

# ITF TRANSPORT STATISTICS










Better data for better transport policies






















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4-5 April 2023, Paris



- Collecting data via questionnaires for its 64 member countries
- Ensuring data quality and comparability
- Forming the basis for many analytical studies
- Providing a platform for discussing best practices and common solutions

-  Albania
-  Argentina
-  Armenia
-  Australia
-  Austria
-  Azerbaijan
-  Belarus
-  Belgium
-  Bosnia-Herzegovina
-  Bulgaria
-  Cambodia
-  Canada
-  **Chile 2<sup>nd</sup> Vice-Presidency**
-  China
-  Colombia
-  Croatia
-  Czech Republic
-  Denmark
-  Estonia
-  Finland
-  France
-  Georgia

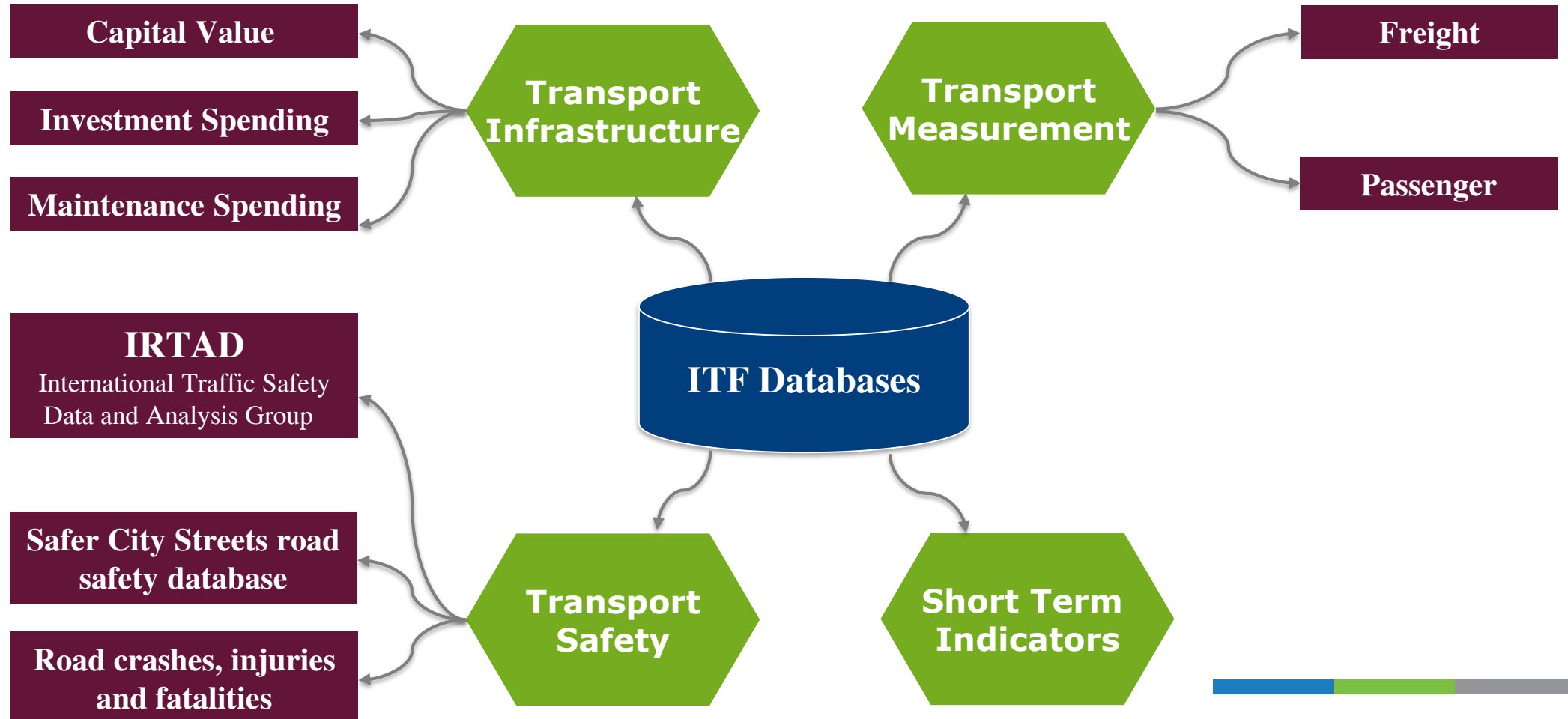
-  Germany
-  Greece
-  Hungary
-  Iceland
-  India
-  Ireland
-  Israel
-  Italy
-  Japan
-  Kazakhstan
-  Korea
-  Latvia
-  Liechtenstein
-  **Lithuania 1<sup>st</sup> Vice-Presidency**
-  Luxembourg
-  Malta
-  Mexico
-  Moldova
-  Mongolia
-  Montenegro
-  Morocco

-  Netherlands
-  New Zealand
-  North Macedonia
-  Norway
-  Poland
-  Portugal
-  Romania
-  Russia
-  Serbia
-  Slovakia
-  Slovenia
-  Spain
-  Sweden
-  Switzerland
-  Tunisia
-  Türkiye
-  Ukraine
-  United Arab Emirates
-  **United Kingdom Presidency**
-  USA
-  Uzbekistan

