



# Statistics in focus

## TRANSPORT

THEME 7 – 6/2003

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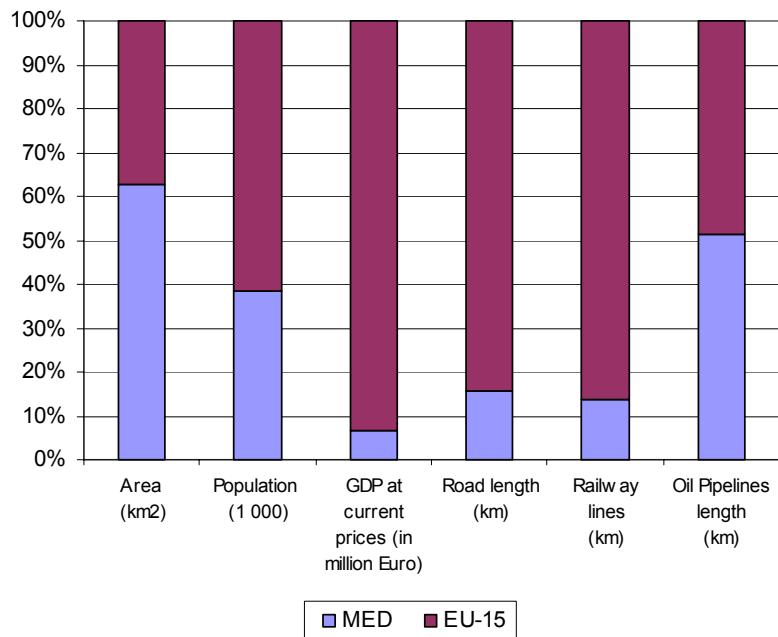
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# Land transport and road accidents in MED countries, 1997-2000

*Transport infrastructure in Euro-Mediterranean region is mostly concentrated in the EU, except for oil pipelines*

*Hans Strelow*

Figure 1: Comparison of land transport infrastructure in MED and EU-15, 2000



### Highlights

The density of the road network in the MED region is about 138 km per 1 000 square km, against 1 253 km per 1 000 square km in the EU. Between 1997 and 2000, MED road infrastructure increased at an average annual growth rate of 2.5% corresponding to about 18 thousand kilometres of new roads built each year. In the EU about 161 thousand kilometres of new roads were built in the same period.

In the EU there are 496 passenger cars per 1 000 inhabitants, in average. Comparable rates of motorisation are achieved in Malta and Cyprus but in most MED countries the rate is 7 to as much as 15 times smaller than the EU standard.

Since 1997, the length of the railway network operated in the MED region decreased by an average 1,2% per year. Railways were also reduced in the EU, but at a pace of 0,2% per year. A positive trend in the rail carriage of passengers and goods was reported only by Israel. The other MED countries equipped with railways experienced either a drop in passenger transport, or in freight transport or in both. International transport by rail is extremely limited within the MED region.

In 2000 over 27 thousand lives were lost in road accidents in the MED region and about 41 thousand in the EU. The MED average of 11,6 fatalities per 100 000 inhabitants and the EU average is 10,7.

## Road, rail and pipeline infrastructure

Over 739 thousand kilometres of road stretch across the MED region in 2000. With about 418 thousand kilometres of roads, Turkey accounts alone for over 56% of the total. Algeria follows with 104 thousand kilometres, representing about 14%. In the other countries the length of the network varies from 57,7 thousand kilometres in Morocco to 2,3 thousand in Malta, by far the smallest of the MED countries. Roads available in the Palestinian territories are just slightly longer (2 495 km) than the Maltese network, although the area is about 19 times wider and the population nearly 10 times greater.

Between 1997 and 2000 the overall MED road infrastructure increased at an average annual growth rate of 2,5%. In Turkey about 12 thousand kilometres of new roads were built per year. In Egypt, the amount was equivalent to 2,5 thousand kilometres per year, and Tunisia and Syria just over 1 thousand. The smallest average per annum extension was experienced in Morocco, with only 59 kilometres new roads built per year and a corresponding annual growth rate of 0,1%.

