International Transport Forum

ITF TRANSPORT STATISTICS

Better data for better transport policies

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OECD

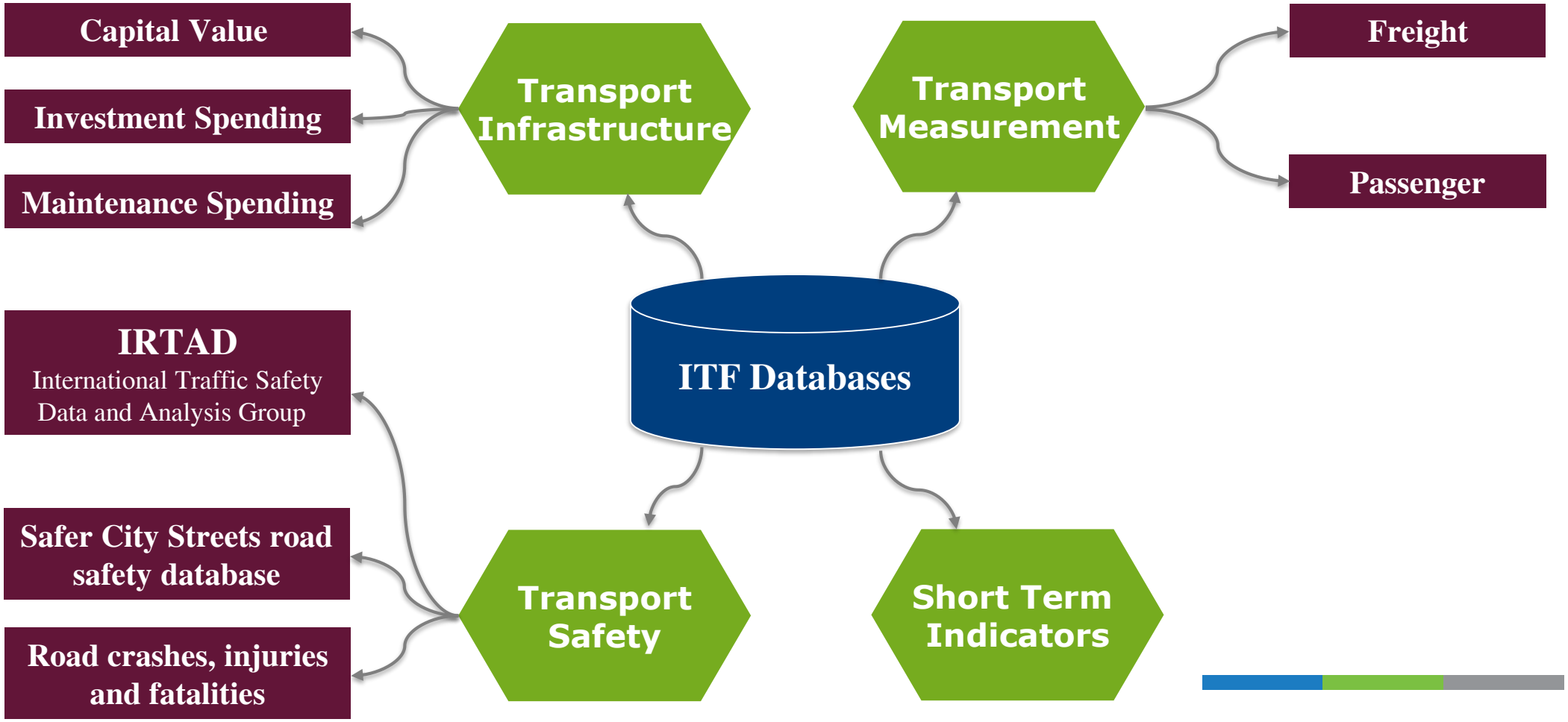
International Transport Forum

- 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

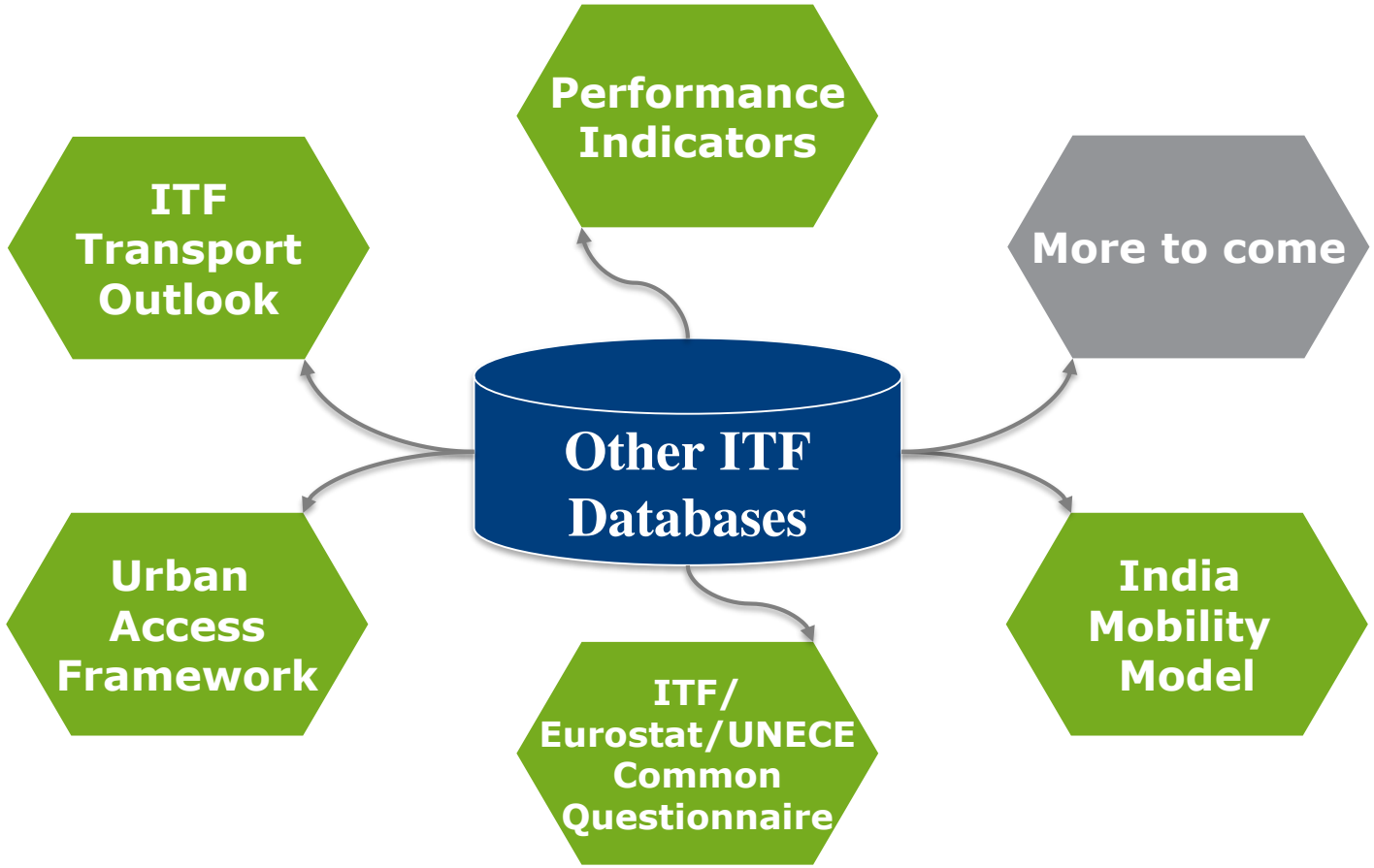
Albania
Argentina
Armenia
Australia
Austria
Azerbaijan
Belarus
Belgium
Bosnia-Herzegovina
Bulgaria
Cambodia
Canada
Chile 2nd Vice-Presidency
China
Colombia
Croatia
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Iceland
India
Ireland
Israel
Italy
Japan
Kazakhstan
Korea
Latvia
Liechtenstein
Lithuania 1st 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

