

A stylized world map in shades of purple and orange, overlaid with a network of white lines and dots representing global connectivity.

# TRENDS in the Transport Sector

1970  
2006







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**1970**  
**2006**





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The International Transport Forum is an inter-governmental body within the OECD family. The Forum is a global platform for transport policy makers and stakeholders. Its objective is to serve political leaders and a larger public in developing a better understanding of the role of transport in economic growth and the role of transport policy in addressing the social and environmental dimensions of sustainable development. The Forum organises a Conference for Ministers and leading figures from civil society each May in Leipzig, Germany.

The International Transport Forum was created under a Declaration issued by the Council of Ministers of the ECMT (European Conference of Ministers of Transport) at its Ministerial Session in May 2006 under the legal authority of the Protocol of the ECMT, signed in Brussels on 17 October 1953, and legal instruments of the OECD. The Forum's Secretariat is located in Paris.

The members of the Forum are: Albania, Armenia, Australia, Austria, Azerbaijan, Belarus, Belgium, Bosnia-Herzegovina, Bulgaria, Canada, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, FYROM, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Korea, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Mexico, Moldova, Montenegro, Netherlands, New Zealand, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, the United Kingdom and the United States.

The OECD and the International Transport Forum established a Joint Transport Research Centre in 2004. The Centre conducts co-operative research programmes addressing all modes of transport to support policymaking in Member countries and contribute to the Ministerial sessions of the International Transport Forum.

*Further information about the International Transport Forum is available on Internet at the following address:*  
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## INTRODUCTION

The main purpose of this publication is to describe the most recent trends in the transport sector in the Member countries of the International Transport Forum and to illustrate, through graphs and tables, the changes that have taken place in this sector since 1970.

Trends in transport in the ITF area have been analysed on the basis of statistical data expressed in passenger-kilometres and tonne-kilometres provided by the 51 countries that were members of the ITF in 2007. In order to calculate overall trends based on as large a number of countries as possible, the indicators used in several graphs include estimates for certain countries which do not as yet have the most recent data available.

The statistical data given in the detailed tables relate to the last year for which comprehensive and uniform data provided by Member countries were available at the time this brochure was compiled, namely 2006.

As far as possible, more recent indicators, relating to 2007 are also shown. Such information for 2007 is discussed in the written part of the brochure and is highlighted in special boxes.

This brochure is divided into four sections. The first consists in a brief analysis of the economic context and the trends in international trade. The second section addresses the issue of transport within ITF countries and, for the first time, begins by presenting indications of the trend in maritime and air transport at global level. The third

section discusses road safety, and the fourth presents the statistical data in the form of tables.

Lastly, and again for the first time, statistical data are provided on expenditure on investment in, and maintenance of, transport infrastructure in ITF Member countries. Since it takes time to collect and compile such information, the most recent data given in the brochure relate to 2005.

# 1. RECENT TRENDS IN THE WORLD ECONOMY AND WORLD TRADE

## 1.1. The world economy in 2006: main highlights (based on “OECD Economic Outlook, 2007)

→ **2006** saw **steady growth in the global economy** and a vigorous expansion in trade. World GDP growth hit 3.7% in 2006, its second best performance since 2000. All of the world’s major economic regions tended to see economic growth outstrip demographic growth.

In 2007, the world economy resisted the US housing market crisis and the ensuing liquidity crisis. Despite easing slightly, world growth exceeded expectations and the economic fundamentals have been largely unaffected by the financial shock. However, risk perceptions have been sharply revised upwards in all stock markets and the volatility of investments and yields has risen sharply against the background of a major decline in dollar parities, particularly against the euro, which has significantly modified the terms of commercial trade.

→ The more robust global economy in 2006 can largely be attributed to the recovery in Europe, **which was stronger than expected, particularly in the European Union.** The recovery began to be evident from the start of 2006. After the series of

lacklustre economic performances that had plagued it since 2003, the European Union economy showed strong activity in early 2006, buoyed by a marked upturn in business investment. Despite a moderate increase in income, household consumption in the EU held steady, while the level of exports benefited directly from a buoyant world climate, although differences were apparent from one country to another. The new member states of the European Union turned in quite encouraging economic performances, primarily in terms of GDP growth, in the Baltic States in particular, although certain of the latter countries did show trade imbalances or large public finance deficits.

→ **In the United States**, the slowdown in domestic demand was offset by strong exports and, consequently, by a reduction in the external deficit. **In Japan**, despite weaker domestic demand, economic growth picked up pace, buoyed to no little extent by the substantial increase in its external surplus.

→ Despite the introduction of substantially tighter monetary policy, **growth in China continued at higher than 10%**, underpinned essentially by exports and fixed capital formation. **In India**, GDP growth accelerated to above 9% in 2006, despite a tightening of monetary policy there, too, in a bid to prevent inflationary pressures from building further. The other emerging economies of **Asia** also saw rapid expansion. In **Russia**, growth picked up to close on 7% in 2006. Fixed investment grew strongly, compensating for the slowdown in household consumption and the negative external trade balance.

→ **Investor confidence** worldwide grew as economic fundamentals held strong and particularly as public deficits were reduced in the United States, Europe and Japan. At the same

time, despite the vigorous global economy, inflationary pressures were contained: high liquidity and a steep hike in fuel prices did not prevent consumer price increases from staying within the 2 to 3% range on average in developed markets, while in developing economies the increase was around 5%.

→ **High monetary liquidity**, based on quite low real interest rates contributed to a rally on global stock markets. Stock market growth was particularly high in emerging economies. Investor confidence in emerging economies was readily apparent from the reduced spread in interest rates between emerging market bonds and US government bonds. The better investment climate was also reflected in the **sharp rise in global foreign direct investment flows** in 2006, which approached the record levels of the recent past. At over USD 120 billion, this was the second highest level ever reached.

→ A further indication of high global liquidity was the **increase in world currency reserves** and the early repayment of external public debt by a number of developing countries. For heavily indebted poor countries, debt levels fell in 2006 to half the levels reported in 2000; although it is true to say that this was partly as a result of debt forgiveness measures.

## 1.2. Overview of trends in world trade in 2006 (based on “World trade 2006, prospects for 2007”. WTO, 2007).

The strength of the world economy in 2006 **provided a climate conducive to the expansion of international trade**. The expansion of trade, in real terms, exceeded global output growth by more than four percentage points. Exports grew in real terms by over 8%, compared with 6.5% the

previous year. The recovery in Europe's exports and imports in part explains this trend. Expressed in terms of US dollars, world merchandise exports grew by more than 15% in 2006, to over USD 1 175 billion. About 40% of the increase in the nominal value of exports can be explained by price trends, which differed markedly across sectors in the course of 2006. According to International Monetary Fund (IMF) commodity price indices, world export prices of minerals and non-ferrous metals rose by 56%, those of fuels by 20% and those of food and agricultural raw materials by 10% in 2006. In contrast, estimates put the rise in prices of manufactured goods at no more than 3%.

According to WTO, world trade growth slid to 5.5% in 2007 from 8.5% in 2006. The global economy and world trade started to slow down in 2007 due to the deceleration of demand in the developed regions. North America showed the weakest growth in output, measured as gross domestic product. Lower import growth than in the preceding year was observed in North America, Europe, Japan and the net oil importing countries in Asia. Among the leading traders, China's (real) merchandise trade expansion remained outstandingly strong in 2007 as lower export growth to the US and Japanese markets was largely offset by higher export growth to Europe and a boom in shipments to the net-oil exporting regions.

→ **In Europe, goods exports in 2006** recorded their strongest growth since 2000 in real terms, outstripping import growth. In actual fact, the trade performance of European countries was very variable. Trade growth was sluggish in Italy and Spain and stagnated in France and Ireland. In contrast, double-digit growth was seen in countries



on Europe's eastern border, ranging from Finland and the Baltic States in the north to Turkey in the south. While Europe was the region with the smallest increase in exports in value terms (up 13%), it managed to hold on to first place as it accounts for over 40% of total world exports. In value terms, intra-EU (25) trade rose by substantially more than exports to third countries. Moreover, imports from third countries saw a brisker increase than did EU exports to third countries.

→ **The United States, in turn, had not produced such high export growth, in dollar terms, in over a decade (+ 14%).** Although export growth was higher than import growth (11%), it was not until the fourth quarter of 2006, thanks to a decline in the volume of imports and falling crude oil prices that the trade deficit began to decrease.

→ **In Japan,** growth in exports, expressed in USD, reached 9%, which is still lower than world trade growth and Japan's own import growth.

→ One of the salient features of 2006 was **the growth in China's merchandise trade, which continued to be outstanding.** The office and telecommunications equipment sector continued to be the mainstay of its performance, but significant gains in market share were noted in other export sectors, such as clothing, iron and steel. While China's imports grew faster than world trade, they continued to fall short of the country's export growth of over 20% in value terms. Among the Asian countries, China again proved to have the strongest growth in external trade. As a result, its trade surplus rose sharply. China has more than doubled its share in world goods exports since 2000 and, in the second half of 2006, its goods exports outstripped those of the United States in value terms for the first time.

→ Overall, Asia's goods exports, with growth of over 13% in real terms, continued to be the most dynamic of all the regions. Although imports in the region did rise faster than in 2005 and faster than world trade, they were unable to match the pace of the growth in exports.

→ **India recorded growth of over 20% in exports and imports in nominal value.** Since 1995, India's external trade has grown at a faster rate than that of Asia as a whole and its share of exports in world trade in goods has substantially increased.

→ **The four net fuel-exporting regions** – the CIS, the Middle East, Africa, South/Central America and the Caribbean – only recorded a slight increase (in the order of 2%) in their exports in volume terms. However, their imports rose faster.

→ The region with the liveliest import performance was the **CIS**, even though, in volume terms, its exports were not particularly dynamic. However, the higher earnings from oil exports triggered a **"wealth effect"** for exporting countries. Among the major economic regions it was, again, the CIS that recorded the most dynamic increase in exports in dollar terms in 2006. Buoyed by world fuel prices, the **value of CIS exports increased by more than one-quarter** to around USD 420 billion.

→ Overall, the four regions with the highest proportion of fuels and other mining industry products in their merchandise exports – the Middle East, Africa, the CIS and South/Central America – recorded the strongest rise in exports in dollar terms.

## 2. RECENT TRENDS IN TRANSPORT ACTIVITY

The following discussion is primarily intended to provide a brief overview of trends in maritime and air transport in 2006 at world level followed by a description of the situation in the inland transport sector, firstly for freight and then for passenger traffic, within the member countries of the International Transport Forum. Wherever possible, the information given on trends in these sectors relates to 2007. Figures for 2007 are highlighted in boxes.

### 2.1. Brief overview of global trends in maritime and air transport in 2006

#### 2.1.1 *Air transport*

→ The upbeat economic situation and the buoyancy of world trade in merchandise were factors conducive to transport growth, in both the freight and passenger sectors, and not only in Forum Member countries. For instance, the number of passengers carried by air by companies of the International Air Transport Association (IATA) on scheduled international services increased by more than 6% in 2006 compared with 2005. Domestic services grew by nearly 1%. Inasmuch as available capacity did not increase to the same extent as passenger numbers, the better plane occupancy was reflected in the improved financial position of the airline companies.

Table 1 presents the activity of the top 10 airports in the world in 2006. The exceptional growth reported by Beijing airport is worth noting in this respect, as well as the outstanding performances of Denver airport in the United States and Paris in France.

**Table 1. Busiest airports in the world in 2006**

Airport	Ranking	Passengers (1000)	% Change 2006/2005
Atlanta	1	84 846	-1.2
Chicago	2	76 248	-0.3
London	3	67 530	-0.6
Tokyo	4	65 225	3.0
Los Angeles	5	61 048	-0.7
Dallas/Fort Worth	6	60 079	1.3
Paris	7	56 808	5.6
Frankfurt	8	52 810	1.1
Beijing	9	48 501	18.3
Denver	10	47 324	9.1

*Source:* IATA World Air Transport Statistics.

In 2006, air freight tonnage on scheduled IATA company services was up by over 3.5%. The most dynamic airports in terms of the tonnages of freight handled were, from the top 10 ranked airports, Shanghai (with growth in tonnage of 16.3% in 2006), Louisville (up by 9.3%) and Frankfurt (up by 8.4%). Memphis airport, which handled more than 3.5 million tonnes, retained its number 1 world ranking in 2006.

The few advance indicators we have on air transport in 2007 primarily concern passenger traffic and reveal a situation similar to that reported in 2006, primarily due to the improved financial situation of US airlines and high levels of growth in certain regions worldwide, particularly the Middle East, Asia, Africa and South America. In the Asia-Pacific region, for example, international air passenger transport grew by 7.3% in 2007 (+5.3% in 2006) and in the Middle East growth exceeded 18% in 2007 compared with just over 15% in 2006. In all, growth in international air passenger transport at world level was equal to almost 7.5% in 2007 compared to less than 6% in 2006. Performances for international air freight transport in 2007 were slightly down on the levels reported in 2006 (+4.3% in 2007 compared with +4.8% in 2006 in terms of air freight tonnages).

### **2.1.2 Maritime transport**

→ As for maritime freight, in 2006, ports loaded a world total of 7.4 billion tonnes, an increase of 4.3% on 2005. A glance at the geographical breakdown for maritime transport flows shows the predominance of Asia, with a share of close to 40% of total world freight loaded. America accounted for over 21% and Europe for just under 20% of that total. In 2006, the share of developed countries in terms of freight loaded was over 36%, while their share of freight unloaded accounted for practically 60% of the world total.

→ 2006 was also a very busy year for container traffic, particularly in ports in Asian countries. While the economic context was buoyant, it was nevertheless appreciably less so for the United States and Japan and the performance of ports in both countries was subdued. The table 2 below shows the number of containers handled in 2006 in

the top ten container ports worldwide. The predominance of Asian ports can be seen.

Table 2. **Top 10 container ports in the world in 2006**

Rank	Port	Million TEU in 2006
1	Singapore	24.79
2	Hong Kong	23.54
3	Shanghai	21.71
4	Shenzhen	18.47
5	Busan	12.03
6	Kaohsiung	9.77
7	Rotterdam	9.65
8	Dubai	8.92
9	Hamburg	8.86
10	Los Angeles	8.47

*Source:* Containerisation International.

Chinese ports reported exceptional levels of activity in 2007 and China's container ports reported overall growth of over 20% in the number of containers handled compared with 2006. The port of Shanghai moved into second place in the world ranking ahead of Hong Kong as a result of a 20% increase in the number of containers it handled (which rose to more than 26 million TEU). In the United States and Japan, negative economic and financial pressures have resulted in unremarkable performance of ports in these two countries, particularly ports on the west coast of the United States. The port of Rotterdam handled more than 10 million containers for the first time in 2007, which allowed it to move up the ranking from 7<sup>th</sup> in 2006 to 6<sup>th</sup> in 2007.

## 2.2. Freight transport in member countries of the International Transport Forum

→ Comprehensive data in rail freight transport in the United States in 2006 are not yet available. It is nonetheless worth noting that the number of containers carried in 2006 by US Class 1 Railroads, that is to say, rail companies with an annual turnover of more than 347 million dollars, rose by 8% compared with 2005 and that the volume of activity, measured in tonne-miles, rose by over 4.5%.

→ In 2006, in the European Union (24 countries listed in the tables), **rail freight transport** increased by almost 6%, i.e. by slightly more than road freight transport (+5.5%). The most notable rail performances were recorded in Finland (+14%), Germany (+12.1%) and Hungary (+11.8%). In the European Union, negative performances were reported in Latvia (down by almost 15%), Italy (-6%) and Denmark (-4.2%). In Ireland, too, a significant decline was recorded (-32%), but the volumes concerned were relatively small (200 million tonne-kilometres). In European countries outside the European Union there were significant increases in rail freight transport, both in Croatia (+16.6%) and Azerbaijan (+14.9%) as well as in the FYROM (+15.8%) and Serbia (+21.5%).