Railways are in use only in eight of the twelve south-east Mediterranean countries: Algeria, Morocco, Tunisia, Egypt, Jordan, Syria, Israel and Turkey. Turkey

can once more claim the most extended infrastructure with a railway network 8,7 thousand kilometres long, the great majority of which is single track. Rail lines in Turkey are nearly two times longer than those operated in Egypt and more than 16 times longer than the network operated in Jordan. In Israel and Egypt over 32% of the rail lines are double track or more.

The overall railway infrastructure is on the decrease in both the MED and EU regions. The most noticeable reduction between 1997 and 2000 was recorded in Tunisia (-5,0%), followed by Egypt (-3,5%). In some countries new lines were also made available, but a slow pace, such as in Syria (0,35%) and Turkey (0,25%). Only Israel's rail lines faced a considerable extension of about 3,18% per year.

Pipelines are operated in several MED countries for a total length of over 33 thousand kilometres. The 13 thousand kilometre network in function in Algeria is the most extended within the MED region. The Algerian pipeline infrastructure is more than 3 times longer than the Algerian railway lines. Tunisian pipelines also stretch further than their railways. Although most of the pipelines operated in the MED region carry oil, close to 11 thousand kilometres carry natural gas.

**Table 1: Evolution of road and rail infrastructure**

Country	Length of roads (in km at end of year)				Length of railways lines (in km at end of year)			
	1997	2000		annual average growth (%)	1997	2000		annual average growth (%)
			of which motorways				of which double track or more	
Algeria	100 993	104 190	645	1,0	4 219	3 973	9,9	-2,0
Morocco	57 520	57 698 <sup>(1)</sup>	472 <sup>(1)</sup>	0,1	1 907	1 907	19,4	-
Tunisia	18 997	18 997	142	-	2 258	1 935	9,0	-5,0
Egypt <sup>(2)</sup>	42 200	49 810	:	5,7	4 961	4 455	32,1	-3,5
Jordan	7 022	7 245	2 911	1,1	524	524	-	-
Lebanon	6 359	6 598	:	1,2	.	.	.	.
Syria	41 451	44 575	927	2,5	2 767	2 796	:	0,4
Israel	15 583	16 281	56	1,5	609	669	38,9	3,2
Palestinian Terr.	2 055	2 495 <sup>(3)</sup>	:	:	.	.	.	.
Cyprus	10 654	11 141	240	1,5	.	.	.	.
Malta	1 972	2 262	-	4,7	.	.	.	.
Turkey	381 817	418 380	1 773	3,1	8 607	8 671	4,8	0,3
MED	<b>686 623</b>	<b>739 672</b>	:	<b>2,5</b>	<b>25 852</b>	<b>24 930</b>	:	<b>-1,2</b>
EU-15	<b>3 469 134 <sup>(4)</sup></b>	<b>3 952 937 <sup>(5)</sup></b>	<b>50 914 <sup>(5)</sup></b>	<b>4,5</b>	<b>157 291</b>	<b>156 353</b>	:	<b>-0,2</b>

(1) 2001 data; (2) mid-year figures; (3) 1998 data; (4) 1996 estimates; (5) 1999 estimates

**Table 2: Oil and gas pipeline infrastructure**

Country	Length in km	
	Oil pipelines	Gas pipelines
Algeria	7 172	5 796
Morocco	540	-
Tunisia	1 487	1 890
Egypt	8 934	1 931
Syria	1 819 <sup>(1)</sup>	:
Jordan	209 <sup>(1)</sup>	:
Israel	254	-
Turkey	2 298	1 259
<b>MED</b>	<b>22 713</b>	<b>10 876</b>
<b>EU-15</b> <sup>(2)</sup>	<b>21 600</b>	<b>177 925</b>