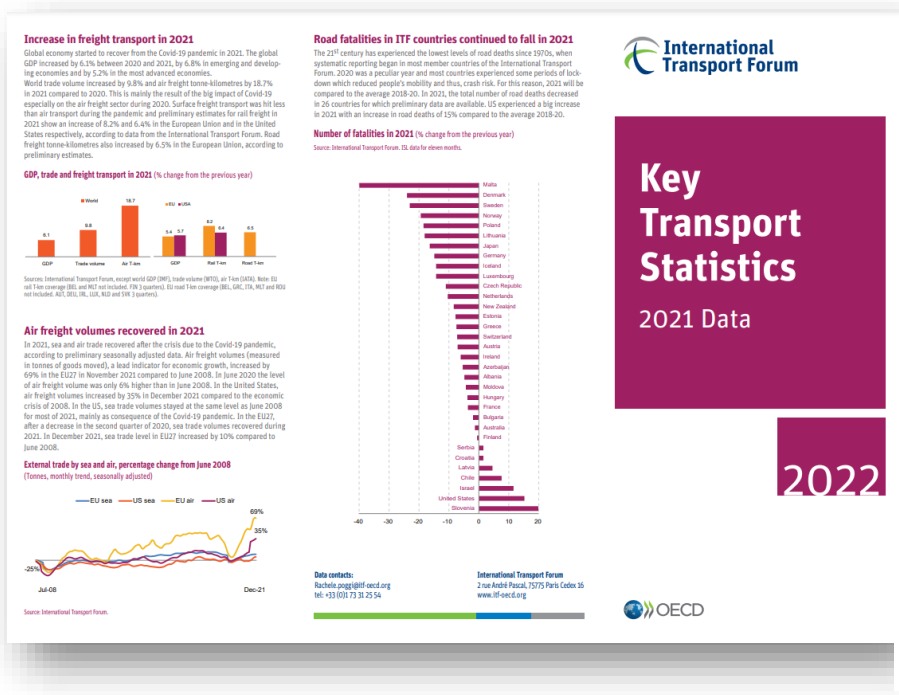


Publications

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**



Task Force on Collecting Data on Emerging Mobility Patterns

TF outputs

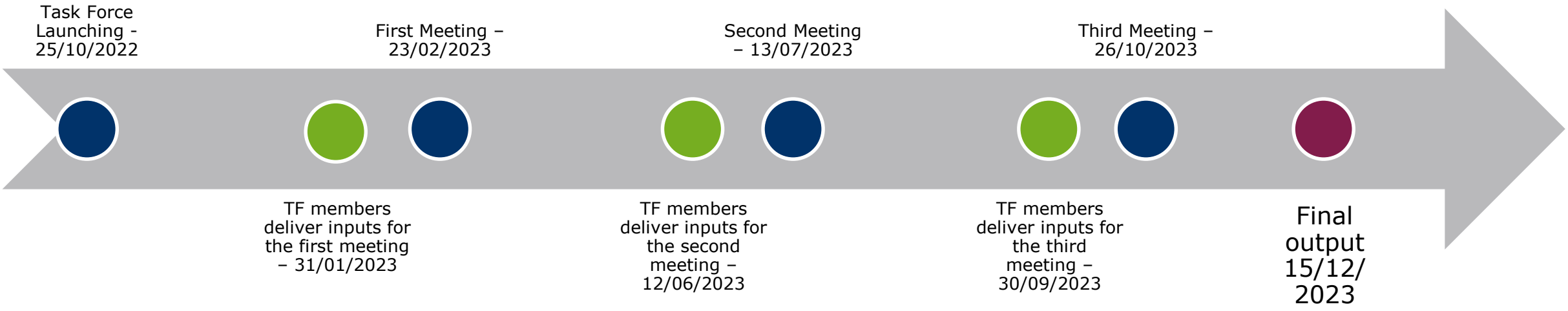