→ Within Europe, focusing on the **Alpine segment extending from Mont Cenis/Frejus in France to the Brenner Pass in Austria**, a total of more than 113 million tonnes of freight were carried on this route by road or rail in the course of 2006. This is tantamount to an increase of practically 125% since 1980. The share of rail grew in 2006 compared with 2005. It rose to 22% in France, 66% in Switzerland and more than 24% in Austria. This brought rail's share in total traffic to a little over 37%. The share of transit traffic in total

traffic via this Alpine segment was 70%, standing at around 23% in France, 80% in Switzerland and almost 90% in Austria. The modal split for transit traffic shows that 75% of freight crossing the Swiss Alps was carried by rail. In France and Austria, this share totalled 12.7% and 25%, respectively. It also bears noting that slightly less than 1.2 million heavy goods vehicles crossed the Swiss Alps in 2006, a total that is almost 2% lower than in 2005 and, indeed, 16% lower than in 2000, the year preceding the introduction of the charge on HGVs (RPLP) and the raising of the tonnage limit from 34 to 40 tonnes. Although the total freight carried by HGVs remained at 2005 levels in 2006, it was still up by more than 44% on 1980 figures (Alpinfo, 2006).

→ It is worth noting the sluggish performance of the rail freight sector in Canada (+0.2%) and Mexico (+0.2%) in 2006.

In contrast, the rail sector in Russia, with 5% growth and practically 2 000 billion tonne-kilometres moved, took full advantage of a dynamic economic context. These 2 000 billion tonne-kilometres amount to almost four-fifths of the volume carried by US railways in 2005. Indeed, in 2005 total rail freight transport in the United States and Russia combined accounted for approximately 80% of all rail freight output in the International Transport Forum. This reference to rail sector activity in 2005 is due to the fact that comprehensive data in rail freight transport in the United States in 2006 are not yet available as previously mentioned

→ As regards **road freight transport inside the European Union**, while tonne-kilometres moved by road rose by 5.5% in 2006, the largest increases were in new member states, such as Latvia (+28%), Lithuania (+14%) or Poland (also +14%). Membership of the European Union



provided great impetus to economic growth in the countries concerned, enabling them to report a higher increase in GDP than in long-standing EU Member States, as well as a major increase in freight transport, particularly road freight transport, which has benefited most from the transformation of the economies concerned because of its flexibility.

→ Other European countries, such as Bulgaria and Romania, which joined the European Union in 2007, saw equally large upturns in road freight transport activities (+15% and +17%, respectively). In Russia, a country dominated by rail freight transport, growth in road freight transport was less than 3%. No data are available for evaluating the increase in road freight transport in the United States in 2006. In Mexico, a Central American country bordering on the United States, the increase was 2.5% in 2005. One point to note regarding the United States is that, in 2005, road freight transport accounted for over 40% of all such transport in International Transport Forum member countries.

→ For **inland waterway transport**, the data available highlight contrasting trends in Europe with, for instance, an increase of 11.6% in tonne-kilometres carried in Luxembourg and an upturn of 4.8% in Austria. On the other hand, there were numerous poor performances in European inland waterway transport (-12% in Finland, -9.3% in Hungary or -6.7% in Bulgaria). The virtual stagnation seen in some countries (-0.2% in Germany, +0.5% in Belgium and +1.1% in France) also reflects the subdued performance of waterway transport in 2006.

→ More specifically regarding inland waterway transport in Europe, although the **volume transported on the Rhine** was up by around 3%, container transport was extremely sluggish. On the **Danube**, transport output fell slightly in 2006; however 2005 had seen particularly good results on this waterway. As for the Rhine, although the development of world trade and the large increase in exports from China to Europe resulted in a substantial increase in the number of containers transiting through Western European seaports, that increase did not produce a commensurate increase in container transport by inland waterway shipping. The decline in the number of TEU to destinations on the lower and middle Rhine reflects the poorer competitiveness of inland waterways. The fact is that, for a number of years, inland waterway shipping has been faced with bottlenecks, leading to delays of 24 to 48 hours and longer in some cases at the maritime terminals of Rotterdam and, to a lesser extent, Antwerp. The more time-sensitive goods are therefore switching to other, more flexible modes of transport (Central Commission for Navigation on the Rhine, European Commission, Directorate-General for Energy and Transport, 2006-2).

→ **In Russia, inland waterway shipping** increased only very slightly in 2006, while no data are available for evaluating this mode of freight transport in the United States for the same year. This said, in 2005, inland waterway shipping in the latter country accounted for no less than 62% of all activity by this mode of freight transport in member countries of the International Transport Forum.

→ Turning to **pipeline transport of oil and chemical products** in 2006, the trends are very divergent. Nevertheless, it can be seen that while tonne-kilometres have increased for this type of transport – by more than 4.5% in France and over 3.5% in the United Kingdom, for instance – downturns in activity were more marked and more frequent, including declines of 8.3% in Romania, 5.4% in Germany, 4.9% in Denmark or again 1.9% recorded by the Netherlands. As with other freight modes, the predominance of this activity in the United States should be noted: alone, it accounted for no less than one-third of the total volume transported by pipeline in the member countries of the International Transport Forum in 2005.

Differences in trends from one country to another make it very difficult to present an overall picture of the rail freight sector in 2007. While international rail freight activity has fallen in certain countries such as Estonia (number of tonne-kilometres down by over 25%), Finland (practically -23%), the Slovak Republic (-5.3%) and France (-1%), growth in domestic rail freight in 2007 was reported in the Czech Republic (+7.8%), Portugal (+7.6%) and Russia (+7.1%).

Domestic road freight transport (measured in tonne-kilometres) declined solely in Croatia (-3.2%) and the Czech Republic (-1.9%) in 2007. At the same time, the highest rates of growth, in the order of 20%, were reported in Poland, Latvia, Lithuania, the Slovak Republic and Estonia. It is also worth noting that international road freight transport, also measured in tonne-kilometres, rose by over 25% in Hungary and the Slovak Republic in 2007.

## 2.3. Passenger transport in the member countries of the International Transport Forum

→ Against a backdrop of high-priced petroleum products, public passenger transport modes, mainly rail transport, put in good performances. In the European Union, for instance, **rail passenger transport** grew by a little over 4% in 2006 compared with 2005 levels. Still within the European Union, only Greece and Hungary saw a decline in rail passenger transport in 2006 (-2.3% and -3%, respectively). In contrast were the particularly strong results seen by Luxembourg (+9.6%), the United Kingdom (+7.6%) and Sweden (+7.3%). Outside the European Union, significant growth in rail passenger transport can also be reported, particularly in Russia (+3.1%), a country that alone accounts for nearly 20% of all rail passenger transport output in the member countries of the International Transport Forum. In the FYROM, Azerbaijan and Albania, increases of over 9% in passenger-kilometres were reported.

No data are available for rail passenger transport in the United States for 2006; however in 2005 the activity of this mode accounted for less than 1% of total rail passenger transport activity in International Transport Forum member countries.

An initial review of rail passenger transport in 2007 reveals wide differences from one country to another: while the number of passengers carried has grown in some countries such as Croatia (+15%), Norway (+8.6%), Ireland (+7.6%), the United Kingdom (+7.1%) and Mexico (+9.9%), some slightly disappointing results were reported, for example, by Hungary (-8.7%), Romania (-8.4%), Lithuania (-4.9%) and Portugal (-4.1%).

→ **Passenger transport by car** had a subdued year in 2006: while it continued to expand in new European Union Member States, such as Lithuania and Poland (with passenger-kilometres up by 13.4% and 11.1%, respectively), it virtually stagnated or even declined in more mature economies (-0.5% in both France and the Netherlands and -0.3% in Sweden). The high price of petroleum products was therefore instrumental in at least containing growth in car use in certain countries. What is all the more striking is that this happened in a context of strong economic growth, which would usually be expected to lead to a substantial increase in car travel. The fact that an increase in private car use was nevertheless noted in some of the new member states of the European Union serves to illustrate how car ownership and use are climbing in countries where standards of living are gradually catching up with those in more advanced countries.

As can be seen from the Table B2, relatively few countries report on passenger-km travelled by car every year, with estimates prepared mainly on the basis of mobility surveys undertaken only every few years.

→ **Passenger transport by bus and coach** saw contrasting trends in 2006: declining steeply in Russia (-12.4%) but also in European Union countries such as Spain (-7.2%), Poland (-4%), Italy and Belgium (both registering a 2.5% decline in passenger-kilometres). In contrast, increases were recorded in countries as diverse as the Czech Republic (+10.4%), Azerbaijan (+8.2%), Iceland (+6%), Croatia (+3.9%) and Mexico (+3.3%). No overall conclusion can be drawn from these diverging trends, which no doubt partly reflect national situations and conditions. However, it can be noted that in Russia, for example, transport by bus and coach in 2006 fell back to a level that was more than 15% lower than in 1970,

while in Mexico, for instance, passenger transport by bus and coach transport increased by a factor of almost seven between 1970 and 2006. By way of comparison, in the United States, bus and coach activity increased by no more than 10% between 1990 and 2005. A relevant point to note is that bus and coach transport in member countries of the International Transport Forum provide a greater overall volume of transport than rail in the same set of countries.

### 3. ROAD SAFETY IN MEMBER COUNTRIES OF THE INTERNATIONAL TRANSPORT FORUM IN 2006

→ **Over 130 000 people were killed and more than 6 million injured** in road accidents in member countries of the International Transport Forum **in 2006**. While these figures show a decline in the number of road accidents, this is still a terrible price to pay for road travel.

The first indications we have available regarding road safety in 2007 have been taken from the IRTAD database, and show a significant increase in the number of people killed on the roads in 2007 compared with 2006 in countries such as Finland (+12.2%), Sweden (+10%), the Czech Republic (+15%) and Poland (+6%). It is not possible to present a complete overview of the situation on the basis of the data currently available for 2007, and all that can be noted are broad contrasts between the situation already mentioned in the Czech Republic (15% increase in the number of people killed), the situation in New Zealand (7.5% increase in the number of people killed), and, at the other extreme, the positive outcome achieved in Japan (-9.5%).

→ In any event, the 2006 figures reflect significantly different situations from one country and one region to another.

→ In the **European Union**, the **number of road accidents fell by 1% in 2006** compared with 2005. The **number of casualties** (injured + killed) also showed a **decline of just over 4.5%** while the

**number of fatalities was down by 3.7% in 2006 on 2005 figures.** These broadly positive results can be credited to countries such as France, for instance, where casualties were down by 5.5% and road deaths by 11.5% or Germany, which also reported a 5% decline in the number of fatalities. Continuing with the fatalities criterion, Portugal can pride itself on an 11.4% decline in the numbers of fatalities, while one of the newer member states of the European Union, the Czech Republic, also saw a decline in the number of fatalities (of over 17%). On the other hand, poor performances by a certain number of European Union member states warrant mention: Spain (number of fatalities up by 6.4%), Ireland (+5.7%), Hungary (+2%). Estonia is another country among the ranks of recent European Union member states which had a negative road safety record, with fatalities up by practically 20%. Among candidate countries for European Union membership, diverging trends were reported. For instance, while Bulgaria saw an increase of 9% in the number of fatalities in 2006 and 1.7% in the number of casualties, on the other hand, Romania saw a decline in the number of both fatalities and casualties (-6.2% and -8.7%, respectively).

In the **CIS countries**, one can note that **Russia** suffered a slight rise in the number of accidents in 2006 (+2.6%). The number of casualties increased by 3%, while the number of fatalities was down by more than 3.5%. In **Belarus**, the number of fatalities also declined (-1.8%), while both the number of casualties and the number of accidents were comparable to the figures for 2005. In **Azerbaijan**, although the number of accidents in 2006 was close to the figure recorded in 2005, the numbers of casualties and fatalities in 2006 were down from 2005 (-2.1% and -3.6%, respectively).



→ As regards other member countries of the International Transport Forum, it can be noted that the **United States** experienced a decline not only in the number of casualties (-4.6%) but also in the number of fatalities (-1.8%). In **Japan**, road safety results seem even more satisfactory, with a decline of just over 5% in the number of casualties and 7.6% in total fatalities. In **New Zealand**, the same indicators show a decline of almost 5% in the number of casualties and 3.5% in the number of fatalities.

→ The road safety figures given above for the member countries of the International Transport Forum describe trends in a few key indicators for 2006 in relation to 2005. However, the actual degree of risk on the roads in any given country cannot be assessed simply by looking at trends in fatality figures. The number of fatalities has to be related to both population and number of motor vehicles in the country in question, in order to gain a clearer picture of the degree of risk in that country. For instance, in terms of the **number of fatalities per million inhabitants**, the situation varied considerably from one country to another in 2006, since for Central European countries the figure was close to 223 in Lithuania, 178 in Latvia and 138 in Poland, but was no higher than 88 in Albania and 69 in the FYROM. In long-standing European Union Member States, the *number of fatalities per million inhabitants* ranged from 149 in Greece and 102 in Belgium to 55 in the United Kingdom, and 49 in Sweden. For information purposes, the same indicator was around 143 in the United States, 95 in New Zealand, 78 in Australia and 50 in Japan. Expressed in terms of the stock of motor vehicles, the total number of **fatalities per million motor vehicles** ranged from 286 in Greece to 96 in Sweden, standing at 189 in Belgium, 188 in Ireland and 102 in the United Kingdom. For the purposes of comparison with countries whose characteristics are *supposedly*

very different to those of European countries, the number of fatalities per million motor vehicles in 2006 was 178 in the United States, 133 in New Zealand, 118 in Australia and 85 in Japan, which are actually quite close to the figures for European Union countries. Although this indicator must be used with caution in view of the uncertainties surrounding the evaluation of the vehicle stock, it nevertheless reveals rather different levels of road safety between Eastern and Western Europe in 2006. This indicator ranged from more than 1 050 *fatalities per million motor vehicles* in Albania to 237 in Slovenia, whereas in Sweden, as mentioned above, the figure was only 96 in 2006.

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## 4. STATISTICAL INFORMATION

### 4.1. Data sources, definitions and country notes

#### 4.1.1 Data source

Unless otherwise specified, the statistical information contained in this publication is provided to the International Transport Forum by national administrations (Transport Ministries, National Statistical Offices or official Transport Research Institutes) through a regular reporting procedure based on standard questionnaires. The data represent official national transport statistics.

#### 4.1.2 Estimating missing data

To complete gaps or missing information in data series, the International Transport Forum applies estimating procedures whenever this is possible. Although these procedures are designed to ensure consistency, they cannot provide entirely homogeneous results between countries. They are primarily intended to fill in data gaps for the production of graphics to include as many countries as possible when calculating aggregates. All estimated data are marked with an “e”.

The method used for estimating missing information employs average growth rates calculated for groups of countries and applies this rate to extrapolate missing national data. Two groups of countries are identified:

*Western Europe* (21 countries): Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Liechtenstein, Luxembourg, Malta, Netherlands, Norway, Portugal, Spain,

Sweden, Switzerland, Turkey and the United Kingdom.

*Eastern Europe* (15 countries): Albania, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Lithuania, Poland, Romania, Serbia, Slovakia and Slovenia.

#### **4.1.3 Definitions used**

Unless otherwise specified, all definitions and terms used in this publication are listed in the third edition of “Glossary for Transport Statistics”, published jointly by Eurostat, the UNECE and the ITF. This Glossary can be consulted and downloaded from our Web site at the following address:

<http://www.internationaltransportforum.org/Pub/pdf/GloStat3e.pdf>

Road transport refers to transport performed by national vehicles. It does not include cabotage.

As far as investment in transport infrastructure is concerned, data correspond to total gross investment (new construction, extension, reconstruction, renewal and major repair) including all sources of financing (private and public).

#### **4.1.4 Quality control**

Series are checked for their consistency and compared with national sources if need be. When discrepancies occur countries are requested to provide explanatory footnotes.

#### **4.1.5 Country notes**

*Austria:* Since 2006, rail data include foreign undertakings using the Austrian rail network.

*Azerbaijan:* Since 1995, goods transported by road include own account.

- Bulgaria:* Since 1995, data on passengers transported by private cars are not available.
- Croatia:* Until 2002, inland transport data refers only to goods transported on national vessels performing inside and outside the national territory. Since 2003, data include all vessels performing on the national territory only. Since 1997, privately-owned wagons are not included in rail transport of goods. Oil pipelines include gas pipelines. Buses and coaches data do not include urban transport.
- Czech Republic:* Prior to 1993, data are included in Czechoslovakia (CSK).
- Denmark:* Data on private cars include vans and taxis.
- France:* Goods transport by rail and road include transit. Goods transport by inland waterways includes transit since 1982 and sea vessels until 1996. Maintenance expenditures in 2005 include local public administration spending (€2 158 million).
- Germany:* Break in series in 1991 due to the reunification of Germany.
- Greece:* Data source: NSSG.
- Hungary:* Oil pipelines include gas pipelines.
- Mexico:* T-km and p-km are derived from the vehicle park. The drop in 1997 is due to a decrease in the number of trucks, buses and coaches that year. In 1998, the highly subsidized rail passenger transport was restructured, resulting in a shift of passenger transport to the road sector. Until 2001, the number of road injury accidents includes property damage accidents.