(1) Source: The World Factbook, 2001; Jordan's pipelines may not be in use

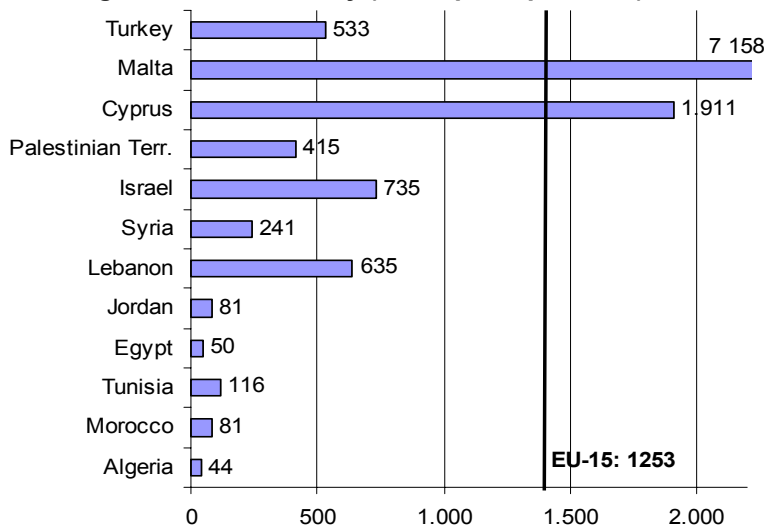
(2) 1999 data; estimate for gas pipeline (only transmission pipelines)

**Table 3: Density of land transport infrastructure (km per 1000 square km), 2000**

Country	Road	Rail	Oil pipelines
Algeria	43,8	1,7	3,0
Morocco	81,2 <sup>(1)</sup>	2,7	0,8
Tunisia	116,1	11,8	9,1
Egypt	49,7	4,4	8,9
Jordan	81,1	5,9	2,3
Lebanon	634,5	-	-
Syria	240,7	15,1	9,8
Israel	735,2	30,2	11,5
Palestinian Terr.	414,5 <sup>(2)</sup>	-	-
Cyprus	1 911,0	-	-
Malta	7 158,2	-	-
Turkey	532,6	11,0	3,0
<b>MED</b>	<b>138,3</b>	<b>4,7</b>	<b>4,2</b>
<b>EU-15</b>	<b>1 253,3</b> <sup>(3)</sup>	<b>49,6</b>	<b>6,8</b>

(1) 2001 data; (2) 1998 data; (3) 1999 data

**Figure 2: Road density (in km per square km), 2000**



The density of the road network within the MED region is about 138 km per 1 000 square km. This is a low figure as compared to the EU where there are an average 1 253 km per 1 000 square km. Although Algeria is the second largest MED country in terms of road length, it presents the sparsest network of the region with only 44 km per 1 000 square km. On the other end, less than 2 thousand kilometres of roads in Malta correspond to a density of 7 158 km per 1 000

square km. Caution should be made with these figures since the definitions do vary between the countries.

With only 669 km of lines, the Israeli railway network corresponds to a density of 30,2 km per 1 000 square kilometres. This figure is still lower than the 49,6 EU average, but far above the rail density recorded in any other MED country.

Turkey and Tunisia both report around 11 km of rail lines per 1 000 square kilometres, but Algeria only 1,7.

## Road vehicles

At the end of 2000, about 13,6 million passenger cars (including taxis) were counted as registered in the MED countries, against 11,8 million registered in 1997. This corresponds to an average annual growth rate of 4,9% in the three years under consideration. The highest increase rates were experienced in Jordan (+13,8%) and in Tunisia and Turkey (both +7,4%).

In Cyprus, Israel, Egypt and Morocco the average growth per year was between 4% and 5%. The number of passenger cars increased in the other MED countries as well, but at a slower pace. The only exception is in the Palestinian territories where a considerable drop (-4,7%) was reported between 1997 and 2000.

With 567 thousand motorcoaches and buses in 2000, the MED region's availability is equivalent and actually slightly higher than that provided in the EU where only 528 thousand vehicles were registered. However, when it

comes to goods vehicles the MED region disposes of an overall 4,7 million vehicles against the 23,7 million recorded in the EU.

