



EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT



# **TRENDS IN THE TRANSPORT SECTOR**

**1970-2004**

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1970-2004

## **EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT (ECMT)**

The European Conference of Ministers of Transport (ECMT) is an intergovernmental organisation established by a Protocol signed in Brussels on 17 October 1953. It comprises the Ministers of Transport of 43 full member countries: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, FRY Macedonia, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Netherlands, Norway, Poland, Portugal, Romania, Russia, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom. There are seven associate member countries (Australia, Canada, Japan, Korea, Mexico, New Zealand and the United States) and one observer country (Morocco).

The ECMT is a forum in which Ministers responsible for transport, and more specifically the inland transport sector, can co-operate on policy. Within this forum, Ministers can openly discuss current problems and agree upon joint approaches aimed at improving the utilisation and ensuring the rational development of European transport systems of international importance.

At present, the ECMT has a dual role. On one hand, it helps to create an integrated transport system throughout the enlarged Europe which is economically efficient and meets environmental and safety standards. In order to achieve this, it is important for the ECMT to help build a bridge between the European Union and the rest of the European continent at a political level.

On the other hand, the ECMT's mission is also to develop reflections on long-term trends in the transport sector and to study the implications for the sector of

increased globalisation. The activities in this regard have recently been reinforced by the setting up of a new Joint OECD/ECMT Transport Research Centre.

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## Introduction

The main aim of this publication is to describe developments in the transport sector in Europe in 2004 and to show, primarily by means of charts, how the situation has changed since 1970.

The analysis of recent trends in the European transport sector is based on data supplied by 43 ECMT member countries<sup>1</sup> in the form of statistics expressed in passenger and tonne-kilometres. To ensure that the overall trends are representative of as many countries as possible, the indices used in several of the charts include estimates for countries which do not yet have figures available for 2004.

The report has been divided in four parts. The first one contains a brief analysis of the economic environment in 2004. The second part deals with freight transport in ECMT member countries. The third part concentrates on passenger transport and the fourth reviews road safety. The 15 Member States of the EU in 2004, together with Norway, Switzerland, Turkey,

- 
1. Albania (ALB), Armenia (ARM), Austria (AUT), Azerbaijan (AZE), Belarus (BLR), Belgium (BEL), Bosnia-Herzegovina (BIH), Bulgaria (BGR), Croatia (HRV), the Czech Republic (CZE), Denmark (DNK), Estonia (EST), Finland (FIN), France (FRA), FYR Macedonia (MKD), Georgia (GEO), Germany (DEU), Greece (GRC), Hungary (HUN), Iceland (ISL), Ireland (IRL), Italy (ITA), Latvia (LVA), Liechtenstein (LIE), Lithuania (LTU), Luxembourg (LUX), Malta (MLT), Moldova (MDA), Netherlands (NLD), Norway (NOR), Poland (POL), Portugal (PRT), Romania (ROM), the Russian Federation (RUS), Serbia and Montenegro (YUG in 2002, SCG after 2002), the Slovak Republic (SVK), Slovenia (SVN), Spain (ESP), Sweden (SWE), Switzerland (CHE), Turkey (TUR), Ukraine (UKR) and the United Kingdom (GBR).

Iceland, Liechtenstein and Malta, are referred to hereafter as “Western European countries” (ECMT/WEST). The recent trends in the transition countries are also reviewed. Given that the transport systems of these countries are highly distinctive and are currently undergoing radical change, it was decided to compile specific aggregate indicators: one set for the 12 Central and Eastern European Countries and three Baltic States (ECMT/CEECs) and a second set for the seven members of the Commonwealth of Independent States (ECMT/CIS). The aggregate (ECMT/CEECs) contains a sub-group “CEECs-EU”, which comprises the 10 new Member States of the European Union.

Data for the former Czechoslovakia (CSK) have been taken into account up to 1992 to ensure a degree of continuity in the series over a lengthy period of time; from 1993 onwards, the data provided by the Czech and Slovak Republics have been used. Furthermore, German reunification produced a break in the series due to the incorporation, from 1991 onwards, of data relating to new *Länder*, resulting in a similar increase in the results of the ECMT as a whole.



# 1. The Economic Environment in 2004

## 1.1. Overview

On the whole, 2004 was a positive year for the world economy. Recovery took hold despite the very sharp rise in oil and raw materials prices. The United States and China were the main engines of the world economy. In the United States, economic growth was driven by strong final demand and accommodating fiscal and monetary policies. In China, growth remained firm, even if it was weakened to some extent by rising energy prices and measures designed to ensure a soft landing for an economy threatened by overheating. The overall picture was more mixed for Japan, where expectations of a sustainable recovery were not fully satisfied. But in spite of higher raw materials prices, global inflation remained tame, and emerging markets enjoyed favourable conditions.

In Western Europe, the recovery weakened in the latter half of the year. Growth prospects were diminished by the sharp rise of the euro at the end of 2004. Exports suffered from the stronger EU currency, while domestic demand remained limp. In all, Western Europe experienced GDP growth of 2.2% in 2004, whereas overall growth across the euro area as a whole was only 1.9%, in one of the weakest showings of the industrialised world. In contrast, growth was robust in the Central and Eastern European countries, averaging about 5% for the new members of the European Union, led in particular by recovery in Poland. In South-East Europe, GDP expanded by an average of 8%, helped by the strong economic showings of Romania and Turkey. The CIS countries recorded growth comparable to that of South-East Europe, having benefited from high raw materials prices.

## **1.2. The situation in the United States and Japan**

### **1.2.1 *United States***

In 2004, the economy was especially robust in the United States, led by strong domestic demand. Exports also benefited from a favourable world environment and a lower dollar. GDP grew by 4.4%, sustained by final consumption, which was itself bolstered by an improved labour market, low interest rates and rising property values. In addition, the level of household savings declined. These especially positive trends weakened at the end of the year, however, because of a loss of confidence triggered by rising oil prices.

Business investment was buoyed by the restoration of corporate profit margins, rising capacity utilisation rates and tax incentives. The rise in productivity slowed at the end of the year, however, but despite pay increases price inflation was kept in check. The Federal Reserve gradually tightened monetary policy, raising its base rate by two percentage points in stages between June and December 2004. But real interest rates remained negative. The government deficit stayed at over 4% of GDP, continuing to have an expansionary impact. The result of this strong expansion was an external-accounts deficit equivalent to 5.7% of GDP - up from the 4.8% recorded in 2003. Even if the dollar's decline on currency markets was conducive to exports, dividend payments and returns on dollar-denominated assets held by non-residents contributed to the deterioration of external accounts.

### **1.2.2 *Japan***

In Japan, the very strong recovery that emerged in mid-2003 ground to a halt in 2004, with the Japanese economy remaining flat in the second and third quarters of the year. Yet the cumulative impact of the 2003 recovery nonetheless resulted in economic growth of 3.4% in 2004. While the rise in consumption remained brisk, exports and business investment lost pace during the year. The slowdown in activity was perceptible through a weakening of industrial output and exports,

all of which contributed to further price decreases. But the financial sector continued to consolidate, which was facilitated by the fact that real interest rates remained at a level of zero. The government deficit stayed high, at a level in excess of 6.5% of GDP, although this was an improvement over 2003 (when the deficit had hit 7.7% of GDP). Insofar as government debt exceeded 170% of GDP in 2004, the options for economic stimulus are limited by the need for fiscal consolidation.

### **1.3. Western Europe and the new European Union Member States**

#### **1.3.1 Euro area**

In 2004, after getting off to a very good start, the economy started to lose steam in the second quarter. In France, growth was led by domestic demand, in contrast to Germany, where the expansion was export-driven. Italy's participation in world trade was on the wane. Over the euro area, exports, which had led the recovery, slowed because of a less buoyant international environment and the euro's rise on foreign exchange markets. Conversely, imports expanded and, in all, over the full year 2004, foreign trade was a negative contributor to the economy. Domestic demand did not take over from exports, weakened by a lack of confidence in the economic outlook, a lacklustre rebound in employment and a reduction in purchasing power due to rising energy prices. Despite the recovery in corporate finances, business investment did not rise to a record level, and overall the euro area emerged as one of the least brilliant in economic terms. This explains why inflation stayed moderate, with prices rising by an average 2.1%, despite sharply higher energy prices.

Nevertheless, price trend differentials within the euro area were substantial, and it should be noted that it was outside the area that Western European price increases were lowest. Euro-area fiscal policy was only slightly accommodating, reflecting in part the imperatives of the stability and growth pact. Against this moderately buoyant backdrop, the European Central

Bank left its leading rates unchanged, and the tightening of US monetary policy wiped out the euro's yield advantage over the dollar in November 2004. Over the full year, euro-area interest rates were near to zero. Even so, the region's labour markets remained weak throughout 2004, and the labour employment rate was only half a point higher than it had been in 2003.

### ***1.3.2 Western Europe outside the euro area***

Economic growth gathered pace in the United Kingdom, rising to 3.2% in 2004 versus 2% in 2003. The economy was led by the strength of consumer spending and the level of business investment. Fiscal policy was slightly restrictive after two years of stimulus, in response to the worldwide economic slowdown after the turn of the century. The gradual tightening of monetary policy entailed a series of interest rate hikes, from 3.5% in November 2003 to 4.75% in August 2004, the objective of which was to rein in real estate speculation. For its part, inflation remained below government targets in 2004 because of currency appreciation, which led to lower prices for imported goods.

In Sweden and Denmark, recovery in 2004 was robust, led by exports and the level of business investment. In Denmark, tax cuts also fuelled final demand. In the non-EU countries of Western Europe economies were strong as well. In Iceland and Norway, growth stemmed from the level of final demand, whereas in Switzerland the end of the 2003 recession was the result of expansionary fiscal and monetary policies.

### ***1.3.3 The new European Union Member States***

Economic growth was strong in the ten new EU Member States. In Central Europe, the pace of growth quickened, sustained by demand generated at once by consumption, business investment and foreign trade. The three Baltic States continued to show a highly favourable economic performance, and a sense of

confidence in the economy's vitality took hold in the ten new EU Member States.

Export trends in these countries were highly favourable, helped by foreign direct investment aimed, in fact, at export-oriented industries. The trade liberalisation induced by EU membership and a notable growth in labour productivity were especially positive factors. Even if the growth in consumer spending slowed slightly in Hungary and the Czech Republic, in most countries, including Poland, the Slovak Republic and Slovenia, personal consumption remained brisk throughout the year. Imports rose rapidly in response to a strong economy and robust final demand, but it can be noted that foreign trade's contribution to growth was positive, particularly in Poland and the Slovak Republic.

Investment expanded in a majority of countries. In Hungary, inflows of foreign direct investment and the dynamism of export industries fed through to growth in investment. Improved business profit margins in the Czech Republic were also accompanied by increased investment. A similar situation could be found in Slovenia, Poland and the Slovak Republic.

Macroeconomic policies were slightly favourable, but it should be noted above all that robust economies helped put government finances on strong fiscal footings. With regard to these issues, Hungary stood out as an exception, following the financial crisis of late 2003 and early 2004: inflation far exceeded the government's proclaimed targets, and Hungary was compelled to cope with twin deficits which forced the country to keep interest rates high.

In all countries, disinflation policies stalled, reversing the trend of the three previous years, when progress had been made. The liberalisation of certain prices in parallel with entry into the EU, food price trends, raw materials prices and very strong final demand all put upward pressure on prices. While pay increases exceeded price rises, the very notable improvement in labour productivity helped neutralise the effect of higher wages.

The rise in labour productivity also explains why brisk economic growth did not feed through to lower unemployment in the new EU Member States. Together with labour market rigidities, and in particular the lack of incentives for the jobless to get back to work, and geographical imbalances between labour market supply and demand, it helps explain why in mid-2004 the labour employment rate was only two-tenths of a point greater than at the same time in 2003. Unemployment was greatest among young people, women and older workers, prompting a package of structural policies such as facilitation of part-time work and training programmes for vulnerable segments of the labour market. But it would not seem impossible to meet these challenges.

#### ***1.4. South-East Europe***

On the whole, economic growth strengthened in South-East Europe, including Turkey – the region’s largest economy. In Turkey, the trends in both final consumption and business investment were highly favourable, reflecting a feeling of restored faith in the economy. But this fed through to sharply rising imports and, despite the vitality of exports, foreign trade’s net contribution to economic growth was negative. As a result, the deficit of external accounts – a recurring source of concern for government – widened.

In Bulgaria and Romania, the economy regained favourable hues in 2004, bolstered by a host of positive factors. Industrial restructuring, aided by increased foreign direct investment, helped boost supply: the modernisation of industrial capacities and the accompanying productivity gains catalysed a rise in exports, despite weak demand in Western Europe. The climate of faith in the economic outlook led to higher final demand, on the part of individuals and businesses alike, thus buoying the economy. It can be noted that in these two countries the growth rate of investment in durable goods exceeded 10%. In 2004, recovery also took root in Serbia and Montenegro after a mixed bag in 2003. Industrial output and farm harvests were both on

the rise. In Albania, good harvests sustained the activity of food-related industries.