Main deliverables

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

Other outputs

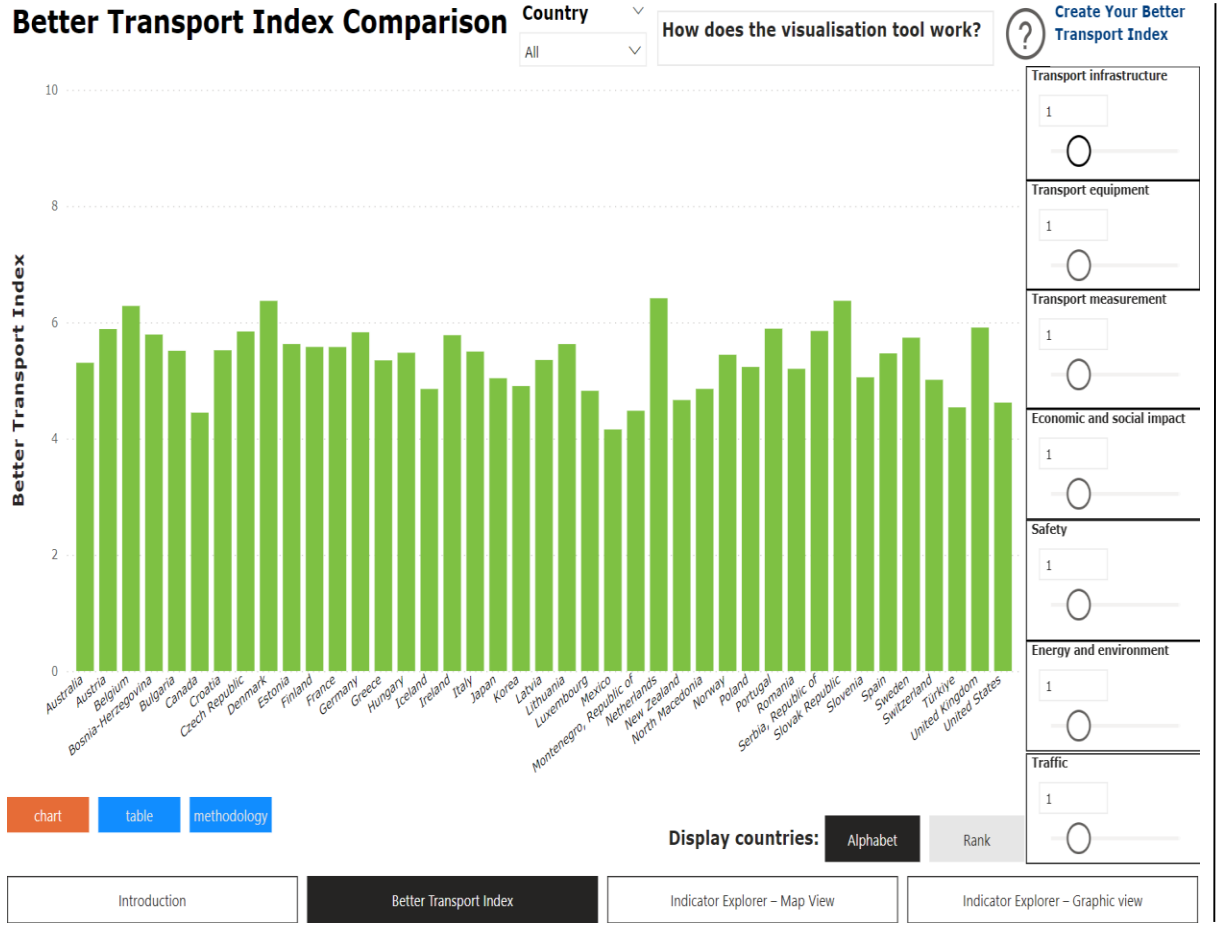
- Wiki/repository for the Task Force
- New definitions for the Transport Glossary

