

TSUG

Transport Statistics Users Group

Monthly Review: June 2018

This month's review has shown that global emissions from tourism are over three times higher than previously thought. There are proposals to change the NTS. Eurostar has achieved record first-quarter ridership, passenger numbers increased 4% compared with the corresponding period in 2017 to reach 2.36 million, while sales revenues climbed 9% to £253m. Three stations on the St Petersburg metro have 69-metre long escalators – Ploshchad Lenina, Chernyshevskaya and Admiralteyskaya. Continuing a four-year trend, VIA Rail Canada recorded strong ridership and revenues in 2017, carrying 4.4m passengers, an increase of 10.5% over 2016, with revenues of C\$365.7m, a 12.8% increase over 2016. Chinese-registered airlines flew 549m passengers in 2017, up 13% on 2016: in 2007, it was around 200m. Heathrow Airport Q1, 2018 results showed revenue was up 3.8% at £680m: pretax profit was up 22.2% at £33m, and passenger numbers were up 2.3% at 8.82m. Years of economic expansion have helped India become the world's fastest growing major domestic aviation market. JetBlue's and United Continental's Q1, 2018 data showed that revenue, revenue passenger miles, available seat miles and passenger numbers are the highest. Global RPKs grew by 9.5% year-on-year in March – the fastest pace in 12 months. During a typical peak week this summer, more than 3.35m seats will be offered on flights between Europe and America – a 5.9% increase on summer 2017. Norwegian, with a 77% increase on last year, has moved from 12th to 10th place among TransAtlantic carriers. According to AAA, 21.4% of drivers interviewed had been involved in a crash in which someone had to go to hospital, 11.1% had been seriously injured in a crash themselves and 31.6% had a relative who was seriously injured or killed in a crash. Ever since Omaha Metro Transit added bike racks on its buses in 2008, the number of riders having bikes with them surged, on the busiest day in 2008, only 135 riders used their bike rack compared to 7,954 in 2017. Pedestrian fatalities in the U.S. have gone up by 46% since 2009. In the year to end December 2017, the UK registered merchant fleet grew by 7% in gross tonnage, the third consecutive year of growth. Short sea routes were dominated by Dover – still important despite the Channel Tunnel, for many years, this traffic roughly doubled each decade – from 1.996m in 1957 to 3.862m in 1967, 7.835m in 1977, and 14.039m in 1987. We also have Kit Mitchell's Statistics Digest.

Dr Shanta Bir Singh Tuladhar and Andrew Sharp

Contents

Dates of the next TSUG seminars	3
Statistics Digest.....	3
STATISTICS DIGEST June 2018	3
General News	4
Carbon Impact of Tourism	4
Changing the NTS	5
Transportation Trends in the GTHA	5
Rail.....	5
Eurostar Traffic Growth.....	5
Longest Escalators	6
VIA Rail Canada in 2017	6
Air	7
Global Aviation	7
Heathrow Q1 2018	7
India - Jet Fuel Demand to soar as Domestic Air Travel takes off	8
Recent Airline Statistics	9
Air Passenger Market Analysis	9
Summer 2018 Transatlantic Flights	10
Road	10
2017 Traffic Safety Culture Index.....	10
Omaha – More Bikes on Buses	11
Pedestrian fatalities in the US.....	11
Sea	15
Shipping Fleet Statistics 2017.....	15
UK International Sea Passengers	15

Dates of the next TSUG seminars

Date	Venue	Topic
Wed-20-Jun	TfL	Low Cost Carriers
Wed-11-Jul	TfL	Transport Appraisal

The seminars can be booked through the TSUG website at www.tsug.org.uk/seminars.php

Statistics Digest

STATISTICS DIGEST June 2018

This digest lists major sets of statistics that have been released recently or which are due to be released. Regular monthly and quarterly releases are not included. The web links given allow free downloads of the documents cited.