In Croatia, however, the economy slowed for the second consecutive year – a trend stemming from a tightening of macroeconomic policy to combat twin deficits and an accompanying rise in the level of debt.

In Bosnia-Herzegovina, the economy continued to expand at a measured pace. Several years of aid for rebuilding infrastructure and restoring administrative services are beginning to pay off, even if at present the country would still seem incapable of self-sustaining economic growth.

In all of these countries, progress has been made in the realm of bank intermediation, and in the most advanced countries banking and lending activities have been able to make a significant contribution to the process of growth. It can also be noted that inflation in the area has declined.

The employment situation in the area shows contrasts: while industrial employment was up in Bulgaria – one of the countries with the steepest rise in the level of employment – Croatia continued to show a low rate of job creation, and in Romania, total employment declined in the first half of 2004. Here, the explanation lies with industrial restructuring and an increase in labour productivity.

## **1.5. CIS countries**

### ***1.5.1 Macroeconomic performance***

The Russian economy continued to expand sharply in 2004, benefiting directly from high raw materials prices, although a certain slowdown did become perceptible at year-end. The rouble's appreciation on the foreign-exchange market, sharply higher production costs and turbulence in the banking system all explain why growth weakened at the end of the year.

While business profit margins have been rising for a number of years now, there are still a significant number of large firms posting losses. Even if the

number of such firms is dropping, it is a clear indication that the Russian economy's dual structure persists, with resource allocation inefficiencies.

With regard to final demand, private consumption remained one of the engines of growth, sustained by sharply higher wages, job creation and improved terms of trade. Business investment remained brisk during the first half of the year, but it was subsequently influenced by the banking turbulence that affected Russia in the second half of the year: difficulties in access to credit were heightened, in one of the recurring problems of CIS country economies. Over the full year in Russia, business investment had difficulty remaining at its 2003 level, but there was a notable trend towards a diversification of investment – proof that investment is spreading to a larger number of industries.

Import growth continued throughout the year, sustained by final consumption and business investment. The mixed showings of firms doing business exclusively in the domestic market prove the loss of competitiveness of local products in an expanding consumer market: the growing wealth of the upper and middle classes of Russian society is giving them a preference for purchasing goods from abroad.

In Ukraine, a favourable external environment, combined with strong domestic demand, contributed to healthy growth in 2004. Demand sustained by Ukraine's export markets (for chemicals, metals and semi-finished products) generated export income with positive spillovers for other industries. In addition, and unlike in 2003, farm harvests were very favourable and made a significant contribution to the growth of national output. Final consumption was fuelled by substantial wage increases.

In Belarus, the economy was also strong in 2004, with a sharp rise in industrial production. Business investment made a notable contribution to rising final demand, which was also sustained by all components of this aggregate. In Moldova, good harvests and growing food processing industries explain a favourable economic upswing in 2004.



### ***1.5.2 A resurgence of inflationary pressures in the main economies***

During the year, inflationary pressures stepped up in both Russia and Ukraine. Between January and September 2004, inflation was in excess of 8% in Russia. In Ukraine, inflation was greater in 2004 than it had been in 2003. Accommodating fiscal and monetary policies explain these outcomes: in Russia, it was monetary policy that was eased to contain the rouble's appreciation amidst strong demand for consumer goods, whereas in Ukraine, with elections looming, fiscal policy was accommodating. In Russia and Ukraine alike, the fact that the price index for industrial goods outpaced that of consumer goods would suggest that inflationary pressures will continue.

In Belarus and Moldova, even if inflation stayed high in absolute terms, the rate of price rises slowed in 2004. The impact of a good harvest in Moldova and the fact that production costs for industrial goods rose only moderately in Belarus explain these outcomes.

### ***1.5.3 Persistently weak labour markets***

While in Russia total employment has risen since the end of 2003 and the level of unemployment has receded despite cutbacks in public employment, in Ukraine, Belarus and especially Moldova, total employment diminished. Even if figures on employment in that part of the world need to be interpreted cautiously because of deficiencies in the relevant statistical systems, the combination of high economic growth and a level of industrial employment that is flat at best would suggest that these economies scored substantial productivity gains in 2004.

## 2. Freight Transport

### 2.1. Freight transport in the Western European countries

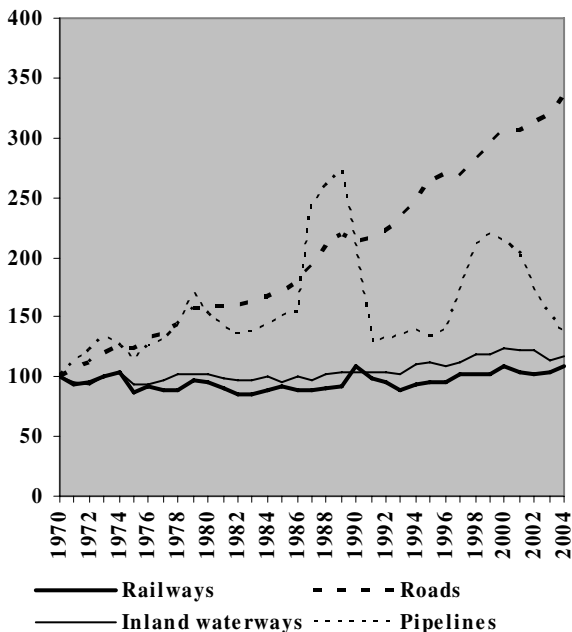
In the countries of Western Europe, road freight transport dominated the market in 2004, accounting for more than 78.5% of the combined tonne-kilometres carried by rail, road and inland waterways.

A closer look at the trends over time shows that road freight has been steadily capturing market share from rail and inland waterway transport, neither of which is bearing up under the trend. Rail freight, for example, stood in 2004 at less than 50% of its modal share in 1970 (31.1%).

#### Trends in market share (in %) of the various modes Freight transport in t-km

	1980	1985	1990	1995	2000	2004
<b>Rail</b>	<b>23.3</b>	<b>21.7</b>	<b>21.1</b>	<b>15.9</b>	<b>15.9</b>	<b>14.8</b>
<b>Road</b>	<b>66.5</b>	<b>69.2</b>	<b>70.8</b>	<b>76.4</b>	<b>76.8</b>	<b>78.7</b>
<b>Inland waterways</b>	<b>10.2</b>	<b>9.1</b>	<b>8.2</b>	<b>7.6</b>	<b>7.4</b>	<b>6.5</b>
	100	100	100	100	100	100

## Freight transport trends (tonne-kilometres) Western European countries – 1970 = 100



Source : ECMT.

Railways 18 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

Roads 18 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

Inland waterways 10 countries: AUT,BEL,CHE,DEU,FIN,FRA,GBR,ITA,LUX,NLD

Pipelines 12 countries: AUT,BEL,CHE,DEU,DNK,ESP,FRA,GBR,ITA,NLD,NOR,TUR

### Road freight transport

In 2004, road freight transport in Western Europe was not directly affected by the fact that industrial activity in those countries was virtually flat. Tonne-kilometres carried by western road hauliers were up by over 5% on 2003. For this reason, road freight transport reached a record high in 2004.

Looking at the situation in 2004 country by country, enviable performances in road freight transport can be seen in Spain (+14.8%) and Ireland (+8.7%). Practically all countries can show growth in road freight transport on own account or for hire or reward with, for example, +6% in Norway, +4.4% in Germany and +4.3 in France. In contrast, only three countries show contractions in road freight transport. Here, it may be noted that significant declines in 2004 were recorded in Luxembourg (-12.7%), Austria (-4.2%) and the United Kingdom (-0.7%). However, the decreases in activity did not involve such large volumes as to affect road freight's overall very positive performance.

A look at longer-term trends shows that total tonne-kilometres in the road freight sector increased by a factor of more than 3.4 over the period 1970-2004, despite the gloomy economic situation in the early 2000s. This was the strongest performance of all inland transport modes in Western Europe, and it shows that road freight is affected only slightly by economic downturns. The progress made on European construction, and the resultant expansion of international trade, benefited road haulage undertakings directly.

### ***Rail freight transport***

Compared with road freight, aggregate rail freight transport in the countries of Western Europe also performed at a high level in 2004. Tonne-kilometres carried by 16 rail networks were up by 4.2% on 2003. The weak performance of only the French (-3.7%) and Spanish (-3.2%) networks may be noted.

Several networks recorded high levels of growth: those of Norway (+29.5%), the United Kingdom (+11.1%) and Portugal (with an increase of 10%). For its part, the Austrian network experienced an upturn of roughly 6.5%. Belgium showed a 5.4% increase in its rail freight activity, whereas growth in Germany was even brisker (+8.2%).

In contrast to these trends, which differ sharply from those of earlier years, the Swiss network's activity was flat. Clearly, the positive trend of rail freight

transport in the countries of Western Europe in 2003 was amplified in 2004, and the performance was a strong one. This would suggest that the trend for this mode – whose performance had suffered from more than just cyclical variations, since tonne-kilometres carried in 2004 were at the same level as in 2000 whereas over the same period the economy had grown – may well have begun a sustained reversal. Nevertheless, between 1970 and 2004, rail freight was virtually flat, registering the weakest performance of any mode of inland freight transport.

The reason for the lesser performance of rail freight transport in the past was to be found in the inadequate quality of the services provided. Whether it was on account of infrastructure capacity problems, stemming from delicate tradeoffs between freight trains and passenger trains, or a shortage of drivers or locomotives, it seemed very difficult for rail networks to cope with a level of freight activity barely above that of 1970.

This moderately positive rail freight performance in 2004 is reflected in the statistics on the international unaccompanied transport of UIRR companies, which increased by 14% over 2003. Trans-Alpine traffic once again registered a substantial performance – especially traffic to and from Germany, which rose by 11%. It would appear that liberalisation is starting to pay off, with expanding available capacities and better quality of service. For its part, traffic to and from France increased by 18%. National unaccompanied transport rose by 6%; Germany, France and Italy together accounted for 85% of this freight.

Admittedly, use of the possibility of “free access” on international corridors – perceived as a solution to the lack of dynamism of purely national rail networks – increased, but only very small volumes were involved. For example, a prerequisite for improving the international performance of the railways is to authorise the drivers of one network to drive trains on another network, which in turn requires that the training received by drivers in one country be recognised in another. While it is clear that the future growth of

European transport lies in international carriage, the numerous and varied impediments to interoperability which rail networks have to deal with when operating international services, attest to the magnitude of the task at hand.

### *Inland waterways*

Tonne-kilometres carried via inland waterways rose by 3.2% in 2004, compared with 2003. This overall figure covers five countries of Western Europe. More specifically, inland waterway traffic decreased substantially in Austria (-23.2%) for the second consecutive year and was also down in Finland (-12.2%) and the Netherlands (-4.7%). In contrast to these negative trends, in 2004 inland waterway transport was up in Luxembourg by more than 17% and in France by just over 4.9%. In Germany, activity was also up in 2004, with a rise in excess of 9.4% over 2003.

Looking at the traffic on a few significant waterways, it may be noted without surprise that the exceptionally low water levels in the Rhine Basin that had affected all traffic along the river in 2003 meant that volume increases in excess of 8% were recorded in 2004. Compared with 2002, volumes grew by only 1.8%. Congestion at seaports for transshipment to inland waterways was a major limiting factor for the Rhine, especially in coping with sharply higher container traffic. Site extension programmes have been launched, but optimisation of certain transport documentation procedures is also crucial, along with a regrouping of containers to rationalise loading and unloading operations. On the Rhine, container transport increased in 2004 by 17% for empty containers and by 18% for loaded ones. On other inland waterways, including north-south traffic between Benelux and France, increases of up to 35% were observed for containers.

A look at the longer-term trends shows that in 2004, despite the poor showing for 2003, the volume in tonne-kilometres carried by inland waterway transport in Western Europe was up by more than 15% on 1970 - an appreciable achievement compared with the performance of rail transport, which was flat over the

same period, but it still fell far short of the results for road freight. Admittedly, the latter mode covers Western Europe via a very dense network of roads – an advantage that it is impossible for the other modes, and inland waterways in particular, to offset.

### ***Oil pipeline transport***

Data supplied or estimated for 12 countries show that oil pipeline transport seems to have been down in 2004 as compared with 2003. Pipeline transport of petroleum products and chemicals in 2004 did not confirm its steady growth because of the collapse of volume in Turkey (practically -80%) and decreases in oil pipeline transport through France (-7.4%), Austria (-2.5%) and Norway (-2.4%). In contrast, the volume in 2004 grew significantly in Spain (+11.7%), Switzerland (+7.2%) and Germany (+5.4%). The other data available show scant rises which tend to confirm the fairly negative overall picture for 2004.

Leaving aside the impact of major investment and geostrategic conflicts, which make any long-term comparison subject to caution, it may be noted, despite everything, that the growth of oil pipeline transport over the period 1970-2004 while uneven was nonetheless positive, making it one of the primary means of transporting chemicals and petroleum products.

