

ITF TRANSPORT STATISTICS

Better data for better transport policies






Diego Botero

Xiaotong Zhang

ITF Annual Statistics Meeting
11-12 April 2024, Paris



- Collecting data via questionnaires for its 66 member countries
- Ensuring data quality and comparability
- Forming the basis for many analytical studies
- Providing a platform for discussing best practices and common solutions

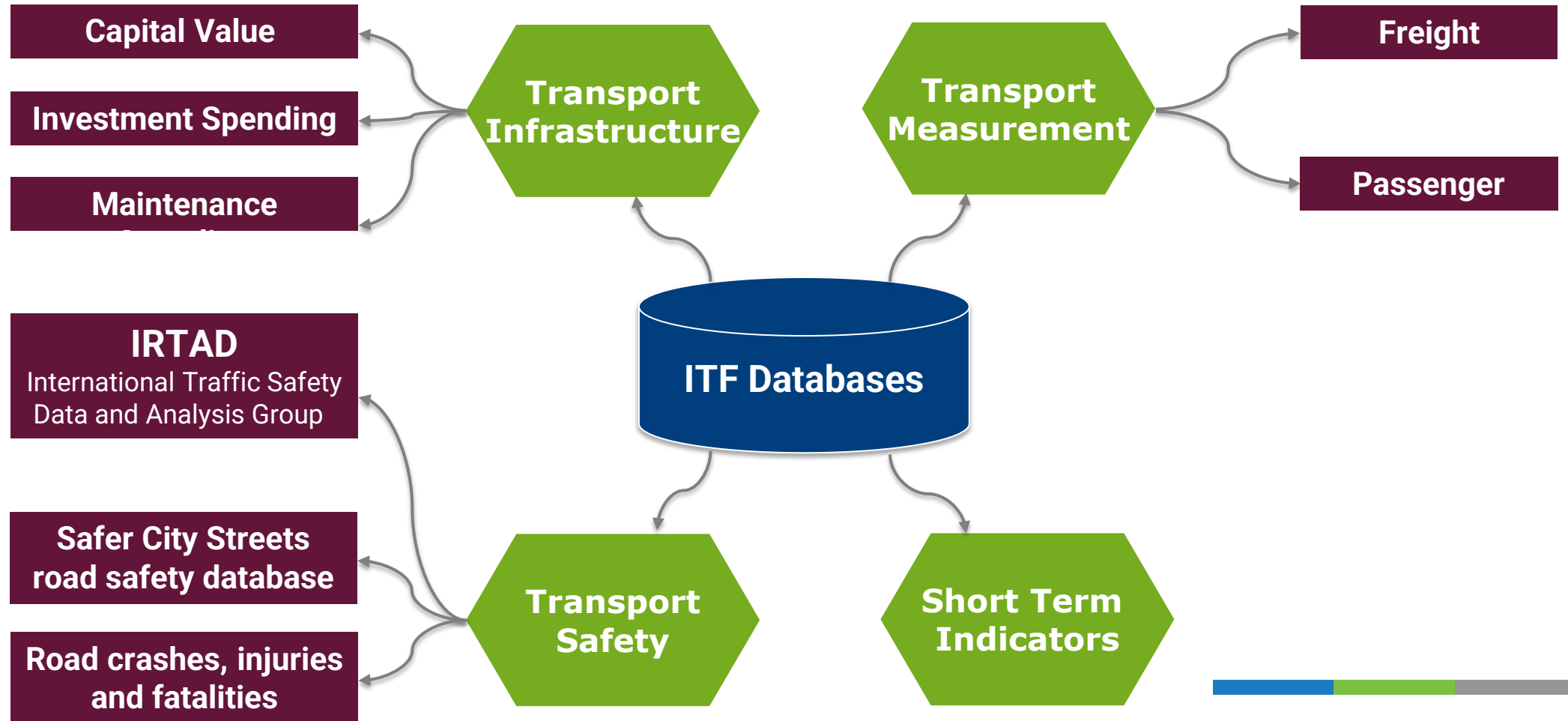
 Albania	 France	 Morocco
 Argentina	 Georgia	 Netherlands
 Armenia	 Germany	 New Zealand
 Australia	 Greece	 North Macedonia
 Austria	 Hungary	 Norway
 Azerbaijan 2nd Vice-Presidency	 Iceland	 Poland
 Belarus	 India	 Portugal
 Belgium	 Ireland	 Romania
 Bosnia-Herzegovina	 Israel	 Russia
 Brazil	 Italy	 Serbia
 Bulgaria	 Japan	 Slovakia
 Cambodia	 Kazakhstan	 Slovenia
 Canada	 Korea	 Spain
 Chile 1st Vice-Presidency	 Latvia	 Sweden
 China	 Liechtenstein	 Switzerland
 Colombia	 Lithuania Presidency	 Tunisia
 Costa Rica	 Luxembourg	 Türkiye
 Croatia	 Malta	 Ukraine
 Czechia	 Mexico	 United Arab Emirates
 Denmark	 Moldova	 United Kingdom
 Estonia	 Mongolia	 USA
 Finland	 Montenegro	 Uzbekistan