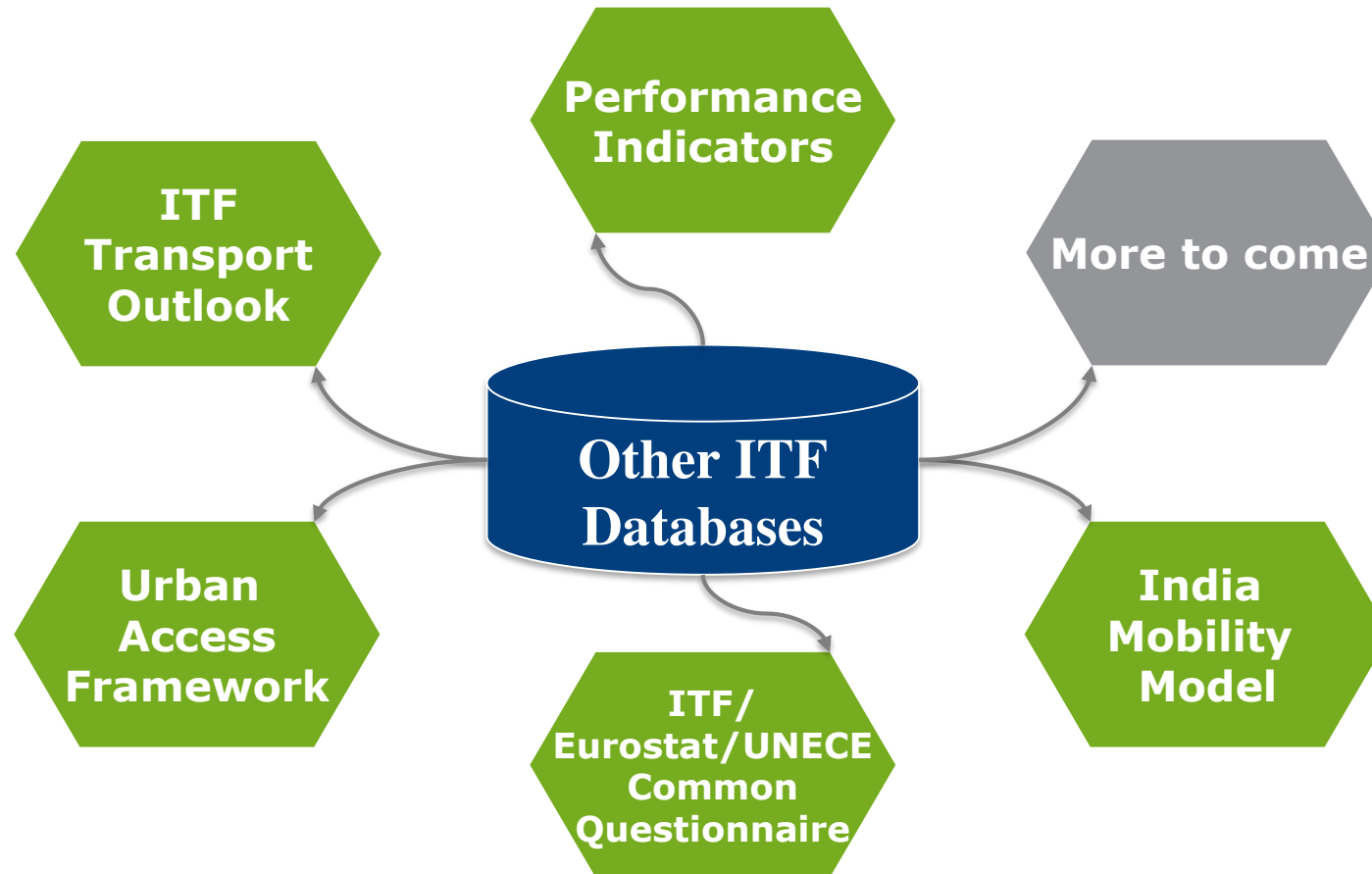
# Datasets



## Core ITF Data Collections



## Non-core ITF Data Collections



# Publications



# ITF Statistics Briefs

ITF statistics brief present important observations of the global transport and mobility trends, using data and statistical analysis, to the international community of policymakers, practitioners, statisticians, and researchers.

- Trends in the Transport Sector Statistics Brief
- Trade and Transport Statistics Brief
- Spending on Transport Infrastructure Statistics Brief
- Key Transport Statistics

### Increase in freight transport in 2021

Global economy started to recover from the Covid-19 pandemic in 2021. The global GDP increased by 4.2% between 2020 and 2021, by 6.8% in emerging and developing economies and by 5.2% in the most advanced economies. World trade volume increased by 9.8% and air freight tonne-kilometers by 18.1% in 2021 compared to 2020. This is mainly the result of the big impact of Covid-19 especially on the air freight sector during 2020. Surface freight transport was hit less than air transport during the pandemic and preliminary estimates for rail freight in 2021 show an increase of 8.2% and 6.4% in the European Union and in the United States respectively, according to data from the International Transport Forum. Road freight tonne-kilometers also increased by 6.5% in the European Union, according to preliminary estimates.

### GDP, trade and freight transport in 2021 (% change from the previous year)

Category	% Change
GDP	4.2
Trade volume	9.8
Air T km	18.1
GDP (EU)	5.2
GDP (US)	5.2
Road T km	6.5

Source: International Transport Forum, except world GDP (IMF), trade volume (WTO), air ton (IATA). Note: EU and US tonnage (EU and US) not included. (EU) represents EU total tonnage (EU, US, UK and EU). (US) includes EU, US, UK, EU, US and EU (quarter).