## **2.2. Freight transport in the Central and Eastern European countries and the Baltic States**

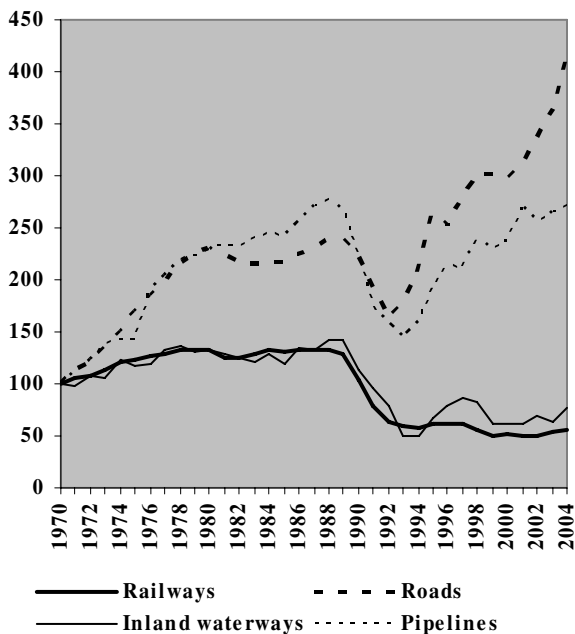
In the Central and Eastern European countries and the Baltic States, rail has lost the dominant position it held in 1990 – and the even more dominant one of 1970 – to road transport, which in 2004 carried over 60% of the combined tonne-kilometres conveyed by the three main modes of inland transport.

Inland waterway transport also saw its market decline, but to a lesser extent than rail, which has been the big loser in the process of economic transformation.

## Trends in market share (in %) of the various modes Freight transport in t-km

	1980	1985	1990	1995	2000	2004
<b>Rail</b>	<b>70.6</b>	<b>71.5</b>	<b>66.1</b>	<b>50.8</b>	<b>44.3</b>	<b>37.6</b>
<b>Road</b>	<b>26.1</b>	<b>25.4</b>	<b>30.5</b>	<b>46.6</b>	<b>53.3</b>	<b>60.0</b>
<b>Inland waterways</b>	<b>3.3</b>	<b>3.1</b>	<b>3.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.5</b>
	100	100	100	100	100	100

## Trends in freight transport (tonne-kilometres) - Central and Eastern Europe and the Baltic States - 1970 = 100



Source : ECMT.

Railways 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,  
LVA,MKD,POL,ROM,SCG,SVK,SVN

Roads 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,  
LVA,MKD,POL,ROM,SCG,SVK,SVN

Inland waterways 11 countries: BGR,CZE,EST,HRV,HUN,LTU,  
LVA,POL,ROM,SCG,SVK

Pipelines 10 countries: ALB,BGR,CZE,HRV,HUN,LTU,LVA,  
POL,ROM,SCG



## ***Road freight transport***

Road freight transport in the Central and Eastern European countries and the Baltic States saw a very substantial increase in the tonne-kilometres carried by their hauliers in 2004, averaging more than 13%. This is greater than previous figures recorded since 1998. For CEECs belonging to the European Union, the growth was even sharper, at 15%.

Tonne-kilometres reached record levels in 2004 in the Central and Eastern European countries and the Baltic States, where road haulage is the leading mode for land freight transport – a position it has held in these countries since 1998.

The only negative notes recorded in 2004 were in FYR Macedonia (-3.05%) and the Czech Republic (-1.2%). The highest growth rates were found in Poland (+28.5%), Slovenia (+13.6%), Albania (+10.6%), Romania (+7.4%) and Croatia (+7%). Confirming the overall trend, growth was also substantial in Lithuania (+7.1%) and the Slovak Republic (+9.6%). Only in Bulgaria was the number of tonne-kilometres carried practically unchanged (+0.6%).

The strong showing of the CEECs and the Baltic States, despite the bleak European economic climate, was directly discernible in the above figures for road freight transport. Buoyant exports to both the EU and the CIS strengthened the lead these countries are taking in transport growth.

In all, it would seem that road transport bettered its performance by a factor of more than 3.5 over the period 1970-2004 in the CEECs and the Baltic States, with a particularly rapid spurt in growth from 1993 onwards – except for 1996, when growth was negative – coinciding with the first visible signs of economic recovery in the region. The drops in traffic recorded over the period 1990-93 were thus wiped out very swiftly. One point to be noted above all is that overall performance during the period 1970-2004 is comparable in all respects to that seen in road freight transport in Western Europe at the same time, the only difference being the very rapid acceleration in the increase in

tonne-kilometres carried by road in the CEECs and the Baltic States from 1995 onwards.

### ***Rail freight transport***

Rail freight transport experienced notable growth in 2004 in the Central and Eastern European countries and the Baltic States, with growth in tonne-kilometres of more than 4%. In all, and in spite of everything, the volume of rail freight transport in these countries was barely half as great in 2004 as it had been in 1970 – a level of activity which, furthermore, was not even 40% of the all-time high reached in 1988. For CEECs belonging to the European Union, growth was lower in 2004, at 3.4%.

The result recorded in 2004 stemmed from strong showings by the networks of Estonia (+10.6%), Croatia (+14.2%), FYR Macedonia (+14.2%) and Serbia and Montenegro (practically +22.2%).

These strong showings were also sustained by other networks, such as those of Slovenia (+5.9%), Hungary (+7.9%) and Poland (+5.6%).

The only negative notes came from the networks of the Czech Republic (-4.8%), Slovakia (-4%) and, to a lesser extent, Bulgaria (-1.2%).

After a steady overall decline ever since the process of transition began, interrupted only in 1995 and 2000, 2003 and 2004 emerge as years of renewal, since only a few networks experienced decreases in volume. The continuation of transit flows from the rapidly expanding Russian Federation network explains the good showing in certain countries.

It can therefore be stated that the favourable economic outlook in the CEECs offered a rebound to the railroads, which until now had had to come to grips with a process which looked like an inevitable decline. That decline reflects a structural economic change working to the advantage of road transport, which has proved better able to adapt to a different economic situation, characterised by an opening up to new external markets.

## ***Inland waterway transport***

Inland waterway transport in the CEECs and the Baltic States saw a sharp, roughly 22% rise in tonnage carried in 2004 compared with 2003, when tonne-kilometres carried had contracted. There was therefore a break in the downward trend which had prevailed throughout 1998, 1999 and 2000. Even so, the tonne-kilometres carried in 2004 represented less than half of the activity recorded prior to the process of transition. It should be pointed out, however, that this downward trend was compounded by traffic difficulties on the former-Yugoslavian part of the Danube, which severely penalised inland waterway transport.

The only poor performances were those of the Czech network (-21%) and the Hungarian (-6.2%). In contrast, the Bulgarian network recorded exceptional growth, in excess of 69%. Croatia more than doubled its volume, although figures remained low in absolute terms. The networks of Poland, Romania and Serbia and Montenegro all registered growth in excess of 20%.

All told, an overview of the long-term trend shows that inland waterways seem to have lost nearly half of their freight transport business since the start of the transition process – a remarkably poor performance, albeit less so than that of rail transport. It must be borne in mind, however, that the geostrategic conflicts which shook the region have had major repercussions on the performance of inland waterway transport over the past ten years.

## ***Oil pipeline transport***

After mixed years in 2002 and 2003, there was an upswing in oil pipeline transport of more than 2.5% in 2004, with especially steep growth in Albania and Romania, where the volumes rose respectively by 14.3% and 19.4%. In countries with large volumes, there were also increases of more than 3% in Poland and over 5% in Hungary. Poland – the region's leading market – therefore accounted for the overall trend.

Strong showings in the Czech Republic (+4.5%), Latvia (+3.2%) and Croatia (+13.4%) confirmed that trend.

Overall, oil pipeline transport does not seem to have declined since 1990; indeed, it even grew over that period by more than 20% – an enviable performance compared with those of rail or inland waterway transport. It should also be noted that the number of tonne-kilometres carried by oil pipelines in the region was more than four and a half times the volume carried via inland waterways.

### 2.3. Freight transport in the CIS

In the constituent states of the CIS, rail confirmed its position as the dominant mode for freight transport in 2004, accounting for practically 87% of the market in tonne-kilometres, with road transport carrying only a little less than 9% and inland waterways a scant 4.5%.

#### Trends in market share (in %) of the various modes Freight transport in t-km

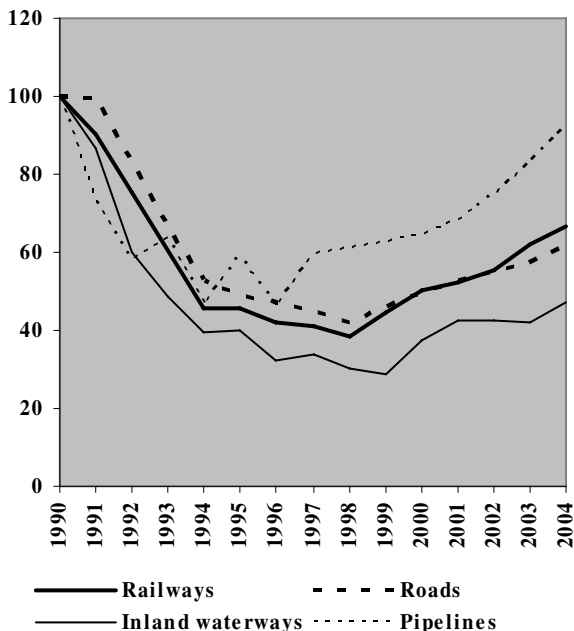
	1980	1985	1990	1995	2000	2004
<b>Rail</b>	<b>82.9</b>	<b>82.9</b>	<b>84.5</b>	<b>84.6</b>	<b>85.9</b>	<b>86.6</b>
<b>Road</b>	<b>9.3</b>	<b>9.4</b>	<b>9.4</b>	<b>10.1</b>	<b>9.4</b>	<b>8.9</b>
<b>Inland waterways</b>	<b>7.8</b>	<b>7.7</b>	<b>6.1</b>	<b>5.3</b>	<b>4.6</b>	<b>4.5</b>
	100	100	100	100	100	100

Given the foregoing, the performance of rail can be taken as an indicator of the economic situation, and in this respect it may be noted that, in 2004, rail freight increased in Russia and Ukraine by respectively 7.9% and 3.9%. While this was a very positive performance, it was offset somewhat by declines in the networks of Georgia (-11%) and Azerbaijan (-2.4%). Actually, growth in rail activity in the CIS in 2004 was attributable to substantial growth in Russia, which dominates the CIS countries.

Despite these signs of recovery, which were discernible throughout the period 1999-2004, rail transport in the CIS carried only a little more than 60% as many tonne-kilometres in 2004 as in 1990, reflecting

an economic situation which, while clearly improving as a result of the positive reforms implemented, was still being affected by the decline of heavy industries and the gradual rationalisation of production processes.

**Trends in freight transport (tonne-kilometres)  
- CIS countries -  
1970 = 100**



Source : ECMT.

Railways, 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

Roads, 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

Inland waterways, 4 countries: BLR,MDA,RUS,UKR

Pipelines, 5 countries: ARM,AZE,GEO,RUS,UKR

Following a 9.5% increase in tonne-kilometres carried by road in the CIS in 1999, compared with 1998, the years 2000 and 2001 again brought good results, with new growth in road freight traffic of over 5% each year. This was a reversal of the trend which had become apparent since 1990, when road transport registered a steady decline in activity, falling to its lowest point in 1998, with a business activity index of 38.2 (100=1990).

This reversal of the trend had been broadly confirmed in 2001-2003, although to a significantly lesser extent than in 1999 and 2000, when road freight transport in the CIS had grown by over 12%.

Performances in 2004 may be estimated on the basis of figures from Russia (+5.2%), Moldova (+93%) and Ukraine (+30%). These converging trends underscore the overall evaluation, which shows growth of 7.3% for the CIS. These performances confirm the results of 2002 and 2003, when road freight traffic had been up sharply in Russia and had risen very steeply in Moldova.

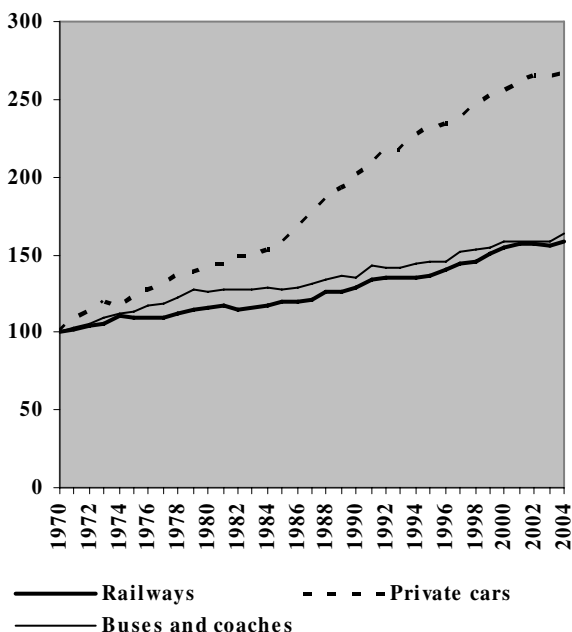
In the inland waterway sector, the only data available are for Russia and Ukraine, which reported increases in activity of over 12% for 2004, although these came on the heels of a volume contraction in 2003.

