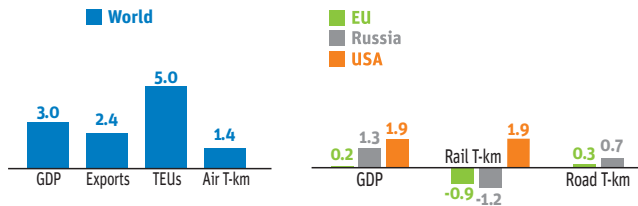


## Slow growth in global trade and freight in 2013

World GDP grew by 3.0% in 2013, below the 3.2% growth rate recorded in 2012. GDP grew 1 to 2% in most of the advanced economies except in the EU (0.2%). GDP in emerging economies expanded by 4.7%. World export volume grew 2.4% in 2013, same pace as 2012. World container traffic (measured in TEUs) grew 5% in 2013. Air freight tonne-km increased 1.4% in 2013, a reversed trend from 2012 contraction. Preliminary estimates for 2013 from the International Transport Forum's database indicate slowdown of rail freight in the EU (-0.9%) and in Russia (-1.2%) but an increase in the United States (1.9%). Road freight tonne-km expanded only 0.3% in the EU area and 0.7% in Russia, according to preliminary estimates.

### GDP, exports and freight transport in 2013

(% change from the previous year)



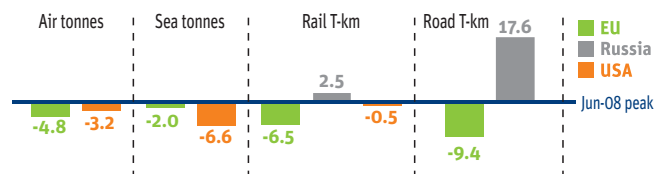
Sources: International Transport Forum, except world GDP (IMF), exports (WTO), Air T-km (IATA), TEUs (Clarksons Research). Note: EU rail T-km coverage 95% (BEL, NLD, GRC not included. AUT, ROU 3 quarters). Road T-km coverage 70% (IRL, ITA, GBR, GRC, NLD, MLT, SVN not included. AUT, BEL, BGR, DEU, ROU 3 quarters).

## Freight volumes in developed economies still below 2008 peak

Long-term freight volumes in developed economies continue to indicate economic stagnation in 2013. External trade by sea in the EU and USA, measured in tonnes of goods transported, remained below pre-crisis levels (June 2008), according to preliminary data from the International Transport Forum through December 2013. Air freight, considered a lead indicator, decreased to 4.8% and 3.2% below pre-crisis peak for EU and USA. Long-term data on tonne-kilometres transported by rail and road in the EU continue to reflect weak domestic demand. Conversely, inland freight volume in Russia remains above 2008 pre-crisis peak (+2.5 and +17.6% for rail and road freight respectively).

### External trade by sea and air (Dec-13) and rail and road freight transport (Q4/13), percentage change from pre-crisis peak Jun-08

(Monthly and quarterly trend, seasonally adjusted)



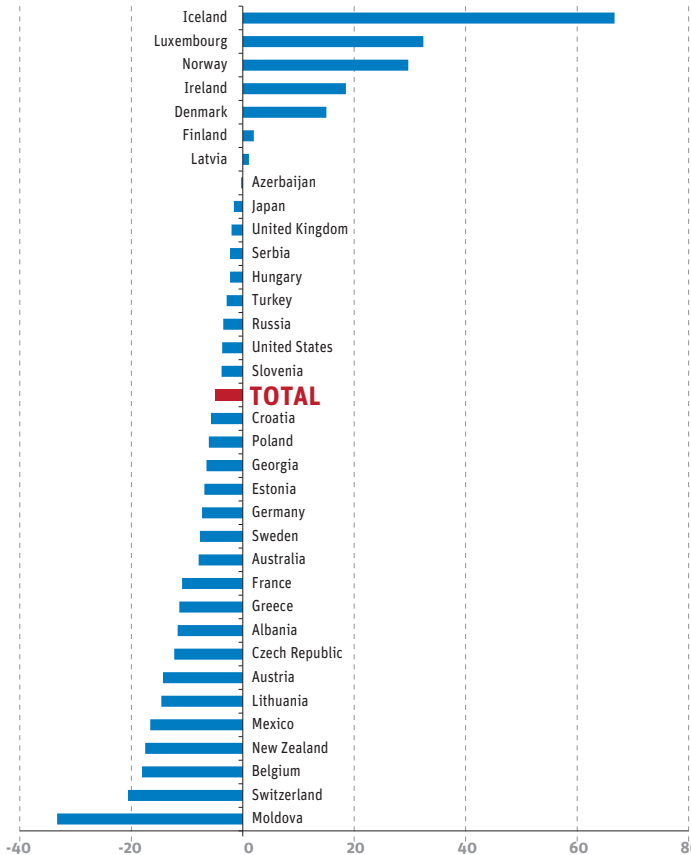
Source: International Transport Forum. EU data excludes AUT, BEL, GRC, NLD and ROU for rail and AUT, BEL, BGR, GRC, IRL, ITA, LUX, NLD, MLT, SVN, GBR and ROU for road.

## Road fatalities reduced further in 2013

The first decade of the 21st century saw the lowest levels of road deaths since systematic reporting began in most member countries of the International Transport Forum. Overall, the number of people killed on roads in 2013 declined by 5% in the 34 countries for which provisional data are available, a continuation of the positive trend observed in the previous two decades. Only one of those 34 countries reported an overall increase of its road fatalities between 1995 and 2013. In countries with low numbers of people killed on the roads, relatively small changes in fatalities have large impacts on figures for annual change (particularly marked with Iceland and Luxembourg). Germany and Sweden, which recorded large increases in fatalities in 2011, continued to show in 2013, results more in line with long run trends with improvements respectively 7.3% and 7.7%.

### Number of fatalities in 2013

(% change from the previous year)



Source: International Transport Forum. Georgia, Mexico, UK and USA data for 3 quarters only.

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# Key Transport Statistics 2013 Data

2014