### Air freight volumes recovered in 2021

In 2021, sea and air trade recovered after the crisis due to the Covid-19 pandemic, according to preliminary seasonally adjusted data. Air freight volumes (measured in tonnes of goods moved), a lead indicator for economic growth, increased by 69% in the EU27 in November 2021 compared to June 2008. In June 2020 the level of air freight volume was only 6% higher than in June 2008. In the United States, air freight volumes increased by 35% in December 2021 compared to the economic crisis of 2008. In the US, sea trade volumes stayed at the same level as June 2008 for most of 2021, mainly as a consequence of the Covid-19 pandemic. In the EU27, after a decrease in the second quarter of 2020, sea trade volumes recovered during 2021. In December 2021, sea trade level in EU27 increased by 10% compared to June 2008.

### External trade by sea and air, percentage change from June 2008 (Tonnes, monthly trend, seasonally adjusted)

Source: International Transport Forum.

### Road fatalities in ITF countries continued to fall in 2021

The 21<sup>st</sup> century has experienced the lowest levels of road deaths since 1970s, when systematic reporting began in most member countries of the International Transport Forum. 2020 was a peculiar year and most countries experienced some periods of lockdown which reduced people's mobility and thus, crash risk. For this reason, 2021 will be compared to the average 2018-20. In 2021, the total number of road deaths decreased in 26 countries for which preliminary data are available. US experienced a big increase in 2021 with an increase in road deaths of 15% compared to the average 2018-20.

### Number of fatalities in 2021 (% change from the previous year)

Source: International Transport Forum. EU data for eleven months.

Country	% Change
Yalta	10
Dominican Republic	10
Sweden	10
Norway	10
Poland	10
Lithuania	10
Japan	10
Germany	10
Iceland	10
Luxembourg	10
Czech Republic	10
Netherlands	10
New Zealand	10
Estonia	10
Denmark	10
Austria	10
Australia	10
Belgium	10
Albania	10
Malaysia	10
Hungary	10
France	10
Spain	10
Australia	10
France	10
Switzerland	10
Canada	10
Latvia	10
China	10
Israel	10
United States	15
Germany	15

Data contacts: Rachel.Poggendorf@oecd.org, International Transport Forum, 2 rue André Pascal, 75775 Paris Cedex 16, www.itf-oecd.org, tel: +33 (0)1 73 31 25 54

## Key Transport Statistics

### 2021 Data



### Modal shift to cleaner transport fails to materialise

Global transport data from 2010 to 2021 collected by the International Transport Forum show the following:

- ▶ Passenger and freight transport demand steadily increased from 2010 until early 2020 following the outbreak of Covid-19.
- ▶ Economic growth is one of the most significant drivers of transport demand between 2010 and 2021.
- ▶ Inland freight transport does not show a shift to more sustainable modes.
- ▶ Sea transport accounts for the largest share of containerised freight.
- ▶ The pandemic heavily affected rail passenger transport in Europe, which dropped 51% between 2019 and 2021.
- ▶ Road passenger transport was less impacted by the pandemic than rail.
- ▶ The share of passenger transport by car increased for all reporting countries between 2010 and 2021.

#### Growing transport demand from 2010 until the pandemic

Inland freight transport demand in Australia, Europe, and transition economies continuously increased over the last decade. In 2021, inland freight transport grew by 54% in Australia, 15% in Europe, and 25% in transition economies compared to 2010. The onset of Covid-19 did not significantly impact inland freight transport in Australia and Europe. Inland freight transport continued growing in 2020. In 2021, it was higher by 3% in Australia and by 2% in Europe compared to 2010. By contrast, transition economies' freight transport decreased by 4% in 2020 compared to 2019 but recovered in 2021 to be 3% above the pre-pandemic level in 2019.

Containerised freight transport grew significantly during the last decade, especially in transition economies compared to Europe. The pandemic did not disrupt the growing trend of containerised freight in transition economies. In Europe, however, the pandemic caused a drop of 5% between 2019 and 2020. Nevertheless, by 2021, containerised freight volume was 47% higher in Europe and 93% higher in transition economies compared to 2010.

Inland passenger transport was significantly impacted in Europe and in transition economies in 2020 after one decade of constant growth. The Covid-19 pandemic severely disrupted the European passenger transport sector in 2020, reducing passenger travel demand to below 2010 levels. In transition economies, passenger transport fell by 17% in 2020 compared to 2019, although this was still above 2010 levels. Data for 2021 show that inland passenger transport was 9% lower in Europe and 44% higher in transition economies compared to 2010 (Figure 1).



### Covid-19 sees European rail passenger transport drop 51%

Prior to the Covid-19 outbreak, rail passenger numbers in most European countries and Turkey increased significantly. Turkey (+155%), Slovakia (+77%) and the Czech Republic (+66%) recorded the most significant gains in the region from 2010 to 2019. By contrast, many reporting countries, including the Balkan countries, Latvia, Moldova and Ukraine, have experienced a contraction of rail use since 2010.

It is possible to observe the effects of numerous lockdowns and self-isolating measures on rail transport due to the Covid-19 pandemic by comparing passenger transport between 2019 and 2021. The most affected countries during the pandemic were Moldova (-69%), Iceland (-64%), and Albania (-59%), while the least affected countries were Bulgaria (-21%), Slovenia (-22%), and France (-23%).

In 2021, only Turkey (+91%), Estonia (+17%) and the Czech Republic (+44%) had rail passenger numbers above 2010 levels. All other reporting countries plummeted below 2010 levels. Countries that experienced relative significant gains up to 2019, like the Czech Republic and Slovakia, returned to 2010 levels during the second year of the pandemic. This was mainly due to the fact that the second Covid-19 wave in early 2021 and the Omicron wave at the end of 2021 forced most governments to implement new lockdowns (Figure 5).