The Secretariat's figures on transport by oil pipeline in the CIS countries in 2004 point to growth of 11.3% in Russia, 4.1% in Azerbaijan and 1.6% in Georgia.

### 3. Passenger Transport

#### 3.1. Passenger transport in Western Europe

**Trends in passenger transport  
(passenger-kilometres) - Western Europe  
1970=100**



Source : ECMT.

Railways 18 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,  
FRA,GBR,GRC,IRL,ITA,LUX,NLD,  
NOR,PRT,SWE,TUR

Private cars 15 countries: BEL,CHE,DEU,DNK,ESP,FIN,FRA,  
GBR,GRC,ISL,ITA,NLD,NOR,PRT,SWE

Buses and coaches 15 countries: BEL,CHE,DEU,DNK,ESP,FIN,  
FRA,GBR,GRC,ISL,ITA,NLD,NOR,PRT,  
SWE

## ***Passenger transport by rail***

In 2004, passenger transport by rail ceased its decline in the countries of Western Europe, which recorded passenger-kilometre growth of 1.5% as compared with 2003 figures. This overall increase came in the wake of a 0.5% reduction between 2002 and 2003. That decline had nonetheless contrasted with the growth recorded in 1998 and 1999 (when passenger-kilometres had increased by 4.3% and 3.1%, respectively).

The overall performance for the year 2004 stemmed from notable advances for the railway networks in Norway (+5.8%), Belgium (+5%), France (+3.6) and the United Kingdom (+2.5%). In contrast, the Turkish, Spanish, Irish and Swedish networks suffered setbacks (with a more than 10% drop in Turkey). No other network recorded steep declines, apart from Spain, where passenger traffic volume was down sharply (-3.5%).

In all, the number of passenger-kilometres travelled on the rail networks of Western Europe in 2004 shows an increase of over 50% since 1970. Since 1990, traffic had decreased only twice – in 1993 and 2002, and while 2003 brought another year of decline, 2004 erased the losses in traffic.

## ***Passenger transport by bus and coach***

After a slightly positive overall performance in 2003, when it had grown by 0.6%, passenger transport by bus and coach, measured in passenger-kilometres, recorded clearly stronger growth in 2004. Measured or estimated for fifteen countries, it grew by 2.6%.

The figure was due in part to the strong growth of passenger transport by bus and coach in Spain. The only countries reporting decreases in passenger-kilometres transported by bus and coach were Sweden (-2.2%) and Finland (-0.9%).

In contrast, Norway recorded growth of 1.5%, while France experienced an above-average rise (+3%) in transport by bus and coach. For its part, Iceland



recorded a notable increase in these same services (+3.2%).

In all, passenger transport by bus and coach increased by over 58% from 1970 to 2004 and was able, between 2000 and 2004, to make up the decline in activity seen in 1999. As a result, 2004 was a record year, just as it was for rail passenger transport.

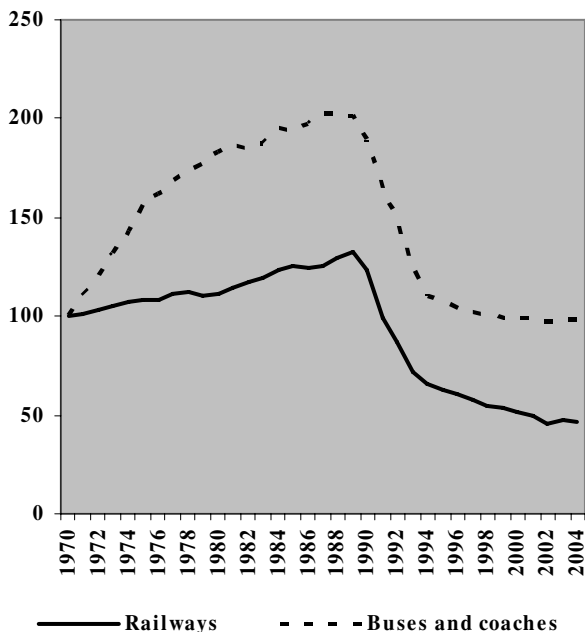
### ***Transport by car***

Travel by private car in passenger-kilometres appears to have risen dramatically since 1970, increasing in overall volume by a factor of almost 2.6, despite the slight fall recorded for 2000. In contrast, growth was significant in 2001 and 2002, with practically 2% in 2002, on the heels of a 1.5% rise in 2001.

In 2004, car traffic seems to have been flat, recording a scant 0.2% growth. This very mediocre result stems from moderate gains in the level of traffic in 2004 in Sweden (+0.7%) and Norway (+1%), while declines in traffic were recorded in Italy (-1%) and France (-0.25%). Growth in Switzerland, Spain and Finland, although in excess of 2%, was not enough to compensate. Although small in absolute value, car traffic was also up in Iceland (+3%).

### 3.2. Passenger transport in the Central and Eastern European countries and the Baltic States

#### Trends in passenger transport (passenger-kilometres) – Central and Eastern Europe and the Baltic States - 1970=100



Source: ECMT.

Railways, buses and coaches, 15 countries: ALB,BGR,BIH,CZE, EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG, SVK,SVN

#### *Passenger transport by rail*

Passenger transport by rail failed to continue its recovery in the CEECs in 2004. Overall passenger-kilometres travelled on the region's rail networks appear to be down by 1.2% in 2004 as compared with 2003, reversing the year-earlier trend.

The biggest increases in activity were recorded in Estonia (+6.6%) and Latvia (+6.4%). Other large

markets, such as the Slovak Republic, declined by practically 4%.

Several other countries experienced unfavourable trends: Poland with -5.1%, the Slovak Republic with -3.8%, Bulgaria with -4.5% and Slovenia with -1.6%. These four countries more than offset the rare increases in passenger rail traffic.

All told, after more than a decade of decline, interrupted only in 2003, the number of passenger-kilometres recorded by the rail networks of Central and Eastern Europe in 2004 amounted to barely 45% of the total travelled in 1970, and to practically one-third of their 1989 performance, showing that the railways were the biggest losers in the transition to a market economy with its attendant purchasing power gains.

### ***Passenger transport by bus and coach***

The 2003 reversal of the downward trend in passenger transport by bus and coach in the CEECs and the Baltic States was not confirmed in 2004, when volume declined by 0.6%, thus resuming the downward slope that since 1988 has been broken only in 2001 and in 2003.

This overall picture is the net result of trends in the Czech Republic (-9.9%), FYR Macedonia (-17.4%) and Albania (-20%). In other countries, such as Slovenia (-9.6%), equally substantial declines were recorded.

The region's rare instances of traffic growth, in countries like Bulgaria (+0.6%), the Slovak Republic (+1.6%) and Latvia (+8.9%), were not enough to offset the downswing in the majority of countries.

Overall, with the years of persistent decline experienced since 1990 and broken only in 2001 and 2003, passenger transport by bus and coach in the CEECs seems in 2004 to have fallen below its 1970 levels, despite having peaked in 1989 to double that volume.

## ***Transport by car***

If public modes of passenger transport were the losers in the march towards market economies and rising living standards, individual motorised transport seems to have recorded further growth in 2004.

The number of passenger-kilometres travelled by private car has been increasing steadily since 1987 in the CEECs and showed a further increase, of practically 3%, in 2004.

Of the six countries which provided data (Albania, Czech Republic, Hungary, Lithuania, Serbia and Montenegro and the Slovak Republic), only the Slovak Republic reported a decrease in traffic (-3.5%). In contrast, Lithuania boasted a substantial increase, up 33%. The Czech Republic and Serbia and Montenegro recorded positive, albeit near-average, growth (of respectively +1.4% and +2.5%).

### **3.3. Passenger transport in the CIS countries**

#### ***Passenger transport by rail***

After a steady decline in passenger-kilometres since 1994, broken only in 2000 and 2003, 2004 saw further growth in passenger transport by rail in the region. This mode of transport was up sharply in Georgia (+55%) and in Azerbaijan (+24%). Growth was more moderate in the Russian Federation (+3.9%) - close to the overall average (+2.7%). In Moldova (-1.7%) and Ukraine (-1.6%), passenger rail travel declined. The railways' level of activity in 2002 had dropped sharply from the performance recorded in 1990; figures for 2003 and 2004 would appear to suggest that the downward trend has been reversed.

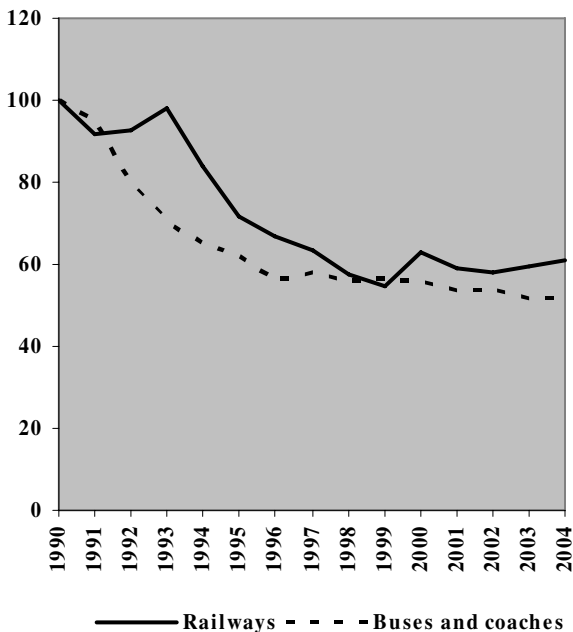
#### ***Passenger transport by bus and coach***

After falling by an average of 4.75% in the CIS countries in 2001, passenger transport by bus and coach had declined again in 2003, by 3%.

For 2004, only Moldova, Azerbaijan and Ukraine provided data showing growth, while activity was down

by 6.5% in the Russian Federation – the region’s largest market. In all, volume was down by 0.5% for the region as a whole.

**Trends in passenger transport  
(passenger-kilometres)  
– CIS countries -  
1970=100**



Source : ECMT.

Railways 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

Buses and coaches 5 countries : AZE,BLR,MDA,RUS,UKR

## 4. Road Safety

In 2004, road accidents in the ECMT Member countries killed over 90 000 people and injured more than two million. While these figures show a decline in fatalities from the previous year, they still represent a frightening human sacrifice on the roads. Every year, the number killed is equivalent to the population of a town such as Namur (Belgium), Nancy (France) or Reykjavik (Iceland), and the number hospitalised to that of a city such as Rome (Italy), Lisbon (Portugal), Nagoya (Japan) or Denver (United States).

In any event, these figures reflect significantly different situations from one country or region to another.

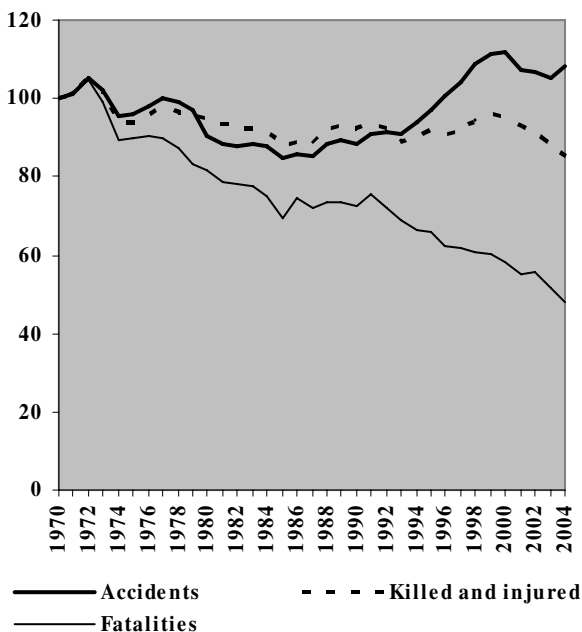
### 4.1. Road safety figures for the countries of Western Europe

In the countries of Western Europe, not all indicators pertaining to road safety showed an improvement in 2004, after the progress made in 2003:

- The number of accidents rose by more than 3% – a significant figure which fails to confirm the end, recorded in 2000, of a period of six consecutive years during which the number had risen (by 22% between 1993 and 1999).
- The number of casualties (injured + killed) on Western European roads fell by 3% in 2004 - a lesser percentage than the 2003 figure, but one that nonetheless confirms the end of a period of three consecutive years (1997-99) in which the situation had worsened.
- Lastly, the number of road fatalities fell very significantly, by practically 8% in 2004 - an outcome thoroughly in line with the uninterrupted downward trend for this indicator since

1992. In all, the annual number of deaths on Western European roads was more than 50% lower in 2004 than in 1970.

### Trends in road accidents (number) - Western Europe - 1970=100



Source: ECMT

Accidents, killed and injured 21 countries : AUT,BEL,CHE,DEU, DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD, NOR,PRT,SWE,TUR

Despite this general improvement, the situation in 2004 showed some variations from one country to another in terms both of the most recent trends and of the relative degree of risk on the roads:

- While in 2004 the number of *fatalities* fell significantly in France (-8.7%), Germany (-11.7%), Spain (-12.2%) and the Netherlands (-22%), it rose in Turkey (+11.6%) and Ireland (+13.1%) – both being exceptions among the Western European countries.