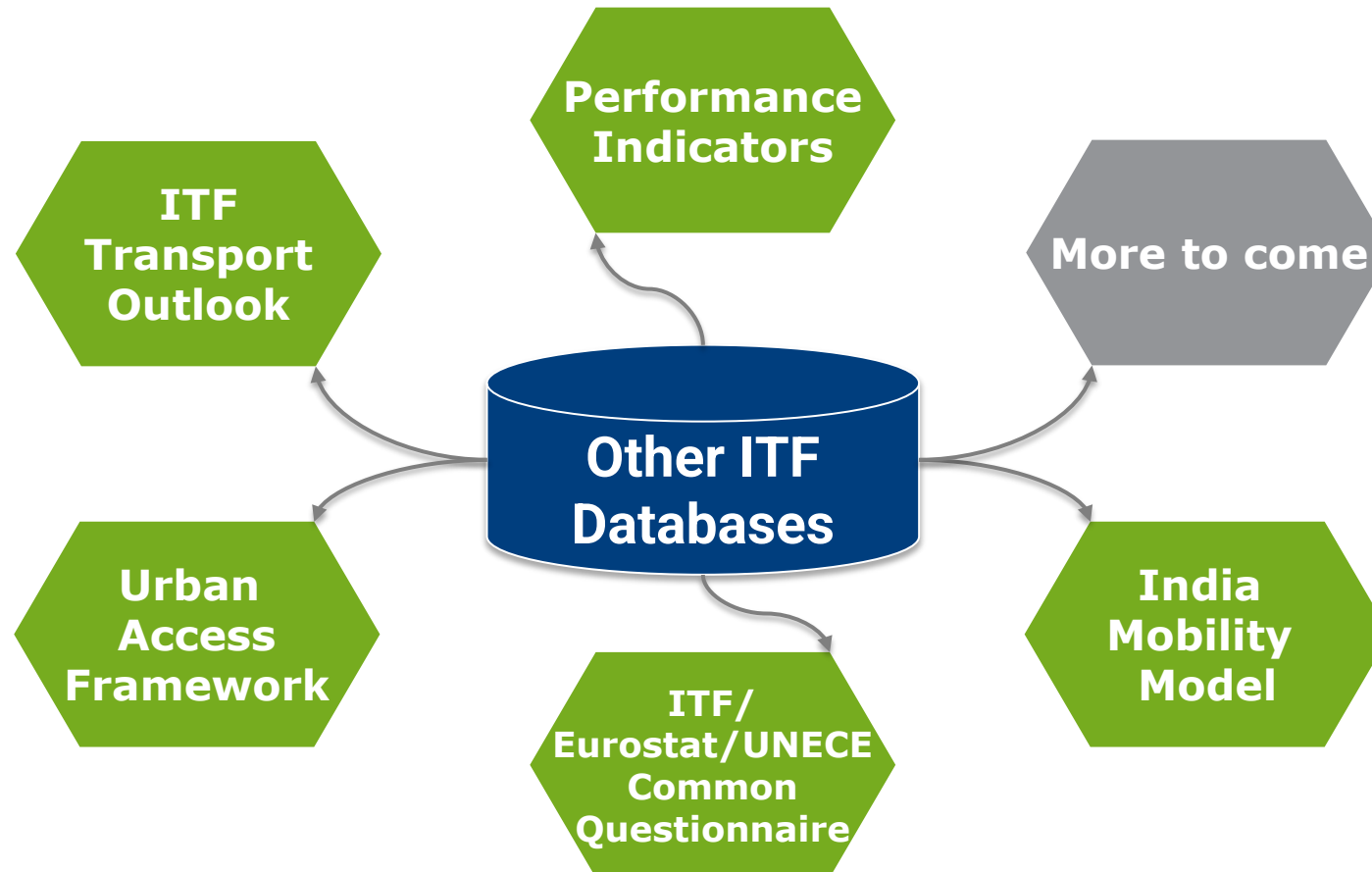
Datasets



Core ITF Data Collections



Non-core ITF Data Collections



New Data Explorer





ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT  **OECD.Stat**

Data by theme Popular queries

Find in Themes

All Themes

- General Statistics
- Agriculture and Fisheries
- Demography and Population
- Development
- Economic Projections
- Education and Training
- Environment
- Finance
- Globalisation
- Health
- Industry and Services
- Information and Communication Technology
- International Trade and Balance of Payments
- Labour
- National Accounts
- Monthly Economic Indicators
- Productivity
- Prices and Purchasing Power Parities
- Public Sector, Taxation and Market Regulation
- Regions and Cities
- Science, Technology and Patents
- Social Protection and Well-being
- Transport

