







Better data for better transport policies





## What?

**Gathering transport data and providing statistics is a core mission of the International Transport Forum.** The ITF calculates nearly 90 transport-related indicators for ITF member countries. These make it possible to compare and benchmark transport performance across countries. Our data form the basis for many analytical studies. They are publicly available via the data portal of the OECD at stats.oecd.org.

# Why?

Quantitative evidence using reliable data is the backbone for sound policy decisions. The ITF databases are the only source of international transport statistics that include all modes of transport. Our data thus allow for a global and truly multi-modal perspective on transport trends.

## How?

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The ITF collects data from transport ministries, national statistics offices and research institutes via questionnaires. On a yearly basis, we survey ITF member countries for data on their transport networks, equipment, freight and passenger transport, safety and spending on infrastructure. Additionally, our quarterly survey encompasses road traffic, new vehicles, and fuel use. This allows for timely identification of changes and turning points for selected indicators. Most of the ITF data series start in 1995. However, the database also includes harmonised time series consolidated as far back as 1970.



**Ensuring data quality and** comparability is an important aspect of ITF statistical work. Through regular meetings on transport statistics, ITF serves as a platform for transport ministries, national statistical offices, research institutes and international organisations to develop harmonised solutions to a series of issues relevant to transport decision-makers. All data are reviewed by ITF statisticians using OECD statistical processing software. The quality of the data is also assessed through comparisons with other international organisations. A widely-used tool to improve data comparability is the "Illustrated Glossary for Transport Statistics". Now in its 5th edition, the Glossary provides harmonised definitions of statistical terms. We produce it together with the Statistical Office of the European Union (Eurostat) and the **United Nations Economic Commission** for Europe (UNECE).

## irtad

The ITF also operates a unique collection of road safety data for 47 countries. The database is supported by the IRTAD Group (International Traffic Safety Data and Analysis Group), a global network of road safety stakeholders. Access to the IRTAD database is restricted to members of the IRTAD Group.

## **Publications**

ITF statistics publications include the annual Key Transport Statistics leaflet, ITF Statistics Briefs covering global trade and transport as well as investment in transport infrastructure.

The Glossary for Transport Statistics is produced in partnership with the Statistical Office of the European Union (Eurostat) and the United Nations Economic Commission for Europe (UNECE).

The IRTAD Road Safety Annual Report provides an overview of road safety performance for IRTAD countries.

2019

#### Transport Forum

#### **Statistics Brief**

Evolution of transport infrastructure investments since before the financial crisis

China has the highest inland transport infrastructure investment share of GDP among ITF countries with available data in 2017 (5.8%).

- In Europe, the inland transport infrastructure investment share of GDP has remained stable at 0.8% since 2012<sup>1</sup>, which is only a slight decrease from its pre-crisis level of 0.9% in 2007.
- Albania, Croatia, Georgia, Montenegro and Slovenia experienced the stro es in inland transport infrastructure investment share of GDP in 2007-17, Isling over 1.5 percentage points.
- The People's Republic of China has nearly quadrupled its volume of investm inland transport infrastructure since 2007 (+290%) and Turkey more than tripled investments (+240%).

The largest increase in the road share of inland transport infrastructure tment in 2007-17 was recorded in Georgia (37% to 87%). This is due to traneous growth in road investments (+100%) and declines in railway in

North America decreased its road share of inland transport infrastructure investments from 2007 to 2017. In Mexico, the road share fell 23 percentage pol to strong growth of investment in rail (+121%). In Canada the share of road inv declined by 4 percentage points, in the United States by 3 percentage points.

China is developing its road network at a faster rate than its railways, when comparing volume of spending in 2017 to 2007 (+336% and +141% respectively).

The highest gross fixed capital formation (investment) in inland transport infrastructure e as a percentage of the Gross Domestic (Frodext (GOP) in 2017 occurred in Clines (S-M), increases in inland transport infrastructure investment hares of GDP were recorded in (+0.6), Albania (+0.5), Hungary (+0.5), Georgia (+0.4), and China (+0.4), When compa-tiset data to 2007 meersitis levels, there was visible growth in inland transport infrastru-test data to 2007 meersitis levels.

<sup>1</sup> The aggregate for Europe includes Albania, Austria, Belgium, Balgania, Croatia, the Caech Republic, Denmark, Greece, Bangarg, Iosland, Italy, Latria, Lithuania, Montenegra, Nierwag, Poland, Ramania, Serbia, Storekia, Siove Unived Endodin. Data fuma 2016 focus cond for Austra. Bandrania. Decreask: Bolgand Lithu Narazz: and Rozanau. inland, France, Germany,

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### Strengthening growth in freight transport in 2018

The global GDP grew by 3.6% between 2017 and 2018, rising at than the year before. The GDP in most advanced economies expan the year Defense the outrim introduced accounter outcomment or expensions of a point emerging and revealing ecconomics (increased at a subject) where sets to the pervisors years (a, 5%). World trade volume green 3%, which the rate of growth H 2021. All frieght non-elikometers increased by , which is significantly lower than the extraordinary 5/% growth new Preliminary estimations for 2038 data into the interrutional Tanspoor an increase of nail Frieght in Resisti (4-2%), in the US (5%) and 1% - 0-soft horist non-silometers this as using contributed to expand in the second sec



the EU28 above the pre-crisis levels, and the US tra rend started at the end of 2017. trade by sea and air, percentage change from June 2008



Road fatalities in ITF countries continued to fall in 2018 The 2ist century has experienced the lowest levels of read deaths since system reporting began in most member countries of the international Transport Forum. In 20 the total number of and datus decreased in the 33 countries which confidence vailable, ed an is Number of fatalities in 2018 (%

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### **More information**

Visit the ITF statistics and data web page: https://www.itf-oecd.org/statisticsand-data

Subscribe to the ITF Statistics Brief: www.itf-oecd.org/subscribe

**Contact our statisticians:** statistics@itf-oecd.org

### **ITF Databases**

#### **Performance Indicators**

Published 15 November

<u>Eighty-eight transport performance indicators</u> related to transport infrastructure, safety, traffic, transport equipment, passenger and freight movements, energy, the environment and the economy.

#### **Transport measurements**

#### Freight Transport

#### Published 31 October

Inland transport of goods (tonne-kilometres), containers transported by rail and sea (Tons and TEU) and short sea shipping data (t-km).

#### Passenger Transport

#### Published 31 October

Passenger-kilometres for road (passenger cars, buses, and coaches) and rail.

#### Short-term indicators

#### Published 30 June, 30 September, 31 January, 31 March

Inland freight transport by mode, rail passenger transport, motor vehicle traffic, registration of new vehicles, motor fuel deliveries, and road fatalities (30 days).

### Transport infrastructure investment and maintenance spending

Published 31 March

#### Investment and maintenance expenditures and capital

<u>value</u> for road, rail, inland waterways, maritime ports and airports.

#### Safety

#### Road injury accidents

Published 31 October

Number of road accidents, injured, and fatalities (30 days).

#### IRTAD database

Published 15 May Annual road fatalities for 1965 and from 1970 onwards by age group and road user. Data on hospitalized cases, MAIS3+, seriously injured and injured are available exclusively for IRTAD members.

#### **Urban access framework**

<u>Indicators</u> measuring how many destinations can be reached (absolute accessibility), how many destinations are nearby (proximity) and what is the impact of the transport system in reaching these destinations (transport performance).



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