- The number of *fatalities per million inhabitants* ranged from as many as 135 in Greece, 124 in Portugal, 115 in Spain and 109 in Belgium, to 57 in the United Kingdom, 53 in Sweden and 49 in the Netherlands. For the record, the corresponding indicators were 146 in the United States, 99 in New Zealand, 86 in Australia and 75 in Japan.
- In relation to the number of cars on the roads, the number of *fatalities per million motor vehicles* varied from as many as 312 in Greece, 208 in Belgium and 206 in Ireland, to 109 in the United Kingdom and 106 in Sweden. By way of comparison, the number of fatalities per million motor vehicles was 190 in the United States, 150 in Canada, 144 in New Zealand, 135 in Australia and 125 in Japan.

#### **4.2. Road safety figures for Central and Eastern Europe and the Baltic States**

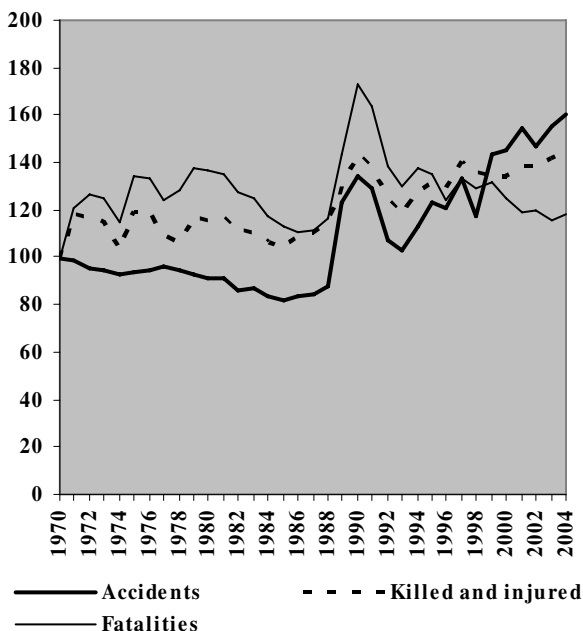
In the Central and Eastern European countries and the Baltic States, the main statistical indicators for road safety in 2004 exhibited a less favourable trend than in Western Europe, although the situation varied across countries:

- The number of road *accidents* was up by 3.7%, confirming further deterioration after worsening in 2003. As compared with 2000, the figure was up by more than 10%.
- The number of *casualties* (killed + injured) rose by 2.7%. Here again, we find confirmation of the upward trend observed in 2001, but contradicted in 2002. With this unfavourable result, the number of casualties in 2004 was up by more than 5% on the figure for 2000.
- In 2004, there was an increase of 1.9% in the number of *fatalities* on the roads of the Central and Eastern European countries. This increase, which was relatively substantial, fails to



confirm the good results for 2000 (-4.8%) and 2001 (-4.7%). Even so, the overall number of fatalities since 1990 has decreased by nearly 30% in the CEECs.

**Trends in road accidents (number)**  
**- Central and Eastern Europe and the Baltic States -**  
**1970=100**



Source: ECMT.

Accidents, killed and injured, 15 countries : ALB,BGR,BIH,CZE, EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG, SVK,SVN

In terms both of the trend observed in 2004 and of the relative degree of risk on the roads in that year, however, we find very different situations from one country to another:

- In 2004, the number of *fatalities* fell significantly in FYR Macedonia (-4.7%) and Slovenia (-6.9%). In a greater number of Central and Eastern European countries, the situation worsened in this respect. The record in

Albania (+21.2%), Croatia (+11.4%) and the Slovak Republic (+11.1%) was particularly bad.

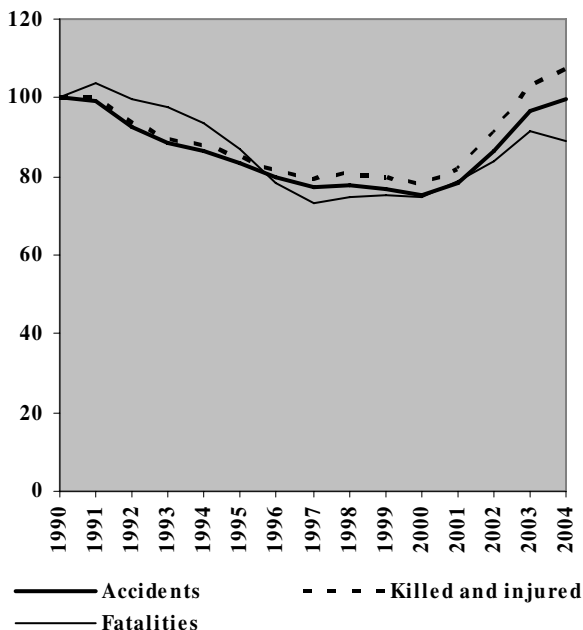
- As regards the number of *fatalities per million inhabitants*, the situation also varied considerably from one country to another, the ratio being as high as 224 in Latvia, 219 in Lithuania and 150 in Poland, but no higher than 99 in Albania, 75 in FYR Macedonia and 60 in Bosnia-Herzegovina.
- The above figures provide certain information on the relative degree of risk on roads in the various countries, but they are influenced significantly by the levels of car ownership in each one. In order to get a better grasp of the situation, it is essential to take account of another indicator – the number of *fatalities per million motor vehicles*. This varies considerably from one country to another, ranging from as many as 2 150 in Bosnia-Herzegovina, 1 406 in Albania and 675 in Latvia, to 325 in Estonia, 265 in Bulgaria and 260 in Slovenia. Although this indicator should be used cautiously, given the current uncertainty surrounding the assessment of the total number of cars on the roads, it nevertheless reveals rather different levels of road safety between Western and Eastern Europe.

### **4.3. Road safety figures for the countries of the CIS**

For 2004, CIS data comprise figures for Azerbaijan, Belarus, Georgia, Moldova, the Russian Federation and Ukraine. They show contrasting trends: the number of accidents was up by an average of 3.3% across the region, led by a 2.1% increase in the Russian Federation. The number of casualties rose by 4.2%, in part because of a more than 12.5% increase in Ukraine. In contrast, the average number of road fatalities dropped in the six countries, with declines of 2.5% in Ukraine and 3.1% in the Russian Federation. This positive result confirms the steady fall in this indicator

which has been seen every year since 1991, with the sole exceptions of 1998 and 2001.

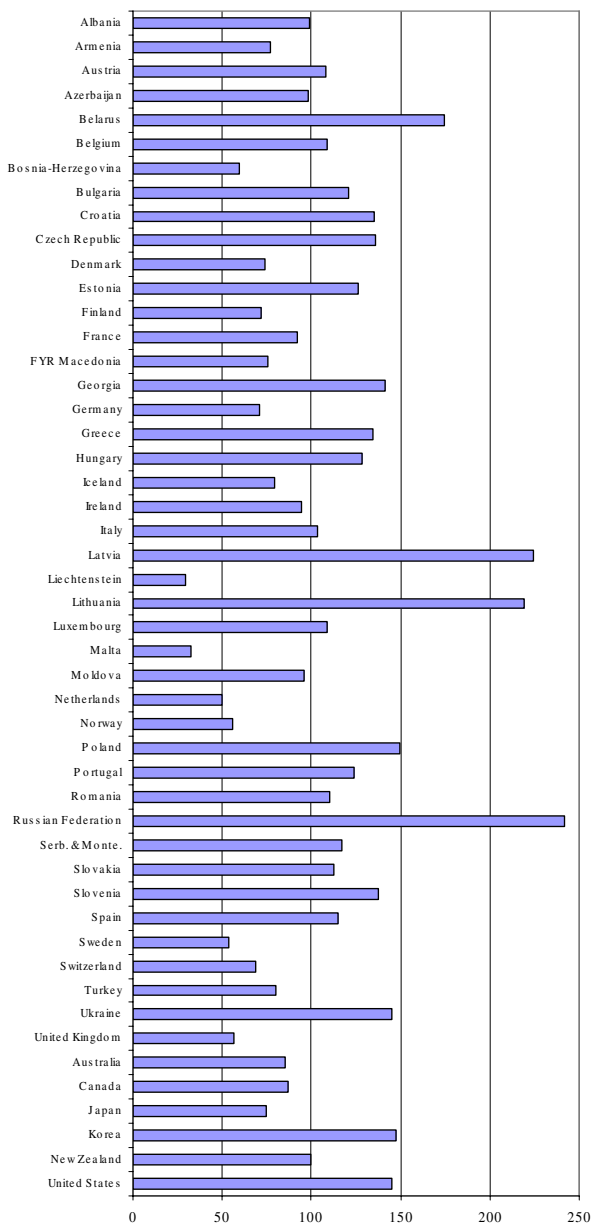
**Trends in road accidents (number)**  
**- CIS countries -**  
**1970=100**



Source : ECMT.

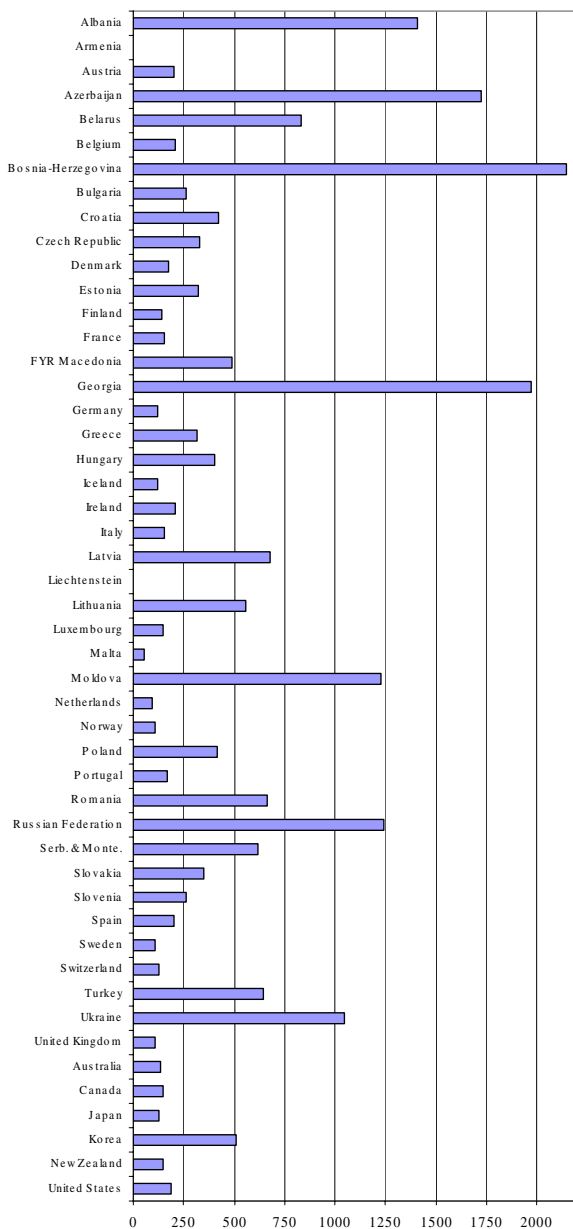
Accidents, killed and injured, 6 countries : AZE,BLR,GEO,MDA, RUS,UKR