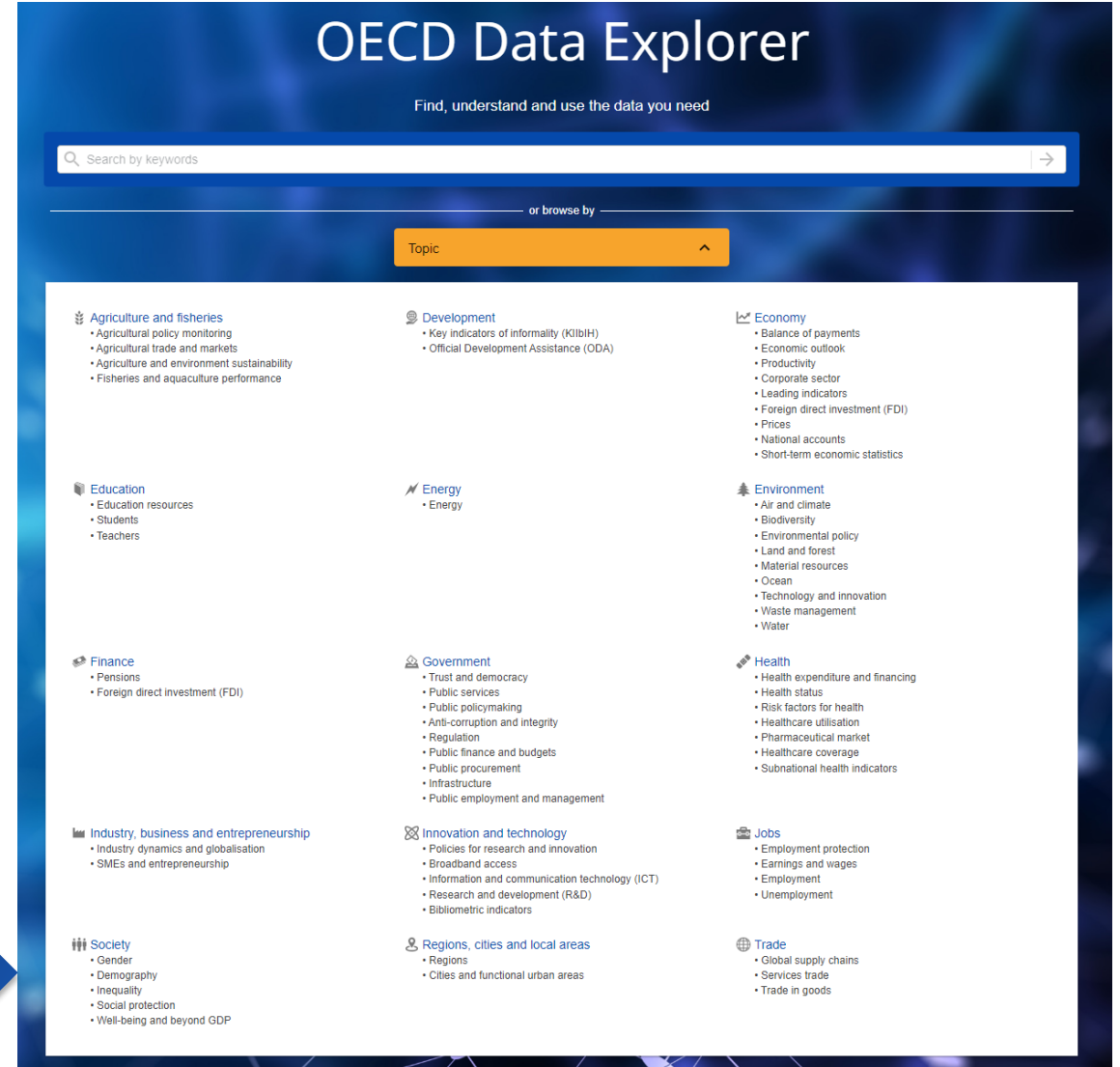
Welcome to OECD.Stat

OECD.Stat includes data and metadata for OECD countries and selected non-member economies.

Ways to access the data:

- By keyword using "search" (e.g. [GDP](#), [FDI](#), [Health](#), [unemployment](#), [income distribution](#), [population](#)).
- By selecting data in the left-hand menu (popular queries or data by theme)
- By accessing your saved queries under "My Queries" (for logged-in users)

To modernise data exploring, the OECD is in the process of migrating all databases from stats.oecd.org to data-explorer.oecd.org



OECD Data Explorer

Find, understand and use the data you need

Search by keywords

or browse by

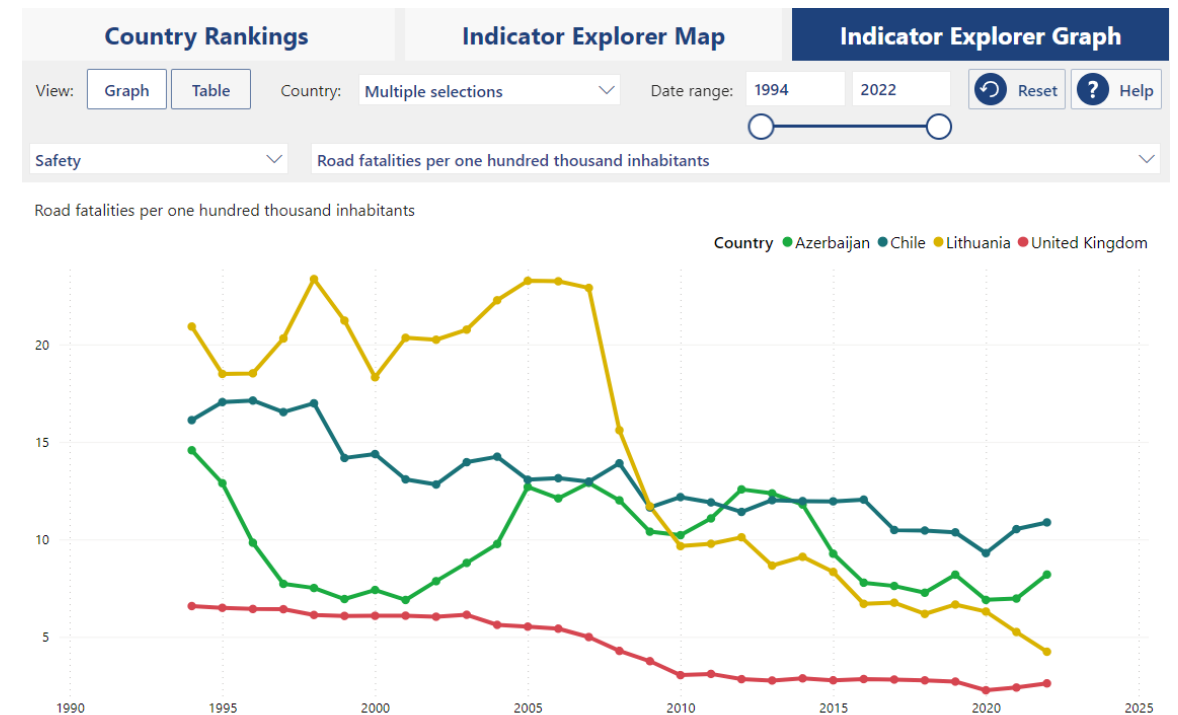
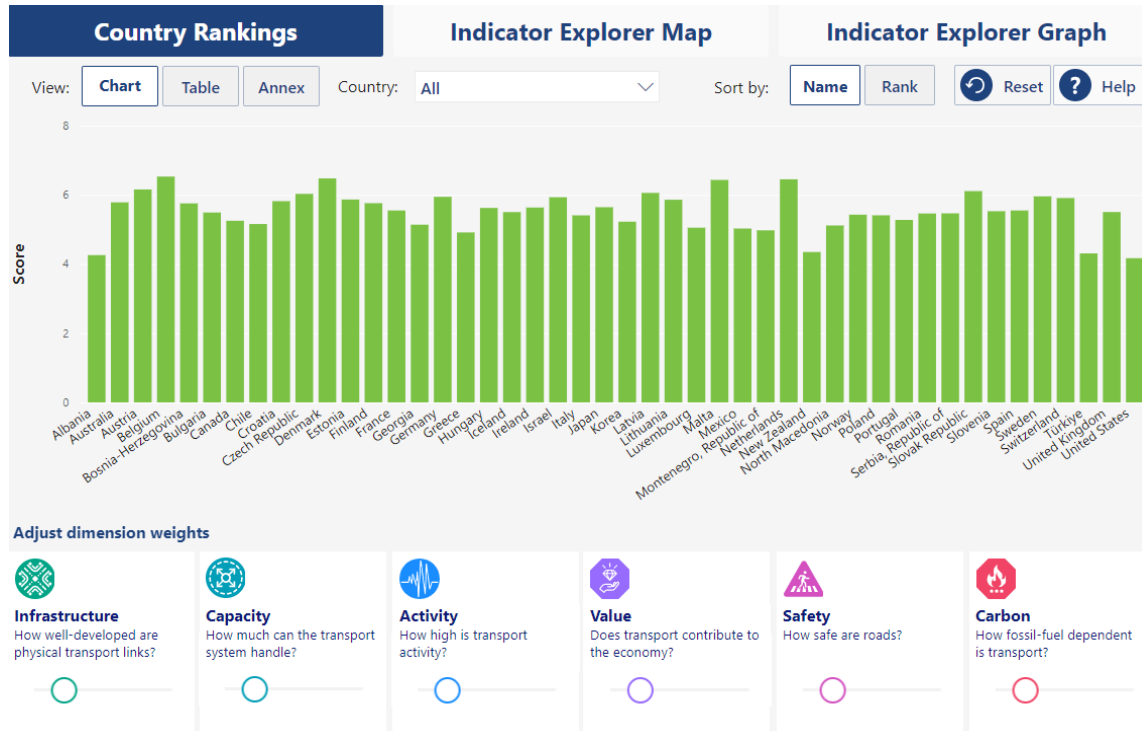
Topic