Recent releases from Department for Transport

Recent releases from Department for Transport	
3 May	Biofuel statistics: Year 10 (2017 to 2018), report 3 https://www.gov.uk/government/statistics/biofuel-statistics-year-10-2017-to-2018-report-3
10 May	Young Car Drivers Road Safety Factsheet (2016) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706516/young-car-drivers-factsheet.pdf
10 May	Older Car Drivers Road Safety Factsheet (2016) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706517/older-car-drivers-factsheet.pdf
24 May	Journey time statistics https://www.gov.uk/government/collections/journey-time-statistics
30 May	Seafarer statistics 2017 https://www.gov.uk/government/collections/maritime-and-shipping-statistics

Forthcoming releases from Department for Transport

13 June	Search and rescue helicopter statistics: year ending March 2018 https://www.gov.uk/government/collections/search-and-rescue-helicopter-statistics
27 June	Air passenger experience of security screening: 2017 https://www.gov.uk/government/collections/aviation-statistics
June	Light rail and tram statistics, England: year ending March 2018 https://www.gov.uk/government/collections/light-rail-and-tram-statistics
June	Road traffic estimates in Great Britain: 2017 https://www.gov.uk/government/collections/road-traffic-statistics
June	Road lengths in Great Britain: 2017 https://www.gov.uk/government/collections/road-network-size-and-condition
June	Travel time measures for the Strategic Road Network and local 'A' roads: April 2017 to March 2018 https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics
June	Provisional road traffic estimates, Great Britain: April 2017 to March 2018 https://www.gov.uk/government/collections/road-traffic-statistics
July	Rail passenger numbers and crowding on weekdays in major cities in

	England and Wales: 2017
	https://www.gov.uk/government/collections/rail-statistics
July	National Travel Survey: 2017
	https://www.gov.uk/government/collections/national-travel-survey-statistics
July	Walking and cycling statistics, England: 2017
	https://www.gov.uk/government/collections/walking-and-cycling-statistics
July	Road freight statistics: 2017
	https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics

Members can find past seminar slides here: http://www.tsug.org.uk/past_seminars.php

General News

Carbon Impact of Tourism

From Pacific Standard via City Lab

A new study, published on May 7 in *Nature Climate Change*, finds that global emissions from tourism are over three times higher than previously thought.

Global tourism is a \$1.2 trillion industry, and it's growing every year. Previous estimates of the tourism industry's carbon footprint put it at between 2.5% and 3% of total global carbon dioxide emissions. But those estimates didn't take into account emissions along the supply chain of goods and services related to the industry. Tourists don't just expend fossil fuels driving or flying to their destinations—hotels, food, beverages, and other retail items all come with carbon emissions of their own.

To fill the gap, Arunima Malik, a lecturer at the University of Sydney and lead author of the study, had to evaluate carbon emissions for the supply chains for tourism-related goods and services in countries around the world. The team also took into account other greenhouse gas emissions—including methane, nitrous oxide, chlorofluorocarbons, and hydrofluorocarbons—to create a more comprehensive estimate of total tourism emissions. The assessment took a year and a half to complete.

The team analyzed emissions from two perspectives: residence-based, in which emissions are attributed to tourists' home countries, and destination-based, which attributes emissions to the destination countries. These categories provide researchers and policymakers with distinct but equally important insights into tourism patterns: a residence-based perspective reflects how much each country's travellers are to blame for emissions, and a destination-based perspective allows tourism hotspots to better understand and act on their carbon footprint.

The United States topped the list for both—with US travellers responsible for 1,060 tonnes of emissions, and 909 tonnes of emissions at US destinations—followed by China (528 tonnes to travellers, 561 to Chinese destinations) and then Germany (305 tonnes to German travellers, 329 to destinations).

Meanwhile, some small islands had some of the highest destination-based carbon footprints: in the Maldives, Cyprus, the Seychelles, and Mauritius, between 30 and 80% of national emissions were related to tourism. The findings call into question the wisdom of pursuing large-scale tourism development as a more sustainable means of economic growth.

