



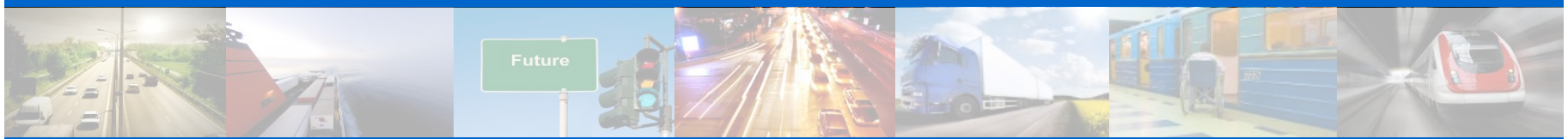
# Review of the transport situation in UNECE member countries and of emerging development trends

A document based on responses to a short questionnaire sent to our member and other available sources

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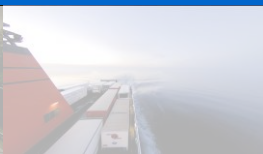
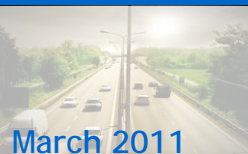
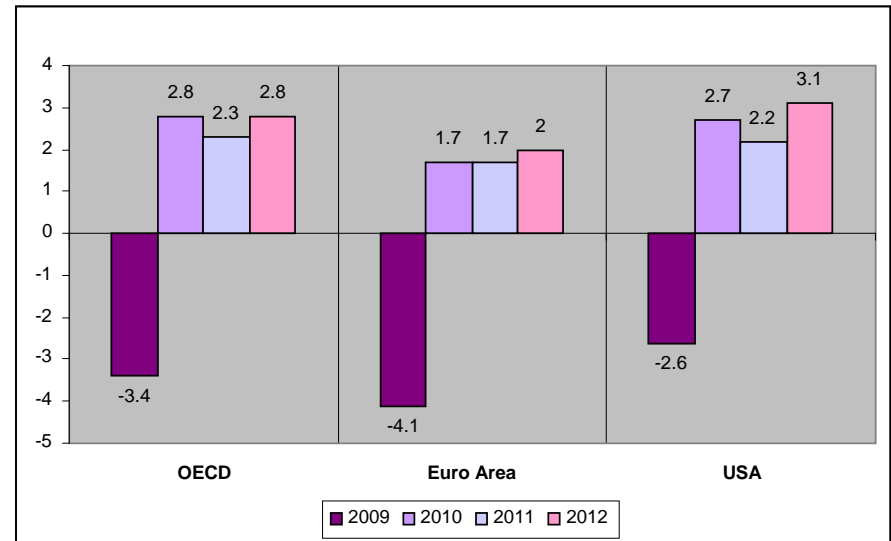




## Recovery of the Global Economy

- Signs of modest global economic recovery, but uneven in the ECE region. Some ECE countries are still in recession;
- GDP expected to reach pre-crisis levels by 2012;
- Fiscal challenges and high unemployment rates in some ECE countries;
- World trade expanded 13.5%, but is still below pre-crisis levels;
- Strong economic performances of China and India (increase in exports) are driving global recovery.

GDP- % change from previous year, OECD Projection





## Transport highlights of 2010

- Encouraging increase in freight and passenger inland transport in 2010 compared to 2009 but levels remain below the pre-crisis peak for all inland transport modes;
- Road Transport: the most affected mode by the crisis => 30% contraction in 2009, slower recovery than other modes in 2010;
- 25% increase in TIR carnets issued in 2010 compared to 2009
- Rail : freight volumes approximately 10% below pre-crisis levels in the ECE region;
- Inland waterways: 3 times fewer cargo ships entered service in 2010 compared to 2009 but an increase in river cruising;
- China's raise in exports increased demand for transport in 2010 => rapid growth of road transport in China and India, 8.5% annual increase of road haulage in China and 12% in India.





# Road Safety: Decade of Action for Road Safety, 2011-2020

- Overall decrease in road fatalities in the past decade, but in some ECE sub-regions numbers remain high or even worsen

## Key priorities of ECE countries' national strategies:

- Increased enforcement efficiency
- Stricter penalties for traffic violations
- Road safety awareness campaigns
- Safe road infrastructure





# Climate Change and Transport

## Impacts:

-Extreme weather events in 2010 (floods, droughts, snowstorms)

## Consequences:

- Strained transport infrastructure
- Traffic accidents and cargo damages
- Delays and cancellations of transport operations
- Chaotic traffic jams

## Response:

- Mitigation (reduction of transport related CO2 emissions, environmentally friendly technologies and sustainable transport systems)
- Adaptation measures and resilient infrastructure





# Investment and Financing

2009-2010: Budget cuts, lack of funds for transport projects and infrastructure.

Some positive examples:

- Increase in Public-Private Partnerships
- Federal grants for transport infrastructure in the United States
- Investment plans for rail infrastructure in the Russian Federation for Euro-Asian rail transport
- Gotthard rail tunnel in Switzerland – important for Transalpine transport when it opens for traffic in 2017





## The Automotive Industry

- The most hard hit industry in 2009 – 32% contraction in the United States
- Improved prospects in 2010: increase in demand for commercial vehicles;
- Reduction of transport related CO<sub>2</sub> emissions : a priority and a challenge for the automotive industry





## Summary

- Signs of economic recovery in 2010 but uneven in the ECE region. Growth in the ECE region will be restrained until 2012;
- Slow recovery of the transport sector in 2010 and 2011;
- Asia: strong economic performances in 2010 increase in exports and demand for transport
- Lack of funds for transport infrastructure; some positive steps in 2010;
- Extreme weather events in 2010 disrupted transport operations and highlighted the need for adaptation measures;
- Road Safety: one of the top priorities in 2011;
- Reduction of CO<sub>2</sub> emissions from transport: a challenge for automobile manufacturers and policy makers now and in future.