- Poland:* Since 2004, road goods transport includes national and international transport.
- Romania:* The increase in road safety data in 1990 shows the end of traffic limitations due to petrol restrictions.
- Russia:* Road fatalities include death within 7 days after the accident.
- Serbia:* Since 1997, road goods transport does not include own account and road passenger transport does not include private cars.
- Slovenia:* Road transport does not include international transport.
- United States:* Rail passenger transport only includes Amtrak (intercity passenger rail).

## 4.2. Transport Tables

### **Abbreviations used in tables:**

**0:** data are smaller than half of the unit

**e:** data have been estimated

**c:** change in series

**-:** data are not applicable

**n.a:** data are not available



## List of country codes

<b>ALB</b>	Albania	<i>Albanie</i>
<b>ARM</b>	Armenia	<i>Arménie</i>
<b>AUS</b>	Australia	<i>Australie</i>
<b>AUT</b>	Austria	<i>Autriche</i>
<b>AZE</b>	Azerbaijan	<i>Azerbaïdjan</i>
<b>BEL</b>	Belgium	<i>Belgique</i>
<b>BGR</b>	Bulgaria	<i>Bulgarie</i>
<b>BIH</b>	Bosnia-Herzegovina	<i>Bosnie-Herzégovie</i>
<b>BLR</b>	Belarus	<i>Bélarus</i>
<b>CAN</b>	Canada	<i>Canada</i>
<b>CHE</b>	Switzerland	<i>Suisse</i>
<b>CSK</b>	Tchecoslovaquia	<i>Tchékoslovaquie</i>
<b>CZE</b>	Czech Republic	<i>République tchèque</i>
<b>DEU</b>	Germany	<i>Allemagne</i>
<b>DNK</b>	Denmark	<i>Danemark</i>
<b>ESP</b>	Spain	<i>Espagne</i>
<b>EST</b>	Estonia	<i>Estonie</i>
<b>FIN</b>	Finland	<i>Finlande</i>
<b>FRA</b>	France	<i>France</i>
<b>GBR</b>	United Kingdom	<i>Royaume-Uni</i>
<b>GEO</b>	Georgia	<i>Géorgie</i>
<b>GRC</b>	Greece	<i>Grèce</i>
<b>HRV</b>	Croatia	<i>Croatie</i>
<b>HUN</b>	Hungary	<i>Hongrie</i>
<b>IRL</b>	Ireland	<i>Irlande</i>
<b>ISL</b>	Iceland	<i>Islande</i>
<b>ITA</b>	Italy	<i>Italie</i>
<b>JPN</b>	Japan	<i>Japon</i>
<b>KOR</b>	Korea	<i>Corée</i>
<b>LIE</b>	Liechtenstein	<i>Liechtenstein</i>
<b>LTU</b>	Lithuania	<i>Lituanie</i>
<b>LUX</b>	Luxembourg	<i>Luxembourg</i>
<b>LVA</b>	Latvia	<i>Lettonie</i>
<b>MDA</b>	Moldova	<i>Moldavie</i>
<b>MEX</b>	Mexico	<i>Mexique</i>
<b>MKD</b>	FYROM	<i>ERYM</i>
<b>MLT</b>	Malta	<i>Malte</i>
<b>MNE</b>	Montenegro	<i>Monténégro</i>
<b>NLD</b>	Netherlands	<i>Pays-Bas</i>
<b>NOR</b>	Norway	<i>Norvège</i>
<b>NZL</b>	New Zealand	<i>Nouvelle-Zélande</i>
<b>POL</b>	Poland	<i>Pologne</i>
<b>PRT</b>	Portugal	<i>Portugal</i>
<b>ROM</b>	Romania	<i>Roumanie</i>
<b>RUS</b>	Russia	<i>Russie</i>
<b>SRB</b>	Serbia	<i>Serbie</i>
<b>SVK</b>	Slovakia	<i>Slovaquie</i>
<b>SVN</b>	Slovenia	<i>Slovénie</i>
<b>SWE</b>	Sweden	<i>Suède</i>
<b>TUR</b>	Turkey	<i>Turquie</i>
<b>UKR</b>	Ukraine	<i>Ukraine</i>
<b>USA</b>	United States	<i>États-Unis</i>

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometers  
**Table A1 : Rail**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.2	0.6	0.0	0.0	0.0	-
ARM	n.a.	n.a.	0.4	0.6 <sup>e</sup>	n.a.	
AUS	36.0	87.9	133.6	170.2	n.a.	
AUT	9.9	12.7	16.6	17.1	21.0 <sup>c</sup>	
AZE	24.6	37.1	5.7	9.6	11.1	14.9
BEL	7.8	8.4	7.7	8.0	8.6	6.8
BGR	13.9	14.1	5.5	5.2	5.2	1.2
BIH	3.4	4.0	0.1	0.2 <sup>e</sup>	0.2 <sup>e</sup>	
BLR	50.1	75.4	31.4	42.2 <sup>e</sup>	n.a.	
CHE	6.6	8.3	10.8	11.5 <sup>e</sup>	12.3 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	55.9	59.5	-	-	-	
CZE	-	-	17.5	14.9	15.8	6.1
DEU	70.5	103.1 <sup>c</sup>	77.5	95.4	107.0	12.1
DNK	1.9	1.8	2.0	2.0	1.9	-4.2
ESP	10.3	11.6	12.2	11.6	11.6	-0.4
EST	5.0	7.0	8.2	10.6	11.0 <sup>e</sup>	3.0
FIN	6.3	8.4	10.1	9.7	11.1	14.0
FRA	67.6	49.7	55.4	39.7	40.8	2.8
GBR	24.6	16.0	18.1	21.7	22.1	1.8
GEO	9.8	10.8	3.9	6.1	n.a.	
GRC	0.7	0.6	0.4	0.6	0.7	8.0
HRV	5.7	6.5	1.8	2.8	3.3	16.6
HUN	19.8	16.8	8.1	9.1	10.2	11.8
IRL	0.5	0.6	0.5	0.3	0.2	-32.3
ISL	-	-	-	-	-	
ITA	18.1	21.2	25.8	22.2	20.9 <sup>e</sup>	-6.0
JAP	63.4	27.2	22.1	22.8	23.1	1.3
KOR	n.a.	13.7	10.8	10.1	10.6	5.0
LIE	-	-	-	-	-	
LTU	13.6	19.3	8.9	12.5	12.9	3.5
LUX	0.8	0.7	0.6	0.4	0.4	12.5
LVA	15.5	18.5	13.3	19.8	16.8	-14.9
MDA	10.4	14.8	1.5	3.0	n.a.	
MEX	22.6	36.4	48.3	54.1	73.7	36.4
MKD	0.6	0.8	0.5	0.5	0.6	15.8
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	3.7	3.1	4.5	5.0	5.3	5.8
NOR	1.4	1.6	1.8	2.2	2.4 <sup>e</sup>	4.7
NZE	n.a.	n.a.	4.1	n.a.	n.a.	
POL	99.3	83.5	54.0	50.0	53.6	7.3
PRT	0.8	1.6	2.2	2.4	2.4 <sup>e</sup>	-2.8
ROM	48.0	57.3	18.0	16.6	15.8	-4.8
RUS	1 672.0	2 522.9	1 373.2	1 858.1	1 950.8	5.0
SRB	6.1	7.2	1.9	3.5	4.2	21.5
SVK	-	-	11.2	9.5	10.0	5.5
SVN	3.3	4.2	2.9	3.2	3.4	3.9
SWE	10.0	10.4	12.4	14.1	14.4	1.7
TUR	6.1	8.0	9.9	9.2	9.5 <sup>e</sup>	4.3
UKR	n.a.	488.2	172.8	224.0	237.9	6.2
USA	n.a.	1 554.1	2 257.6	2 531.3	n.a.	
EU (24)	445.7	458.5	370.2	379.8	402.1	5.9
TOTAL		5 435.6 <sup>a</sup>	4 486.0	5 363.5 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometers  
**Table A2 : Roads**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.8	1.2	2.2	3.2	3.3	3.0
ARM	n.a.	n.a.	0.0	0.1 <sup>e</sup>	n.a.	
AUS	24.4	90.3	136.5	168.6	n.a.	
AUT	2.9	9.0	17.2	16.9	18.8	11.6
AZE	3.7	3.3	3.8	7.9	8.6	8.9
BEL	13.1	32.0	51.0	43.8	45.7 <sup>e</sup>	4.1
BGR	7.0	13.8	3.1 <sup>c</sup>	5.0	5.8	15.1
BIH	0.8	3.1	0.3 <sup>e</sup>	0.4 <sup>e</sup>	0.5 <sup>e</sup>	
BLR	8.1	22.4	9.0	8.7 <sup>e</sup>	n.a.	
CHE	4.8	11.5	21.9	24.4 <sup>e</sup>	25.4 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	10.1	23.3	-	-	-	
CZE	-	-	39.0	43.4	50.4	15.9
DEU	78.0	169.9	280.7	310.1	330.0	6.4
DNK	7.8	9.4	11.0	11.1	11.5	3.7
ESP	51.7	90.5	148.7	227.4	235.8	3.7
EST	2.3	4.5	3.9	7.6	8.7 <sup>e</sup>	13.8
FIN	12.4	25.4	27.7	27.8	25.5	-8.4
FRA	66.3	114.8	184.2	193.2	198.8	2.9
GBR	85.0	132.9	153.7	160.3	167.1 <sup>e</sup>	4.2
GEO	n.a.	2.6	0.5	0.6	n.a.	
GRC	7.0	12.5	14.3 <sup>e</sup>	15.9 <sup>e</sup>	16.5 <sup>e</sup>	
HRV	1.3	2.9	2.8	9.3	10.2	9.1
HUN	5.8	15.2	12.1	11.4	12.4	8.9
IRL	n.a.	5.1	12.3	18.2	17.7	-2.6
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	58.7	177.9	158.6	162.1 <sup>e</sup>	168.7 <sup>e</sup>	
JAP	135.9	274.2	313.1	335.0	342.9	2.4
KOR	n.a.	n.a.	n.a.	100.9	n.a.	
LIE	n.a.	n.a.	n.a.	0.4	0.3	-12.8
LTU	3.4 <sup>e</sup>	7.3	7.8	15.9	18.1	14.0
LUX	0.1	0.4 <sup>e</sup>	0.4	0.5	0.6	10.3
LVA	2.8 <sup>e</sup>	5.9	4.8	8.5	10.9	28.0
MDA	3.2	6.3	1.0	2.3	n.a.	
MEX	42.9	108.9	194.1	204.2	209.4	2.5
MKD	0.8	2.2	0.8	3.9	6.7	71.3
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	12.4	22.9	31.6	34.0	35.4 <sup>e</sup>	4.2
NOR	3.2	8.2	13.0	15.9	16.5 <sup>e</sup>	4.0
NZE	n.a.	n.a.	14.3	18.4	18.5	0.7
POL	15.8	40.3	75.0 <sup>c</sup>	119.7	136.5	14.0
PRT	n.a.	10.9	15.0	17.4	18.2 <sup>e</sup>	4.3
ROM	5.2 <sup>1</sup>	5.2 <sup>1</sup>	9.9	19.4	22.7	17.1
RUS	116.4	299.4	152.7	193.6	198.8	2.7
SRB	3.5	8.6	0.6 <sup>1</sup>	0.7 <sup>1</sup>	0.8 <sup>1</sup>	17.4
SVK	-	-	14.3	22.6	22.1	-1.9
SVN	2.1	4.9	1.9	2.4	2.3	-3.5
SWE	5.1	25.6	31.4	34.7	35.5	2.2
TUR	17.4	65.7	161.6	166.8	173.7 <sup>e</sup>	4.1
UKR	n.a.	14.8	7.5	19.5	25.2	29.2
USA	n.a.	1 239.2	1 741.5	1 888.2	n.a.	
EU (24)	442.8 <sup>a</sup>	940.7	1 296.7	1 504.9	1 587.2	5.5
TOTAL		3 124.4 <sup>a</sup>	4 086.9 <sup>a</sup>	4 702.4 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

1: Transport for own account not included

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometers  
**Table A3 : Inland waterways**

	1970	1990	2000	2005	2006	06/05 % change
ALB	-	-	-	-	-	
ARM	-	-	-	-	-	
AUS	-	-	-	-	-	
AUT	1.3	1.7	2.4	1.8	1.8	4.8
AZE	-	-	-	-	-	
BEL	6.7	5.4	7.3	8.7	8.8 <sup>e</sup>	0.5
BGR	1.8	1.6	0.4	1.5	1.4	-6.7
BIH	-	-	-	-	-	
BLR	1.2	1.8	0.0	0.2 <sup>e</sup>	n.a.	
CHE	0.1	0.2	0.1 <sup>e</sup>	0.1 <sup>e</sup>	0.1 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	2.4	4.4	-	-	-	
CZE	-	-	0.8	0.8	0.8	-1.5
DEU	48.8	54.8	66.5	64.1	64.0	-0.2
DNK	-	-	-	-	-	
ESP	-	-	-	-	-	
EST	0.0	0.0	0.0	n.a.	n.a.	
FIN	n.a.	0.1	0.1	0.1	0.1	-12.0
FRA	12.7	7.6	9.1	8.9	9.0	1.1
GBR	0.3 <sup>e</sup>	0.2	0.2	0.2	0.2 <sup>e</sup>	0.6
GEO	-	-	-	-	-	
GRC	-	-	-	-	-	
HRV	0.3	0.5	0.1	0.1 <sup>c</sup>	0.1	
HUN	1.8	2.0	0.9 <sup>c</sup>	2.1	1.9	-9.3
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	0.4	0.1	0.2	0.1	0.1 <sup>e</sup>	0.9
JAP	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	0.1	0.2	0.0	0.0	0.0	-
LUX	0.3	0.3	0.4	0.3	0.4	11.6
LVA	0.1	0.3	n.a.	n.a.	n.a.	
MDA	0.1	0.3	n.a.	n.a.	n.a.	
MEX	-	-	-	-	-	
MKD	-	-	-	-	-	
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	30.7	35.7	41.3	43.1	43.6	1.2
NOR	-	-	-	-	-	
NZE	-	-	-	-	-	
POL	2.3	1.0	1.2	1.3	1.2	-3.1
PRT	-	-	-	-	-	
ROM	1.3	2.1	2.6	5.1	5.0	-3.7
RUS	163.9	213.9	71.0	86.1	86.7	0.7
SRB	3.5	3.2	1.0	1.6	1.6	1.1
SVK	-	-	1.4	0.7	0.9	37.6
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	-	-	-	-	-	
UKR	n.a.	11.9	14.7	15.9	18.7	17.5
USA	227.5	426.9	441.7	400.6	n.a.	
EU (24)	107.9	113.8	131.7 <sup>a</sup>	132.1 <sup>a</sup>	132.7 <sup>a</sup>	
TOTAL	507.7 <sup>a</sup>	776.3	663.4 <sup>a</sup>	643.4 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