## Total number of deaths per million population 2004



Source : ECMT

## Total number of deaths per million road motor vehicles in 2004



Source : ECMT



# Tables

## A. FREIGHT TRANSPORT

## B. PASSENGER TRANSPORT

## C. ROAD ACCIDENTS

## Abbreviations used in tables:

\*  $-0.5\% < 0 < 0.5\%$

e = estimate

c = change in the series



## A. FREIGHT TRANSPORT

Thousand million tonne-kilometers

**Table A1 : Rail**

	1970	1990	2000	2003	2004	04/03*
ALB	0.2	0.6	0.0	0.0	0.0	
ARM			0.4			
AUT	9.9	12.7	16.6	16.9	17.9	6.3
AZE	24.6	37.1	5.7	7.7	7.5	-2.4
BEL	7.8	8.4	7.7	7.3	7.7	5.5
BGR	13.9	14.1	5.5	5.3	5.2	-1.2
BIH	3.4	4.0	0.1			
BLR	50.1	75.4	31.4	38.4		
CHE	6.6	8.3	10.8	9.3	9.3	-0.0
CSK	55.9	59.5				
CZE			17.5	15.8	15.1	-4.8
DEU	70.5	103.1 c	77.5	79.8	86.4	8.2
DNK	1.9	1.8	2.0	2.0		
ESP	10.3	11.6	12.2	12.4	12.0	-3.2
EST	5.0	7.0	8.1	9.6	10.7	10.6
FIN	6.3	8.4	10.1	10.0	10.1	0.6
FRA	67.6	49.7	55.4	46.8	45.0	-3.7
GBR	24.6	16.0	18.1	18.9	21.0	11.1
GEO	9.8	10.8	3.9	5.4	4.9	-10.9
GRC	0.7	0.6	0.4	0.5		
HRV	5.7	6.5	1.8	2.5	2.5	0.2
HUN	19.8	16.8	8.1	8.1	8.7	7.9
IRL	0.5	0.6	0.5	0.4	0.4	0.3
ISL						
ITA	18.1	21.2	25.0	22.5	23.3	3.6
LIE						
LTU	13.6	19.3	8.9	11.5	11.6	1.6
LUX	0.8	0.7	0.6	0.6	0.6	5.6
LVA	15.5	18.5	13.3	18.0	18.6	3.7
MDA	10.4	14.8	1.5	3.0	3.0	-1.1
MKD	0.6	0.8	0.5	0.4	0.4	14.2
MLT						
NLD	3.7	3.1	4.5	5.0	5.2	5.3
NOR	1.4	1.6	1.8	1.6	2.0	29.5
POL	99.3	83.5	54.0	49.6	52.3	5.5
PRT	0.8	1.6	2.2	2.1	2.3	10.1
ROM	48.0	57.3	18.0	16.9	18.4	8.8
RUS	1 672.0	2 522.9	1 373.2	1 668.9	1 801.6	8.0
SCG	6.1	7.2	1.9	2.6	3.2	22.2
SVK			11.2	10.1	9.7	-4.1
SVN	3.3	4.2	2.9	3.3	3.5 c	
SWE	17.3	19.1	20.1	20.1	20.6	2.3
TUR	6.1	8.0	9.9	8.7	9.4	8.6
UKR		488.2	172.8	225.3	234.0	3.9
ECMT/WEST	254.8	276.4	275.3	264.7	275.8 e	4.2
ECMT/CEECs	290.3	299.3	151.9	153.8 e	160.2 e	4.1
CEECs-EU	212.4	208.8	124.0	126.0	130.2	3.4
ECMT/CIS	1 766.9	3 149.3	1 588.6	1 948.8	2 092.2 e	7.4

ECMT/WEST = 18 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries : ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,VA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
Thousand million tonne-kilometers

**Table A2 : Roads**

	1970	1990	2000	2003	2004	04/03*
ALB	0.8	1.2	2.2	2.5	2.8	10.6
ARM			0.0			
AUT	2.9	9.0	17.2	18.1	17.4	-4.2
AZE	3.7	3.3	3.5	6.2	7.0	11.6
BEL	13.1	32.0	51.0	50.5		
BGR	7.0	13.8	3.1 c	4.6	4.6	0.6
BIH	0.8	3.1				
BLR	8.1	22.4	9.0	7.7		
CHE	4.8	11.5	21.9			
CSK	10.1	23.3				
CZE			39.0	46.6	46.0	-1.2
DEU	78.0	169.9	280.7	290.9	303.7	4.4
DNK	7.8	9.4	11.0	11.0		
ESP	51.7	90.5	148.7	187.0	214.7	14.8
EST	2.3	4.5	3.9	6.4	6.8	6.4
FIN	12.4	25.4	27.8	26.9	27.3	1.6
FRA	66.3	114.8	184.2	189.2	197.4	4.3
GBR	85.0	132.9	153.7	157.0	155.9	-0.7
GEO		2.6	0.5	0.6	0.6	1.4
GRC	7.0	12.5				
HRV	1.3	2.9	2.8	8.2	8.8	7.0
HUN	5.8	15.2	12.1	10.7	11.0	2.9
IRL		5.1	12.3	15.9	17.3	8.7
ISL						
ITA	58.7	177.9	158.6	174.1		
LIE						
LTU	3.4	7.3	7.8	11.5	12.3	7.1
LUX	0.1		0.4	0.6	0.5	-12.7
LVA	2.9	5.9	4.8	6.8	7.3	8.1
MDA	3.2	6.3	1.0	1.5	2.0	36.5
MKD	0.8	2.2	0.8	4.1	4.0	-3.1
MLT						
NLD	12.4	22.9	31.6	29.9		
NOR	3.2	8.2	13.0	14.1	15.0	6.0
POL	15.8	40.3	75.0	86.0	110.5	28.5
PRT		10.9	7.5	8.1		
ROM	5.2	5.2	9.9	13.6	14.7	7.4
RUS	116.4	299.4	152.7	173.1	182.1	5.2
SCG	3.5	8.6	4.7	5.7	5.8	0.3
SVK			14.3	16.9	18.5	9.8
SVN	2.1	4.9	1.9	2.0	2.3	13.6
SWE	17.5	29.2	38.1	36.6	36.9	0.9
TUR	17.4	65.7	161.6	152.2	156.9	3.1
UKR		14.8	7.5	11.6	15.1	30.0
ECMT/WEST	438.3	928.4	1 333.4 e	1 400.2 e	1 471.3 e	5.1
ECMT/CEECs	61.8	138.2	182.7 e	226.0 e	255.7 e	13.2
<i>CEECs-EU</i>	42.5	101.3	159.0	186.7	214.7	15.0
ECMT/CIS	131.4	348.7	174.2	200.6	214.9 e	7.1

ECMT/WEST = 18 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA, MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
Thousand million tonne-kilometers

**Table A3 : Inland waterways**

	1970	1990	2000	2003	2004	04/03*
ALB						
ARM						
AUT	1.3	1.7	2.4	2.3	1.7	-23.2
AZE						
BEL	6.7	5.4	7.3	8.3		
BGR	1.8	1.6	0.4	0.8	1.3	69.1
BIH						
BLR	1.2	1.8	0.0	0.2		
CHE	0.1	0.2				
CSK	2.4	4.4				
CZE			0.8	0.5	0.4	-20.7
DEU	48.8	54.8	66.5	58.2	63.7	9.5
DNK						
ESP						
EST	0.0	0.0	0.0			
FIN	2.0	1.1	0.4	0.4	0.3	-12.2
FRA	12.7	7.6	9.1	8.0	8.4	4.9
GBR		0.2	0.2			
GEO						
GRC						
HRV	0.3	0.5	0.1	0.1	0.2	134.1
HUN	1.8	2.0	0.9 c	1.5	1.4	-6.2
IRL						
ISL						
ITA	0.4	0.1	0.2	0.1		
LIE						
LTU	0.1	0.2	0.0	0.0	0.0	
LUX	0.3	0.3	0.4	0.3	0.4	17.0
LVA	0.1	0.3				
MDA	0.1	0.3				
MKD						
MLT						
NLD	30.7	35.7	41.3	39.9	38.0	-4.8
NOR						
POL	2.3	1.0	1.2	0.9	1.1	22.4
PRT						
ROM	1.3	2.1	2.6	3.5	4.3	21.9
RUS	163.9	213.9	71.0	80.8	92.5	14.5
SCG	3.5	3.2	1.0	0.8	1.1	33.7
SVK			1.4	0.5	0.7	31.6
SVN						
SWE						
TUR						
UKR		11.9	14.7	14.6	14.9	1.9
ECMT/WEST	103.4	107.1	127.9 e	117.7 e	121.5 e	3.2
ECMT/CEECs	13.6	15.4	8.3	8.7	10.5	21.6
<i>CEECs-EU</i>	6.7	8.0	4.2	3.5	3.6	4.9
ECMT/CIS	165.2	228.0	85.7	95.5	107.6 e	12.6

ECMT/WEST = 10 countries : AUT,BEL,CHE,DEU,FIN,FRA,GBR,ITA,LUX,NLD

ECMT/CEECs = 11 countries: BGR,CZE,EST,HRV,HUN,LTU,LVA,POL,ROM,SCG,SVK

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 4 countries : BLR,MDA,RUS,UKR

**FREIGHT TRANSPORT**  
Thousand million tonne-kilometers

**Table A4 : Pipeline**

	1970	1990	2000	2003	2004	04/03*
ALB			0.0	0.0	0.0	14.3
ARM			1.3			
AUT	3.6	6.4	7.6	7.8	7.6	-2.5
AZE	1.0	3.4	1.4	1.6	1.6	4.1
BEL	0.3	1.0	1.6			
BGR		0.6	0.4	0.3	0.3	-2.8
BIH						
BLR						
CHE	1.2	1.2	0.2	0.2	0.2	7.2
CSK	6.4	7.5				
CZE			1.6	1.8	1.9	4.5
DEU	15.1	11.7	15.0	15.4	16.2	5.4
DNK		2.0	4.7	5.2		
ESP	1.0	4.2	7.5	7.4	8.3	11.7
EST						
FIN						
FRA	28.2	19.6	21.7	22.1	20.5	-7.4
GBR	2.7	10.2	11.4			
GEO			5.0	6.2	6.3	1.6
GRC						
HRV		3.6	0.7	1.6	1.8	13.4
HUN	1.0	5.3	4.0	5.1	5.4	5.1
IRL						
ISL						
ITA	9.1	11.5	10.3	10.9	11.0	1.5
LIE						
LTU			3.5	5.1	4.3	-15.7
LUX						
LVA			6.5	3.2	3.3	3.2
MDA						
MKD						
MLT						
NLD	4.1	4.9	5.9	6.1	6.1	-0.7
NOR		2.1	3.5	3.5	3.4	-2.4
POL	7.0	13.9	20.4	23.9	24.8	3.9
PRT						
ROM	1.8	5.1	1.4	1.6	1.9	19.4
RUS	242.6	1 239.8	745.0	1 002.6	1 116.2	11.3
SCG		0.1	0.1	0.4	0.4	0.7
SVK						
SVN						
SWE						
TUR	1.4	62.4	53.1	10.6	2.3	-78.2
UKR		208.0	187.5	192.7		
ECMT/WEST	66.7	137.2	142.5	100.4 e	90.4 e	-9.9
ECMT/CEECs	16.2	36.0	38.5	43.0	44.1	2.6
<i>CEECs-EU</i>	14.4	26.7	35.9	39.1	39.7	1.5
ECMT/CIS	243.6	1 451.1	940.1	1 203.1	1 338.5 e	11.3

ECMT/WEST = 12 countries : AUT,BEL,CHE,DEU,DNK,ESP,FRA,GBR,ITA,NLD,NOR,TUR

ECMT/CEECs = 10 countries : ALB,BGR,CZE,HRV,HUN,LTU,LVA,POL,ROM,SCG

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 5 countries : ARM,AZE,GEO,RUS,UKR

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometers  
**Table A5 : Total freight (A1+A2+A3+A4)**

	1970	1990	2000	2003	2004	04/03*
ALB	0.9	1.8	2.2	2.6	2.8	10.5
ARM			1.7			
AUT	17.6	29.7	43.8	45.0	44.6	-0.9
AZE	29.3	43.7	10.5	15.5	16.1	3.9
BEL	27.9	46.9	67.6			
BGR	22.7	30.1	9.4 c	10.9	11.4	4.5
BIH	4.2	7.1				
BLR	59.4	99.6	40.4	46.2		
CHE	12.8	21.2				
CSK	74.8	94.7				
CZE			58.9	64.7	63.4	-2.1
DEU	212.4	339.5 c	439.7	444.3	470.1	5.8
DNK	9.7	13.2	17.7	18.2		
ESP	63.1	106.4	168.4	206.9	235.0	13.6
EST	7.4	11.5	12.0	16.1	17.5	8.9
FIN	20.7	34.9	38.3	37.3	37.8	1.2
FRA	174.8	191.7	270.4	266.2	271.4	2.0
GBR		159.3	183.4			
GEO	9.8	13.4	9.3	12.2	11.7	-4.0
GRC	7.6	13.1				
HRV	7.3	13.5	5.3	12.4	13.4	7.4
HUN	28.4	39.3	25.2 c	25.4	26.6	4.4
IRL	0.5	5.7	12.8	16.3	17.7	8.5
ISL						
ITA	86.2	210.7	194.0	207.5		
LIE						
LTU	17.1	26.8	20.1	28.0	28.2	0.7
LUX	1.2		1.5	1.4	1.4	1.0
LVA	18.5	24.7	24.6	27.9	29.2	4.7
MDA	13.7	21.4	2.5	4.5	5.0	11.2
MKD	1.4	3.0	1.3	4.5	4.4	-1.6
MLT						
NLD	50.9	66.5	83.2	80.8		
NOR	4.6	11.9	18.3	19.2	20.4	6.4
POL	124.3	138.7	150.6	160.3	188.7	17.7
PRT	0.8	12.5	9.7	10.1		
ROM	56.4	69.6	31.9	35.7	39.3	10.0
RUS	2 194.9	4 276.0	2 341.9	2 925.4	3 192.4	9.1
SCG	13.1	19.1	7.7	9.6	10.5	9.1
SVK			27.0	27.5	28.9	5.2
SVN	5.4	9.1	4.8	5.3	5.7 c	
SWE	34.8	48.3	58.2	56.7	57.5	1.4
TUR	25.0	136.2	224.6	171.4	168.6	-1.7
UKR		722.9	382.6	444.2		
ECMT/WEST	863.2	1 449.0	1 879.1 e	1 883.0 e	1 959.1 e	4.0
ECMT/CEECs	381.9	488.9	381.4	431.5 e	470.6 e	9.1
<i>CEECs-EU</i>	276.0	344.8	323.1	355.2	388.2	9.3
ECMT/CIS	2 307.2	5 177.1	2 787.4	3 448.0	3 753.2 e	8.9