Figure 5a Percentage change between 2010 and 2019 (pre-pandemic) Figure 5b Percentage change between 2010 and 2021 (post-pandemic)

# Task Force on Collecting Data on Emerging Mobility Patterns





# TF outputs

## Main deliverables

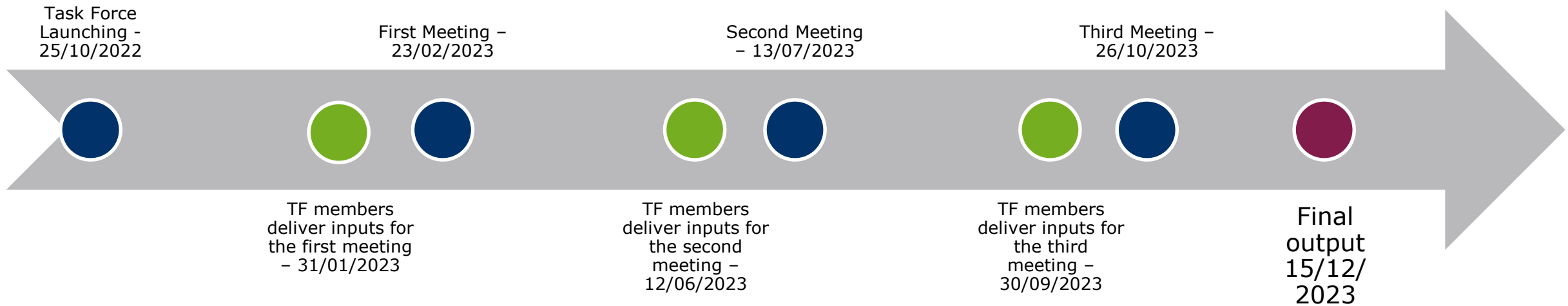
- TF meetings
- TF Webpage on ITF website
- A concise guidelines

## Other outputs

- Wiki/repository for the Task Force
- New definitions for the Transport Glossary



# Timeline (tentative)



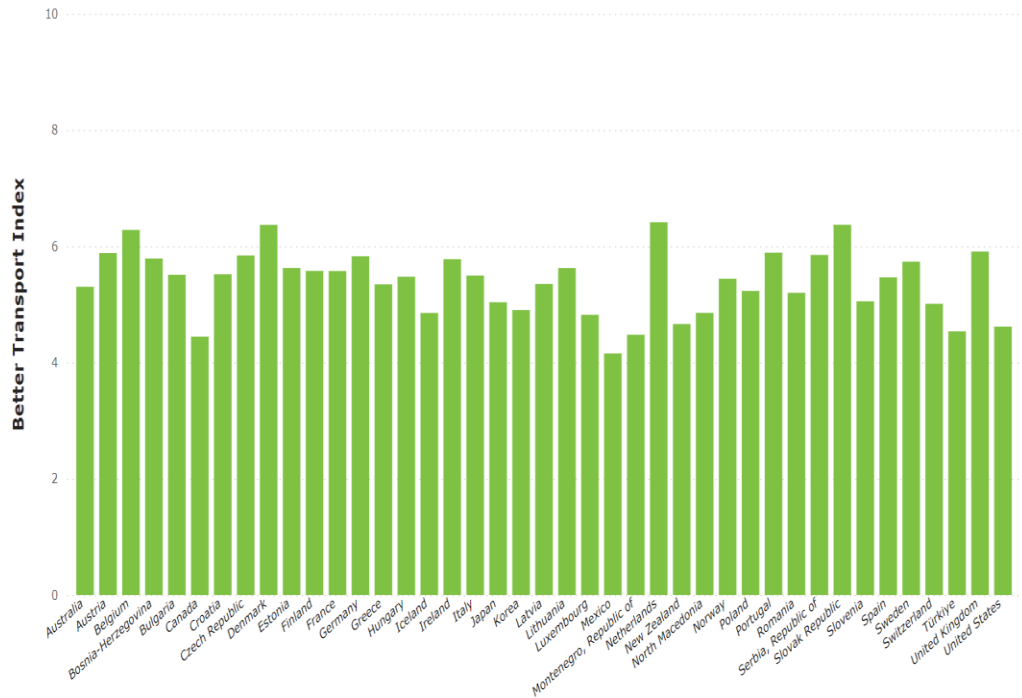
# Better Transport Index Dashboard



# Better Transport Index dashboard

## Better Transport Index Comparison

Country   [Create Your Better Transport Index](#)



[chart](#) [table](#) [methodology](#)

Display countries: [Alphabet](#) [Rank](#)