**FREIGHT TRANSPORT**  
 Thousand million tonne-kilometers  
**Table A4 : Pipeline**

	1970	1990	2000	2005	2006	06/05 % change
ALB	n.a.	n.a.	0.0	0.0	0.0	-
ARM	n.a.	n.a.	1.3	1.0 <sup>e</sup>	n.a.	
AUS	-	-	-	-	-	
AUT	3.6	6.4	7.6	7.8	7.7	-1.6
AZE	1.0	3.4	1.4	1.5	1.6	2.6
BEL	0.3	1.0	1.6	1.5 <sup>e</sup>	1.6 <sup>e</sup>	
BGR	n.a.	0.6	0.4	0.4	0.4	1.4
BIH	-	-	-	-	-	
BLR	-	-	-	-	-	
CHE	1.2	1.2	0.2	0.2	0.2 <sup>e</sup>	3.5
CAN	-	-	-	-	-	
CSK	6.4	7.5	-	-	-	
CZE	-	-	1.6	2.3	2.3	1.4
DEU	15.1	11.7	15.0	16.7	15.8	-5.4
DNK	n.a.	2.0	4.7	5.1	4.9	-4.9
ESP	1.0	4.2	7.5	6.5	9.2	41.7
EST	-	-	-	-	-	
FIN	-	-	-	-	-	
FRA	28.2	19.6	21.7	20.9	21.8	4.5
GBR	2.7	10.2	11.4	10.8	11.2 <sup>e</sup>	3.6
GEO	n.a.	n.a.	1.8	2.6	n.a.	
GRC	-	-	-	-	-	
HRV	n.a.	3.6	0.7	1.8	1.5	-13.6
HUN	1.0	5.3	4.0	5.6	5.8	3.4
IRL	-	-	-	-	-	
ISL	-	-	-	-	-	
ITA	9.1	11.5	10.3	10.7	11.1 <sup>e</sup>	3.6
JAP	-	-	-	-	-	
KOR	-	-	-	-	-	
LIE	-	-	-	-	-	
LTU	n.a.	n.a.	3.5	4.4	2.7	-39.4
LUX	-	-	-	-	-	
LVA	n.a.	n.a.	6.5	3.4 <sup>e</sup>	3.2 <sup>e</sup>	
MDA	-	-	-	-	-	
MEX	-	-	-	-	-	
MKD	n.a.	n.a.	n.a.	0.0	0.0	-
MLT	-	-	-	-	-	
MNE	-	-	-	-	-	
NLD	4.1	4.9	5.9	5.9	5.8	-1.9
NOR	n.a.	2.1	3.5	4.7 <sup>e</sup>	4.8 <sup>e</sup>	
NZE	-	-	-	-	-	
POL	7.0	13.9	20.4	25.4	25.6	0.8
PRT	-	-	-	-	-	
ROM	1.8	5.1	1.4	2.2	2.0	-8.3
RUS	242.6	1 239.8	745.0	1 156.3	1 153.8	-0.2
SRB	n.a.	0.1	0.1	0.5	0.5	2.6
SVK	-	-	-	-	-	
SVN	-	-	-	-	-	
SWE	-	-	-	-	-	
TUR	1.4	62.4	53.1	2.3	2.4 <sup>e</sup>	3.6
UKR	n.a.	208.0	187.5	222.1 <sup>e</sup>	n.a.	
USA	n.a.	852.8	842.4	835.1	n.a.	
EU (24)	78.4 <sup>a</sup>	98.2 <sup>a</sup>	121.6	127.0	128.7	1.3
<b>TOTAL</b>		2 477.1 <sup>a</sup>	1 960.4	2 357.7 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

## FREIGHT TRANSPORT

Thousand million tonne-kilometers

**Table A5 : Total freight (A1+A2+A3+A4)**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.9 <sup>4</sup>	1.8 <sup>4</sup>	2.2	3.2	3.3	3.2
ARM	n.a.	n.a.	1.7	1.7 <sup>e</sup>	n.a.	
AUS	60.4	178.2	270.1	338.8	n.a.	
AUT	17.6	29.7	43.8	43.5	49.3 <sup>c</sup>	
AZE	29.3	43.7	10.8	19.0	21.2	11.4
BEL	27.9	46.9	67.6	62.1 <sup>e</sup>	64.6 <sup>e</sup>	
BGR	22.7 <sup>4</sup>	30.1	9.4 <sup>c</sup>	12.1	12.8	6.0
BIH	4.2	7.1	0.5	0.6 <sup>e</sup>	0.7 <sup>e</sup>	
BLR	59.4	99.6	40.4	51.1 <sup>e</sup>	n.a.	
CHE	12.8	21.2	33.1 <sup>e</sup>	36.2 <sup>e</sup>	38.1 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	74.8	94.7	-	-	-	
CZE	-	-	58.9	61.4	69.2	12.8
DEU	212.4	339.5 <sup>c</sup>	439.7	486.4	516.8	6.3
DNK	9.7 <sup>4</sup>	13.2	17.7	18.2	19.2	0.4
ESP	63.1	106.4	168.4	245.5	256.6	4.5
EST	7.4	11.5	12.1	18.3	19.7 <sup>e</sup>	7.5
FIN	18.7 <sup>3</sup>	33.8	37.9	37.6	36.6	-2.6
FRA	174.8	191.7	270.4	262.6	270.4	3.0
GBR	112.5 <sup>e</sup>	159.3	183.4	193.0	200.5 <sup>e</sup>	3.9
GEO	9.8 <sup>4</sup>	13.4 <sup>4</sup>	6.2	9.3	n.a.	
GRC	7.6	13.1	14.7 <sup>e</sup>	16.5 <sup>e</sup>	17.7 <sup>e</sup>	
HRV	7.3 <sup>4</sup>	13.5	5.3	14.1 <sup>c</sup>	15.1	
HUN	28.4	39.3	25.2 <sup>c</sup>	28.2	30.3	7.4
IRL	0.5 <sup>2</sup>	5.7	12.8	18.5	17.9	-3.1
ISL	n.a.	n.a.	n.a.	n.a.	n.a.	
ITA	86.2	210.7	194.9	195.2 <sup>e</sup>	200.8 <sup>e</sup>	
JAP	199.3	301.4	335.3	357.8	366.0	2.3
KOR	n.a.	n.a.	n.a.	111.0	n.a.	
LIE	n.a.	n.a.	n.a.	0.4	0.3	-12.8
LTU	17.1 <sup>4</sup>	26.8 <sup>4</sup>	20.1	32.8	33.7	2.8
LUX	1.2	1.4	1.5	1.3	1.4	11.3
LVA	18.3 <sup>4</sup>	24.7 <sup>4</sup>	24.6 <sup>3</sup>	31.7 <sup>3</sup>	31.0 <sup>3</sup>	
MDA	13.7	21.4	2.5 <sup>3</sup>	5.3 <sup>3</sup>	n.a.	
MEX	65.5	145.3	242.4	258.3	283.1	9.6
MKD	1.4 <sup>3</sup>	3.0 <sup>3</sup>	1.3 <sup>3</sup>	4.5	7.4	64.6
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	50.9	66.5	83.2	88.0	90.2 <sup>e</sup>	2.4
NOR	4.6 <sup>4</sup>	11.9	18.3	22.8 <sup>e</sup>	23.7 <sup>e</sup>	
NZE	n.a.	n.a.	18.4	18.4 <sup>1</sup>	18.5 <sup>1</sup>	0.7
POL	124.3	138.7	150.6 <sup>c</sup>	196.4	216.9	10.5
PRT	0.8 <sup>2</sup>	12.5	17.1	19.8	20.8 <sup>e</sup>	4.7
ROM	56.4	69.6	31.9	43.3	45.5	5.0
RUS	2 194.9	4 276.0	2 341.9	3 294.1	3 390.1	2.9
SRB	13.1 <sup>4</sup>	19.1	3.6	6.2	7.1	14.4
SVK	-	-	27.0	32.7	33.0	1.1
SVN	5.4	9.1	4.8	5.6	5.7	0.8
SWE	15.1	36.1	43.8	48.8	49.8	2.1
TUR	25.0	136.2	224.6	178.3	185.6 <sup>e</sup>	4.1
UKR	n.a.	722.9	382.6	481.5	n.a.	
USA	n.a.	4 072.9	5 283.2	5 655.2	n.a.	
EU (24)	1 074.8	1 611.3	1 920.2	2 143.8	2 250.6	5.0
TOTAL		11 799.7 <sup>a</sup>	11 185.8	13 066.9 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

1:Rail data not included 2:Road data not included 3:WWW data not included 4:pipeline data not included

**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometers  
**Table B1 : Rail**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.3	0.8	0.1	0.1	0.1	9.6
ARM	n.a.	n.a.	0.0	0.0 <sup>e</sup>	n.a.	
AUS	13.4	9.7	10.7	11.6	n.a.	
AUT	6.3	8.5	8.2	8.5	9.3 <sup>c</sup>	
AZE	1.7	1.8	0.5	0.9	1.0	9.8
BEL	8.3	6.5	7.8	9.2	9.6	5.0
BGR	6.2	7.8	3.5	2.4	2.4	1.4
BIH	1.7	1.4	0.0	0.0 <sup>e</sup>	0.0 <sup>e</sup>	
BLR	7.3	16.9	17.7	14.3 <sup>e</sup>	n.a.	
CHE	8.2	11.1	12.8	16.2	17.0 <sup>e</sup>	4.4
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	20.5	19.3	-	-	-	
CZE	-	-	7.3	6.7	6.9	3.8
DEU	38.5	43.6	75.4	74.9	77.8	3.8
DNK	3.4	4.9	5.3	5.8	5.9	2.3
ESP	15.0	16.7	20.1	21.6	22.1	2.2
EST	1.2	1.5	0.3	0.2	0.3 <sup>e</sup>	1.2
FIN	2.2	3.3	3.4	3.5	3.6	3.7
FRA	41.0	63.7	69.9 <sup>c</sup>	76.5	78.8	3.0
GBR	30.4	33.2	38.2	43.2	46.5	7.6
GEO	2.1	2.0	0.5	0.7	n.a.	
GRC	1.5	2.0	1.6	1.9	1.8	-2.3
HRV	3.7	3.4	1.3	1.3	1.4	7.6
HUN	15.2	11.4	9.7	9.9	9.6	-3.0
IRL	0.8	1.2	1.4	1.8	1.9	5.1
ISL	-	-	-	-	-	
ITA	32.5	44.7	47.1	46.1	48.2 <sup>e</sup>	4.4
JAP	288.8	387.5	384.3	391.2	393.7	0.6
KOR	n.a.	n.a.	19.0	19.1	19.1	
LIE	-	-	-	-	-	
LTU	2.1	3.6	0.6	0.4	0.4	0.7
LUX	0.2	0.2	0.3	0.3	0.3	9.6
LVA	3.8	5.4	0.7	0.9	1.0	11.0
MDA	0.8	1.6	0.3	0.4	n.a.	
MEX	n.a.	n.a.	n.a.	n.a.	n.a.	
MKD	0.3	0.4	0.2 <sup>c</sup>	0.1	0.1	11.7
MLT	-	-	-	-	-	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	8.0	11.1	15.4	14.7	15.4	4.6
NOR	1.9	2.4	3.4	3.2	3.3 <sup>e</sup>	4.4
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	36.9	50.4	19.7	18.2	18.6	2.2
PRT	3.5	5.7	3.8	3.8	3.9 <sup>e</sup>	4.4
ROM	17.8	30.6	11.6	8.0	8.1	1.3
RUS	191.1	274.4	167.1	172.2	177.6	3.1
SRB	3.7	4.5	1.2	0.7	0.7	-4.1
SVK	-	-	2.9	2.2	2.2	1.4
SVN	1.5	1.4	0.7	0.8	0.8	2.1
SWE	4.6	6.6	8.2	8.9	9.6	7.3
TUR	5.6	6.4	5.8	5.0	5.3 <sup>e</sup>	4.4
UKR	n.a.	82.0	51.8	52.7	53.4	1.3
USA	9.9	9.7	8.8	8.7	n.a.	
EU (24)	277.2	344.9	348.1	359.8	374.4	4.1
TOTAL		1 199.3 <sup>a</sup>	1 048.7	1 068.6	1 057.5 <sup>a</sup>	

a: Non available data affects consistency of totals across years.

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

	1970	1990	2000	2005	2006	06/05 % change
ALB	n.a.	n.a.	5.1	6.6	6.9	3.4
ARM	n.a.	n.a.	1.3	n.a.	n.a.	
AUS	100.2	200.9	243.1	270.9	n.a.	
AUT	26.9 <sup>e</sup>	54.1	n.a.	n.a.	n.a.	
AZE	n.a.	n.a.	n.a.	n.a.	n.a.	
BEL	49.3	80.7	106.1	109.4	109.4 <sup>e</sup>	-0.1
BGR	n.a.	4.5	n.a.	n.a.	n.a.	
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	n.a.	n.a.	n.a.	n.a.	
CHE	41.8	73.3	80.6	88.2	88.1 <sup>e</sup>	-0.0
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	n.a.	n.a.	-	-	-	
CZE	-	-	63.9	68.6	69.6	1.4
DEU	350.6	593.2	831.3	884.9 <sup>e</sup>	884.5 <sup>e</sup>	
DNK	n.a.	53.0	57.8	60.1 <sup>e</sup>	60.0 <sup>e</sup>	
ESP	64.3	174.4	280.0 <sup>c</sup>	337.8 <sup>c</sup>	340.9	
EST	n.a.	n.a.	n.a.	n.a.	n.a.	
FIN	23.7	51.2	55.7	61.9	62.5	0.9
FRA	305.0	586.0	699.6	727.4	723.8	-0.5
GBR	283.0	588.0	639.1	676.2 <sup>e</sup>	675.8 <sup>e</sup>	
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	n.a.	19.1	34.5 <sup>e</sup>	36.3 <sup>e</sup>	36.2 <sup>e</sup>	
HRV	n.a.	n.a.	n.a.	n.a.	n.a.	
HUN	7.3	47.0	46.2	46.6	46.9	0.5
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	2.7	3.8	4.6	4.9	6.8
ITA	211.9	522.6	726.5	708.3	708.0 <sup>e</sup>	-0.1
JAP	182.7	760.1	869.7	848.7	n.a.	
KOR	n.a.	n.a.	n.a.	142.6	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	n.a.	n.a.	n.a.	34.8	39.5	13.4
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	n.a.	n.a.	n.a.	n.a.	n.a.	
MDA	n.a.	n.a.	n.a.	n.a.	n.a.	
MEX	n.a.	n.a.	n.a.	n.a.	n.a.	
MKD	n.a.	n.a.	n.a.	n.a.	n.a.	
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	66.3	137.3	141.1	148.8	148.0	-0.5
NOR	17.8	42.7	46.8	51.7	51.7 <sup>e</sup>	-0.0
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	n.a.	68.1 <sup>c</sup>	149.7	197.3	219.2	11.1
PRT	13.8	40.5	82.4 <sup>e</sup>	86.7 <sup>e</sup>	86.6 <sup>e</sup>	
ROM	n.a.	n.a.	n.a.	n.a.	n.a.	
RUS	n.a.	n.a.	n.a.	n.a.	n.a.	
SRB	3.8	16.0	n.a.	n.a.	n.a.	
SVK	-	-	23.9	25.8	26.3	2.0
SVN	n.a.	13.3	20.3	22.5	23.0	2.2
SWE	56.1	85.9	91.9	97.3	97.0	-0.3
TUR	n.a.	n.a.	n.a.	n.a.	n.a.	
UKR	n.a.	n.a.	n.a.	n.a.	n.a.	
USA	2 817.8	3 671.6	4 094.9	4 297.2	n.a.	
EU (24)	1 458.2 <sup>a</sup>	3 114.5 <sup>a</sup>	4 050.1 <sup>a</sup>	4 330.7 <sup>a</sup>	4 357.3 <sup>a</sup>	
TOTAL	4 622.3 <sup>a</sup>	7 886.3 <sup>a</sup>	9 395.3 <sup>a</sup>	10 041.2 <sup>a</sup>		

a: Non available data affects consistency of totals across years.