ECMT/WEST = 19 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LIE,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

## B. PASSENGER TRANSPORT

Thousand million passenger-kilometers

**Table B1 : Rail**

	1970	1990	2000	2003	2004	04/03*
ALB	0.3	0.8	0.1	0.1	0.1	-15.2
ARM			0.0			
AUT	6.3	8.5	8.2	8.2	8.3	0.6
AZE	1.7	1.8	0.5	0.6	0.8	24.1
BEL	8.3	6.5	7.8	8.3	8.7	5.0
BGR	6.2	7.8	3.5	2.5	2.4	-4.5
BIH	1.7	1.4	0.0			
BLR	7.3	16.9	17.7	13.3		
CHE	8.2	11.1	12.8	14.5		
CSK	20.5	19.3				
CZE			7.3	6.5	6.6	1.1
DEU	38.5	43.6	75.4	71.3	72.6 c	
DNK	3.4	4.9	5.3	5.6		
ESP	15.0	16.7	20.1	21.1	20.4	-3.6
EST	1.2	1.5	0.3	0.2	0.2	6.6
FIN	2.2	3.3	3.4	3.3	3.4	0.4
FRA	41.0	63.7	69.9 c	71.7	74.3	3.6
GBR	30.4	33.2	38.2	40.9	41.9	2.5
GEO	2.1	2.0	0.5	0.4	0.6	55.1
GRC	1.5	2.0	1.6	1.6		
HRV	3.7	3.4	1.3	1.2	1.2	4.3
HUN	15.2	11.4	9.7	10.3	10.5	2.5
IRL	0.8	1.2	1.4	1.6	1.6	-1.2
ISL						
ITA	32.5	44.7	47.1	45.2	45.6	0.8
LIE						
LTU	2.1	3.6	0.6	0.4	0.4	2.5
LUX	0.2	0.2	0.3	0.3	0.3	1.5
LVA	3.8	5.4	0.7	0.8	0.8	6.4
MDA	0.8	1.6	0.3	0.4	0.3	-1.7
MKD	0.3	0.4	0.2 c	0.1	0.1	2.2
MLT						
NLD	8.0	11.1	15.4	14.5		
NOR	1.9	2.4	3.4	2.9	3.1	5.8
POL	36.9	50.4	19.7	19.6	18.6	-5.2
PRT	3.5	5.7	3.8	3.6	3.6	1.3
ROM	17.8	30.6	11.6	8.5	8.6	1.3
RUS	191.1	274.4	167.1	157.6	163.7	3.9
SCG	3.7	4.5	1.2	0.8	0.8	1.4
SVK			2.9	2.3	2.2	-3.8
SVN	1.5	1.4	0.7	0.8	0.8	-1.7
SWE	4.6	6.6	8.2	9.1	9.0	-1.1
TUR	5.6	6.4	5.8	5.9	5.2	-10.9
UKR		82.0	51.8	52.6	51.7	-1.6
ECMT/WEST	211.7	271.8	328.2	329.6	334.6 e	1.5
ECMT/CEECs	115.0	141.8	59.8	54.1 e	53.5 e	-1.2
<i>CEECs-EU</i>	81.2	93.1	41.9	40.9	40.2	-1.7
ECMT/CIS	202.9	378.7	237.8	224.9	230.9 e	2.7

ECMT/WEST = 18 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometers  
**Table B2 : Private cars**

	1970	1990	2000	2003	2004	04/03*
ALB			5.1	6.3	6.3	0.3
ARM			1.3			
AUT		54.1				
AZE						
BEL	49.3	80.7	106.1	109.9		
BGR		4.5				
BIH						
BLR						
CHE	41.8	73.3	80.6	85.3	87.1	2.1
CSK						
CZE			63.9	68.6	69.6	1.4
DEU	350.6	593.2	836.4	854.1		
DNK	33.3	50.3	59.8			
ESP	64.3	174.4	302.6	346.0	354.9	2.6
EST						
FIN	23.7	51.2	55.7	59.6	60.9	2.3
FRA	305.0	586.0	699.6	738.6	736.9	-0.2
GBR	283.0	588.0	618.0			
GEO						
GRC		19.1				
HRV						
HUN	7.3	47.0	46.2	46.4	46.5	0.2
IRL						
ISL		2.7	3.8	4.2	4.3	3.0
ITA	211.9	522.6	726.5	711.0	703.6	-1.0
LIE						
LTU				19.4	25.8	33.0
LUX						
LVA						
MDA						
MKD						
MLT						
NLD	66.3	137.3	141.1	146.1		
NOR	17.8	42.7	46.8	50.5	51.0	1.0
POL		68.1 c	149.7	172.4	181.5	5.3
PRT	13.8	40.5				
ROM						
RUS						
SCG	3.8	16.0	9.1	14.0	14.4	2.5
SVK			23.9	25.2	24.3	-3.5
SVN						
SWE	56.1	85.9	91.9	96.3	97.0	0.7
TUR						
UKR						
ECMT/WEST	1 516.9	3 047.9	3 884.3 e	4 032.2 e	4 040.3 e	0.2
ECMT/CEECs	11.1	131.1	298.0	332.9	342.5	2.9
<i>CEECs-EU</i>	7.3	115.1	283.7	312.6	321.8	3.0
ECMT/CIS						

ECMT/WEST = 15 countries : BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC, ISL,ITA,NLD,NOR,PRT,SWE

ECMT/CEECs = 6 countries : ALB,CZE,HUN,POL,SCG,SVK

ECMT/CEECs-EU = 4 countries : CZE,HUN,POL,SVK

## PASSENGER TRANSPORT

Thousand million passenger-kilometers

**Table B3 : Buses and coaches**

	1970	1990	2000	2003	2004	04/03*
ALB	0.8	2.2	0.2	0.2	0.1	-19.9
ARM			0.1			
AUT		13.6				
AZE	3.1	6.7	9.2	9.9	10.3	4.2
BEL	9.3	5.0 c	13.2	13.7		
BGR	12.2	25.9	13.9	13.0	13.0	0.6
BIH	1.2	2.7				
BLR	8.4	19.8	9.2	9.8		
CHE	3.0	5.6	5.3	5.4		
CSK	21.4	43.4				
CZE			9.4	9.4	8.5	-9.9
DEU	48.6	56.6	69.0	67.5		
DNK	4.6	7.6	9.1			
ESP	20.9	33.4	50.3	49.2	53.5	8.6
EST	2.6	4.5	2.6	2.3	2.5	7.2
FIN	7.5	8.5	7.7	7.7	7.6	-0.8
FRA	25.2	41.3	43.0	42.7	44.0	3.0
GBR	60.0	45.6	46.5	47.0	47.0	
GEO						
GRC	4.8	5.1				
HRV	3.3	7.0	3.3	3.7	3.4	-8.8
HUN	13.5	24.1	18.4	18.6	18.4	-1.1
IRL						
ISL		0.3	0.5	0.5	0.6	3.2
ITA	32.0	84.0	93.3	97.6	98.9	1.3
LIE						
LTU	4.9	6.7	2.3	2.6	3.3	26.0
LUX						
LVA	3.3	5.9	2.3	2.6	2.8	8.9
MDA	1.9	4.9	1.0	1.6	1.9	18.8
MKD	1.0	1.5	0.8	1.3	1.1	-17.4
MLT						
NLD	11.1	13.1				
NOR	4.2	4.6	6.3	5.9	6.0	1.5
POL	29.1	46.3	31.7	30.0	30.1	0.4
PRT	4.4	10.3	11.8	10.5		
ROM	7.9	24.0	7.7	9.4	9.4	-0.1
RUS	100.1	262.2	164.4	137.9	129.0	-6.5
SCG	6.0	7.2	5.4	5.1	5.0	-3.3
SVK			8.4	7.8	7.9	1.6
SVN	2.6	6.6	1.5	1.0	0.9	-9.6
SWE	8.5	9.7	9.5	9.1	8.9	-2.2
TUR						
UKR		90.3	28.8	40.1	47.3	17.9
ECMT/WEST	244.1	330.7	387.1 e	388.1 e	398.1 e	2.6
ECMT/CEECs	110.0	207.9	109.1 e	108.2 e	107.6 e	-0.6
<i>CEECs-EU</i>	77.6	137.3	76.7	74.2	74.3	0.1
ECMT/CIS	113.5	383.8	212.6	199.4	198.3 e	-0.5

ECMT/WEST = 15 countries: BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC, ISL,ITA,NLD,NOR,PRT,SWE

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU, LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 5 countries: AZE,BLR,MDA,RUS,UKR



**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometers  
**Table B4 : Total road transport (B2+B3)**

	1970	1990	2000	2003	2004	04/03*
ALB	0.8	2.2	5.3	6.5	6.5	-0.2
ARM			1.4			
AUT		67.7				
AZE	3.1	6.7	9.2	9.9	10.3	4.2
BEL	58.6	85.8	119.3	123.6		
BGR	12.2	25.9	13.9	13.0	13.0	0.6
BIH	1.2	2.7				
BLR	8.4	19.8	9.2	9.8		
CHE	44.9	78.9	85.8	90.7		
CSK	21.4	43.4				
CZE			73.3	78.0	78.1	0.0
DEU	399.2	649.8	905.4	921.6		
DNK	37.9	57.9	69.0			
ESP	85.3	207.8	352.9	395.2	408.3	3.3
EST	2.6	4.5	2.6	2.3	2.5	7.2
FIN	31.2	59.7	63.4	67.3	68.5	1.9
FRA	330.2	627.3	742.6	781.3	780.9	-0.1
GBR	343.0	633.6	664.5			
GEO		8.3	4.5	5.2	5.2	1.0
GRC	4.8	24.2				
HRV	3.3	7.0	3.3	3.7	3.4	-8.8
HUN	20.8	71.1	64.6	65.0	64.9	-0.2
IRL						
ISL		3.0	4.3	4.7	4.9	3.1
ITA	243.9	606.5	819.8	808.6	802.5	-0.8
LIE						
LTU	4.9	6.7	2.3	22.0	29.1	32.2
LUX						
LVA	3.3	5.9	2.3	2.6	2.8	8.9
MDA	1.9	4.9	1.0	1.6	1.9	18.8
MKD	1.0	1.5	0.8	1.3	1.1	-17.4
MLT						
NLD	77.4	150.4				
NOR	21.9	47.3	53.1	56.3	56.9	1.0
POL	29.1	114.4 c	181.4	202.4	211.6	4.6
PRT	18.2	50.8				
ROM	7.9	24.0	7.7	9.4	9.4	-0.1
RUS	100.1	262.2	164.4	137.9	129.0	-6.5
SCG	9.9	23.3	14.5	19.1	19.3	0.9
SVK			32.4	33.0	32.2	-2.3
SVN	2.6	6.6	1.5	1.0	0.9	-9.6
SWE	64.6	95.6	101.4	105.4	105.9	0.5
TUR	41.3	135.0	185.7	164.3	174.3	6.1
UKR		90.3	28.8	40.1	47.3	17.9
ECMT/WEST	1 802.3	3 513.6	4 457.0 e	4 584.6 e	4 612.8 e	0.6
ECMT/CEECs	121.1	339.0	407.1 e	460.5 e	475.9 e	3.3
<i>CEECs-EU</i>	84.8	252.4	360.4	406.2	422.0	3.9
ECMT/CIS	113.5	392.2	217.1	204.5	203.5 e	-0.5

ECMT/WEST = 16 countries : BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC, ISL,ITA,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU, LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