Tourism's share of global emissions is expected to grow, as affluence increases around the world and other industries move to decarbonize to meet the goals of the Paris Agreement. And efforts so far to rein in tourism emissions by encouraging travellers to fly less and operators to innovate more to save energy have so far had little effect on industry emissions.

Changing the NTS

There are proposals to change the National Travel Survey, in particular by changing the frequency with which some questions are asked.

Details are at https://www.gov.uk/government/publications/request-for-feedback-on-national-travel-survey-questionnaire-changes?utm_source=f36ccf1b-7c4a-4d18-9c44-18a705890e48&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

Transportation Trends in the GTHA



**Toronto Streetcars
on Spadina Avenue**

A draft transportation plan for the Greater Toronto and Hamilton region of Canada has been published recently: appendix 6 contains some useful statistical data for the region. Some key figures are given below.

Statistic	2006	2011	2016
GHTA population (of which around 40% is Toronto itself)	6,319,400	6,787,973	7,291,083
Daily trips in the GHTA	12,078,808	13,406,319	13,040,637
% of households with no cars	15.6	13.4	16.0
Transit mode share (%), all trips	13.2	14.3	15.6

Rail

Eurostar Traffic Growth

From IRJ

Growth in the business market and a further rise in travellers from the United States have helped Eurostar to achieve record first-quarter ridership, according to the latest figures from the international high-speed operator.

Passenger numbers increased 4% compared with the corresponding period in 2017 to reach 2.36 million, while sales revenues climbed 9% to £253m.

Eurostar says it witnessed a 27% increase in the number of US passengers travelling on its services, while business trips increased by 6%.

Figures for recent first quarters are as follows.

Q1	Million Passengers	Q1	Million Passengers
2008	2.17	2014	2.31
2009	1.92	2015	2.30
2010	2.00	2016	2.23
2011	2.15	2017	2.27
2012	2.24	2018	2.36
2013	2.23		

Longest Escalators

From Metrorail news

Apparently three stations on the St Petersburg metro have 69-metre long escalators – Ploshchad Lenina, Chernyshevskaya and Admiralteyskaya. The one at Park Pobedny on the Moscow Metro is 63 metres long, and the one at Angel in London 27 metres long.

Russian ones are particularly long because stations were built deep underground, to double as air raid shelters.

VIA Rail Canada in 2017

From Railway Age



**VIA Rail Train
at Toronto Union Station**

Continuing a four-year trend, VIA Rail Canada recorded strong ridership and revenues in 2017, carrying 4.4m passengers, an increase of 10.5% over 2016, with revenues of C\$365.7m, a 12.8% increase over 2016.

In the Québec City-Windsor Corridor, VIA's busiest, the railroad carried 4.1m passengers, an 11.1% increase over 2016. Revenues increased 14.0%. The Montreal-Halifax service

carried 78,763 passengers, a 0.5% increase over 2016, with revenues up 5.2%. The Toronto-Vancouver **Canadian**, VIA's premium long-distance train, carried 104,960 passengers, a 12.6% increase over 2016, with a 16.8% revenue gain.

In 2017, 5.3% more capacity was made available in the Québec City-Windsor Corridor compared to 2016, in order to further accommodate the growing passenger base.

During 2017, VIA invested about C\$40m in 60 capital projects at maintenance centres and stations.

Global Aviation



***Cathay Dragon A330
at Hong Kong International Airport***

A recent article in the Financial Times highlighted the complications caused by the growth in Chinese aviation recently – and the possible growth in Indian aviation yet to come.

Chinese-registered airlines flew 549m passengers in 2017, up 13% on 2016: in 2007, it was around 200m. US-registered airlines flew just over 800m, barely more than the 2007 figure: it is forecast

(by IATA) that China will overtake the US by 2022. Japan, India and Germany all saw less than 200m each with Japan and Germany showing little change this century: India has pretty much doubled and is growing by 16%/year.