**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometers  
**Table B3 : Buses and coaches**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.8	2.2	0.2	0.3	0.5	71.4
ARM	n.a.	n.a.	0.1	n.a.	n.a.	
AUS	6.5	17.4	17.3	18.2	n.a.	
AUT	8.0 <sup>e</sup>	13.6	n.a.	n.a.	n.a.	
AZE	3.1	7.5	9.2	10.9	11.8	8.2
BEL	9.3	11.4	13.3	17.5	17.1 <sup>e</sup>	-2.5
BGR	12.2	25.9	13.9	11.4	11.1	-1.9
BIH	1.2	2.7	1.2 <sup>e</sup>	1.2 <sup>e</sup>	1.3 <sup>e</sup>	
BLR	8.4	19.8	9.2	n.a.	n.a.	
CHE	3.0	5.6	5.3	5.5 <sup>e</sup>	5.3 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	21.4	43.4	-	-	-	
CZE	-	-	9.4	8.6	9.5	10.4
DEU	48.6	56.6	69.0	68.1 <sup>e</sup>	66.4 <sup>e</sup>	
DNK	n.a.	6.4	7.4	7.3 <sup>e</sup>	7.2 <sup>e</sup>	
ESP	20.9	33.4	50.3	53.2	49.4	-7.2
EST	2.6	4.5	2.6	2.7	2.9 <sup>e</sup>	7.3
FIN	7.5	8.5	7.7	7.5	7.5	
FRA	25.2	41.3	43.0	43.9	44.9	2.3
GBR	60.0	45.6	46.5	47.3 <sup>e</sup>	46.1 <sup>e</sup>	
GEO	n.a.	n.a.	n.a.	n.a.	n.a.	
GRC	4.8	5.1	6.0 <sup>e</sup>	6.2 <sup>e</sup>	6.1 <sup>e</sup>	
HRV	3.3	7.0	3.3	3.4	3.5	3.9
HUN	13.5	24.1	18.4	17.6	17.6	0.5
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	0.3	0.5	0.6	0.6	6.0
ITA	32.0	84.0	93.6	101.3	98.7 <sup>e</sup>	-2.5
JAP	101.6	93.0	81.6	84.3	n.a.	
KOR	n.a.	n.a.	n.a.	58.2	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	4.9	6.7	2.3	3.3	3.3	0.5
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3	5.9	2.3	2.9	2.8	-3.1
MDA	1.9	4.9	1.0	2.1	n.a.	
MEX	64.6	271.5	381.7	422.9	437.0	3.3
MKD	1.0	1.5	0.8	1.1	1.0	-6.5
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	11.1	13.1	15.5 <sup>e</sup>	16.0 <sup>e</sup>	15.6 <sup>e</sup>	
NOR	4.2	4.6	6.3	5.9	5.7 <sup>e</sup>	-2.5
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1	46.3	31.7	29.3	28.1	-4.0
PRT	4.4	10.3	11.8	10.8 <sup>e</sup>	10.6 <sup>e</sup>	
ROM	7.9	24.0	7.7	11.8	11.7	-0.7
RUS	100.1	262.2	164.4	96.3	84.3	-12.4
SRB	6.0	7.2	3.1	4.8	5.5	13.7
SVK	-	-	8.4	7.5	7.7	1.9
SVN	2.6	6.5 <sup>c</sup>	3.5	3.1	3.1	2.4
SWE	8.5	9.7	9.5	8.8	8.7	-1.1
TUR	n.a.	n.a.	n.a.	n.a.	n.a.	
UKR	n.a.	90.3	28.8	n.a.	n.a.	
USA	n.a.	195.4	259.0	226.8	n.a.	
EU (24)	317.8 <sup>a</sup>	476.2	452.2 <sup>a</sup>	463.0 <sup>a</sup>	453.3 <sup>a</sup>	
TOTAL		1 519.3 <sup>a</sup>	1 446.6 <sup>a</sup>	1 428.5 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

## PASSENGER TRANSPORT

Thousand million passenger-kilometers

**Table B4 : Total road transport (B2+B3)**

	1970	1990	2000	2005	2006	06/05 % change
ALB	0.8 <sup>1</sup>	2.2 <sup>1</sup>	5.3	6.9	7.4	6.1
ARM	n.a.	n.a.	1.4	n.a.	n.a.	
AUS	106.7	218.4	260.4	289.2	n.a.	
AUT	34.9 <sup>e</sup>	67.7	n.a.	n.a.	n.a.	
AZE	3.1 <sup>1</sup>	7.5 <sup>1</sup>	9.2 <sup>1</sup>	10.9 <sup>1</sup>	11.8 <sup>1</sup>	8.2
BEL	58.6	92.2	119.4	127.0	126.5 <sup>e</sup>	-0.4
BGR	12.2 <sup>1</sup>	25.9	13.9 <sup>1</sup>	11.4 <sup>1</sup>	11.1 <sup>1</sup>	-1.9
BIH	1.2 <sup>1</sup>	2.7 <sup>1</sup>	1.2 <sup>1</sup>	1.2 <sup>1</sup>	1.3 <sup>1</sup>	
BLR	8.4 <sup>1</sup>	19.8 <sup>1</sup>	9.2 <sup>1</sup>	n.a.	n.a.	
CHE	44.9	78.9	85.8	93.6 <sup>e</sup>	93.5 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	21.4 <sup>1</sup>	43.4 <sup>1</sup>	-	-	-	
CZE	-	-	73.3	77.2	79.1	2.4
DEU	399.2	649.8	900.3	953.1 <sup>e</sup>	950.9 <sup>e</sup>	
DNK	n.a.	59.5	65.2	67.4 <sup>e</sup>	67.2 <sup>e</sup>	
ESP	85.3	207.8	330.3	391.0	390.3	-0.2
EST	2.6 <sup>1</sup>	4.5 <sup>1</sup>	2.6 <sup>1</sup>	2.7 <sup>1</sup>	2.9 <sup>1</sup>	7.3
FIN	31.2	59.7	63.4	69.5	70.0	0.8
FRA	330.2	627.3	742.6	771.3	768.7	-0.3
GBR	343.0	633.6	685.6	723.4 <sup>e</sup>	721.9 <sup>e</sup>	
GEO	n.a.	8.3 <sup>1</sup>	4.5 <sup>1</sup>	5.3 <sup>1</sup>	n.a.	
GRC	4.8 <sup>1</sup>	24.2	40.5 <sup>e</sup>	42.5 <sup>e</sup>	42.3 <sup>e</sup>	
HRV	3.3 <sup>1</sup>	7.0 <sup>1</sup>	3.3 <sup>1</sup>	3.4 <sup>1</sup>	3.5 <sup>1</sup>	3.9
HUN	20.8	71.1	64.6	64.2	64.5	0.5
IRL	n.a.	n.a.	n.a.	n.a.	n.a.	
ISL	n.a.	3.0	4.3	5.1	5.5	6.7
ITA	243.9	606.5	820.1	809.6	806.7 <sup>e</sup>	-0.4
JAP	284.2	853.1	951.3	933.0	n.a.	
KOR	n.a.	n.a.	n.a.	200.8	n.a.	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	4.9 <sup>1</sup>	6.7 <sup>1</sup>	2.3 <sup>1</sup>	38.1	42.8	12.3
LUX	n.a.	n.a.	n.a.	n.a.	n.a.	
LVA	3.3 <sup>1</sup>	5.9 <sup>1</sup>	2.3 <sup>1</sup>	2.9 <sup>1</sup>	2.8 <sup>1</sup>	-3.1
MDA	1.9 <sup>1</sup>	4.9 <sup>1</sup>	1.0 <sup>1</sup>	2.1 <sup>1</sup>	n.a.	
MEX	64.6 <sup>1</sup>	271.5 <sup>1</sup>	381.7 <sup>1</sup>	422.9 <sup>1</sup>	437.0 <sup>1</sup>	3.3
MKD	1.0 <sup>1</sup>	1.5 <sup>1</sup>	0.8 <sup>1</sup>	1.1 <sup>1</sup>	1.0 <sup>1</sup>	-6.5
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	77.4	150.4	156.6 <sup>e</sup>	164.8 <sup>e</sup>	163.6 <sup>e</sup>	
NOR	21.9	47.3	53.1	57.5	57.4 <sup>e</sup>	-0.3
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	29.1 <sup>1</sup>	114.4 <sup>c</sup>	181.4	226.6	247.4	9.2
PRT	18.2	50.8	94.2 <sup>e</sup>	97.5 <sup>e</sup>	97.2 <sup>e</sup>	
ROM	7.9 <sup>1</sup>	24.0 <sup>1</sup>	7.7 <sup>1</sup>	11.8 <sup>1</sup>	11.7 <sup>1</sup>	-0.7
RUS	100.1 <sup>1</sup>	262.2 <sup>1</sup>	164.4 <sup>1</sup>	96.3 <sup>1</sup>	84.3 <sup>1</sup>	-12.4
SRB	9.9	23.3	3.1 <sup>1</sup>	4.8 <sup>1</sup>	5.5 <sup>1</sup>	13.7
SVK	-	-	32.4	33.3	34.0	2.0
SVN	2.6 <sup>1</sup>	19.8 <sup>c</sup>	23.8	25.6	26.1	2.2
SWE	64.6	95.6	101.4	106.1	105.7	-0.4
TUR	41.3	135.0	185.7	182.2	182.2 <sup>e</sup>	-0.0
UKR	n.a.	90.3 <sup>1</sup>	28.8 <sup>1</sup>	n.a.	n.a.	
USA	2 817.8 <sup>2</sup>	3 866.9	4 353.9	4 524.0	n.a.	
EU (24)	1 776.0 <sup>a</sup>	3 590.8 <sup>a</sup>	4 502.3 <sup>a</sup>	4 793.7 <sup>a</sup>	4 810.6 <sup>a</sup>	
TOTAL		9 544.4 <sup>a</sup>	11 032.1 <sup>a</sup>	11 657.2 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

1: Bus and coach data only

2: Private cars data only

**PASSENGER TRANSPORT**  
 Thousand million passenger-kilometers  
**Table B5 : Total passengers (B1+B4)**

	1970	1990	2000	2005	2006	06/05 % change
ALB	1.0 <sup>2</sup>	3.0 <sup>2</sup>	5.4	7.0	7.4	6.2
ARM	n.a.	n.a.	1.5	n.a.	n.a.	
AUS	120.0	228.1	271.1	300.8	n.a.	
AUT	41.1 <sup>e</sup>	76.2	8.2 <sup>1</sup>	8.5 <sup>1</sup>	9.3 <sup>1</sup>	9.4
AZE	4.8 <sup>2</sup>	9.3 <sup>2</sup>	9.6 <sup>2</sup>	11.8 <sup>2</sup>	12.8 <sup>2</sup>	8.3
BEL	66.8	98.7	127.2	136.1	136.1 <sup>e</sup>	-0.0
BGR	18.5 <sup>2</sup>	38.2	17.4 <sup>2</sup>	13.7 <sup>2</sup>	13.6 <sup>2</sup>	-1.4
BIH	3.0 <sup>2</sup>	4.1 <sup>2</sup>	1.2 <sup>2</sup>	1.2 <sup>2</sup>	1.3 <sup>2</sup>	
BLR	15.7 <sup>2</sup>	36.6 <sup>2</sup>	27.0 <sup>2</sup>	14.3 <sup>1</sup>	n.a.	
CHE	53.0	89.9	98.7	109.9 <sup>e</sup>	110.4 <sup>e</sup>	
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	41.9 <sup>2</sup>	62.7 <sup>2</sup>	-	-	-	
CZE	-	-	80.6	83.9	86.1	2.5
DEU	437.7	693.4	975.7	1 028.0 <sup>e</sup>	1 028.7 <sup>e</sup>	
DNK	3.4 <sup>1</sup>	64.3	70.5	73.2 <sup>e</sup>	73.1 <sup>e</sup>	
ESP	100.2	224.5	350.4 <sup>c</sup>	412.6 <sup>c</sup>	412.4	
EST	3.8 <sup>2</sup>	6.0 <sup>2</sup>	2.9 <sup>2</sup>	3.0 <sup>2</sup>	3.2 <sup>2</sup>	6.8
FIN	33.4	63.0	66.8	72.9	73.6	0.9
FRA	371.2	691.0	812.5 <sup>c</sup>	847.8	847.5	-0.0
GBR	373.4	666.8	723.8	766.6 <sup>e</sup>	768.4 <sup>e</sup>	
GEO	2.1 <sup>1</sup>	10.3 <sup>2</sup>	5.0 <sup>2</sup>	6.0 <sup>2</sup>	n.a.	
GRC	6.3 <sup>2</sup>	26.2	42.1 <sup>e</sup>	44.3 <sup>e</sup>	44.1 <sup>e</sup>	
HRV	7.0 <sup>2</sup>	10.4 <sup>2</sup>	4.6 <sup>2</sup>	4.7 <sup>2</sup>	4.9 <sup>2</sup>	4.9
HUN	36.0	82.5	74.3	74.0	74.1	0.1
IRL	0.8 <sup>1</sup>	1.2 <sup>1</sup>	1.4 <sup>1</sup>	1.8 <sup>1</sup>	1.9 <sup>1</sup>	5.1
ISL	n.a.	3.0	4.3	5.1	5.5	6.7
ITA	276.4	651.3	867.2	855.7	854.9 <sup>e</sup>	-0.1
JAP	573.0	1 240.5	1 335.6	1 324.0 <sup>e</sup>	n.a.	
KOR	n.a.	n.a.	19.0 <sup>1</sup>	219.9	19.1 <sup>1</sup>	
LIE	n.a.	n.a.	n.a.	n.a.	n.a.	
LTU	7.0 <sup>2</sup>	10.3 <sup>2</sup>	2.9 <sup>2</sup>	38.5	43.2	12.2
LUX	0.2 <sup>1</sup>	0.2 <sup>1</sup>	0.3 <sup>1</sup>	0.3 <sup>1</sup>	0.3 <sup>1</sup>	9.6
LVA	7.1 <sup>2</sup>	11.2 <sup>2</sup>	3.1 <sup>2</sup>	3.8 <sup>2</sup>	3.8 <sup>2</sup>	0.2
MDA	2.6 <sup>2</sup>	6.5 <sup>2</sup>	1.3 <sup>2</sup>	2.4 <sup>2</sup>	n.a.	
MEX	64.6 <sup>2</sup>	271.5 <sup>2</sup>	381.7 <sup>2</sup>	422.9 <sup>2</sup>	437.0 <sup>2</sup>	3.3
MKD	1.4 <sup>2</sup>	1.8 <sup>2</sup>	1.0 <sup>2</sup>	1.2 <sup>2</sup>	1.1 <sup>2</sup>	-5.1
MLT	n.a.	n.a.	n.a.	n.a.	n.a.	
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	85.4	161.5	172.0 <sup>e</sup>	179.6 <sup>e</sup>	179.0 <sup>e</sup>	
NOR	23.9	49.8	56.4	60.7	60.7	-0.1
NZE	n.a.	n.a.	n.a.	n.a.	n.a.	
POL	66.0 <sup>2</sup>	164.8 <sup>c</sup>	201.1	244.8	265.9	8.6
PRT	21.7	56.5	98.0 <sup>e</sup>	101.3 <sup>e</sup>	101.1 <sup>e</sup>	
ROM	25.7 <sup>2</sup>	54.6 <sup>2</sup>	19.3 <sup>2</sup>	19.8 <sup>2</sup>	19.8 <sup>2</sup>	0.2
RUS	291.2 <sup>2</sup>	536.6 <sup>2</sup>	331.4 <sup>2</sup>	268.5 <sup>2</sup>	262.0 <sup>2</sup>	-2.4
SRB	13.5	27.7	4.3 <sup>2</sup>	5.5 <sup>2</sup>	6.2 <sup>2</sup>	11.4
SVK	-	-	35.2	35.5	36.2	1.9
SVN	4.1 <sup>2</sup>	21.3 <sup>c</sup>	24.5	26.3	26.9	2.2
SWE	69.2	102.2	109.6	115.0	115.3	0.2
TUR	46.9	141.4	191.5	187.2	187.4 <sup>e</sup>	0.1
UKR	n.a.	172.3 <sup>2</sup>	80.6 <sup>2</sup>	52.7 <sup>1</sup>	53.4 <sup>1</sup>	
USA	2 827.7 <sup>3</sup>	3 876.7	4 362.7	4 532.6	n.a.	
EU (24)	2 053.2 <sup>a</sup>	3 935.7 <sup>a</sup>	4 850.3 <sup>a</sup>	5 153.6 <sup>a</sup>	5 185.1 <sup>a</sup>	
TOTAL		10 748.2 <sup>a</sup>	12 080.8 <sup>a</sup>	12 725.5 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

1: Rail passenger data only 2: Private cars data not included 3: Bus and coach data not included

