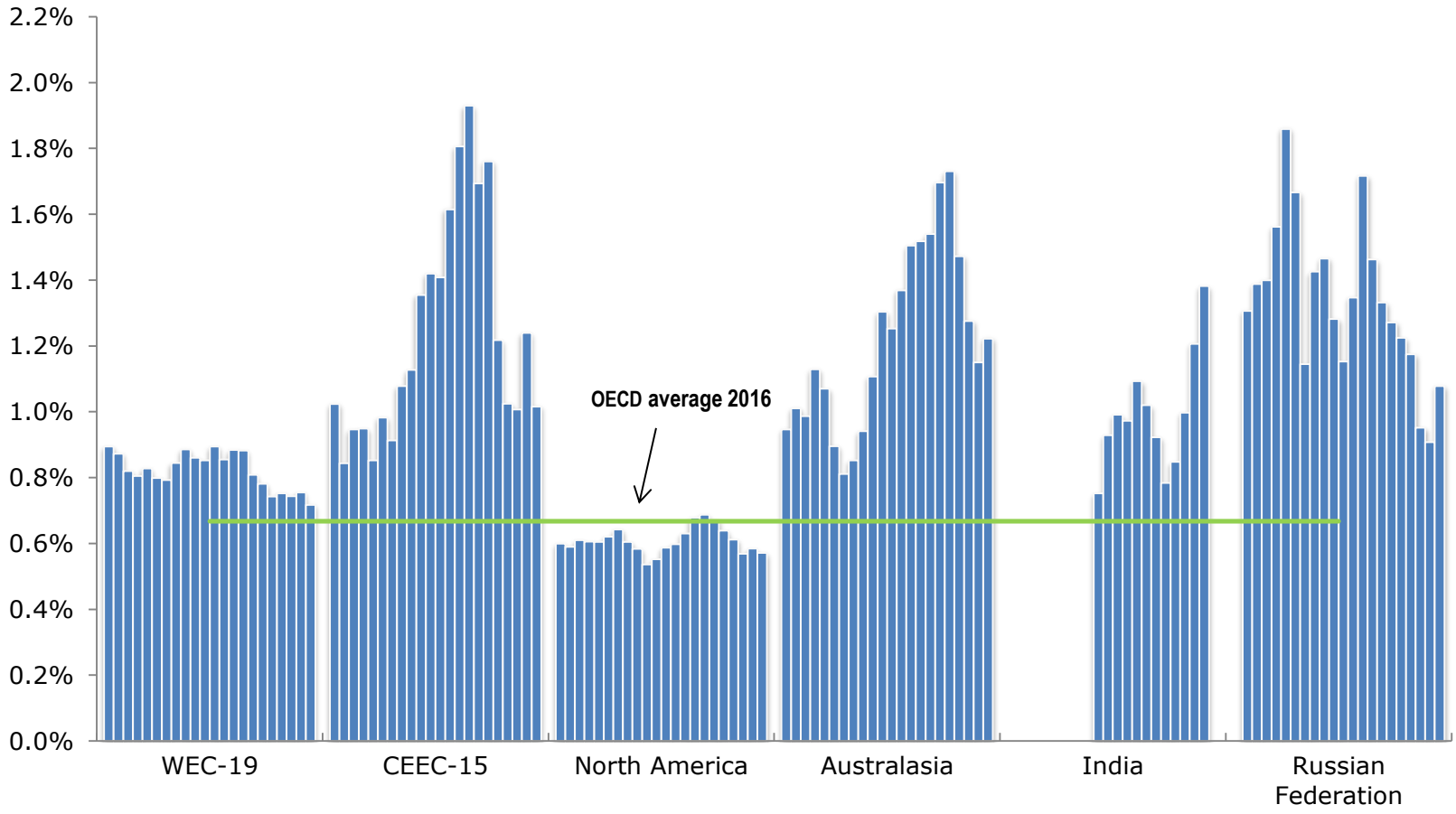
## Maintenance (TAB II)

- Complete data for all modes - **9** countries (2016)
- Rail maintenance spending - **24** countries (2016)
- Road maintenance spending - **25** countries (2016)