<a href="#">Introduction</a>	<b><a href="#">Better Transport Index</a></b>	<a href="#">Indicator Explorer - Map View</a>	<a href="#">Indicator Explorer - Graphic view</a>
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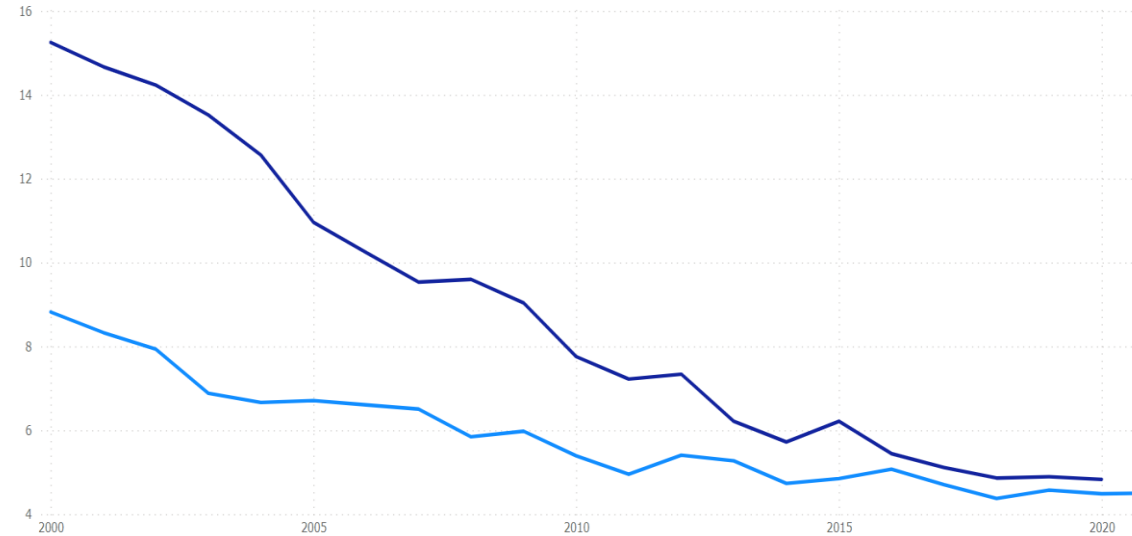
## Indicator Explorer - Graphic View

[Help & Support](#)

Country

### Road fatalities per one billion vehicle-km

Country  Australia  Austria



[line chart](#) [table](#)

<a href="#">Introduction</a>	<a href="#">Introduction 2</a>	<a href="#">Better Transport Index</a>	<a href="#">Indicator Explorer - Map View</a>	<b><a href="#">Indicator Explorer - Graphic view</a></b>
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# Spending on Transport Infrastructure Investment

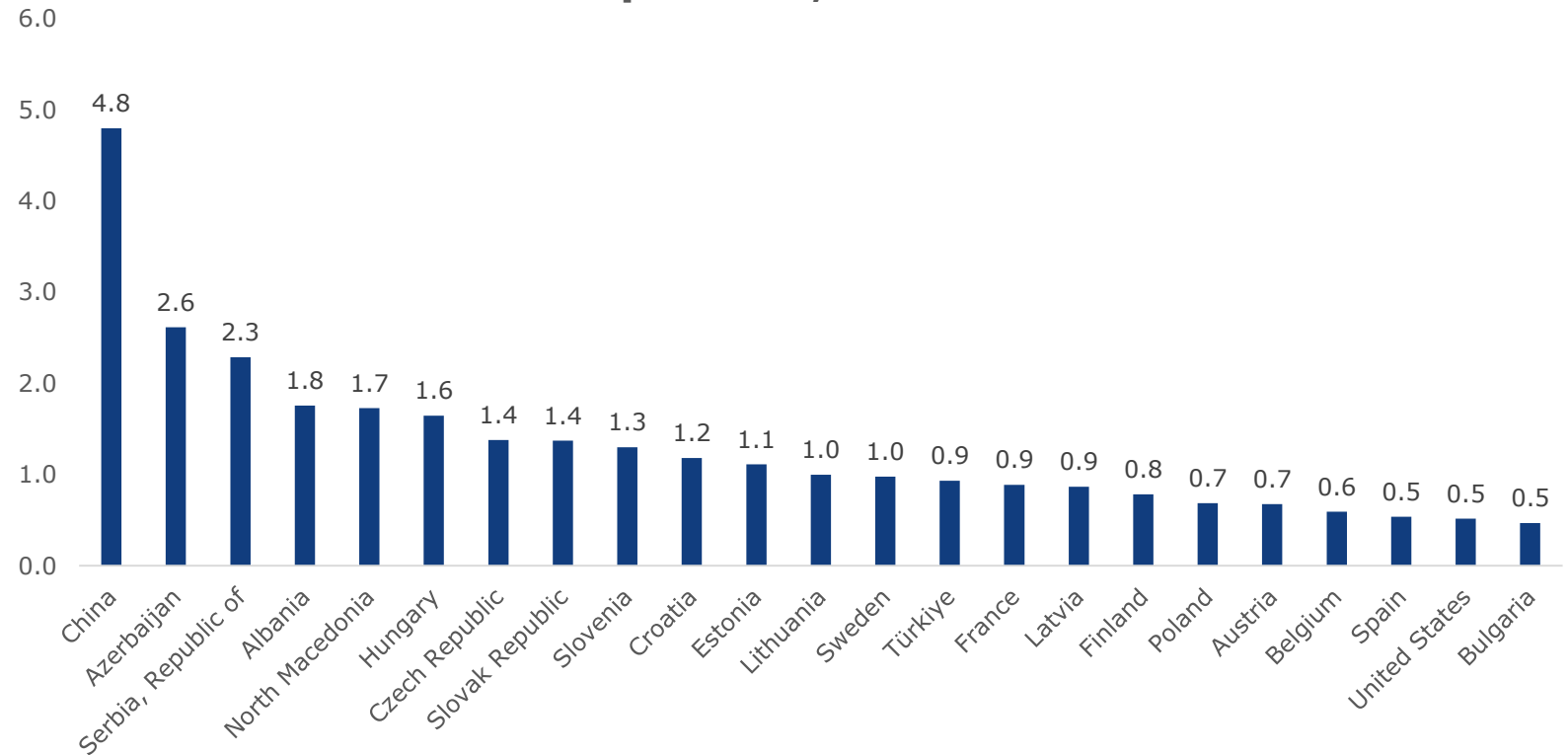


# Spending on Transport Infrastructure, 2021

Total Inland Transport Infrastructure Investment per GPD, 2021

Total inland transport infrastructure investment includes investment on roads, railways and inland waterways.