**ROAD INJURIES**  
Thousand  
**Table C1 : Number of crashes**

	1970	1990	2000	2005	2006	06/05 % change
ALB	n.a.	n.a.	0.4	0.9	1.0	19.4
ARM	n.a.	n.a.	0.9	n.a.	n.a.	
AUS	n.a.	n.a.	150.8	n.a.	n.a.	
AUT	51.6	46.3	42.1	40.9	39.9	-2.5
AZE	n.a.	3.3 <sup>e</sup>	2.0	3.2	3.2	0.6
BEL	77.0	62.4	49.1	49.3	49.2	-0.3
BGR	5.8 <sup>e</sup>	6.5	6.9	8.2	8.2	-0.0
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	9.2 <sup>e</sup>	6.4	n.a.	n.a.	
CHE	28.7	23.8	23.7	21.7	21.5 <sup>e</sup>	-1.0
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	33.5	30.1	-	-	-	
CZE	-	-	25.4	25.2	22.1	-12.4
DEU	377.6	340.0	382.9	336.6	328.0	-2.6
DNK	19.8	9.2	7.3	5.4	5.4	-0.2
ESP	58.0	101.5	101.7	91.2	99.8	9.4
EST	2.2	2.1	1.5	2.3	2.3 <sup>e</sup>	-0.2
FIN	11.4	10.2	6.6	7.0	6.7	-4.0
FRA	235.1	162.6	121.2	84.5	80.3	-5.0
GBR	272.8	265.6	242.1	203.7	204.4	0.3
GEO	3.0	3.0	1.7	3.9	n.a.	
GRC	18.3	19.6	23.0	16.9	15.9	-5.9
HRV	11.1 <sup>e</sup>	14.5	14.4	15.7	16.7	6.6
HUN	23.2	27.8	17.5	20.8	21.0	1.0
IRL	6.4	6.1	7.8	5.3	5.3 <sup>e</sup>	-0.8
ISL	0.7	0.6	1.0	0.7	0.9	33.2
ITA	307.7	161.8	229.0	225.1	217.7 <sup>e</sup>	-3.3
JAP	718.1	643.1	931.9	933.8	886.9	-5.0
KOR	37.2	255.3	290.5	214.2	213.7	-0.2
LIE	0.3	0.3	0.4	0.4	0.4	3.0
LTU	4.7	5.1	5.8	6.8	6.6	-2.0
LUX	3.1	1.2	0.9	0.7	0.8	7.6
LVA	4.7	4.3	4.5	4.5	4.3	-3.7
MDA	3.1	6.0	2.6	2.3	n.a.	
MEX	19.8	65.0	61.1	29.4	29.0	-1.4
MKD	3.1	2.3	1.7	2.8	3.3	17.4
MLT	n.a.	n.a.	1.0	0.9	0.9 <sup>e</sup>	-0.8
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	59.0	13.2	10.9	8.9	8.7	-2.4
NOR	9.3	8.8	8.4	8.1	8.0 <sup>e</sup>	-0.8
NZE	13.3	12.8	7.8	10.8	11.3	4.5
POL	41.8	50.5	57.3	48.1	46.9	-2.5
PRT	22.7	45.1	44.2	37.1	35.7 <sup>e</sup>	-3.7
ROM	4.9	9.7	7.6	7.2	6.6	-8.1
RUS	n.a.	197.4	157.6	223.3	229.1	2.6
SRB	n.a.	n.a.	48.8	62.0	63.9	3.2
SVK	-	-	7.9	7.9	8.0	1.1
SVN	8.3	5.2	8.5	10.3	11.2	8.9
SWE	16.6	17.0	15.8	18.1	18.2	0.7
TUR	19.2	115.3	466.4	621.2	621.2 <sup>e</sup>	
UKR	n.a.	50.9	33.3	n.a.	n.a.	
USA	n.a.	6 471.0	6 394.0	6 159.0	n.a.	
EU (24)	1 655.5	1 387.1	1 414.1	1 257.5	1 239.3	-1.5
TOTAL		9 285.9 <sup>a</sup>	10 034.6	9 597.9 <sup>a</sup>		

a: Non available data affects consistency of totals across years.

**ROAD INJURIES**  
Thousand  
**Table C2 : Casualties (killed+injured)**

	1970	1990	2000	2005	2006	06/05 % change
ALB	n.a.	n.a.	0.6	1.2	1.3	13.7
ARM	n.a.	n.a.	1.4	n.a.	n.a.	
AUS	n.a.	27.3	24.3	n.a.	n.a.	
AUT	72.7	62.0	55.9	54.0	52.7	-2.5
AZE	n.a.	n.a.	2.2	4.7	4.6	-2.1
BEL	107.8	88.2	69.4	66.4	66.4	-0.1
BGR	6.4 <sup>e</sup>	8.4	9.0	11.1	11.3	1.7
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	11.5 <sup>e</sup>	8.1	n.a.	n.a.	
CHE	37.7	30.2	30.7	27.2	27.1 <sup>e</sup>	-0.3
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	44.2	40.4	-	-	-	
CZE	-	-	33.9	33.5	29.2	-12.9
DEU	551.0	456.1	511.6	438.8	427.4	-2.6
DNK	26.7	11.3	9.6	6.9	6.8	-1.4
ESP	87.0	162.4	155.6	137.3	147.6	7.5
EST	2.3	2.8	2.0	3.2	3.2 <sup>e</sup>	-0.5
FIN	17.1	13.4	8.9	9.4	8.9	-4.8
FRA	344.7	236.1	169.8	108.1	102.1	-5.5
GBR	371.5	352.9	335.0	279.2	267.6	-4.2
GEO	4.3	4.6	2.6	6.1	n.a.	
GRC	25.7	29.1	32.8	23.7	22.0	-7.1
HRV	15.2 <sup>e</sup>	21.2	21.2	22.4	23.8	6.2
HUN	31.9	39.4	23.9	28.8	29.3	1.7
IRL	9.8	9.9	12.5	8.0	7.8 <sup>e</sup>	-2.0
ISL	0.9	0.9	1.5	1.0	1.4	31.6
ITA	238.4	227.6	328.4	319.2	306.4 <sup>e</sup>	-4.0
JAP	997.9	801.5	1 164.8	1 163.5	1 104.6	-5.1
KOR	45.9	336.6	437.2	348.6	346.6	-0.6
LIE	0.1	0.1	0.2	0.1	0.1	-11.0
LTU	4.9	6.4	7.6	9.2	9.1	-1.8
LUX	2.5	1.8	1.3	1.1	1.2	6.9
LVA	5.0	5.6	6.0	6.0	5.8	-3.8
MDA	3.6	7.8	3.6	3.2	n.a.	
MEX	17.3	41.6	43.7	37.0	38.1	3.0
MKD	2.7	3.3	2.5	4.3	5.1	17.5
MLT	n.a.	n.a.	1.2	1.1	1.1 <sup>e</sup>	-2.0
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	71.4	15.0	12.7	10.2	9.9	-3.5
NOR	12.3	12.2	12.0	11.4	10.9 <sup>e</sup>	-5.1
NZE	21.4	18.4	11.4	14.9	15.6	4.8
POL	41.3	74.3	77.9	66.6	64.4	-3.4
PRT	30.3	65.7	61.6	50.3	48.1 <sup>e</sup>	-4.4
ROM	6.3	11.9	8.8	8.5	7.8	-8.7
RUS	n.a.	250.2	209.0	308.8	318.1	3.0
SRB	n.a.	n.a.	17.7	17.7	19.3	9.0
SVK	-	-	10.7	11.1	11.3	1.9
SVN	11.2	7.1	11.9	14.6	16.3	12.1
SWE	23.5	23.3	22.6	26.9	27.1	0.7
TUR	20.8	94.0	118.0	158.6	158.6 <sup>e</sup>	
UKR	n.a.	63.1	41.8	n.a.	n.a.	
USA	n.a.	3 276.0	3 231.0	2 742.0	2 617.0	-4.6
EU (24)	2 120.9	1 930.9	1 962.8	1 713.6	1 671.6	-2.5
TOTAL		6 956.6	7 365.9	6 876.8	6 382.6	-7.2

a: Non available data affects consistency of totals across years.

## ROAD INJURIES

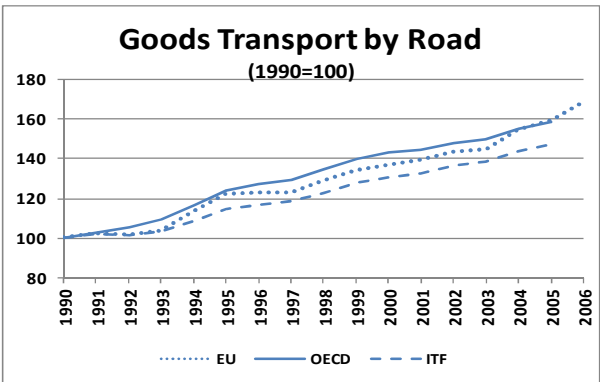
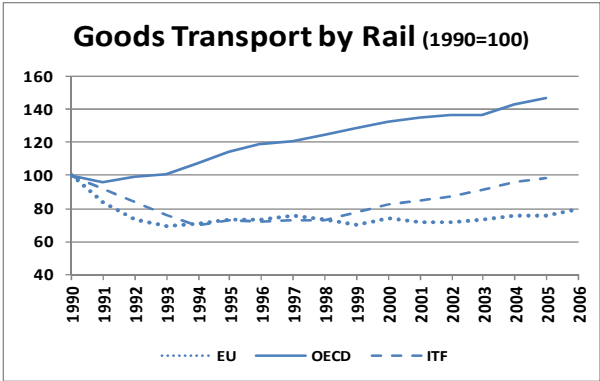
Thousand

**Table C3 : Killed**

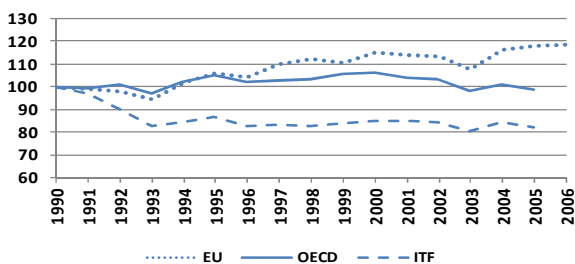
	1970	1990	2000	2005	2006	06/05 % change
ALB	n.a.	n.a.	0.3	0.3	0.3	-10.1
ARM	n.a.	n.a.	0.2	n.a.	n.a.	
AUS	3.8	2.3	1.8	1.6	1.6	
AUT	2.2	1.4	1.0	0.8	0.7	-4.9
AZE	n.a.	1.2 <sup>e</sup>	0.6	1.1	1.0	-3.6
BEL	3.0	2.0	1.5	1.1	1.1	-1.8
BGR	0.8 <sup>e</sup>	1.6	1.0	1.0	1.0	9.0
BIH	n.a.	n.a.	n.a.	n.a.	n.a.	
BLR	n.a.	2.2 <sup>e</sup>	1.6	1.7 <sup>e</sup>	n.a.	
CHE	1.7	1.0	0.6	0.4	0.4 <sup>e</sup>	-9.5
CAN	n.a.	n.a.	n.a.	n.a.	n.a.	
CSK	2.2	2.0	-	-	-	
CZE	-	-	1.5	1.3	1.1	-17.3
DEU	19.2	7.9	7.5	5.4	5.1	-5.0
DNK	1.2	0.6	0.5	0.3	0.3	-7.6
ESP	4.2	6.9	5.8	3.9	4.1	6.4
EST	0.3	0.4	0.2	0.2	0.2 <sup>e</sup>	19.6
FIN	1.1	0.6	0.4	0.4	0.3	-11.3
FRA	16.4	11.2	8.1	5.3	4.7	-11.5
GBR	7.8	5.4	3.6	3.3	3.3	-1.1
GEO	0.8	1.1	0.5	0.6	n.a.	
GRC	0.9	1.7	2.0	1.7	1.7	-0.2
HRV	1.2 <sup>e</sup>	1.4	0.7	0.6	0.6	2.8
HUN	1.7	2.4	1.2	1.3	1.3	2.0
IRL	0.5	0.5	0.4	0.3	0.4	5.7
ISL	0.0	0.0	0.0	0.0	0.0	63.2
ITA	10.2	6.6	6.6	5.4	5.2 <sup>e</sup>	-3.6
JAP	16.8	11.2	9.1	6.9	6.4	-7.6
KOR	3.1	12.3	10.2	6.4	6.3	-1.6
LIE	0.0	0.0	0.0	0.0	n.a.	
LTU	0.7	0.9	0.6	0.8	0.8	-1.8
LUX	0.1	0.1	0.1	0.0	0.0	-21.7
LVA	0.6	0.9	0.6	0.4	0.4	-7.9
MDA	0.6	1.1	0.4	0.4	n.a.	
MEX	2.6	5.5	5.2	4.7	4.9	4.2
MKD	0.1	0.2	0.2	0.1	0.1	-2.1
MLT	n.a.	n.a.	0.0	0.0	0.0 <sup>e</sup>	-5.9
MNE	n.a.	n.a.	n.a.	n.a.	n.a.	
NLD	3.2	1.4	1.2	0.8	0.8	-0.7
NOR	0.6	0.3	0.3	0.2	0.2 <sup>e</sup>	8.0
NZE	0.7	0.7	0.5	0.4	0.4	-3.5
POL	3.4	7.3	6.3	5.4	5.2	-3.7
PRT	1.4	2.3	1.6	1.1	1.0 <sup>e</sup>	-11.4
ROM	1.9	3.8	2.5	2.6	2.5	-6.2
RUS	n.a.	35.4	29.6	34.0	32.7	-3.6
SRB	n.a.	0.0	1.0	0.8	0.9	7.0
SVK	-	-	0.6	0.6	0.6	1.3
SVN	0.6	0.5	0.3	0.3	0.3	1.6
SWE	1.3	0.8	0.6	0.4	0.4	1.1
TUR	4.0	6.3	3.9	4.5	4.5 <sup>e</sup>	
UKR	n.a.	9.6	5.2	7.2 <sup>e</sup>	n.a.	
USA	52.6	44.6	41.9	43.4	42.6	-1.8
EU (24)	82.3	64.0	52.3	40.5	39.0	-3.7
TOTAL		205.8	169.6	176.2	144.0 <sup>a</sup>	

a: Non available data affects consistency of totals across years.

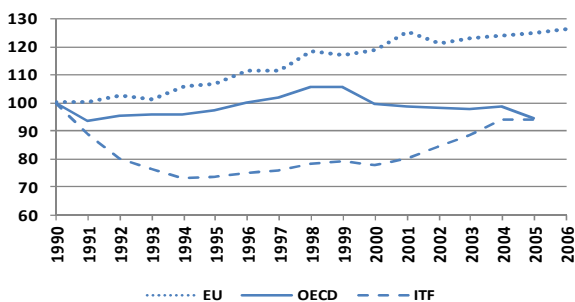
### 4.3. Graphs



## Goods Transport by Inland Waterways (1990=100)

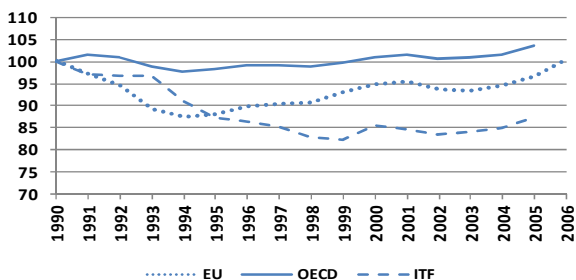


## Transport by Pipelines (1990=100)

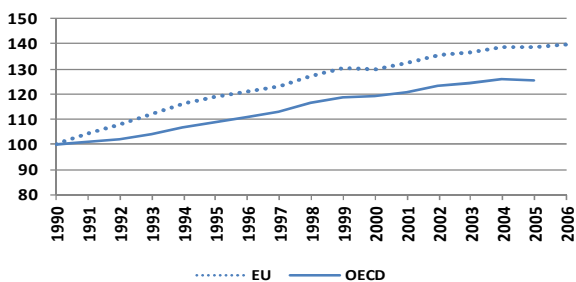




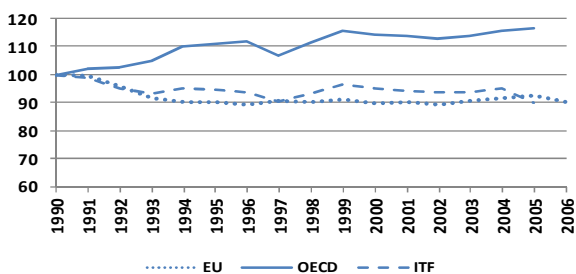
### Passenger Transport by Rail (1990=100)

