

10 International Comparisons:

Notes and Definitions

This section gives some broad comparisons between transport in the United Kingdom and transport in other major industrialised countries, based on statistics obtained from international publications. Although efforts have been made to achieve comparability, there are still hazards in international comparisons because of differences in the statistical methods and definitions, so the figures should be used with caution.

In most tables, the figures relate to either 1995 and 2005 or 1996 and 2006. For some countries recent data are not available and figures for earlier years are shown as best estimates with appropriate footnotes.

To ease comparisons, much of the data in the tables have been rounded, typically to three significant figures or fewer, but it should not be assumed that figures are always accurate to the precision shown.

Some United Kingdom (or Great Britain) figures differ from comparable tables in other sections of *Transport Statistics Great Britain*, as they conform to slightly different definitions for consistency with figures for other countries.

Data sources

The data are from a wide variety of sources. Population and Gross Domestic Product estimates are from *National Accounts (OECD)*. Other data come from the EU publication *Energy and Transport in Figures*, and *World Road Statistics (IRF)*, or from national statistics.

General Statistics: 10.1

Values at market exchange rates are series at current domestic prices converted to Euros by way of current exchange rates for those countries outside the Euro zone. Purchasing power parities are price relatives which show the ratio of the prices in national currencies of the same good or service in different countries relative to the EU27.

Road vehicles by type: 10.3

Stock of road vehicles: The number of road vehicles registered at a given date in a country and licensed to use roads open to public traffic. This includes road vehicles exempted from annual taxes or license fees; it also includes imported second-hand vehicles and other road

vehicles according to national practices. The statistics should exclude military vehicles.

Passenger car: Road motor vehicle, other than a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). This, therefore, includes taxis and hired passenger cars provided that they have fewer than ten seats. This category may also include pick-ups.

Goods vehicle: Any single road motor vehicle designed to carry goods. This excludes articulated tractors and semi-trailers.

Motorcycle: Two-wheeled road motor vehicle with or without side-car, including motor scooter, or three-wheeled road motor vehicle not exceeding 400kg unladen weight. In most countries all such vehicles with a cylinder capacity of 50cc or over are included, as are those under 50cc which do not meet the definition of moped.

Moped: Two- or three-wheeled road vehicle fitted with an engine with a cylinder capacity of less than 50cc and a maximum authorised design speed in accordance with national regulations.

Buses and coaches: Passenger road motor vehicle (including mini-buses) designed to seat more than nine persons (including the driver).

Road traffic: 10.4

The Great Britain figures are gathered from traffic counts as described in Section 7 of this volume: for Great Britain, the traffic measured includes that by Great Britain registered (national) vehicles together with a small amount by foreign vehicles on British roads. Other countries' figures are generally for national vehicles, but comparable statistics are not always available since not all countries have a regular monitoring programme. Some countries rely on roadside interviews, fuel consumption and vehicle ownership data to derive the road traffic statistics.

For Great Britain, vehicle kilometres for buses and coaches relate to vehicles with bus and coach body types as opposed to just those taxed as hackneys with nine or more seats. This differs from Table 10.3 and may differ from other countries.

Freight Transport: 10.5

Road traffic: Figures relate to national and international freight carried by vehicles registered in the country. For most countries these are not comparable with those published previously, as earlier figures related to all freight moved regardless of the nationality of the vehicle.

Inland waterway traffic: Includes all transport loaded and moved on a country's inland waterways on inland waterway craft. It excludes traffic on vessels passing from the sea to an inland waterway.

Rail traffic: Includes all traffic on the country's network.

Passenger transport: 10.6

There are substantial differences in methods used to estimate passenger kilometres, so that results give only a broad indication of variation between countries.

Carbon dioxide emissions from transport: 10.7

This table is based on data from submissions by member states to the United Nations Framework Convention on Climate Change (UNFCCC). The full data can be found at:

http://unfccc.int/national_reports/annex_i_ghg_inventories/national_inventories_submissions/items/4303.php

The data follow the Intergovernmental Panel on Climate Change (IPCC) definitions of emissions, and are on the by source basis. Land Use, Land Use Change and Forestry (LULUCF) emissions have been excluded from the totals for international comparisons, because treatment of this category can vary between countries. The data in table 3.8(a) for UK 'net emissions all sources' includes LULUCF. Transport emissions of carbon dioxide are based on fuel purchases in the country in question.

Table 10.11 includes emissions from Crown Dependencies of Jersey, Guernsey and Isle of Man, and emissions from Overseas Territories. Table 3.7(a) includes emissions from Crown Dependencies but not from Overseas Territories.

Fuel prices: 10.8

The figures comparing the price of petrol and diesel are supplied by the Department for Business, Enterprise & Regulatory Reform,

and are extracted from the IEA publication 'Energy Prices & Taxes'.

The use of the term Tax in part (b) of this table is necessary because some other European countries impose other taxes and fees on fuel. For the United Kingdom this includes just fuel duty and VAT.

The figures in Table 10.8 differ from those in Table 3.3 because of the differences in availability and timing of data collection. The international comparisons in Table 10.8 are based on averages over the year. Table 3.3 attempts to be as up to date as reasonably possible.

Principal fleets: 10.9

Fleets: Includes all trading ships of 100 gross tons and over, so that totals given here for the United Kingdom are not comparable with those given in Table 5.14 which includes trading ships in excess of 500 gross tons.

Airlines: 10.10

The figures in this table are supplied by International Civil Aviation Organisation (ICAO). A substantial proportion of the figures are estimated by ICAO on the basis of part-year data; the table therefore of use only as a guide. Airlines have been allocated to the country in which they are registered, apart from Cathay Pacific, which is based in Hong Kong, and which has been excluded from the United Kingdom figures. Traffic of the Scandinavian Airline System (SAS) has been divided 2:2:3 between Denmark, Norway and Sweden, respectively. The freight tonne-kilometres shown are those carried on freight-only flights.

Because they are not necessarily based on the same airlines each year, figures for some countries will not strictly be comparable over time.

Road deaths: 10.11

The data shown in this table are reproduced from the OECD International Road Traffic and Accident Database, International Transport Forum (ITF) and EU (CARE DATABASE).

International definition (Vienna Convention 1968) of road death: Any person who was killed outright or who died within 30 days as a result of the accident. Some countries use different definitions but adjustments are made for international comparability to a common 30 day basis.