**Table 4: Main types of road vehicles (in thousands)**

Country	Number of vehicles registered (in thousands)						Number of new registrations, 2000		
	Passenger cars		Motorcoaches and buses		Goods vehicles		Passenger cars	Motorcoaches and buses	Goods vehicles
	1997	2000	1997	2000	1997	2000			
Algeria	1 615	1 722	30	42	1 012	1 060	229,5	9,1	127,3
Morocco	1 059	1 211	13	15	319	362	50,1	0,6	13,8
Tunisia	417	517	9	11	218	275	19,5	0,6	11,9
Egypt	1 699	1 931	44	53	546 <sup>(2)</sup>	632 <sup>(2)</sup>	58,6	5,6	24,4
Jordan	196	288	10	12	106	143	49,7	0,3	6,2
Lebanon	1 299	1 399	7	12	85	88	28,7	1,3	0,8
Syria	138	139	37	43	269	346	:	:	:
Israel	1 252	1 422	15	18	306	349	146,9	2,5	38,7
Palestinian Terr. <sup>(1)</sup>	124	107	1	1	36 <sup>(2)</sup>	24	:	:	:
Cyprus	235	268	3	3	107	117	19,1	0,2	7,3
Malta	184	189	1	1	46	43	13,1	0,0	1,9
Turkey	3 570	4 422	299	354	1 800	1 229	354,0	22,8	127,8
<b>MED</b>	<b>11 788</b>	<b>13 615</b>	<b>470</b>	<b>567</b>	<b>4 851</b>	<b>4 668</b>	<b>:</b>	<b>:</b>	<b>:</b>
<b>EU-15</b>	<b>165 300</b>	<b>177 380</b>	<b>505</b>	<b>528</b>	<b>18 915</b>	<b>23 670</b>	<b>14 319</b>	<b>30,8</b>	<b>2 216</b>

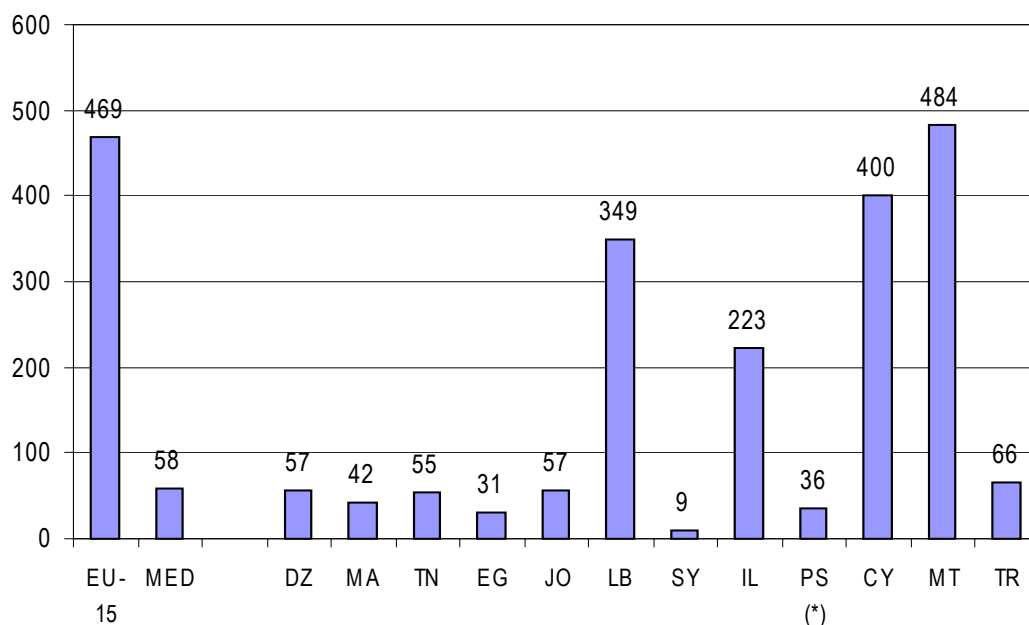
(1) 1999 data; (2) including agricultural tractors

Note: Difference in definitions between countries makes the comparability of the data limited especially for goods vehicles

The lowest rate of motorisation in the MED region is found in Syria, with only 9 passenger cars per 1 000 inhabitants. Malta (484) and Cyprus (400) present the highest rates and reach those of EU countries where there are in average

469 passenger cars per 1 000 inhabitants. Lebanon's motorisation is also fairly high (349), but most MED countries report motorisation rates that are from 7 to as much as 15 times smaller than the EU standard.