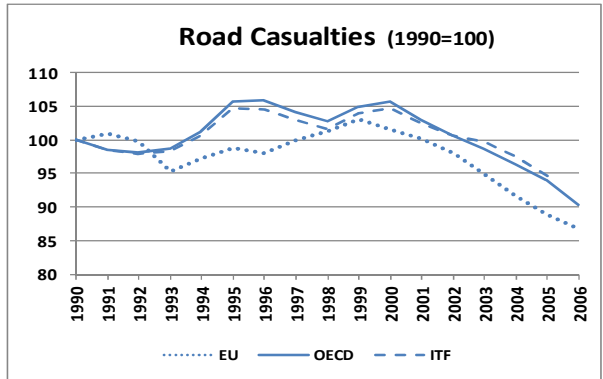
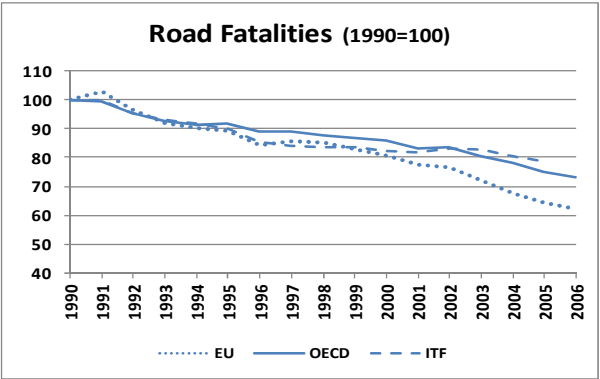
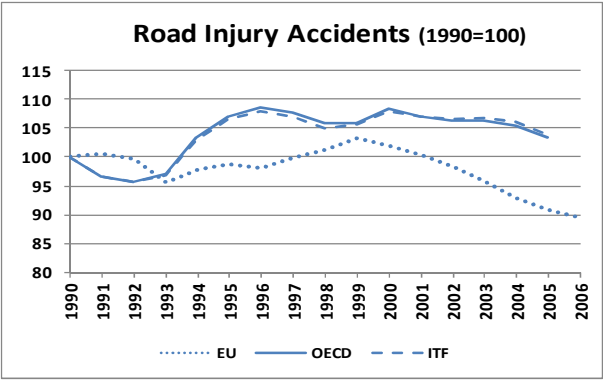


### Passenger Transport by Private Cars (1990=100)

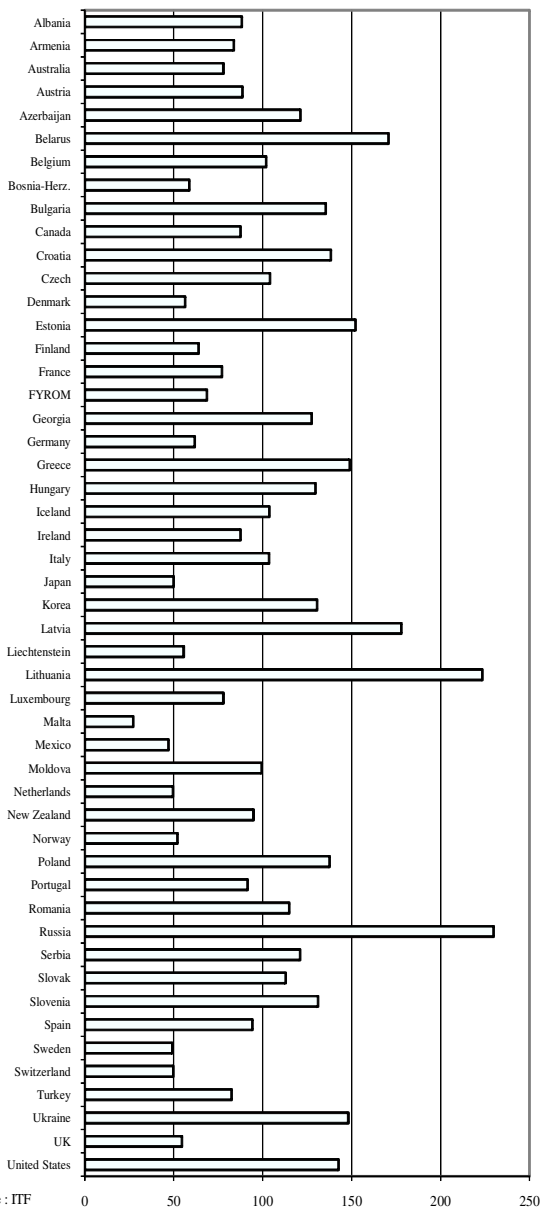


### Passenger Transport by Bus and Coach (1990=100)



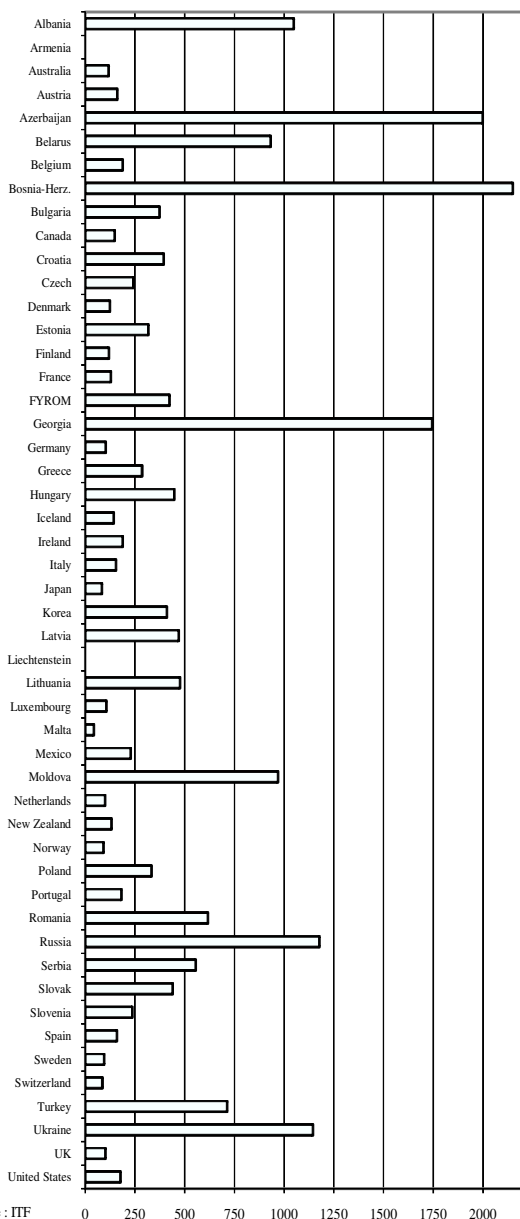


## Total number of deaths per million population, 2006



Source : IIF

## Total number of deaths per million road motor vehicles, 2006



Source : ITF

## 4.4. Investment in transport infrastructure 1992-2005

### Summary of aggregated trends

#### 4.4.1. Introduction to data

The International Transport Forum statistics on investment in transport infrastructure 1992-2005 are based on a targeted survey that covers investment in road, rail inland waterways, maritime ports and airports for 43 European countries. The survey covers total gross investment including all sources of financing as well as maintenance expenditures financed by public Administrations.

A number of observations can be made from the data concerning transport infrastructure investment trends. However, due to the non existence of harmonised definitions and methodologies we call for caution especially when comparing investment data between countries. Furthermore, our data are supposed to include all infrastructure investment but in practice not enough data are available on private investment. In some cases, investments by local authorities are not fully reflected in the figures.

#### 4.4.2. Overall trends in inland transport infrastructure investment

Trends that emerge from the survey reveal some significant changes. The decline in investment that had characterised the 1990s appears to have come to a halt. Our previous report on infrastructure investment, covering the years 1985-2000, showed that the share of total transport infrastructure investment in GDP declined during

the 1990s in some Western European ECMT Member countries<sup>1</sup>. The share of GDP accounted for by such investment fell from 1.0% in 1985 to around 0.8% by the end of the 1990s.

New data show that the beginning of the 21<sup>st</sup> century saw a growth of the share of inland investment in GDP returning to the 1980s level; 1.0% in 2004. In *Western European countries* investment in inland transport infrastructure has in fact increased on average by over 20% in real terms from 2000 to 2004, with particularly strong growth in Sweden, Ireland and Spain.

In *Central and Eastern European countries*<sup>2</sup>, growth in investment has accelerated strongly since 2002, rising by almost 60% in three years in real terms. As a result, the share of investment in inland transport infrastructure in GDP, which until 2001 had stagnated at around 1%, rose sharply to 1.4% in 2004, being the highest figure reported by these countries since 1990. It is clear that aid from the European Union as part of the accession process for most of these countries has played a major part in this development.

While overall investment in Central and Eastern European Countries increased, we see marked differences between individual countries, with strong volatility over time.

#### **4.4.3. Investment trends by mode**

While recent years show an increase in the investment share of GDP both in Western as well as in Central and Eastern European countries, the distribution of investment over modes shows differing trends. Whereas Western European Countries have increasingly directed their investment towards rail, Central and Eastern European countries are investing heavily in roads.

Thus, these trends that we already noted in our previous survey covering years 1985-2000 have remained unchanged in recent years.

In the *Western European countries*, the share of investment in road infrastructure compared with that in rail infrastructure has continued to decline. The share of road investment amounted to 61% of total investment in inland transport infrastructure in 2004. We already had witnessed a fall from over 70% in 1990 to 68% in 1995. The share of rail investment, in turn, has increased from 31% in 1995 to 38% in 2004. For inland waterways, there is a slight decrease in recent years. In real terms, investment is still at a higher level than in 1995 for all modes.

In *Central and Eastern European countries* the trend is in the opposite direction. The relative share of investment in rail infrastructure has declined even further in recent years, falling to less than 16% of total investment in inland transport infrastructure in 2004, whereas investment in the road sector in that year amounted to over 81% of total infrastructure investment. This is a significant change if compared with previous data; rail investment accounted for 23% in 1995 while road had 66%.

The rising levels of investment in the Central and Eastern European countries reflect efforts to compensate for the earlier underinvestment in the road network capital stock.

- 
- 1: Austria, Denmark, Finland, France, Germany, Ireland, Italy, Sweden and UK.
  - 2: Czech Republic, Croatia, Lithuania, Latvia, FYROM, Poland, Romania, Slovakia and Slovenia.

## Gross Investment in Rail Infrastructure

(current prices - million €)

	1992	1995	2000	2004	2005
<b>Austria</b>	<b>640</b>	<b>521</b>	<b>1 199</b>	<b>1 335</b>	n.a.
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	<b>7</b>	<b>18</b>	<b>128</b>	<b>93</b>
<b>Czech</b>	n.a.	<b>114</b>	<b>371</b>	<b>412</b>	<b>484</b>
<b>Denmark</b>	<b>724</b>	<b>726</b>	<b>564</b>	<b>342</b>	<b>241</b>
<b>Estonia</b>	n.a.	<b>4</b>	<b>20</b>	<b>22</b>	<b>21</b>
<b>Finland</b>	<b>174</b>	<b>226</b>	<b>233</b>	<b>328</b>	<b>281</b>
<b>France</b>	<b>3 554</b>	<b>2 726</b>	<b>2 955</b>	<b>3 680</b>	<b>4 118</b>
<b>FYROM</b>	n.a.	n.a.	<b>9</b>	n.a.	n.a.
<b>Germany</b>	<b>6 128</b>	<b>6 810</b>	<b>6 321</b>	<b>7 147</b>	<b>4 964</b>
<b>Iceland</b>	-	-	-	-	-
<b>Ireland</b>	<b>16</b>	<b>29</b>	<b>85</b>	n.a.	n.a.
<b>Italy</b>	n.a.	<b>1 987</b>	<b>4 549</b>	<b>8 615</b>	n.a.
<b>Latvia</b>	n.a.	<b>7</b>	<b>38</b>	<b>33</b>	<b>40</b>
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	<b>4</b>	<b>18</b>	<b>70</b>	<b>68</b>
<b>Malta</b>	-	-	-	-	-
<b>Poland</b>	<b>57</b>	<b>248</b>	<b>195</b>	<b>219</b>	<b>235</b>
<b>Portugal</b>	<b>114</b>	<b>196</b>	<b>401</b>	<b>484</b>	<b>415</b>
<b>Romania</b>	<b>5</b>	<b>72</b>	<b>43</b>	<b>58</b>	<b>109</b>
<b>Serbia</b>	n.a.	<b>34</b>	<b>10</b>	<b>4</b>	<b>4</b>
<b>Slovakia</b>	<b>24</b>	<b>59</b>	<b>53</b>	<b>91</b>	<b>160</b>
<b>Slovenia</b>	<b>9</b>	<b>55</b>	n.a.	n.a.	n.a.
<b>Spain</b>	<b>973</b>	<b>648</b>	<b>920</b>	<b>1 900</b>	<b>1 926</b>
<b>Sweden</b>	n.a.	<b>1 301</b>	<b>661</b>	<b>1 525</b>	<b>1 779</b>
<b>Switzerland</b>	<b>815</b>	<b>1 079</b>	<b>1 463</b>	<b>2 116</b>	<b>2 288</b>
<b>UK</b>	<b>3 174</b>	<b>2 414</b>	<b>4 578</b>	<b>6 295</b>	n.a.
<b>TOTAL <sup>a</sup></b>	<b>16 407</b>	<b>19 269</b>	<b>24 701</b>	<b>34 804</b>	

a: Non available data affects consistency of totals across years.



## Gross Investment in Road Infrastructure

(current prices - million €)

	1992	1995	2000	2004	2005
<b>Austria</b>	<b>557</b>	<b>457</b>	<b>477</b>	<b>908</b>	<b>857</b>
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	<b>20</b>	<b>69</b>	<b>304</b>	<b>877</b>	<b>741</b>
<b>Czech</b>	n.a.	<b>286</b>	<b>309</b>	<b>1 031</b>	<b>1 415</b>
<b>Denmark</b>	<b>191</b>	<b>352</b>	<b>510</b>	<b>728</b>	<b>928</b>
<b>Estonia</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>57</b>	<b>107</b>
<b>Finland</b>	<b>340</b>	<b>457</b>	<b>488</b>	<b>599</b>	<b>595</b>
<b>France</b>	<b>10 555</b>	<b>10 775</b>	<b>10 936</b>	<b>11 237</b>	<b>11 443</b>
<b>FYROM</b>	n.a.	n.a.	n.a.	<b>28</b>	<b>23</b>
<b>Germany</b>	<b>12 159</b>	<b>10 216</b>	<b>11 967</b>	<b>11 990</b>	<b>12 040</b>
<b>Iceland</b>	<b>38</b>	<b>75</b>	<b>75</b>	<b>86</b>	<b>84</b>
<b>Ireland</b>	<b>219</b>	<b>283</b>	<b>780</b>	<b>1 190</b>	<b>1 153</b>
<b>Italy</b>	n.a.	<b>4 980</b>	<b>6 930</b>	<b>7 268</b>	n.a.
<b>Latvia</b>	n.a.	<b>3</b>	<b>13</b>	<b>63</b>	<b>161</b>
<b>Liechtenstein</b>	<b>19</b>	<b>14</b>	<b>24</b>	<b>26</b>	<b>29</b>
<b>Lithuania</b>	n.a.	<b>15</b>	<b>109</b>	<b>137</b>	<b>165</b>
<b>Malta</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>10</b>	<b>8</b>
<b>Poland</b>	<b>177</b>	<b>638</b>	<b>1 001</b>	<b>1 237</b>	<b>1 875</b>
<b>Portugal</b>	<b>465</b>	<b>804</b>	<b>926</b>	<b>1 871</b>	<b>1 985</b>
<b>Romania</b>	<b>23</b>	<b>356</b>	<b>631</b>	<b>1 095</b>	<b>1 331</b>
<b>Serbia</b>	n.a.	<b>78</b>	<b>188</b>	<b>185</b>	<b>176</b>
<b>Slovakia</b>	<b>85</b>	<b>53</b>	<b>227</b>	<b>240</b>	<b>360</b>
<b>Slovenia</b>	<b>46</b>	<b>188</b>	<b>375</b>	<b>583</b>	<b>530</b>
<b>Spain</b>	<b>4 213</b>	<b>4 167</b>	<b>4 738</b>	<b>7 169</b>	<b>8 245</b>
<b>Sweden</b>	n.a.	<b>1 393</b>	<b>1 336</b>	<b>1 803</b>	<b>1 491</b>
<b>Switzerland</b>	<b>2 198</b>	<b>2 520</b>	<b>2 717</b>	<b>2 730</b>	n.a.
<b>UK</b>	<b>6 445</b>	<b>5 224</b>	<b>5 564</b>	<b>6 968</b>	n.a.
<b>TOTAL <sup>a</sup></b>	<b>37 751</b>	<b>43 414</b>	<b>50 654</b>	<b>60 115</b>	

a: Non available data affects consistency of totals across years.

