

# A brief introduction to the International Transport Forum

*ESCWA Transport Workshop.  
8-10 December 2020*

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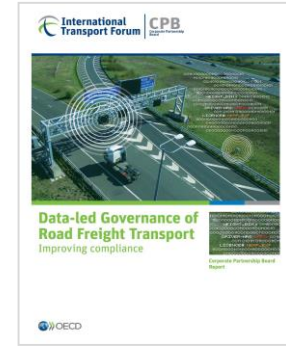
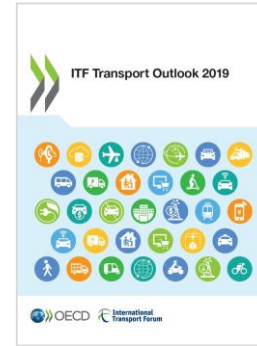
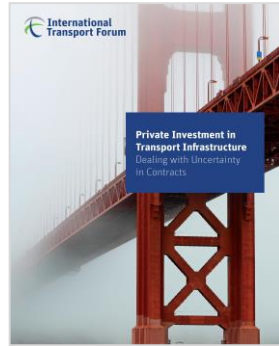
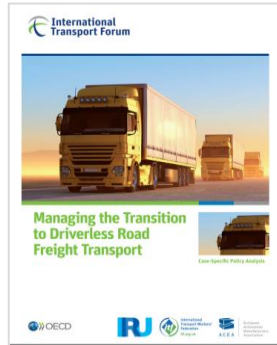
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## An Intergovernmental Organisation

- ▶ 62 member countries on five continents (26 non-OECD)
- ▶ Administratively integrated with OECD, politically independent
- ▶ Only transport body with a global mandate for all modes





## A Think Tank

- ▶ Policy-relevant research and analysis
- ▶ Modelling, data and statistics
- ▶ Collaborative projects with international experts

# *Five Major Themes*







## The Annual Summit

- ▶ Held every May in Leipzig (Germany) on a strategic theme
- ▶ World's largest gathering of transport ministers
- ▶ Outputs help guide transport policy in member countries

# A Brief History of ITF

- 
- 1953** Founded as European Conference of Ministers of Transport (ECMT)
  - 1990s** Russia, East European nations join
  - 2006** **International Transport Forum created** (Dublin Declaration)
  - 2008** First Annual Summit in Leipzig, Germany
  - 2009** India joins ITF
  - 2011** China joins ITF
  - 2012** Chile joins ITF
  - 2015** Argentina, Israel and Morocco join ITF
  - 2017** Kazakhstan and the United Arab Emirates join ITF
  - 2019** Tunisia joins ITF
  - 2020** Mongolia and Uzbekistan join ITF

## Data collection

- Quarterly Transport Trends
- Annual Transport Trends
- Spending on Transport Infrastructure
- Web Common Questionnaire – Eurostat/ITF/UNECE
- Database on road safety
- 90 transport performance indicators



OECD statistics browser:  
[stats.oecd.org](https://stats.oecd.org)

OECD iLibrary:  
[www.oecd-ilibrary.org/statistics](https://www.oecd-ilibrary.org/statistics)



**ITF Transport Statistics**

#ISSN: 2517-925X DOI: 10.1787/trsprt-data-en

Select data

- Goods transport
  - Goods transport
  - Inland freight transport
  - Coastal shipping
  - Containers transport
- Passenger transport
- Road accidents
- Short-term transport indicators
- Transport infrastructure investment and maintenance
- Transport performance indicators
- Road haulage charges and taxes
- Casualties by age and road user
- Archive 2018
- Archive 2017

More statistics on OECD iLibrary

**Goods transport**

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Variable	Total inland freight transport			
Unit	Tonnes-kilometres, Millions			
Year	2000	2001	2002	2003
Country				
Albania	2 199	2 256	2 380	2 569
Armenia	1 777	1 667	1 940	
Australia	266 186	272 398	293 036	309 486
Austria	43 762	45 079	45 766	45 049
Azerbaijan	10 822	12 894	14 409	15 834
Belarus	89 136	91 382	97 926	109 476
Belgium	67 634	69 514	70 470	67 655
Bosnia-Herzegovina				
Brunei	9 374	8 918	14 288	15 838
Canada	403 149	409 260	403 003	434 764

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## ITF Transport Statistics

International Transport Forum

The ITF Transport Statistics database comprises statistics collected on the transport of freight (maritime, air and surface) and passengers (domestic and international), as well as details of infrastructure (accidents, injuries and deaths) as well as details of infrastructure.