Investments = new construction, extension, reconstruction, renewal and major repair



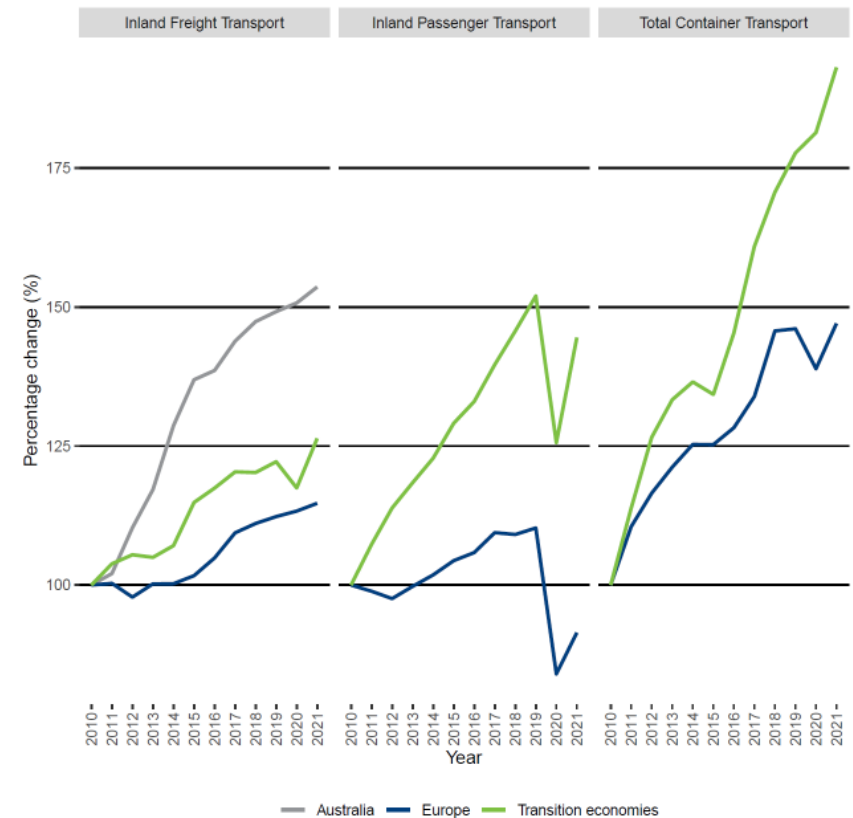
# Trends in the Transport Sector 2022



# Growing transport demand from 2010 up until the pandemic

- In 2021, inland freight transport grew by **54%** in Australia, **15%** in Europe\*, and **26%** in transition economies\*\* compared to 2010.
- Transition economies reported an inland freight transport contraction in 2020, contrary to Europe and Australia.
- Covid-19 caused an inland passenger transport drop in Europe and transition economies.
- By 2021, inland passenger transport was **9%** lower in Europe and **44%** higher in transition economies compared to 2010.
- Containerised transport contracted by **5%** in Europe. It was not affected in transition economies.

Figure 1. Transport demand growth by sector and region (2010=100)

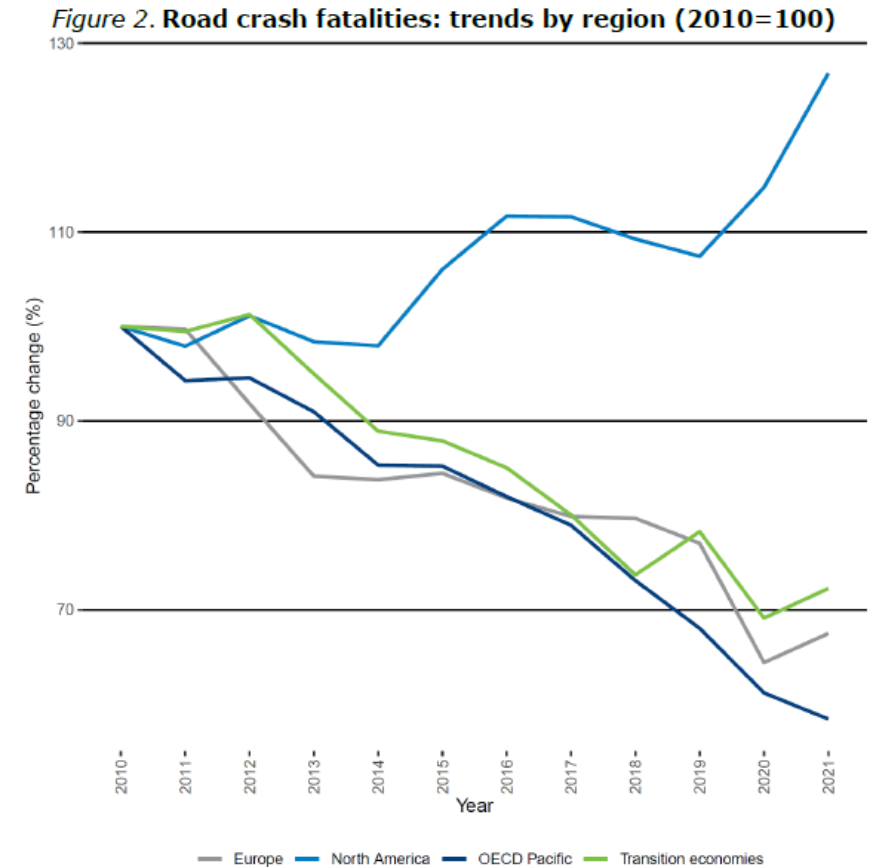


\*,\*\*: Please refer to the original publication to see the list of countries included in each of these groups.