This is leading to hot competition for pilots – and for flying schools, being bought up by Chinese interests to ensure they get the pilots they need. Boeing forecasts that China will need 110,000 new pilots by 2035: over 5000 Chinese pilots were in training last year, over half abroad (mainly in the US, Canada and Australia).

Emirates had to cancel flights in May because of a shortage of 125 pilots.

Heathrow Q1 2018

Heathrow Airport reported its Q1, 2018 results recently. Revenue was up 3.8% at £680m: pretax profit was up 22.2% at £33m. Passenger numbers were up 2.3% at 8.82m.

Most areas saw growth in passenger traffic of 2%-4% over the same quarter of 2017. UK traffic was up 2.7% at 1.1m, Europe up 2.5% at 7.2m, North America up 2.3% at 3.6m, Asia-Pacific up 3.9% at 2.8m and Middle East up 3.6% at 1.9m. Traffic to Africa and Latin America saw larger percentage increases on significantly smaller numbers.

India - Jet Fuel Demand to soar as Domestic Air Travel takes off

From China Aviation Daily



An Indian push to connect more cities by air as an expanding middle class increasingly takes to the skies is set to help raise the country's demand for jet fuel to record highs this year. That rapid growth in appetite for aviation fuel means the country's refiners are far less likely to send cargoes abroad, tightening markets from Asia to Europe.

Years of economic expansion have helped India become the world's fastest growing

New Airbus A350 at Toulouse for delivery to Indian Airline Vistara

major domestic aviation market, according to the International Air Transport Association. That has been underpinned by ambitious government plans to overhaul the nation's infrastructure, including a push to build airports and offer airlines incentives to fly to smaller cities.

Average monthly demand for jet fuel could increase to more than 700,000 tonnes this year, up from 2017's record 623,000 tonnes and from 566,000 tonnes in 2016. That would be an annual growth rate of around 12%, comparable to what China achieved during its main boom years in the early 2000s.

India used 2.02 million tonnes of aviation fuel between January and March this year, up 9.4% from a year earlier, the latest government data showed.

Under a government scheme, the Airports Authority of India (AAI) is set to invest 175 billion rupees (US\$2.7 billion) in upgrading airport infrastructure over 2019-20. In a round of bidding for air routes concluded earlier this year, the AAI awarded over 400,000 kilometres/week to connect smaller cities, known as 'Tier 2' destinations. Top Indian carrier Interglobe Aviation, which operates as IndiGo and won most of the tenders, said new routes would include flying from Bhopal in central India to Nashik in the west.

India's domestic air traffic for the first two months of 2018 jumped nearly 22% from the year before to 22.2 million passengers, according to data from the Directorate General of Civil Aviation.

The country's top five busiest airports - Delhi, Mumbai, Bengaluru, Chennai and Kolkata - handled 31.9 million passengers this January and February, up 15.3% from the same period last year.

Indian oil refineries such as Reliance Industries and Essar Oil are significant exporters of petroleum products including jet fuel. Thomson Reuters data shows India is one of the top three Asian suppliers of jet fuel. But exports are set to slow as local demand surges. Already, India's monthly exports dropped by more than 7% year-on-year in 2017. To deal with rising consumption, India's refineries are expanding. India's Ratnagiri Refinery & Petrochemicals - a joint venture between Indian Oil, Hindustan Petroleum and Bharat Petroleum - recently signed an initial deal with Saudi Aramco to build a refinery in the western state of Maharashtra.

Reliance Industries, operator of the world's largest refinery, plans to expand its oil processing capacity by over 40% by 2030.

Recent Airline Statistics

JetBlue recently published its Q1, 2018 data: I added its key statistics to my database which calculates a 4-quarter moving average each quarter.

Results are good.