**Figure 3: Rate of motorisation (passenger cars per 1 000 inhabitants)**



(\*) 1999 data

## Goods and passengers transported by rail

Most MED countries equipped with railways faced a drop in both transport of goods and of passengers by this mode. Morocco stands out as the country handling the greatest tonnage of goods (over 27 million in 2000), but in terms of tonnes-kilometres Turkey is by far more performing (9,6 billion tonnes-kilometres). With over a billion passengers carried by rail in 1997, the Egyptian railways transported about 10 times more passengers than Turkey and about 20 times more passengers than Israel during the same year.

The reduction of the length of the rail network available in the MED region between 1997 and 2000 was accompanied, in several countries, by a drop in both goods and passengers carried by this mode. Jordan experienced the sharpest decrease passing from 2,6 million tonnes and 49 thousand passengers in 1997 to only 1,6 million tonnes and 27 thousand passengers in 2000. On the other hand, with an average annual growth rate of +6%, Israel carried 10 million tonnes by rail in 2000 and experienced an even

stronger increase in the number of passengers (31,6%). The negative trends in rail freight transport in Morocco and Tunisia were complemented by positive trends in passenger transport, while the +2,2% average increase in the tonnage handled by rail in Turkey corresponded to a -7,3% growth rate for passengers. Although the number of passengers carried by rail in Israel was slightly lower than the number travelling by the same mode in Morocco, the network utilisation rate was 3 times greater. It was also much greater than the network utilisation rate in Algeria, for a much lower number of passengers.

Land borders tend to be closed in various areas of the south-east Mediterranean, where they are affected by conflicts and disputes over land. This situation is reflected in the limited development of international railway transport which applies only to Turkey, Syria and to a small extent to Jordan.

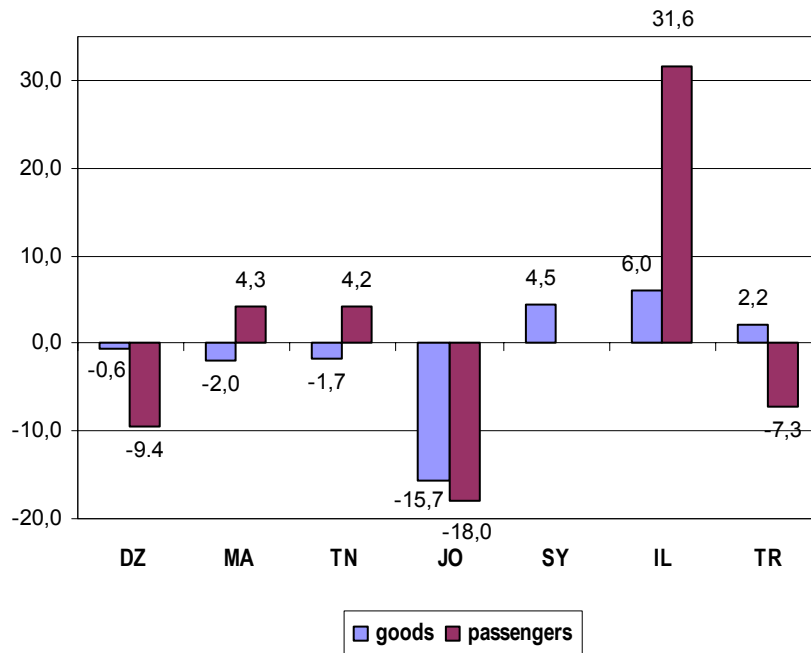
**Table 5: Goods carried by rail in the MED countries**