- Agriculture and fisheries**
 - Agricultural policy monitoring
 - Agricultural trade and markets
 - Agriculture and environment sustainability
 - Fisheries and aquaculture performance
- Development**
 - Key indicators of informality (KIIBIH)
 - Official Development Assistance (ODA)
- Economy**
 - Balance of payments
 - Economic outlook
 - Productivity
 - Corporate sector
 - Leading indicators
 - Foreign direct investment (FDI)
 - Prices
 - National accounts
 - Short-term economic statistics
- Education**
 - Education resources
 - Students
 - Teachers
- Energy**
 - Energy
- Environment**
 - Air and climate
 - Biodiversity
 - Environmental policy
 - Land and forest
 - Material resources
 - Ocean
 - Technology and innovation
 - Waste management
 - Water
- Finance**
 - Pensions
 - Foreign direct investment (FDI)
- Government**
 - Trust and democracy
 - Public services
 - Public policymaking
 - Anti-corruption and integrity
 - Regulation
 - Public finance and budgets
 - Public procurement
 - Infrastructure
 - Public employment and management
- Health**
 - Health expenditure and financing
 - Health status
 - Risk factors for health
 - Healthcare utilisation
 - Pharmaceutical market
 - Healthcare coverage
 - Subnational health indicators
- Industry, business and entrepreneurship**
 - Industry dynamics and globalisation
 - SMEs and entrepreneurship
- Innovation and technology**
 - Policies for research and innovation
 - Broadband access
 - Information and communication technology (ICT)
 - Research and development (R&D)
 - Bibliometric indicators
- Jobs**
 - Employment protection
 - Earnings and wages
 - Employment
 - Unemployment
- Society**
 - Gender
 - Demography
 - Inequality
 - Social protection
 - Well-being and beyond GDP
- Regions, cities and local areas**
 - Regions
 - Cities and functional urban areas
- Trade**
 - Global supply chains
 - Services trade
 - Trade in goods

Dashboards



Transport Data Dashboard



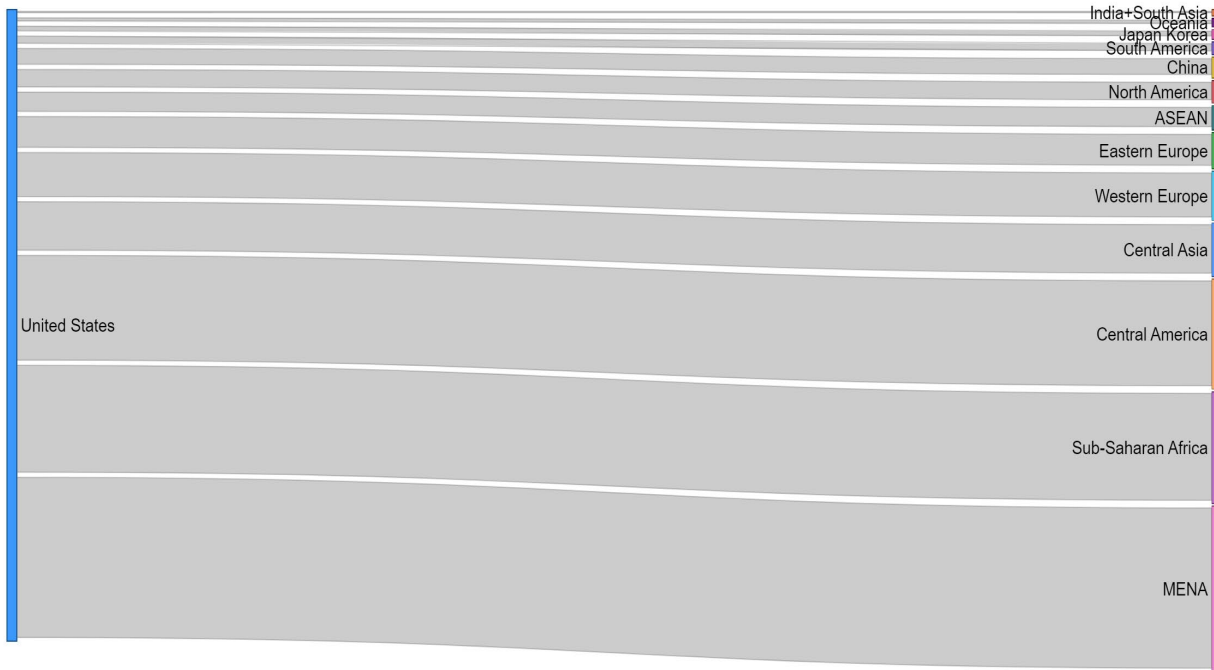
<https://www.itf-oecd.org/transport-data-dashboard>



Second-Hand Vehicles Dashboard

Country: Region: Year:

Flows of used vehicles from exporter countries to importer regions (thousand)



