

GLOBAL TRADE AND TRANSPORT

❖ **Database**

❖ **Dissemination**

Database

- ❖ Origin - destination
- ❖ Imports - exports
- ❖ Weight - Value
- ❖ Sea – Air
- ❖ Monthly data from year 2000



Database

Complete datasets reported by:

- ❖ USA
- ❖ EU
- ❖ Brazil
- ❖ New Zealand
- ❖ Japan



Database

Special case:

- ❖ Received a one off data from Chinese Customs Statistics Department
- ❖ No historical series on weight
- ❖ Last update: 2012-12

Dissemination

Quarterly statistics brief

- ❖ Economic trends by monitoring freight movements
- ❖ Identify turning points
- ❖ Global and regional dimension
- ❖ Air cargo: a lead indicator
- ❖ Where are we now, comparing to pre-crisis peak?

Shifting Economic Mass Towards Emerging Economies Shown in Global Freight Data

The latest update of global freight data collected by the International Transport Forum at the OECD through September 2013 reinforces the observation of a shift of economic mass to emerging economies:

- ▶ **USA and EU27 exports increase strongly and imports decline markedly, reflecting weak domestic demand and stronger performance of emerging economies;**
- ▶ **EU external trade by air, considered as a lead indicator, rebounds above pre-crisis peak, indicating a potential improvement of the economic outlook;**
- ▶ **Road and rail freight data continue to point out weak domestic demand especially in the EU area.**

The overall picture for global freight shows no major improvement since the previous brief. Total external trade by sea (in tonnes) continues to stagnate below pre-crisis levels in the United States (-8%) and EU27 (-3%). Exports and imports transported by sea display increasingly diverging trends. Total exports remain above pre-crisis levels (EU27 28%; United States 19%) while imports decline further (EU27 -15%; United States -24%). This reinforces the observation of a rebalancing trade and transport flows, mainly driven by weak performance of the advanced economies (Figures 1-5).

▶ A rebalancing of trade and transport flows

Air freight, considered a lead indicator, suggests continued uncertainty. United States external trade by air stagnates below pre-crisis levels. However, EU trade by air rebounds above the pre-crisis peak (+3%), indicating a potential improvement of the economic outlook (Figures 1-5).

▶ EU trade by air rebounds

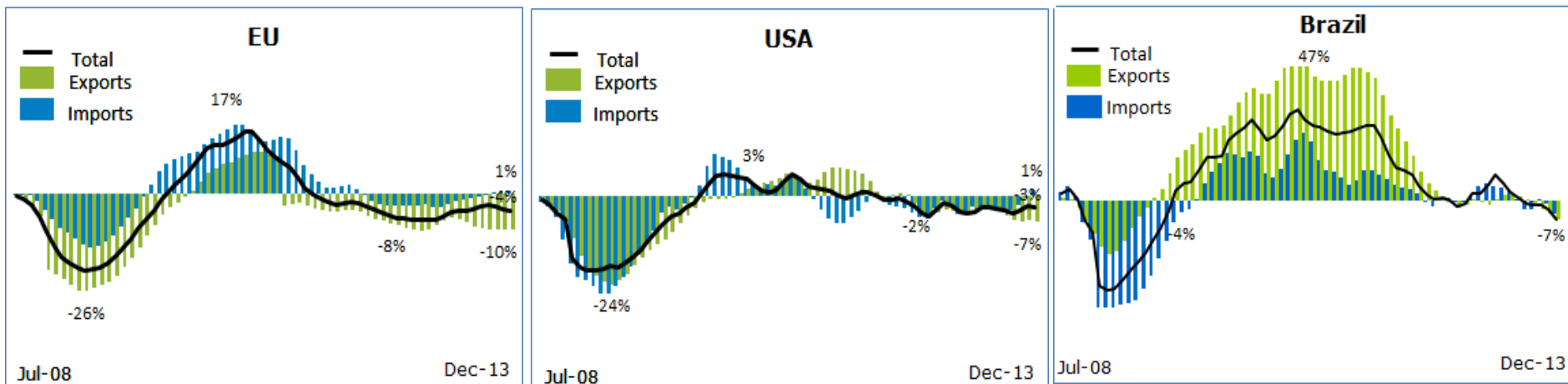
Exports to BRICS, and more specifically to China and India, have been the locomotive of European and North American growth since the crisis of 2009. However, trade shows signs of slowing down. External trade by sea from India to EU27 and the United States has declined during the last two quarters while trade by air is stagnating both in India and China (Figures 6-7).