Country	Thousands of tonnes				annual average growth (%)	Tonnes-kilometers (million)	
	1997		2000			1997	2000
	Total	of which international	Total	of which international			
Algeria	7 927	-	7 793	-	0,6	2 023	1 980
Morocco	28 818	-	27 129	-	-2,0	4 835	4 650
Tunisia	12 998	-	12 367	-	-1,7	2 349	2 282
Egypt	:	-	12 000	-	:	:	3 984
Jordan	2 631	5	1 579	5	-15,7	:	:
Syria	4 939	:	5 631	:	4,5	1 472	1 568
Israel	8 641	-	10 293	-	6,0	990	1 173
Turkey	17 119	:	18 260	:	2,2	9 489	9 649

**Table 6: Passengers carried by rail in the MED countries**

Country	Number of passengers (1000)				annual average growth (%)	Number of passenger-kilometres (million)		Passenger network utilisation rate (paxs/km)	
	1997		2000			1997	2000	1997	2000
	Total	of which international	Total	of which international					
Algeria	38 103	-	28 324	-	-9,4	1 360	1 141	7 436	5 565
Morocco	11 519	17	13 066	14	4,3	1 856	1 956	3 730	4 203
Tunisia	31 303	-	35 361	-	4,2	1 094	1 255	13 211	16 635
Egypt	1 046 589	-	:	-	:	:	:	112 259	:
Jordan	49	2	27	4	18,0	2	2	94	52
Syria	:	:	:	:	:	:	:	:	:
Israel	5 569	-	12 698	-	31,6	346	781	6 491	13 728
Turkey	107 053	231	85 343	84	7,3	5 840	5 832	10 188	7 817

Figure 4: Average annual growth (in %) of goods and passengers by rail, 1997-2000



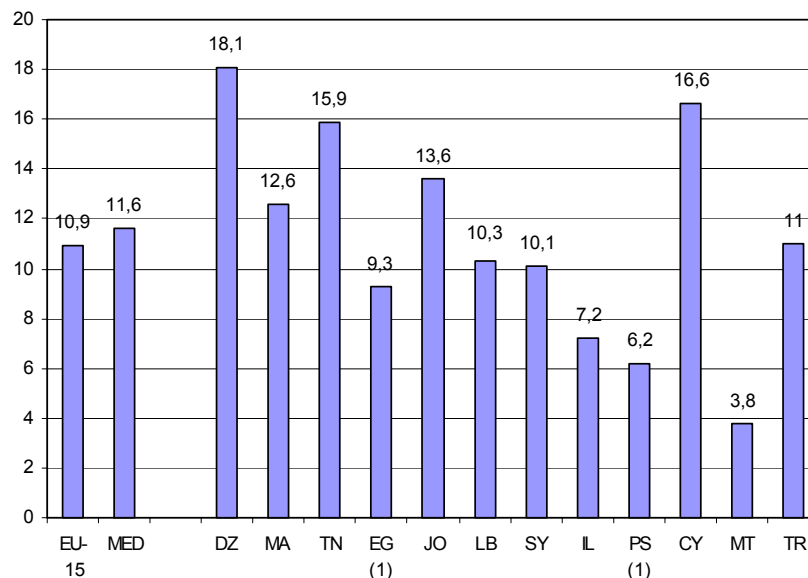
### Road accidents

In 2000 over 27 thousand lives were lost in road accidents in the MED region and more than 381 thousand persons were recorded as injured. Since 1997, a decreasing trend can be noticed in the number of fatalities reported in Lebanon (with annual average rate of -5,0%), Israel (-4,5%), Cyprus (-1,2%) and Syria (-1,0%). However, in the majority of the MED countries road safety is a serious concern as the number of killed and injured has been increasing. The worst increase in fatalities was registered in Jordan (5,9%), closely followed by Morocco (5,6%), Tunisia (4,8%) and Algeria (4,6%), and often accompanied by an even sharper increase in the number of injured. In Malta there has been a decrease, although it is more difficult to appreciate given the small numbers involved.