# Road crash fatalities decrease despite growth in transport

- Deaths from road crashes fell in Europe, OECD Pacific countries\* and transition economies between 2010 and 2021.
- Crash fatalities increased in North America overall, with a decrease in Canada of **21%** and the USA recording an increase of **30%**.
- In 2021, fatalities fell by **33%** in Europe, **42%** in OECD Pacific countries and **28%** in transition economies compared to 2010.



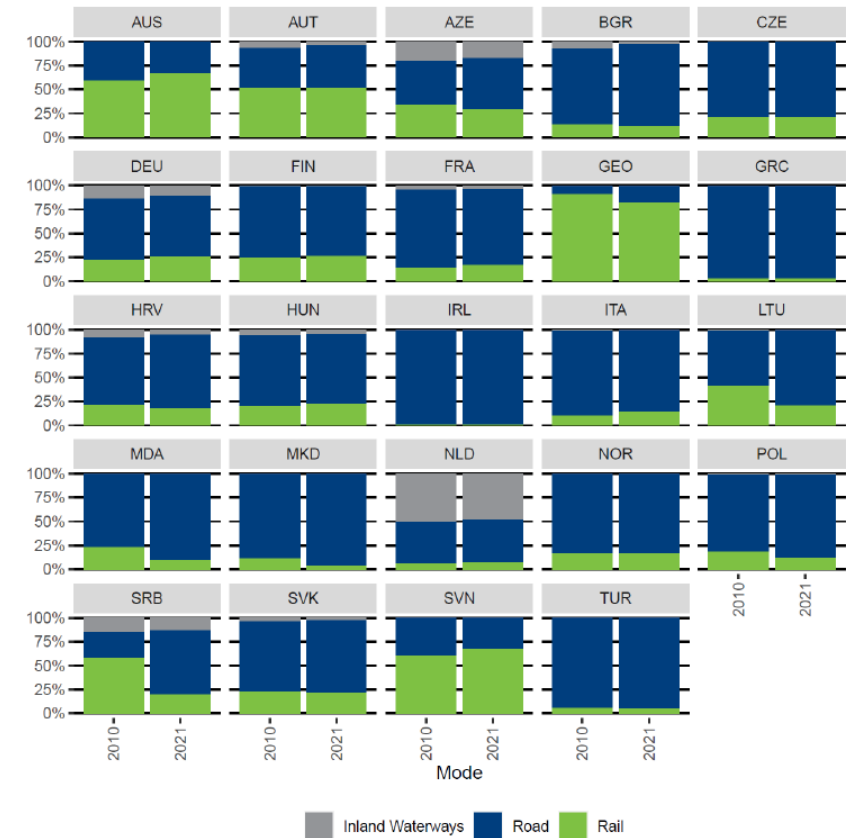
\*: Please refer to the original publication to see the list of countries included in each of this group.



# Freight shift to road jeopardises climate goals

- Only 7 countries increased their use of rail, most notably Australia (+8%), Slovenia (+7%) and Italy (+5%).
- The other 17 countries increased the share of road freight transport by **4%** on average between 2010 and 2021.
- Serbia (+40%), Lithuania (+21%) and Moldova (+13%) are the top three countries with the highest shift towards road transport.
- The increasing use of road transport over the railway in most countries translates into more carbon dioxide (CO<sub>2</sub>) emissions, hindering global climate efforts.

Figure 3. Mode shares of inland freight transport (excluding oil pipelines)  
(share of tonne-kilometres by mode)



# Covid-19 sees European rail passenger transport drop 51%

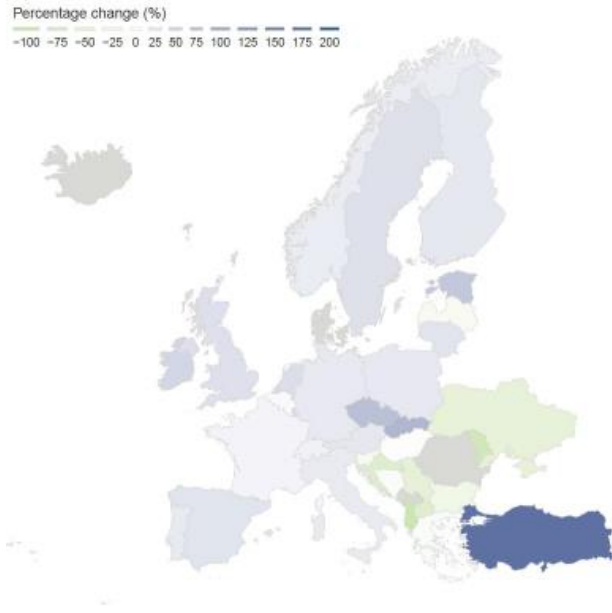


Figure 5a. Percentage change between 2010 and 2019 (pre-pandemic)