## PASSENGER TRANSPORT

Thousand million passenger-kilometers

**Table B5 : Total passengers (B1+B4)**

	1970	1990	2000	2003	2004	04/03*
ALB	1.0	3.0	5.4	6.6	6.6	-0.5
ARM			1.5			
AUT		76.2	8.2	8.2	8.3	0.6
AZE	4.8	8.5	9.6	10.5	11.1	5.4
BEL	66.8	92.3	127.1	131.9		
BGR	18.5	33.7	17.4	15.5	15.4	-0.2
BIH	3.0	4.1				
BLR	15.7	36.6	27.0	23.1		
CHE	53.0	89.9	98.7	105.2		
CSK	41.9	62.7				
CZE			80.6	84.6	84.7	0.1
DEU	437.7	693.4	980.8	992.9		
DNK	41.3	62.7	74.3			
ESP	100.2	224.5	373.0	416.3	428.7	3.0
EST	3.8	6.0	2.9	2.5	2.7	7.2
FIN	33.4	63.0	66.8	70.6	71.9	1.8
FRA	371.2	691.0	812.5 c	853.0	855.2	0.3
GBR	373.4	666.8	702.7			
GEO	2.1	10.3	5.0	5.5	5.8	4.8
GRC	6.3	26.2				
HRV	7.0	10.4	4.6	4.9	4.6	-5.7
HUN	36.0	82.5	74.3	75.3	75.4	0.2
IRL	0.8	1.2	1.4	1.6	1.6	-1.2
ISL		3.0	4.3	4.7	4.9	3.1
ITA	276.4	651.3	866.9	853.8	848.1	-0.7
LIE						
LTU	7.0	10.3	2.9	22.4	29.5	31.6
LUX	0.2	0.2	0.3	0.3	0.3	1.5
LVA	7.1	11.2	3.1	3.3	3.6	8.4
MDA	2.6	6.5	1.3	2.0	2.3	15.2
MKD	1.4	1.8	1.0 c	1.4	1.2	-16.2
MLT						
NLD	85.4	161.5				
NOR	23.9	49.8	56.4	59.2	60.0	1.3
POL	66.0	164.8 c	201.1	222.0	230.2	3.7
PRT	21.7	56.5				
ROM	25.7	54.6	19.3	18.0	18.1	0.6
RUS	291.2	536.6	331.4	295.5	292.8	-0.9
SCG	13.5	27.7	15.7	19.9	20.1	1.0
SVK			35.2	35.3	34.4	-2.4
SVN	4.1	8.0	2.2	1.8	1.7	-6.1
SWE	69.2	102.2	109.6	114.5	114.9	0.3
TUR	46.9	141.4	191.5	170.2	179.5	5.5
UKR		172.3	80.6	92.7	99.0	6.8
ECMT/WEST	2 048.9	3 853.1	4 785.3 e	4 914.2 e	4 947.4 e	0.7
ECMT/CEECs	236.1	480.8	466.8 e	514.7 e	529.4 e	2.9
<i>CEECs-EU</i>	166.1	345.5	402.3	447.1	462.2	3.4
ECMT/CIS	316.4	770.9	454.9	429.4	434.4 e	1.2

ECMT/WEST = 19 countries: AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR,GRC,IRL,ISL,ITA,LUX,NLD,NOR,PRT,SWE,TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU,LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries: CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries: AZE,BLR,GEO,MDA,RUS,UKR

## C. ROAD ACCIDENTS

Thousand

**Table C1 : Number of accidents**

	1970	1990	2000	2003	2004	04/03*
ALB			0.4	0.4	0.8	120.7
ARM			0.9			
AUT	51.6	46.3	42.1	43.4	42.7	-1.8
AZE			2.0	2.3	2.4	3.3
BEL	77.0	62.4	49.1			
BGR		6.5	6.9	7.0	7.6	8.8
BIH						
BLR			6.4	7.2		
CHE	28.7	23.8	23.7	23.8	22.9	-4.0
CSK	33.5	30.1				
CZE			25.4	27.3	26.5	-2.9
DEU	377.6	340.0	382.9	354.5	339.3	-4.3
DNK	19.8	9.2	7.3	6.7		
ESP	58.0	101.5	101.7	100.0	94.0	-6.0
EST	2.2	2.1	1.5	1.9	2.2	16.2
FIN	11.4	10.2	6.6	6.9	6.8	-2.0
FRA	235.1	162.6	121.2	90.2	85.4	-5.4
GBR	272.8	265.6	242.1	219.7	213.0	-3.0
GEO	3.0	3.0	1.7	2.1	2.9	38.9
GRC	18.3	19.6	23.0	15.7		
HRV		14.5	14.4	18.6	17.1	-7.8
HUN	23.2	27.8	17.5	20.0	21.0	4.9
IRL	6.4	6.1	7.8	6.0		
ISL	0.7	0.6	1.0	0.8	0.8	0.4
ITA	307.7	161.8	229.0	225.1		
LIE	0.3	0.3	0.4	0.6	0.5	-9.4
LTU	4.7	5.1	5.8	6.0	6.4	6.6
LUX	3.1	1.2	0.9	0.7		
LVA	4.7	4.3	4.5	5.4	5.1	-5.5
MDA	3.1	6.0	2.6	2.7	2.4	-8.4
MKD	3.1	2.3	1.7	1.9	2.0	3.2
MLT			1.0	1.2	0.9	-26.7
NLD	59.0	13.2	10.9	10.1	9.0	-11.0
NOR	9.3	8.8	8.4	8.3	8.4	1.9
POL	41.8	50.5	57.3	51.1	51.1	-0.0
PRT	22.7	45.1	44.2	41.5	38.9	-6.2
ROM	4.9	9.7	7.6	6.7	6.9	3.1
RUS		197.4	157.6	204.3	208.6	2.1
SCG		33.6	48.8	55.6	62.3	12.2
SVK			7.9	8.6	8.4	-1.3
SVN	8.3	5.2	8.5	11.7	12.7	8.9
SWE	16.6	17.0	15.8	18.4	18.0	-1.8
TUR	19.2	115.3	466.4	455.7	537.4	17.9
UKR		50.9	33.3	42.2	45.6	8.1
ECMT/WEST	1 595.4	1 410.7	1 785.6	1 674.7 e	1 727.1 e	3.1
ECMT/CEECs	143.3 e	191.8	208.2	222.0	230.1	3.7
<i>CEECs-EU</i>	118.4	125.2	128.4	131.9	133.4	1.1
ECMT/CIS	6.1	269.8	203.6	260.7	269.4 e	3.3

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR, GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE, TUR

ECMT/CEECs = 15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU, LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

## ROAD ACCIDENTS

Thousand

**Table C2 : Casualties [killed+injured]**

	1970	1990	2000	2003	2004	04/03*
ALB			0.6	0.5	1.1	117.6
ARM			1.4			
AUT	72.7	62.0	55.9	57.8	56.7	-1.9
AZE			2.2	3.4	3.6	4.7
BEL	107.8	88.2	69.4			
BGR		8.4	9.0	9.4	10.3	8.5
BIH						
BLR			8.1	9.1		
CHE	37.7	30.2	30.7	30.6	29.3	-4.5
CSK	44.2	40.4				
CZE			32.4	35.4	35.6	0.6
DEU	551.0	456.1	511.6	468.8	446.0	-4.9
DNK	26.7	11.3	9.6	8.8		
ESP	87.0	162.4	155.6	156.0	143.1	-8.3
EST	2.3	2.8	2.0	2.7	2.9	6.4
FIN	17.1	13.4	8.9	9.5	9.2	-3.2
FRA	344.7	236.1	169.8	121.7	114.0	-6.3
GBR	371.5	352.9	335.0	300.9	290.3	-3.5
GEO	4.3	4.6	2.6	3.2	4.7	49.1
GRC	25.7	29.1	32.8	22.1		
HRV		21.2	21.2	26.9	24.9	-7.4
HUN	31.9	39.4	23.9	28.0	29.4	5.0
IRL	9.8	9.9	12.5	8.6		
ISL	0.9	0.9	1.5	1.2	1.2	-5.2
ITA	238.4	227.6	328.4	325.0		
LIE	0.1	0.1	0.2	0.1	0.1	-16.3
LTU	4.9	6.4	7.6	8.0	8.6	8.0
LUX	2.5	1.8	1.3	1.1		
LVA	5.0	5.6	6.0	7.1	6.9	-2.8
MDA	3.6	7.8	3.6	3.6	3.3	-9.5
MKD	2.7	3.3	2.5	2.9	3.1	7.3
MLT			1.2	1.2	1.2	0.7
NLD	71.4	15.0	11.5	10.6	10.3	-2.9
NOR	12.3	12.2	12.0	12.1	12.4	2.0
POL	37.8	66.9	71.6	63.9	64.7	1.2
PRT	30.3	65.7	61.6	56.6	53.1	-6.1
ROM	6.3	11.9	8.8	7.8	8.0	3.1
RUS		250.2	209.0	279.5	285.9	2.3
SCG		27.4	17.7	16.8	18.5	10.3
SVK			10.7	12.0	11.8	-1.5
SVN	11.2	7.1	11.9	16.9	19.0	12.1
SWE	23.5	23.3	22.6	27.6	27.1	-2.1
TUR	20.8	94.0	118.0	121.2	140.7	16.0
UKR		63.1	41.8	53.8	60.6	12.6
ECMT/WEST	2 052.0	1 892.3	1 950.0	1 803.8 e	1 749.4 e	-3.0
ECMT/CEECs	168.0	240.7	226.1	238.3	244.7	2.7
<i>CEECs-EU</i>	137.3	168.6	166.3	174.0	178.9	2.8
ECMT/CIS	7.9	342.1	267.2	352.7	367.6 e	4.2

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR, GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE, TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU, LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

## ROAD ACCIDENTS

Thousand

**Table C3 : Killed**

	1970	1990	2000	2003	2004	04/03*
ALB			0.3	0.3	0.3	21.2
ARM			0.2			
AUT	2.2	1.4	1.0	0.9	0.9	-5.7
AZE			0.6	0.7	0.8	12.0
BEL	3.0	2.0	1.5			
BGR		1.6	1.0	1.0	0.9	-1.8
BIH						
BLR			1.6	1.8		
CHE	1.7	1.0	0.6	0.5	0.5	-6.6
CSK	2.2	2.0				
CZE			1.5	1.4	1.4	-4.5
DEU	19.2	7.9	7.5	6.6	5.8	-11.7
DNK	1.2	0.6	0.5	0.4		
ESP	4.2	6.9	5.8	5.4	4.7	-12.2
EST	0.3	0.4	0.2	0.2	0.2	3.7
FIN	1.1	0.6	0.4	0.4	0.4	-1.1
FRA	15.1	10.3	7.6	5.7	5.2	-8.7
GBR	7.8	5.4	3.6	3.7	3.4	-7.9
GEO	0.8	1.1	0.5	0.6	0.6	11.4
GRC	0.9	1.7	2.0	1.6		
HRV		1.4	0.7	0.7	0.6	-13.3
HUN	1.7	2.4	1.2	1.3	1.3	-2.3
IRL	0.5	0.5	0.4	0.3	0.4	13.1
ISL	0.0	0.0	0.0	0.0	0.0	
ITA	10.2	6.6	6.6	6.0		
LIE	0.0	0.0	0.0	0.0	0.0	-80.0
LTU	0.7	0.9	0.6	0.7	0.8	6.1
LUX	0.1	0.1	0.1	0.1	0.0	-7.5
LVA	0.6	0.9	0.6	0.5	0.5	4.7
MDA	0.6	1.1	0.4	0.4	0.4	-4.7
MKD	0.1	0.2	0.2	0.1	0.2	31.4
MLT			0.0	0.0	0.0	-18.8
NLD	3.2	1.4	1.1	1.0	0.8	-21.8
NOR	0.6	0.3	0.3	0.3	0.3	-8.2
POL	3.4	7.3	6.3	5.6	5.7	1.3
PRT	1.4	2.3	1.6	1.4	1.1	-16.3
ROM	1.9	3.8	2.5	2.2	2.4	8.2
RUS		35.4	29.6	35.6	34.5	-3.1
SCG		2.1	1.0	0.9	1.0	11.1
SVK			0.6	0.7	0.6	-6.9
SVN	0.6	0.5	0.3	0.2	0.3	13.2
SWE	1.3	0.8	0.6	0.5	0.5	-9.3
TUR	4.0	6.3	3.9	4.0	4.4	11.6
UKR		9.6	5.2	7.1	7.0	-2.5
ECMT/WEST	77.7	56.2	45.2	40.1 e	37.1 e	-7.6
ECMT/CEECs	13.6	23.6	17.0	15.8	16.1	1.9
<i>CEECs-EU</i>	9.5	14.6	11.4	10.7	10.7	0.3
ECMT/CIS	1.4	50.6	37.9	46.2	45.0 e	-2.6

ECMT/WEST = 21 countries : AUT,BEL,CHE,DEU,DNK,ESP,FIN,FRA,GBR, GRC,IRL,ISL,ITA,LIE,LUX,MLT,NLD,NOR,PRT,SWE, TUR

ECMT/CEECs =15 countries: ALB,BGR,BIH,CZE,EST,HRV,HUN,LTU, LVA,MKD,POL,ROM,SCG,SVK,SVN

ECMT/CEECs-EU = 8 countries : CZE,EST,HUN,LTU,LVA,POL,SVK,SVN

ECMT/CIS = 6 countries : AZE,BLR,GEO,MDA,RUS,UKR

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