More

English

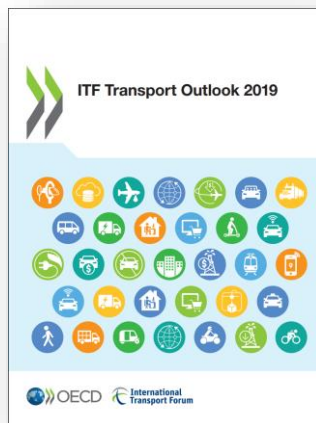
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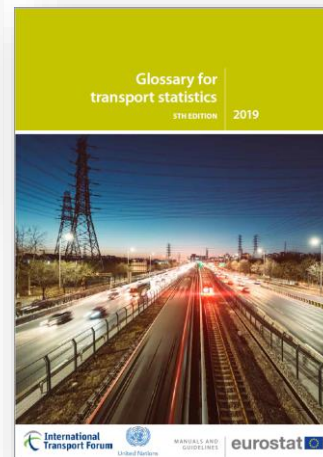
# ITF statistics publications

- ❑ ITF Transport Outlook 2019
- ❑ Glossary for transport statistics – 5<sup>th</sup> Edition (*Eurostat, ITF & UNECE*)
- <https://www.itf-oecd.org/sites/default/files/docs/glossary-transport-statistics.pdf>
- ❑ Key transport statistics 2020 leaflet
- ❑ Statistics brief: investments in transport infrastructure 2020
- ❑ Statistics brief: global trade and transports 2020



## Key Transport Statistics 2019 Data

2020



## Statistics Brief Transport Infrastructure Investments

2020

### Stable inland transport infrastructure investment share of GDP in OECD

- OECD investments in inland transport infrastructure as a percentage of the GDP remained stable at 0.7% in 2019.
- China continued to have the highest inland transport infrastructure investment share of GDP in 2019 (5.7%) and was among the fastest growing countries in terms of volume of inland transport infrastructure investment (+232% between 2008 and 2018 in constant 2015 prices).
- Inland transport infrastructure investments shifted from spending on roads to spending on railways in Germany, Denmark, and France, while maintaining 2008 to 2018. Most shares of total inland transport infrastructure declined in those countries by 25-29%.
- Public maintenance spending on roads was over 80% of total road expenditure in Austria, Denmark, Italy, Mexico, New Zealand and Slovenia in the latest available data.
- Norway experienced the most visible growth in capital value of roads between 2008 and 2017 among countries with available data (+140% in constant 2015 prices).

### Investment trends for inland transport infrastructure

The OECD gross fixed capital formation (investment) in inland transport infrastructure expressed as a percentage of the Gross Domestic Product (GDP) remained stable at 0.7% in 2019. The aggregate level has been constant since 2014, after declining from a peak of 0.8% in 2008. The OECD aggregate does not include Chile, Iceland, Israel, Japan, Korea, the Netherlands and Portugal. Data are aggregated for Belgium, Canada, Czech Republic, Denmark, France, Germany, Greece, Hungary, Ireland, Italy, Mexico, New Zealand, Norway, Slovenia and Sweden.

In 2019, the highest inland transport infrastructure investment as a percentage of GDP was in China (5.7%), followed by Mexico (2.1%), Norway (2.0%), Hungary (1.9%), Bulgaria (1.8%), Italy (1.8%), Austria (1.7%), Spain (1.6%), and the United States (1.5%). In 2019, inland transport infrastructure investment declined 0.1% from 0.8% in 2008. The lowest levels of investment in inland transport infrastructure as a percentage of the GDP among countries with 2018 data were observed in Mexico (0.4%), Iceland, Japan and the United States (all 0.5%). However, differences in data coverage limit the validity of country-level comparisons.

Since 2008, there have been declines in inland transport infrastructure investment shares of GDP in

## Statistics Brief Global Trade and Transport

2020

### Unprecedented Impact of Covid-19 on Freight Volumes in Second Quarter

The latest update of global freight data collected by the International Transport Forum at the OECD for the period including June 2020 shows the following:

- The impact of the pandemic since April 2020 has been stark, reflected in dramatically lower air and sea freight volumes in the US and EU27.
- Air freight volumes, considered as a lead indicator for overall economic activity, were 7% lower than in June 2008 – the lowest level during the global financial crisis of 2008 in the EU27.
- Exports by air were the first to drop, falling continuously since April 2020 in both the United States and the EU27. Airborne exports in EU27 and also to Asia still held up during the early months of the crisis.

Any impact of Covid-19 on sea freight volumes is not yet visible, as data only extends to the fourth quarter of 2019.

The Covid-19 pandemic has major impact on air and sea trade, according to preliminary seasonally adjusted data (Figure 1). Air freight volumes (measured in tonnes of goods transported) fell by 10% in April 2020 compared to the same month in 2019, and by 14% in May 2020. In the United States in April 2020 compared to June 2008, exports by air freight in particular dropped sharply as the health crisis took hold in Europe and United States.

The impact of Covid-19 on sea freight will likely become visible in the third quarter of 2020. In April 2020, sea freight volumes had fallen slightly above the pre-2008 trend line from mid-2014 to March 2020. In the United States, they largely stagnated at below pre-2008 levels, while in 2019 at approximately 10% higher. In Europe and June 2020, the impact of the health crisis on sea freight was visible, with a 10% drop in volume.

Exports in goods measured by sea freight rose 12% in April 2020 and almost three times as much (11%) in the United States compared to June 2008.

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Data on the value of US trade with Mexico by rail also grew to June 2020. Similarly, EU27 trade with neighbouring countries was barely impacted by Covid-19 in June 2020 (Figure 2). The second half of 2020 will show the size of Covid-19 for surface freight

## ITF Statistics event

- ITF Statistics Meeting
- ITF Transport Satellite Account Working Group
- Series of virtual meetings on the impact of Covid-19 on transport data, together with UNECE

# Thank you

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