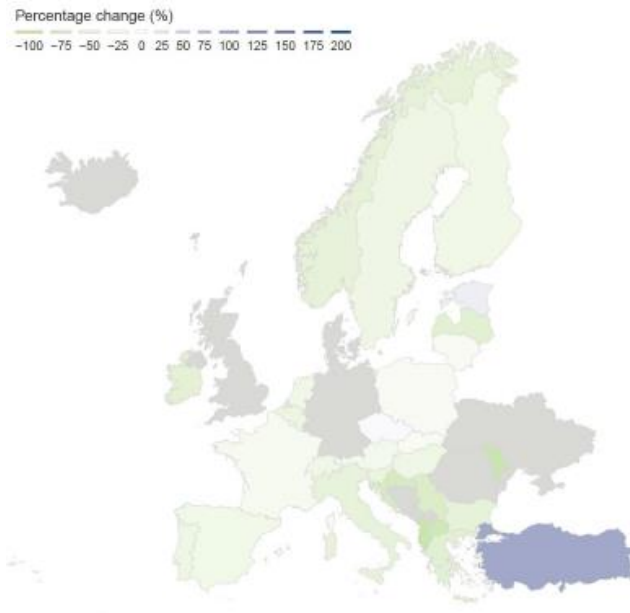


Figure 5b. Percentage change between 2010 and 2021 (post-pandemic)

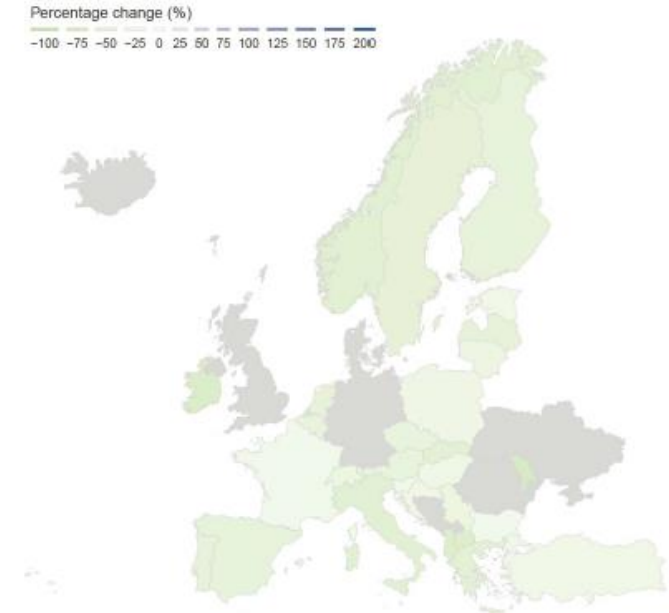


Figure 5c. Percentage change between 2019 (pre-pandemic) and 2021 (post-pandemic)



# Road passenger transport proves more resilient than rail during the pandemic

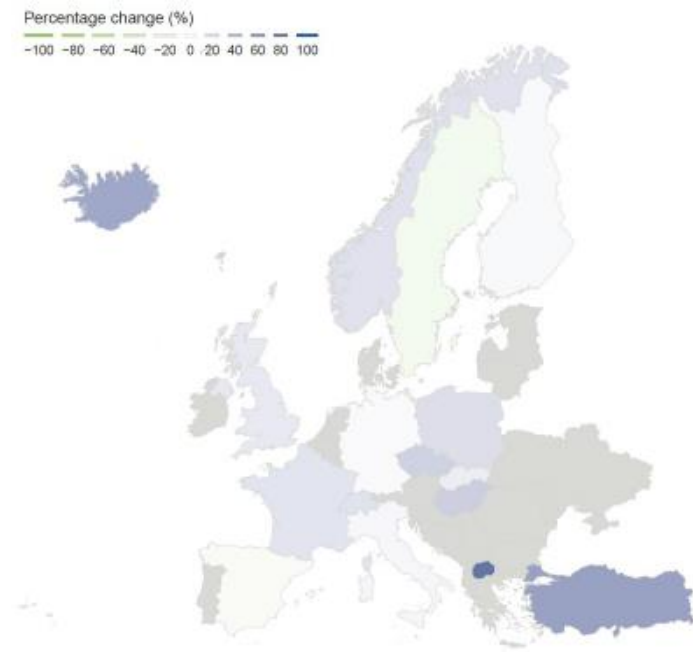


Figure 6a. Percentage change between 2010 and 2019 (pre-pandemic)

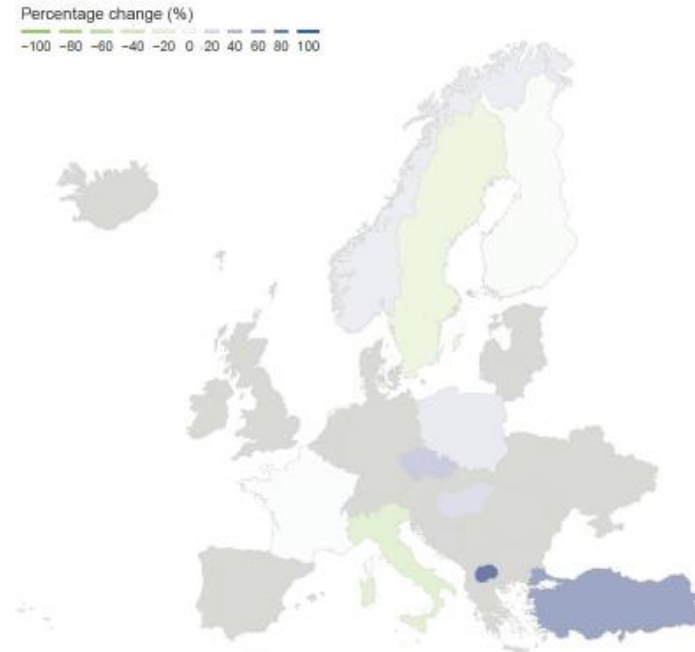


Figure 6b. Percentage change between 2010 and 2021 (post-pandemic)



Figure 6c. Percentage change between 2019 (pre-pandemic) and 2021 (post-pandemic)