Export/Import: Export Import

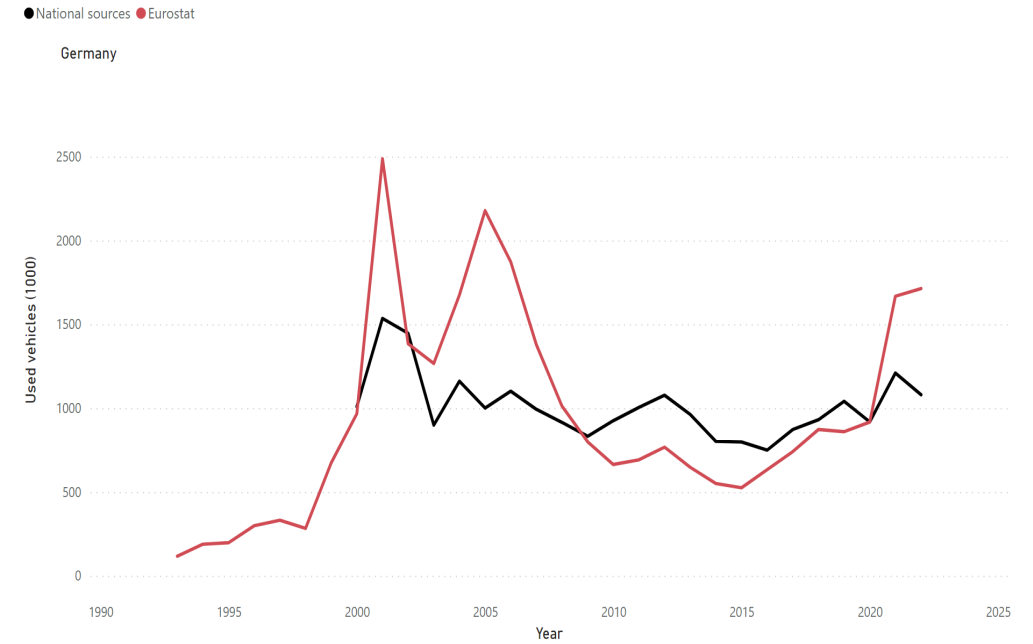
Country: Search

- Armenia
- Austria
- Croatia
- Germany
- Italy
- Latvia
- Netherlands
- Norway
- Portugal
- Sweden
- Switzerland

1988 2023



Used vehicle export: comparison of Eurostat and national sources



Scheduled to launch in May



Publications



ITF Statistics Briefs

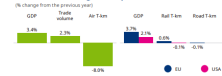
ITF statistics brief present important observations of the global transport and mobility trends, using data and statistical analysis, to the international community of policymakers, practitioners, statisticians, and researchers. Since 2023, the Statistics Briefs format has changed to feature more visuals and in-depth stories.

- [Key Transport Statistics](#)
- [Spending on Transport Infrastructure Statistics Brief](#)
- [Trade and Transport Statistics Brief](#)
- [Trends in the Transport Sector Statistics Brief](#)

Freight transport increased in 2022

In 2022, the global economy continued its post-Covid recovery. Global real gross domestic product (GDP) grew by 3.4% between 2021 and 2022, by 2.7% in advanced economies and by 4% in emerging markets and developing economies. World trade volumes increased by 2.3%, although air freight volume (in tonnes) contracted by 9% in 2022 compared to 2021. Air trade in 2022 was heavily affected by the war in Ukraine and the Russian airspace closure. Surface freight mainly remained stable during these two years. The United States reported a slight year-on-year contraction of 0.1% in rail ton, while European Union countries (EU27) experienced a slight growth of 0.6%. According to ITF data, road ton in the EU27 decreased by 0.1%.

GDP, trade and freight transport in 2022

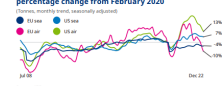


Source: ITF, based on World Bank trade volume data (WTV), air tonnage (ATA), rail tonnage (RTA), and road tonnage (RTD) data. GDP data is from the World Bank. Trade data is from the World Bank. Freight transport data is from the ITF.

Air freight volumes recovered in 2022

In 2022, air trade growth slowed, while sea trade remained at its post-pandemic levels, according to preliminary seasonally adjusted data. Air freight volumes in the EU27 (measured in tonnes of goods moved) were 10% smaller in December 2022 compared to their pre-pandemic levels in February 2020. 2022 represented a step back from the recovery levels registered in December 2021, when air freight was 20% higher than in February 2020. The United States reported a similar trend, declining from 31% in 2021 to 13% in 2022. Sea freight levels remain stable after Covid-19 in both regions. Sea-borne trade in the EU27 has not fully recovered to pre-pandemic levels, reporting a contraction of 4% in December 2022 compared to February 2020. In the United States, sea freight quickly recovered from October 2020 and has remained above pre-pandemic levels ever since, with an average 6% increase compared to February 2020.

External trade by sea and air, percentage change from February 2020

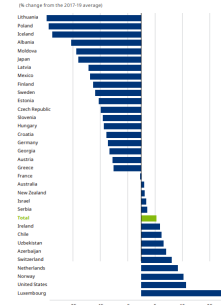


Source: ITF.

Road fatalities in ITF countries continued falling in 2022

The 21st century has seen the lowest levels of road deaths since the 1970s, when systematic reporting began in most ITF member countries. 2020 and 2021 were peculiar years and most countries experienced slowdowns which reduced people's mobility and, thus, crash risk. For this reason, 2022 is compared to the 2017-19 average. In 2022, the total number of road deaths increased in 13 countries for which preliminary data are available. This trend is opposite to the pre-pandemic period.

Number of road fatalities in 2022



Source: ITF, OECD data for other countries.