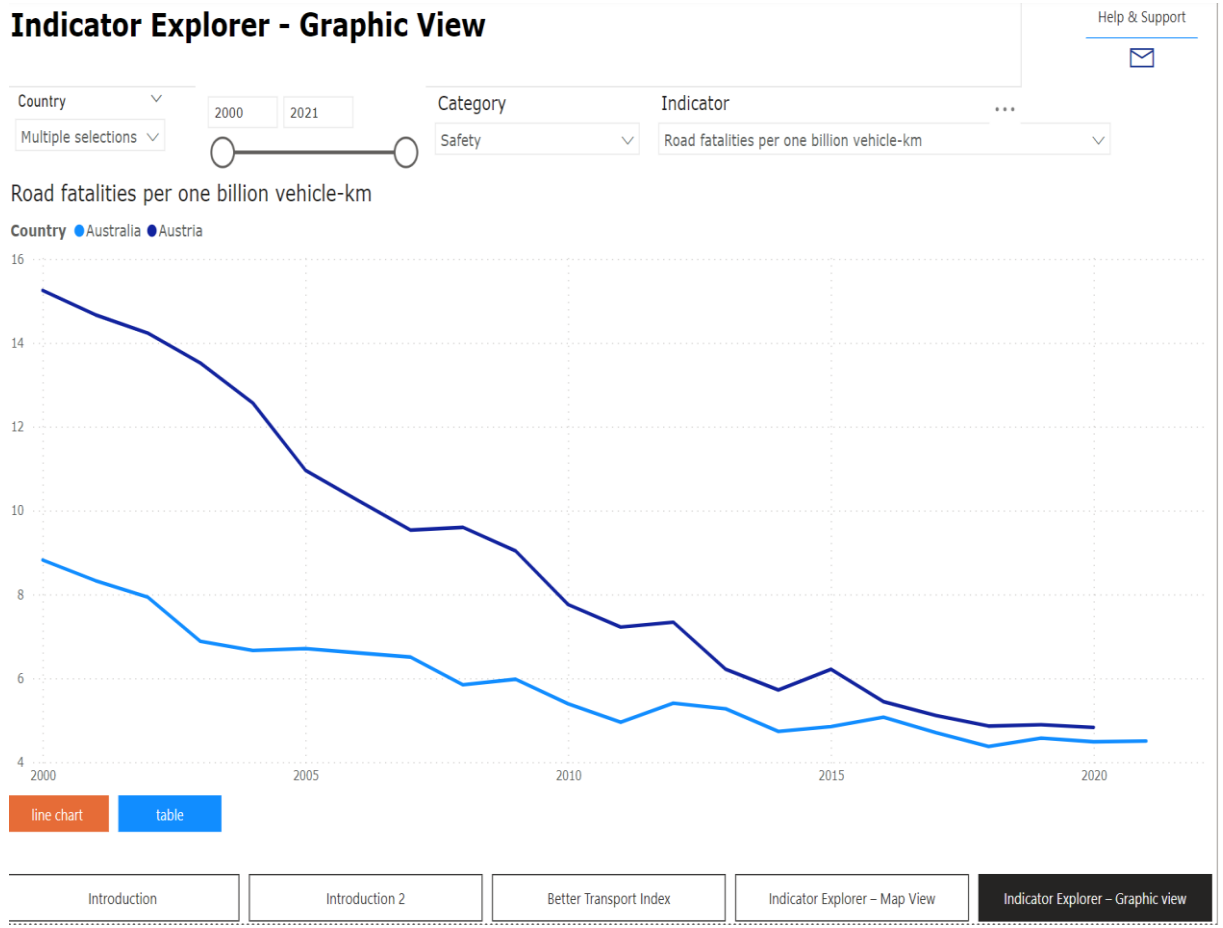
Timeline (tentative)