Freight transported by road and rail in the EU stagnate at -13% and -8% below pre-crisis peak respectively, reflecting continuous weak domestic demand. Rail freight volumes in the United States and the Russian Federation reached pre-crisis peaks earlier but show signs of slowing down. Rail freight in China shows also signs of slowing down after a period of strong growth (Figures 8-9).

▶ Surface freight slowing down

Dissemination

Global focus: Major economies external trade by air

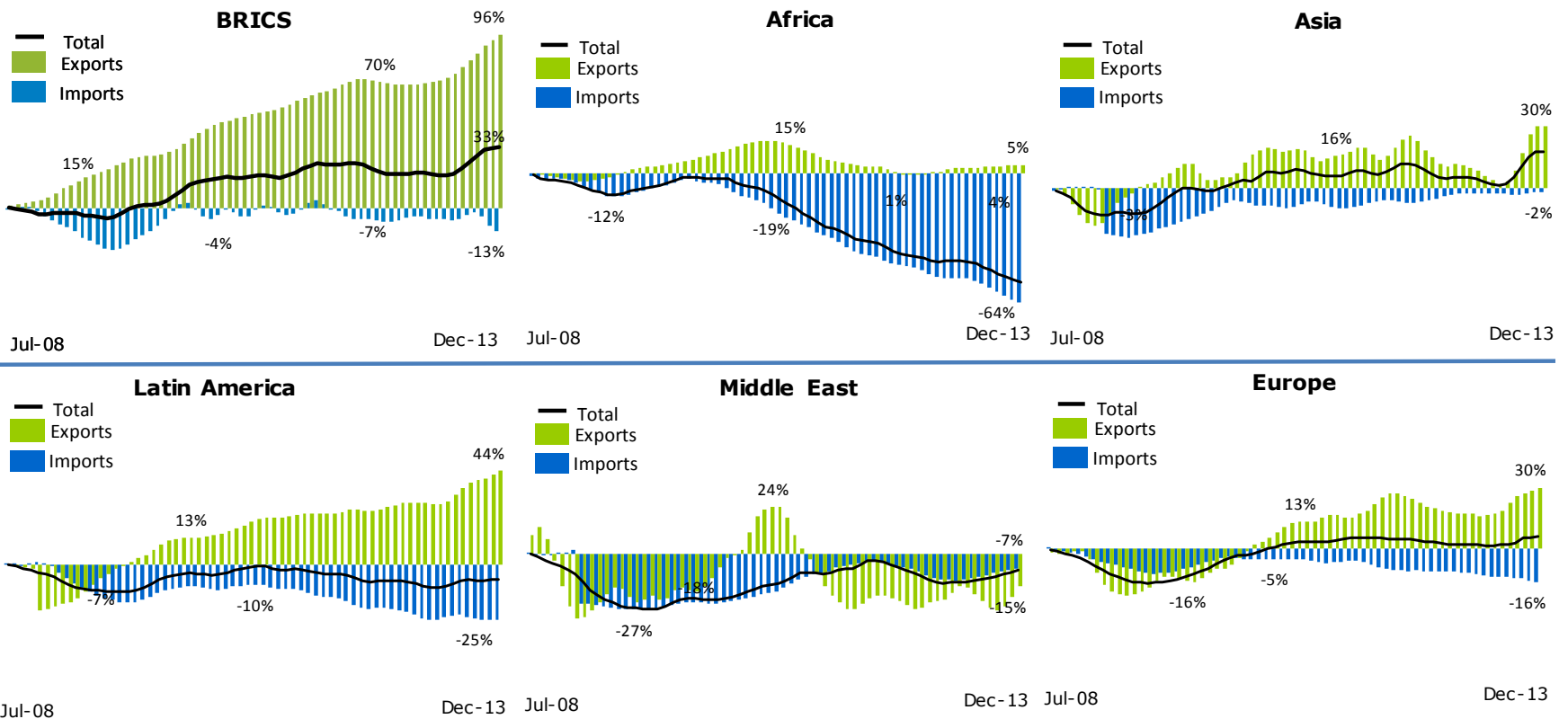


%Δ from Jun-08, tonnes, monthly trend, seasonally adjusted



Dissemination

Region focus: USA external trade by sea



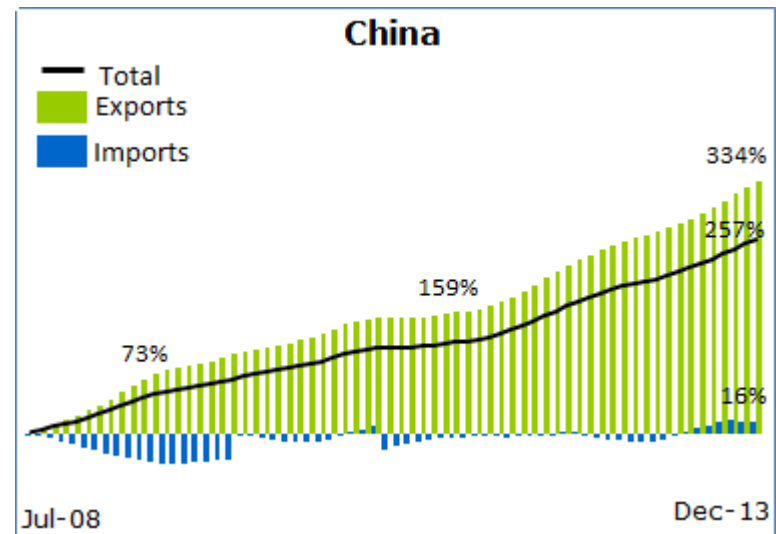
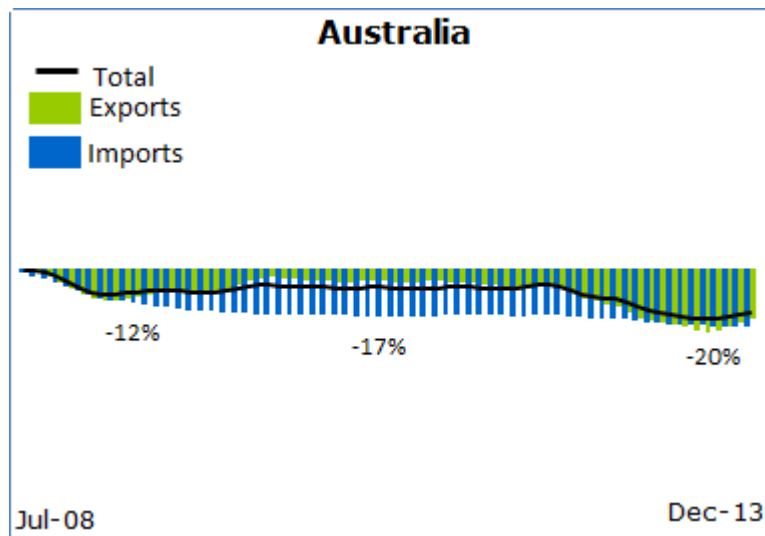
%Δ from Jun-08, tonnes, monthly trend, seasonally adjusted



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Country pairs level analysis:

New Zealand external trade by sea

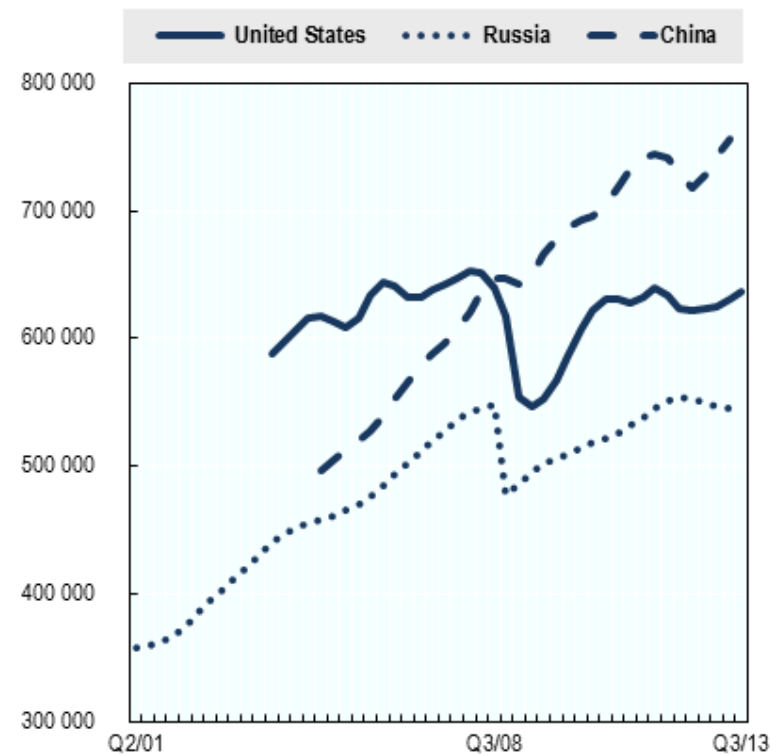
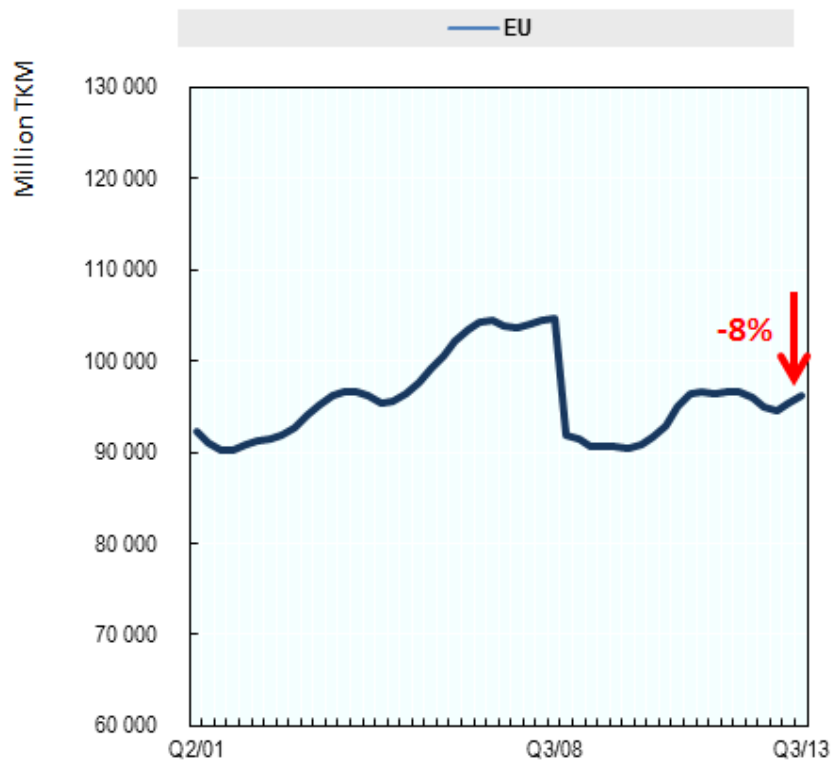


%Δ from Jun-08, tonnes, monthly trend, seasonally adjusted



Dissemination

Inland freight transport



Global Trade and Transport Quarterly Brief:

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Thank you

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