## Capital Value (TAB III)

- Data provided by **17** countries – *over double the response rate!*

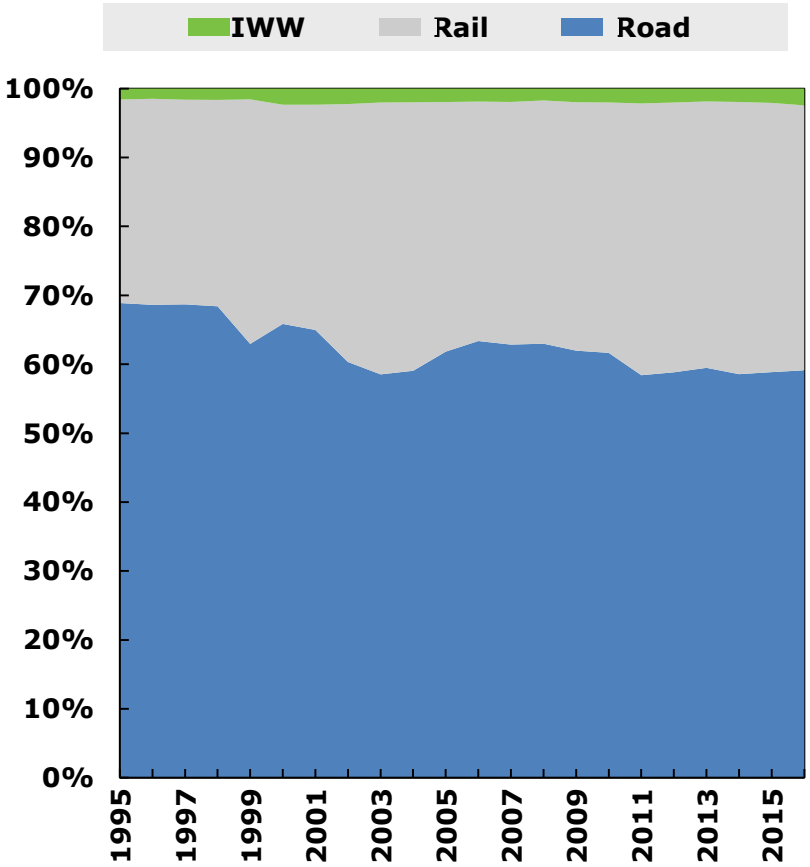
# Investment in Inland Transport Infrastructure by region 1995-2016 as a percentage of GDP



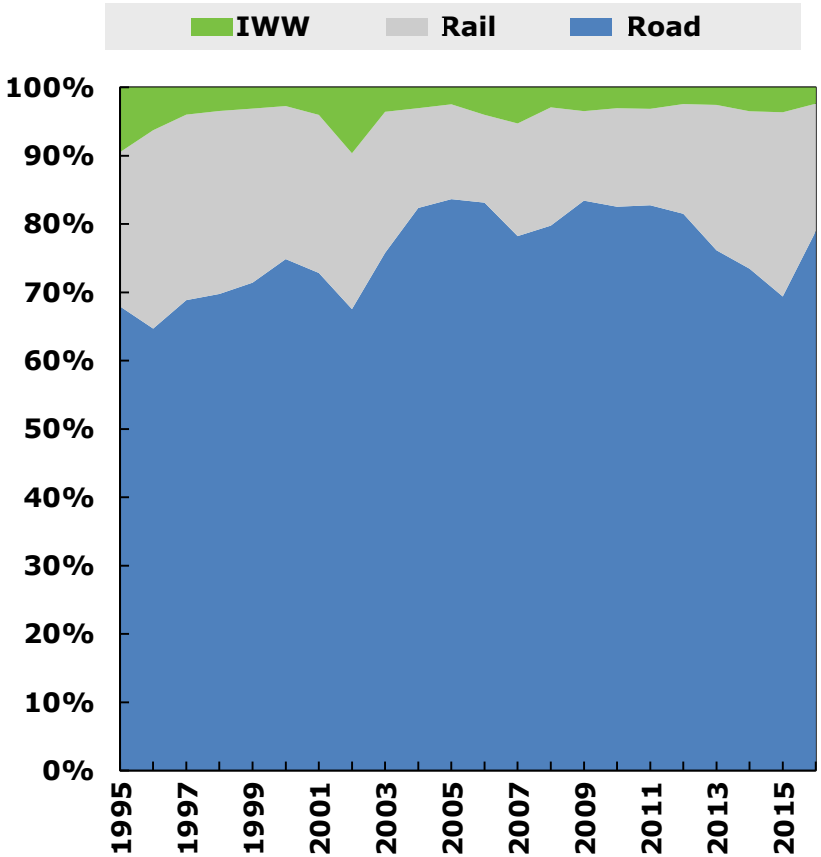
# Modal Split Evolution 1995-2016

## Investment spending in current prices

### Western European Countries - 19




### Central and Eastern European Countries - 15



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# Capital Value of Transport Infrastructure

## Assessing comparability and harmonizing methods

The two main methodological branches:

1. **Perpetual Inventory Method** (PIM)
   - Must take into account depreciation
   - Inconsistency with inclusion/exclusion of maintenance spending
   - Countries: FIN, FYROM, DEU, ISR, LVA, LTU, NOR, SWE, CHE, USA
2. **Depreciated replacement cost**
   - Best quality estimate of capital value, but more costly to assess
   - Countries: BEL, EST