Better Transport Index Dashboard

Better Transport Index dashboard



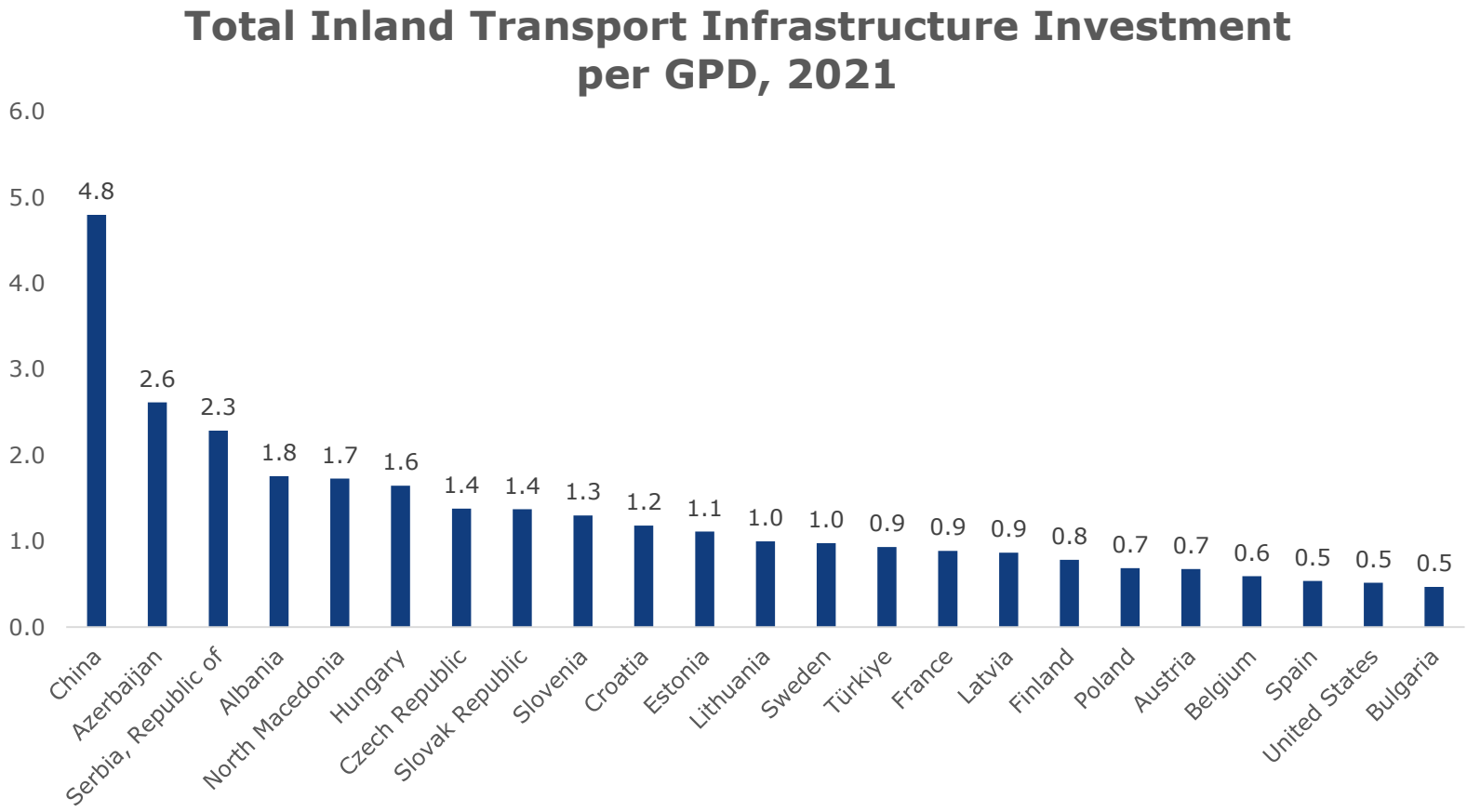


Spending on Transport Infrastructure Investment

Spending on Transport Infrastructure, 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.

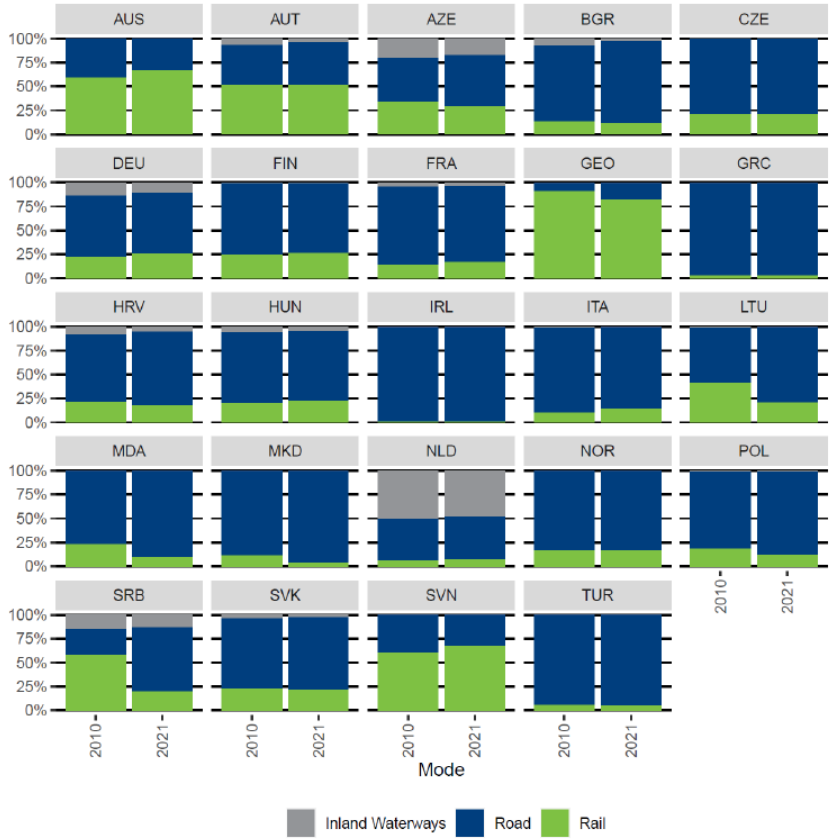
Figure 2. **Road crash fatalities: trends by region (2010=100)**

*: 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 (CO2) 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%