International Transport Forum
2 rue André Pascal
92075 Paris Cedex 16
www.itf-oecd.org

Key Transport Statistics

2022 Data

2023

Comparing transport infrastructure investment policies around the globe
July 2023

Long-term policies yield significant modal shifts in investment
Learn more on page 2

A decade of data reveals infrastructure funding targets
Learn more on page 4

Infrastructure investment shows Covid-19 immunity
Learn more on page 6

Spotlight on China's investment lead
Learn more on page 7

Ideas for change as spending on roads continues to dominate
Learn more on page 10

About the statistics
Learn more on page 12

Global shocks reshape trade routes and supply chains
October 2023

Transport connectivity and trends compared across the globe



Spending on Transport Infrastructure Statistics Brief



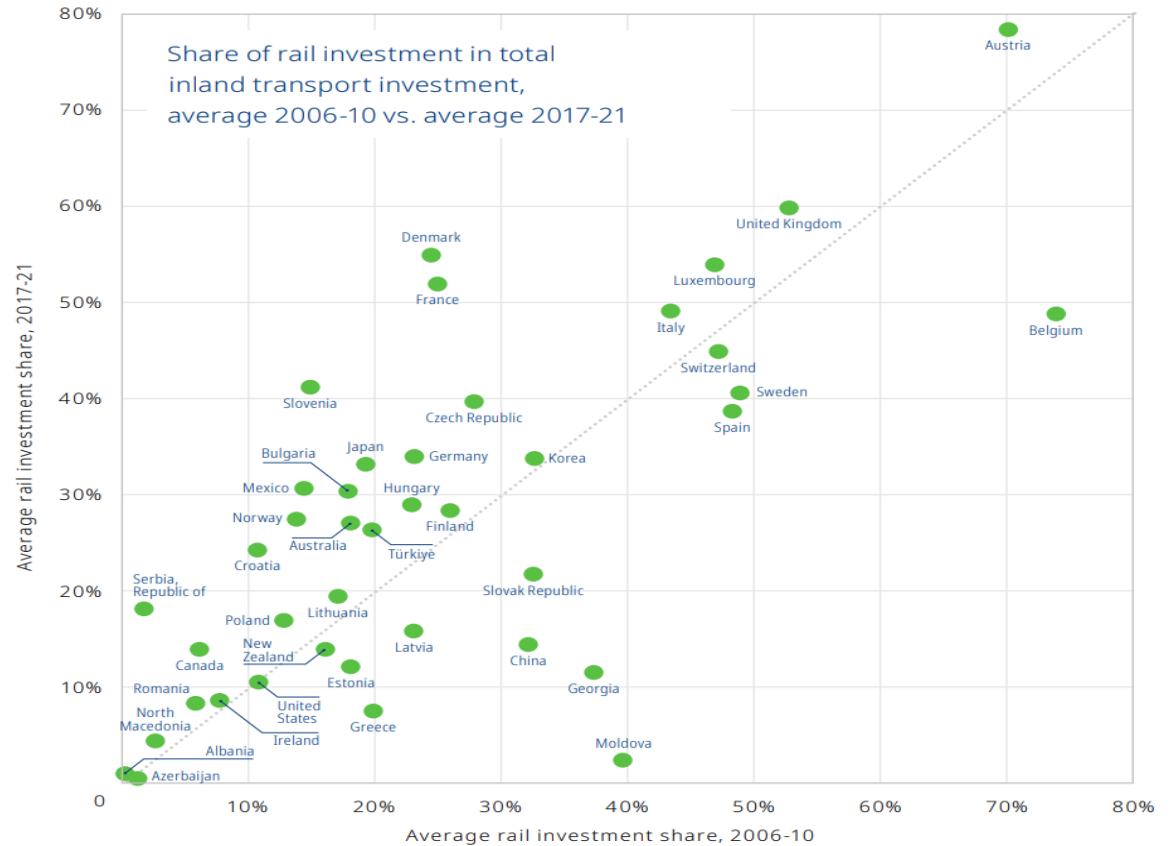
Comparing transport infrastructure investment policies around the globe

Long-term policies yield significant modal shifts in investment

The ITF’s latest data tracks the share of total inland transport investment infrastructure spending that countries dedicate to rail and road projects.

A snapshot comparison between the average share of the total investment in rail for the periods 2006-10 and 2017-21 reveals a general consistency in countries’ new investment priorities by mode, with notable exceptions.

Denmark, for example, saw a massive increase in investment in rail between these two periods, while Moldova saw a substantial decrease in investment in new rail projects.



Trends in the Transport Sector Statistics Brief



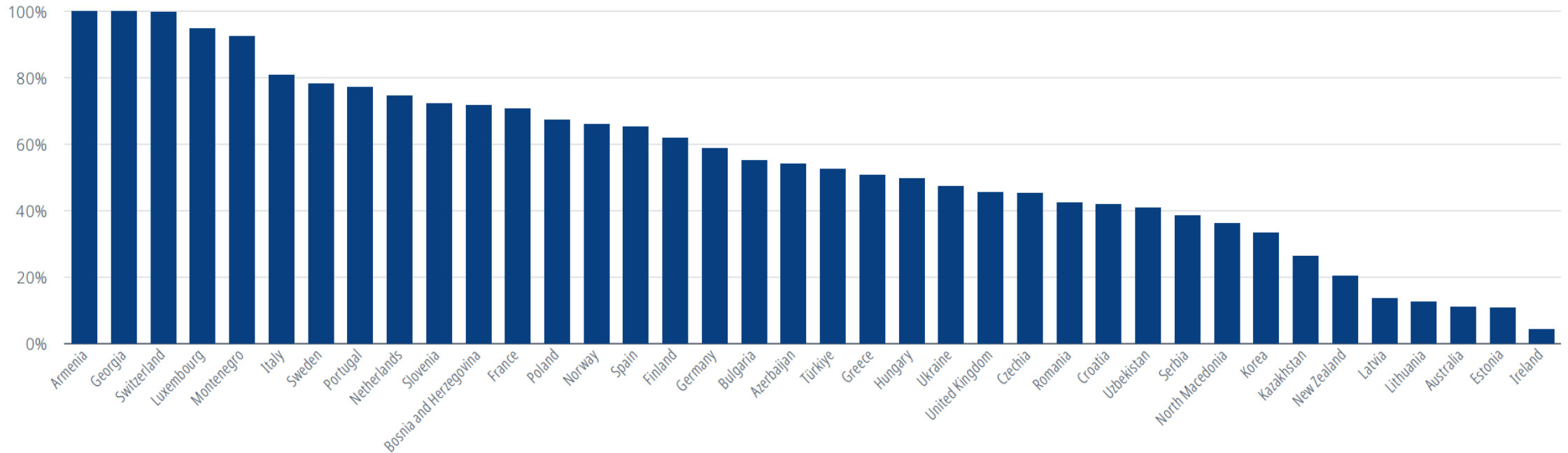
Transport connectivity and trends compared across the globe

Leading the charge: Railway electrification data ranked

This ITF Statistics Brief offers ***our first-ever measure*** of rail electrification across the globe. With transport heavily reliant on fossil fuels – for almost 91% of its final energy needs – data on inter-urban railway electrification offers a snapshot of how future transport emissions can be affected by optimal low-carbon mobility policies.