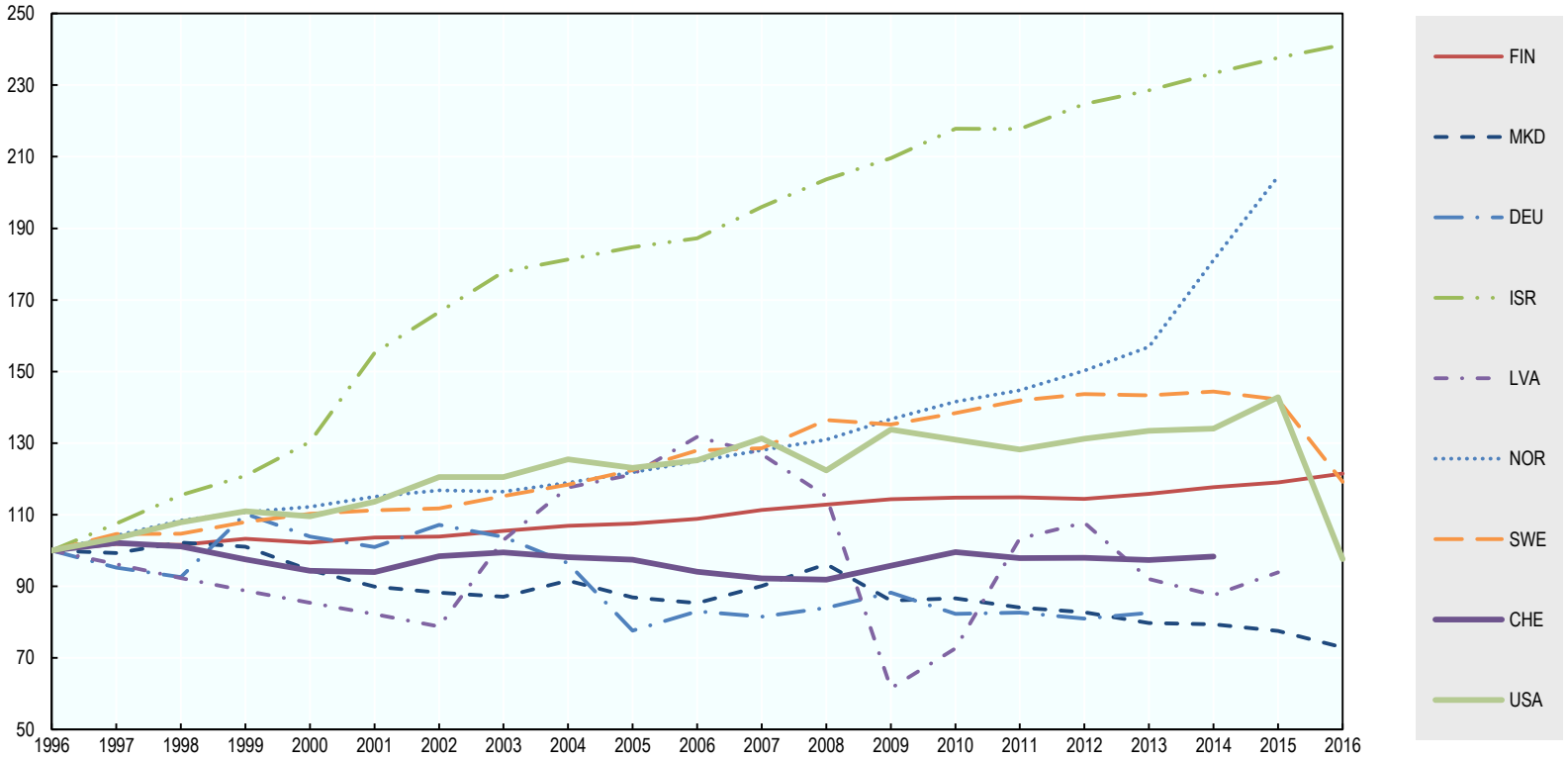
**The case of France**: estimating capital value with SNA data

- Data: System of National Accounts data on civil works assets & investment spending data
- Estimated net fixed capital formation for each mode, to then estimate capital value for each mode:

*Capital value (t) = Capital value (1994) + Sum of NFCF (1994 to (t – 1))*

# Capital value for inland transport infrastructure 1996-2016 for countries using PIM

(At constant 2010 prices, 1996=100)



# Concluding Remarks

## Next Steps

- Gather more metadata on capital value calculation methods
- Improve quality of rail data through work with UIC
- Enhance the deflators used for investment spending

## Disseminating Results

- Accessible through OECD corporate databases ➪ OECD.Stat
- Included in ITF flagship publication ➪ Transport Outlook
- Published in statistics brief on latest trends ➪ ITF Website

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# Thank you

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