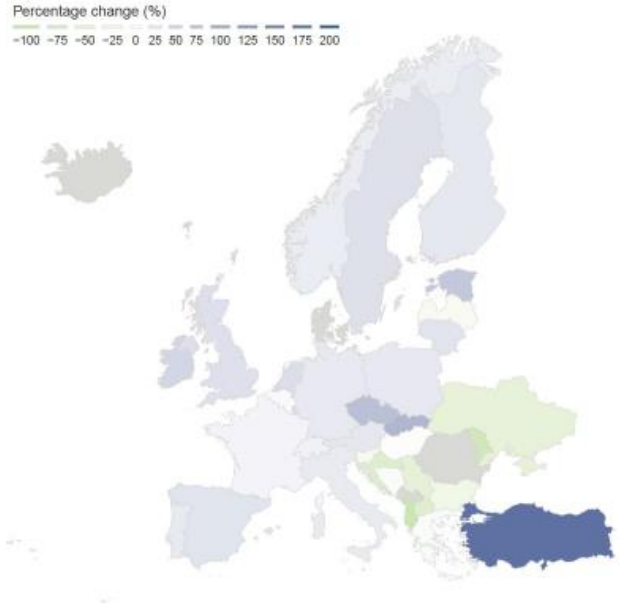


Figure 5a. Percentage change between 2010 and 2019 (pre-pandemic)

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

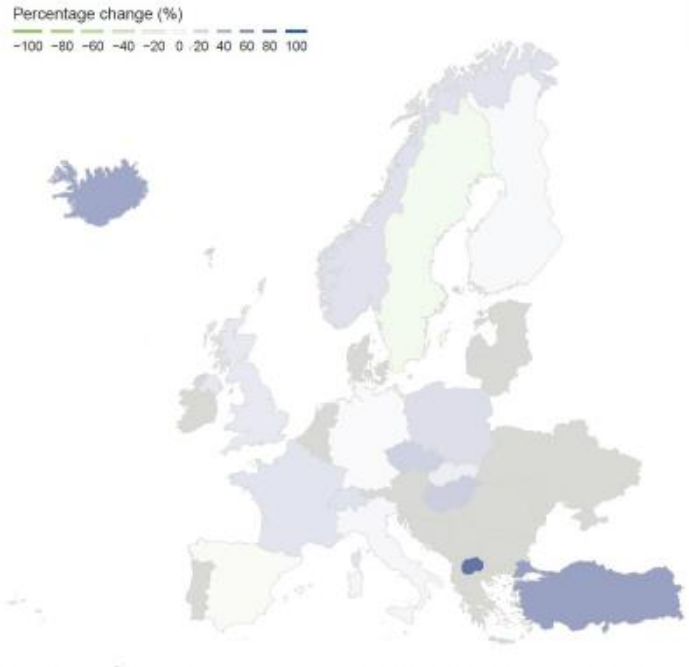


Figure 6a. Percentage change between 2010 and 2019 (pre-pandemic)

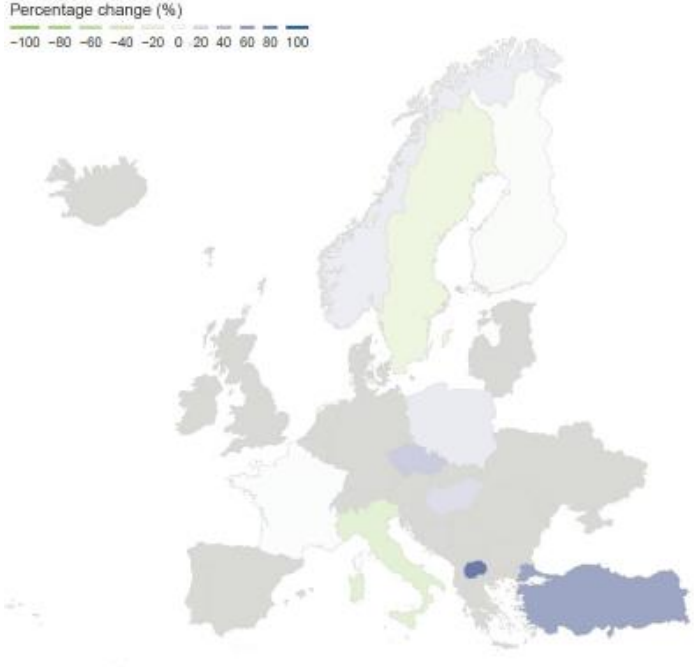


Figure 6b. Percentage change between 2010 and 2021 (post-pandemic)

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