Who’s leading the world’s rail electrification?

Share of electrified rail infrastructure, 2022 or most recent data year

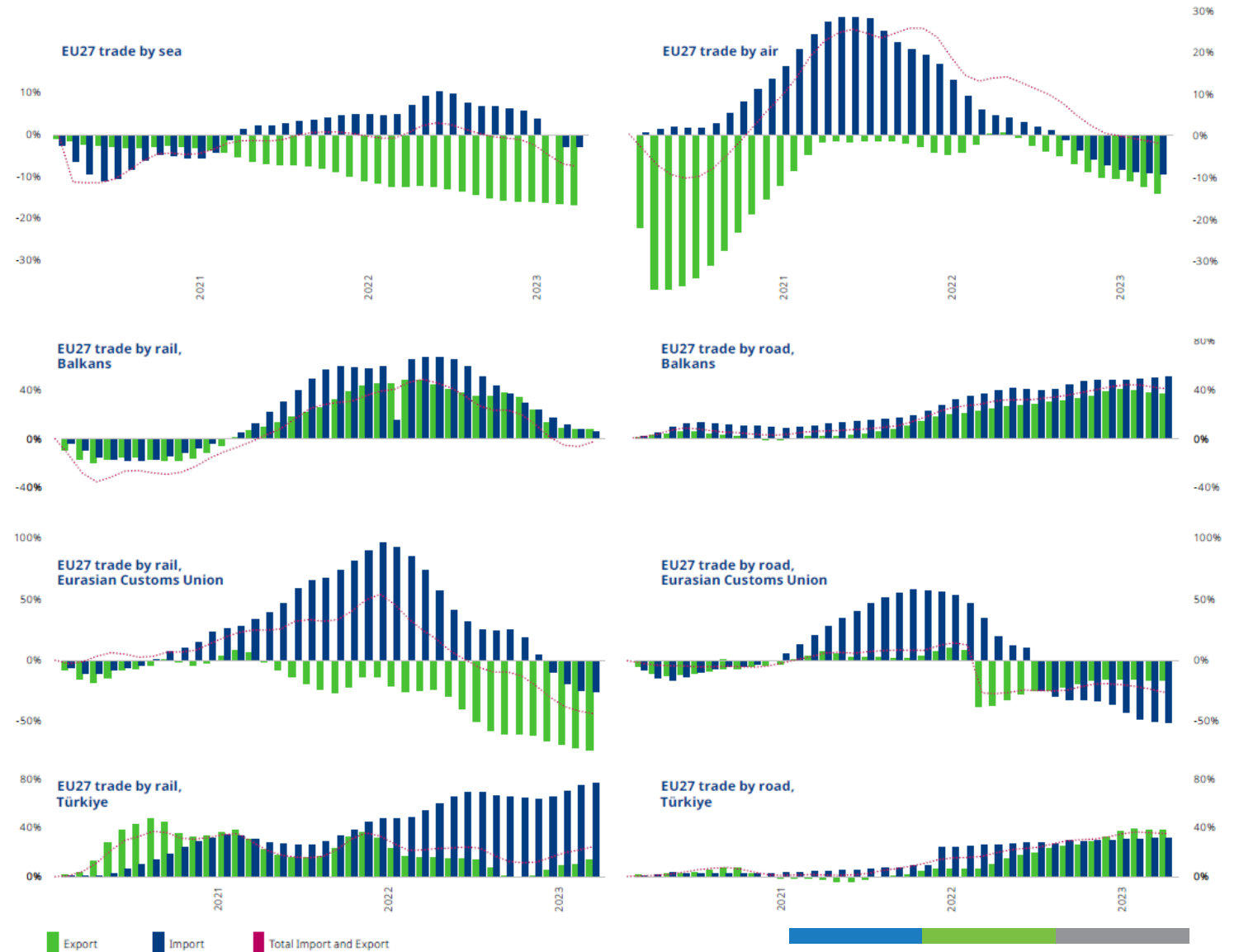


Trade and Transport Statistics Brief



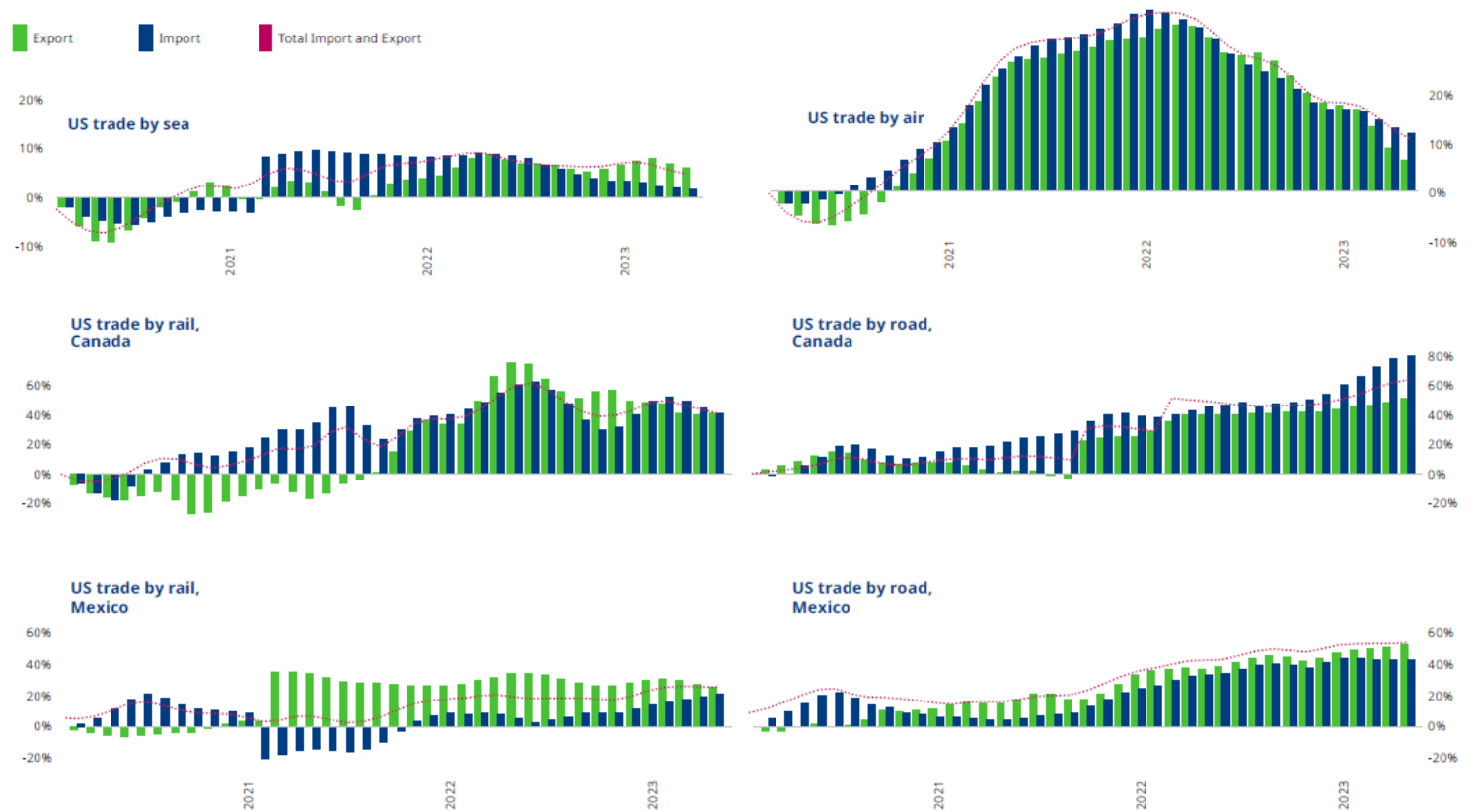
Global shocks reshape trade routes and supply chains