## Gross Investment in Inland Waterways Infrastructure (current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	<b>11</b>	<b>3</b>	n.a.	n.a.	n.a.
<b>Bosnia-Herz.</b>	-	-	-	-	-
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	n.a.	<b>2</b>	<b>3</b>	<b>2</b>
<b>Czech</b>	n.a.	<b>1</b>	<b>11</b>	<b>12</b>	<b>10</b>
<b>Denmark</b>	-	-	-	-	-
<b>Estonia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Finland</b>	<b>2</b>	<b>2</b>	n.a.	<b>4</b>	<b>1</b>
<b>France</b>	<b>76</b>	<b>107</b>	<b>114</b>	<b>109</b>	<b>108</b>
<b>FYROM</b>	-	-	-	-	-
<b>Germany</b>	<b>593</b>	<b>711</b>	<b>828</b>	<b>790</b>	<b>520</b>
<b>Iceland</b>	-	-	-	-	-
<b>Ireland</b>	-	-	-	-	-
<b>Italy</b>	n.a.	<b>11</b>	<b>30</b>	<b>39</b>	n.a.
<b>Latvia</b>	-	-	-	-	-
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	<b>1</b>	n.a.	n.a.	n.a.
<b>Malta</b>	-	-	-	-	-
<b>Poland</b>	<b>2</b>	<b>10</b>	n.a.	<b>14</b>	<b>7</b>
<b>Portugal</b>	-	-	-	-	-
<b>Romania</b>	<b>1</b>	<b>244</b>	<b>105</b>	<b>191</b>	<b>140</b>
<b>Serbia</b>	n.a.	<b>34</b>	<b>17</b>	<b>19</b>	<b>15</b>
<b>Slovakia</b>	<b>35</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Slovenia</b>	-	-	-	-	-
<b>Spain</b>	-	-	-	-	-
<b>Sweden</b>	-	-	-	-	-
<b>Switzerland</b>	<b>3</b>	<b>8</b>	<b>17</b>	<b>1</b>	n.a.
<b>UK</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>TOTAL <sup>a</sup></b>	<b>723</b>	<b>1 153</b>	<b>1 125</b>	<b>1 183</b>	

a: Non available data affects consistency of totals across years.

## Gross Investment in Sea Ports infrastructure (current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	-	-	-	-	-
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	1	7	9	16
<b>Czech</b>	-	-	-	-	-
<b>Denmark</b>	61	61	57	99	n.a.
<b>Estonia</b>	n.a.	19	18	67	22
<b>Finland</b>	41	41	59	118	136
<b>France</b>	214	235	197	377	304
<b>FYROM</b>	-	-	-	-	-
<b>Germany</b>	476	506	562	430	570
<b>Iceland</b>	19	18	19	34	23
<b>Ireland</b>	9	30	n.a.	n.a.	n.a.
<b>Italy</b>	n.a.	213	231	1 359	n.a.
<b>Latvia</b>	n.a.	n.a.	n.a.	98	62
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	6	13	16	30
<b>Malta</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Poland</b>	19	30	11	14	9
<b>Portugal</b>	5	29	76	21	18
<b>Romania</b>	n.a.	6	n.a.	n.a.	n.a.
<b>Serbia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Slovakia</b>	-	-	-	-	-
<b>Slovenia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Spain</b>	337	383	498	886	1 012
<b>Sweden</b>	n.a.	51	56	93	97
<b>Switzerland</b>	-	-	-	-	-
<b>UK</b>	145	199	336	298	n.a.
<b>TOTAL <sup>a</sup></b>	<b>1 327</b>	<b>1 829</b>	<b>2 141</b>	<b>3 919</b>	

a: Non available data affects consistency of totals across years.

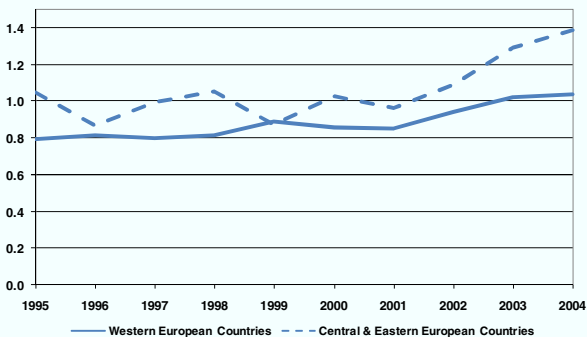
## Gross Investment in Airports Infrastructure

(current prices - million €)

	1992	1995	2000	2004	2005
<b>Austria</b>	<b>116</b>	<b>92</b>	<b>82</b>	<b>252</b>	n.a.
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	<b>6</b>	<b>4</b>	<b>15</b>	<b>15</b>
<b>Czech</b>	n.a.	<b>74</b>	<b>28</b>	<b>151</b>	<b>237</b>
<b>Denmark</b>	<b>20</b>	<b>48</b>	<b>118</b>	<b>25</b>	n.a.
<b>Estonia</b>	n.a.	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>
<b>Finland</b>	<b>60</b>	<b>51</b>	<b>65</b>	<b>48</b>	<b>48</b>
<b>France</b>	<b>703</b>	<b>570</b>	<b>781</b>	<b>836</b>	<b>860</b>
<b>FYROM</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Germany</b>	<b>1 580</b>	<b>1 156</b>	<b>1 411</b>	<b>540</b>	<b>700</b>
<b>Iceland</b>	n.a.	n.a.	<b>12</b>	<b>3</b>	<b>0</b>
<b>Ireland</b>	<b>19</b>	n.a.	n.a.	<b>80</b>	<b>105</b>
<b>Italy</b>	n.a.	<b>275</b>	<b>355</b>	<b>1 234</b>	n.a.
<b>Latvia</b>	n.a.	n.a.	<b>18</b>	<b>5</b>	<b>10</b>
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	<b>19</b>	<b>1</b>	<b>3</b>	<b>4</b>
<b>Malta</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Poland</b>	<b>186</b>	<b>27</b>	<b>69</b>	<b>49</b>	<b>131</b>
<b>Portugal</b>	n.a.	n.a.	n.a.	<b>154</b>	<b>124</b>
<b>Romania</b>	<b>1</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>2</b>
<b>Serbia</b>	n.a.	n.a.	<b>1</b>	<b>1</b>	n.a.
<b>Slovakia</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>32</b>
<b>Slovenia</b>	<b>2</b>	<b>5</b>	n.a.	n.a.	n.a.
<b>Spain</b>	<b>154</b>	<b>458</b>	<b>460</b>	<b>1 874</b>	<b>1 343</b>
<b>Sweden</b>	n.a.	<b>53</b>	<b>578</b>	<b>92</b>	<b>87</b>
<b>Switzerland</b>	<b>59</b>	<b>131</b>	<b>411</b>	<b>159</b>	<b>109</b>
<b>UK</b>	<b>586</b>	<b>703</b>	<b>1 196</b>	<b>2 203</b>	n.a.
<b>TOTAL <sup>a</sup></b>	<b>3 495</b>	<b>3 685</b>	<b>5 602</b>	<b>7 742</b>	

a: Non available data affects consistency of totals across years.

### Inland Transport Infrastructure Investment as a percentage of GDP



WEC: AUT, DNK, ESP, FIN, FRA, GBR, DEU, IRL, ITA, SWE  
 CEEC: CZE, HRV, LTU, LVA, MKD, POL, ROM, SVK, SVN

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## Maintenance of Rail Investment

(current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	<b>3</b>	<b>42</b>	<b>96</b>	<b>163</b>	<b>158</b>
<b>Czech</b>	n.a.	<b>209</b>	<b>257</b>	<b>213</b>	<b>236</b>
<b>Denmark</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Estonia</b>	n.a.	<b>1</b>	<b>22</b>	<b>12</b>	<b>13</b>
<b>Finland</b>	<b>109</b>	<b>119</b>	<b>115</b>	<b>155</b>	<b>156</b>
<b>France</b>	n.a.	n.a.	<b>2 617</b>	<b>3 592</b>	<b>3 568</b>
<b>FYROM</b>	n.a.	n.a.	<b>13</b>	<b>11</b>	n.a.
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Iceland</b>	-	-	-	-	-
<b>Ireland</b>	<b>5</b>	<b>10</b>	<b>115</b>	n.a.	n.a.
<b>Italy</b>	n.a.	<b>2 683</b>	<b>5 363</b>	<b>8 809</b>	n.a.
<b>Latvia</b>	n.a.	<b>25</b>	<b>48</b>	<b>41</b>	<b>60</b>
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	<b>28</b>	<b>48</b>	<b>96</b>	<b>105</b>
<b>Malta</b>	-	-	-	-	-
<b>Poland</b>	<b>370</b>	<b>585</b>	<b>58</b>	<b>77</b>	<b>82</b>
<b>Portugal</b>	<b>20</b>	<b>49</b>	<b>52</b>	<b>62</b>	<b>74</b>
<b>Romania</b>	n.a.	<b>203</b>	n.a.	<b>20</b>	<b>58</b>
<b>Serbia</b>	n.a.	<b>11</b>	<b>29</b>	<b>22</b>	<b>23</b>
<b>Slovakia</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>Slovenia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Spain</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Sweden</b>	n.a.	<b>1 301</b>	<b>661</b>	<b>1 525</b>	<b>1 779</b>
<b>Switzerland</b>	<b>280</b>	<b>350</b>	<b>468</b>	<b>862</b>	<b>713</b>
<b>UK</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>TOTAL <sup>a</sup></b>	<b>788</b>	<b>5 621</b>	<b>9 969</b>	<b>15 668</b>	

a: Non available data affects consistency of totals across years.

## Maintenance of Road Investment

(current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	<b>484</b>	<b>532</b>	<b>507</b>	<b>364</b>	<b>363</b>
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	<b>3</b>	<b>21</b>	<b>316</b>	<b>244</b>	<b>239</b>
<b>Czech</b>	n.a.	<b>135</b>	<b>202</b>	<b>297</b>	<b>350</b>
<b>Denmark</b>	n.a.	<b>8</b>	<b>74</b>	<b>17</b>	<b>20</b>
<b>Estonia</b>	<b>5</b>	<b>23</b>	<b>31</b>	<b>34</b>	<b>39</b>
<b>Finland</b>	<b>658</b>	<b>599</b>	<b>534</b>	<b>587</b>	<b>600</b>
<b>France</b>	<b>169</b>	<b>178</b>	<b>228</b>	<b>239</b>	<b>2 482</b>
<b>FYROM</b>	n.a.	n.a.	n.a.	<b>7</b>	<b>6</b>
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Iceland</b>	<b>12</b>	<b>14</b>	<b>25</b>	<b>26</b>	<b>34</b>
<b>Ireland</b>	n.a.	n.a.	<b>102</b>	<b>51</b>	<b>53</b>
<b>Italy</b>	n.a.	<b>3 709</b>	<b>9 720</b>	<b>7 572</b>	n.a.
<b>Latvia</b>	n.a.	<b>10</b>	<b>45</b>	<b>71</b>	<b>80</b>
<b>Liechtenstein</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Lithuania</b>	n.a.	<b>11</b>	<b>61</b>	<b>122</b>	<b>125</b>
<b>Malta</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>3</b>
<b>Poland</b>	<b>195</b>	<b>287</b>	<b>440</b>	<b>1 055</b>	<b>1 263</b>
<b>Portugal</b>	<b>64</b>	<b>125</b>	<b>128</b>	<b>233</b>	<b>177</b>
<b>Romania</b>	n.a.	<b>105</b>	n.a.	<b>379</b>	<b>426</b>
<b>Serbia</b>	n.a.	<b>51</b>	<b>82</b>	<b>184</b>	<b>263</b>
<b>Slovakia</b>	<b>29</b>	<b>25</b>	<b>67</b>	<b>82</b>	<b>100</b>
<b>Slovenia</b>	<b>28</b>	<b>53</b>	<b>75</b>	<b>77</b>	<b>103</b>
<b>Spain</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Sweden</b>	n.a.	<b>1 303</b>	<b>1 273</b>	<b>1 767</b>	<b>1 456</b>
<b>Switzerland</b>	<b>1 001</b>	<b>1 208</b>	<b>765</b>	<b>1 476</b>	n.a.
<b>UK</b>	<b>4 772</b>	<b>3 837</b>	<b>5 119</b>	<b>5 600</b>	n.a.
<b>TOTAL <sup>a</sup></b>	<b>7 429</b>	<b>12 238</b>	<b>19 802</b>	<b>20 491</b>	

a: Non available data affects consistency of totals across years.

## Maintenance of Inland Waterways Investment (current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bosnia-Herz.</b>	-	-	-	-	-
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	n.a.	2	4	4
<b>Czech</b>	n.a.	4	4	10	2
<b>Denmark</b>	-	-	-	-	-
<b>Estonia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Finland</b>	16	14	27	14	15
<b>France</b>	n.a.	24	46	43	55
<b>FYROM</b>	-	-	-	-	-
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Iceland</b>	-	-	-	-	-
<b>Ireland</b>	-	-	-	-	-
<b>Italy</b>	n.a.	7	38	51	n.a.
<b>Latvia</b>	-	-	-	-	-
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	1	1	1	2
<b>Malta</b>	-	-	-	-	-
<b>Poland</b>	n.a.	15	n.a.	9	14
<b>Portugal</b>	-	-	-	-	-
<b>Romania</b>	n.a.	13	n.a.	8	6
<b>Serbia</b>	n.a.	4	4	6	6
<b>Slovakia</b>	n.a.	4	7	2	2
<b>Slovenia</b>	-	-	-	-	-
<b>Spain</b>	-	-	-	-	-
<b>Sweden</b>	-	-	-	-	-
<b>Switzerland</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>UK</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>TOTAL <sup>a</sup></b>	<b>16</b>	<b>84</b>	<b>129</b>	<b>149</b>	

a: Non available data affects consistency of totals across years.



## Maintenance of Sea Ports Investment

(current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	-	-	-	-	-
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	n.a.	<b>2</b>	<b>5</b>	<b>4</b>
<b>Czech</b>	-	-	-	-	-
<b>Denmark</b>	<b>48</b>	n.a.	<b>6</b>	n.a.	n.a.
<b>Estonia</b>	n.a.	<b>6</b>	n.a.	n.a.	n.a.
<b>Finland</b>	<b>54</b>	<b>66</b>	<b>94</b>	<b>88</b>	<b>93</b>
<b>France</b>	n.a.	n.a.	<b>79</b>	<b>79</b>	<b>78</b>
<b>FYROM</b>	-	-	-	-	-
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Iceland</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Ireland</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Italy</b>	n.a.	<b>1 007</b>	<b>1 151</b>	<b>2 447</b>	n.a.
<b>Latvia</b>	n.a.	n.a.	n.a.	<b>8</b>	<b>29</b>
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>
<b>Malta</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Poland</b>	<b>11</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>9</b>
<b>Portugal</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>4</b>
<b>Romania</b>	n.a.	<b>11</b>	n.a.	n.a.	n.a.
<b>Serbia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Slovakia</b>	-	-	-	-	-
<b>Slovenia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Spain</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Sweden</b>	n.a.	<b>41</b>	<b>43</b>	<b>38</b>	<b>35</b>
<b>Switzerland</b>	-	-	-	-	-
<b>UK</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>TOTAL <sup>a</sup></b>	<b>117</b>	<b>1 160</b>	<b>1 399</b>	<b>2 679</b>	

a: Non available data affects consistency of totals across years.

## Maintenance of Airports Investment

(current prices - million € )

	1992	1995	2000	2004	2005
<b>Austria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bosnia-Herz.</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Bulgaria</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Croatia</b>	n.a.	1	1	1	1
<b>Czech</b>	n.a.	7	13	14	14
<b>Denmark</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Estonia</b>	n.a.	2	3	n.a.	n.a.
<b>Finland</b>	82	86	143	181	181
<b>France</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>FYROM</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Iceland</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Ireland</b>	n.a.	n.a.	n.a.	12	14
<b>Italy</b>	n.a.	171	221	307	n.a.
<b>Latvia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Liechtenstein</b>	-	-	-	-	-
<b>Lithuania</b>	n.a.	5	1	3	3
<b>Malta</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Poland</b>	31	149	1	1	2
<b>Portugal</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Romania</b>	n.a.	23	n.a.	1	n.a.
<b>Serbia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Slovakia</b>	1	1	1	2	2
<b>Slovenia</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Spain</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Sweden</b>	n.a.	16	259	43	35
<b>Switzerland</b>	15	16	46	62	73
<b>UK</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>TOTAL <sup>a</sup></b>	<b>130</b>	<b>476</b>	<b>689</b>	<b>627</b>	

a: Non available data affects consistency of totals across years.

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# TRENDS in the Transport Sector

How have the passenger and freight transport sectors evolved in recent years? And what about road safety? This publication presents the most up-to-date statistics on transport markets in International Transport Forum countries for the period 1970-2006, including charts to highlight the major trends.

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