Moreover, the number of injured in road accidents grew by close to 16% per year in Malta from 754 injured in 1997 to 1169 injured in 2000 – the strongest increase of injured in the whole MED region.

In average within the MED region the number of persons killed per 100 000 inhabitants grew from 11,3 in 1997 to 11,6 in 2000. Algeria (18,1), Cyprus (16,6) and Tunisia (15,9) rated significantly above this threshold, while Malta (3,8), the Palestinian Territories (6,2) and Egypt (9,3) stand below. The EU average is 10,9 persons killed per 100 000 inhabitants and the MED average is 11,6. Whereas if you take into consideration the traffic density, in this example we use the number of passenger cars, the EU average is 0,23 per 1000 passenger cars and the MED average is 2.

Figure 5: Number of persons killed in road accidents per 100 000 inhabitants, 2000



**Table 7: Number of persons killed and injured in road accidents**

Country	Number of killed			Killed per 100 000 inhabitants	
	1997	2000	annual average growth (%)	1997	2000
Algeria	4 765	5 450	4,6	16,4	18,1
Morocco	3 081	3 627	3,6	11,3	12,6
Tunisia	1 301	1 499	4,8	14,1	15,9
Egypt	5 457	5 743 <sup>(1)</sup>	1,7	9,0	9,3 <sup>(1)</sup>
Jordan	577	686	5,9	12,5	13,6
Lebanon	482	413	5,0	12,0	10,3
Syria	1 696	1 646	-1,0	11,6	10,1
Israel	530	461	-4,5	9,0	7,2
Palestinian Terr.	180	186 <sup>(1)</sup>	1,1	6,3	6,2 <sup>(1)</sup>
Cyprus	115	111	-1,2	17,6	16,6
Malta	18	15	-5,9	4,8	3,8
Turkey	6 919	7 439	2,4	11,1	11,0
<b>MED</b>	<b>25 121</b>	<b>27.276</b>	<b>2,8</b>	<b>11,3</b>	<b>11,6</b>
<b>EU-15</b>	<b>43 312</b>	<b>41.082</b>	<b>-1,8</b>	<b>11,6</b>	<b>10,9</b>

(1) 1999 data

## ► ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The data presented in this “Statistics in Focus” were supplied by the concerned national authorities of the twelve MED partner countries (DZ-Algeria, MA-Morocco, TN-Tunisia, EG-Egypt, JO-Jordan, LB-Lebanon, SY-Syria, IL-Israel, PS-Palestinian Territories, CY-Cyprus, MT-Malta, TR-Turkey) within the framework of the MEDSTAT/MED-Trans statistical co-operation project. EU indicators were calculated on the basis of Eurostat’s regular collection of data from EU Member States or from the DG TREN/Eurostat Statistical Pocketbook.

The definitions referred to correspond - as much as possible - to those adopted in the

UN-ECE/Eurostat/ECMT Glossary for Transport Statistics and Common Questionnaire. Due to differences in definitions comparisons must be made with caution, in particular as regards road lengths.

The passenger network utilisation rate is obtained by dividing the total volume of passengers (national and international) by the length of railway network.

For comparability purposes, the number of killed and injured in road accidents have been adjusted for Algeria, Egypt, Lebanon, Syria and Turkey where the definition adopted for a person killed in a road accident differs from the “within 30 days”

standard. For Algeria, Lebanon Syria and Turkey deaths are recorded only at the scene the accident and the adjustment was made by multiplying the number of killed by a 1,35 factor. For Egypt, where injured are followed for 7 days of hospitalisation, the coefficient applied is 1,07. In Malta deaths are recorded at the scene of the accident or before discharge from the hospital. This definition is very close to the standard one, so no adjustment is made.

### **Symbols:**

- : not available
- nil (zero)
- . not applicable

Data, figures and text were prepared by Aline Pennisi  
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## ➤ Databases

NewCronos, Theme 7

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