War in Ukraine stifles post-pandemic trade recoveries in Europe, disrupting particularly surface trade between Europe and Eurasia.



In contrast, global shocks have had less of an effect on the United States' international sea and air-borne trade figures.

United States rail and road trade show clear signs of post-pandemic improvement.



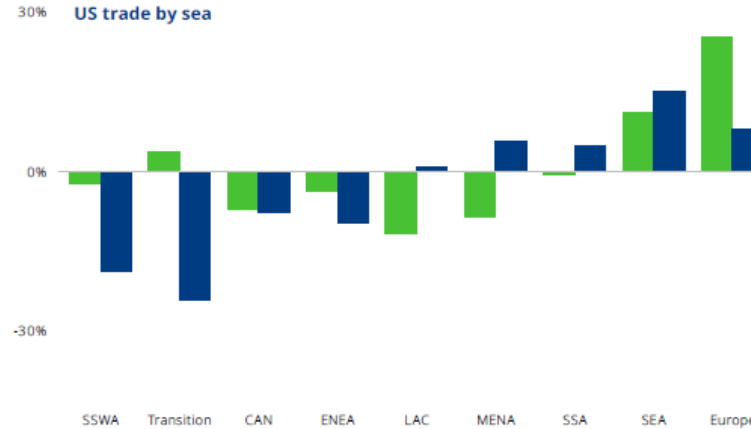
Transport data show how deflationary pressures in the United States have caused consumer demand to drop, resulting in inventory glutes and, ultimately, fewer imports.

Sea trade between the EU27 and transition economies almost halved due to the war in Ukraine. Imports decreased by 47% and exports by 46% between Q4 2021 and Q4 2022.

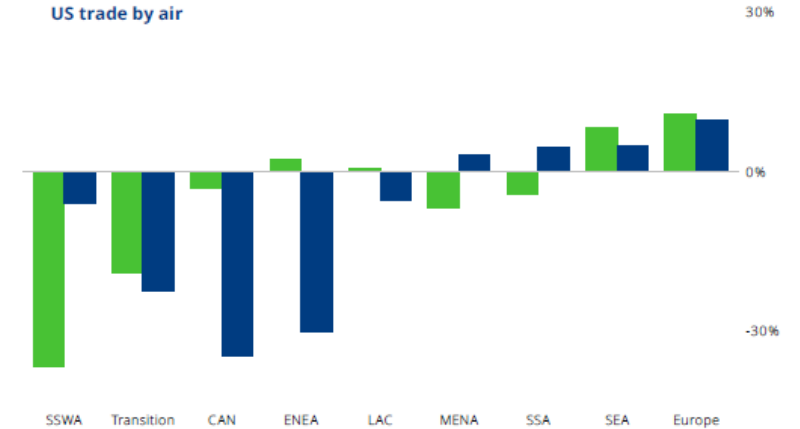
US sea exports to Europe have risen substantially, while air exports to transition economies have plummeted

Percentage change in trade volumes (kilogrammes) between Q4 2021 and Q4 2022 by country group

US trade by sea



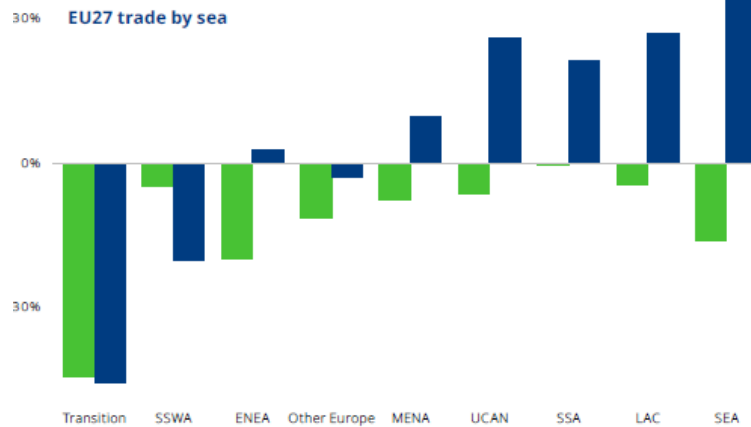
US trade by air



Europe's trade with transition economies has fallen dramatically, with exports to Southeast Asia surging

Percentage change in trade volumes (kilogrammes) between Q4 2021 and Q4 2022 by country group

EU27 trade by sea



EU27 trade by air