Revenue, revenue passenger miles, available seat miles and passenger numbers are the highest since my series started in the 4 quarters to Q4, 2015. Revenue/passenger is at \$162: this is the first time since Q2, 2016 that it has been above \$160: it was \$168 in Q4, 2015. Revenue/passenger-mile is similarly up: at \$0.137 it is the highest since Q1, 2016. Average journey length is climbing slowly: it reached 1192 miles in Q2, 2016 before dropping steadily to 1179 in Q3, 2017. It's now 1186

United Continental's Q1 results also show that revenue, revenue passenger miles, available seat miles and passenger numbers are the highest since my series started in the 4 quarters to Q4, 2015. Revenue/passenger (\$251) is above that for the figures for the last 4 quarters: revenue/passenger mile is the highest since Q1, 2016 at a fraction below \$0.14 (interestingly, very similar to Jet Blue, generally thought of as being at the top end of the low-cost carrier market). Average journey length dropped steadily from 1906 miles in Q4, 2015 to 1790 in Q4, 2017: it's now 1796.

Air Passenger Market Analysis

At the beginning of May, IATA released its March Air Passenger Market Analysis report. Key points from it were as follows.

Global revenue passenger kilometres (RPKs) grew by 9.5% year-on-year in March – the fastest pace in 12 months.

Current robust RPK growth rates are being helped by the strength of global economic conditions. That said, IATA expects reduced stimulus from lower airfares to translate into a moderate slowing in full-year RPK growth this year.

Having set a record high for the month of February, the industry-wide load factor was another record high in March (82.4%). Once again, all regions except the Middle East saw record highs for the month.

Year-on-year growth in domestic India RPKs stayed in double-digit territory for the 43rd consecutive month, while Latin American airlines once again posted the fastest international RPK growth of all regions.

Summer 2018 Transatlantic Flights

From *anna.aero*



**Air Canada A320
at Toronto Pearson Airport**

During a typical peak week this summer, more than 3.35m seats will be offered on flights between Europe and America – a 5.9% increase on summer 2017. In week beginning 31 July, Delta will offer 287,500 seats, BA 254,000, United 235,800, American 232,600, Air France 222,600, Lufthansa 216,800 and Air Canada 206,800. Iberia, KLM, Norwegian and Virgin Atlantic all offer over 100,000.

Norwegian, with a 77% increase on last year, has moved from 12th to 10th place.

The most seats are from Heathrow – just under 249,000 and 7.4% of the total. Next is JFK (210,000), Paris CDG (182,000). Madrid and Frankfurt are close behind: Amsterdam and Toronto also have more than 100,000.

10 of the top 20 routes serve London, of which 9 are from Heathrow. The largest airport pair is Heathrow – JFK with 38,000 one-way seats: next is Heathrow - Los Angeles with 21,000.

Road

2017 Traffic Safety Culture Index



This was published in March by the Foundation for Traffic Safety, an organisation supported by the American Automobile Association (<https://aaafoundation.org/2017-traffic-safety-culture-index/>). It is based on research in the United States.

21.4% of drivers interviewed had been involved in a crash in which someone had to go to hospital. 11.1% had been seriously injured in a crash themselves

Freeways South of Newark, New Jersey

and 31.6% had a relative who was seriously injured or killed in a crash.

87.5% of drivers perceive that distracted driving is a bigger problem than it was three years ago. Traffic congestion was seen by 74.5% as a growing problem: aggressive drivers by 68.1% and drivers using drugs at 54.9%.

92.8% of drivers observe drivers talking on mobile phones regularly or fairly often: 84% see drivers emailing or text messaging regularly or fairly often. 93.3% report seeing speeding on motorways regularly or fairly often, and 85.5% see it on residential streets with that frequency.

The majority of drivers tend to support most traffic safety laws, with 73.4% supporting laws against use of hand-held mobile phones and 87.6% supporting a law against reading, typing and sending a text message while driving. About half oppose laws using cameras to automatically penalise drivers driving more than 10 mile/h over the speed limit in residential areas: the same percentage oppose laws banning any use of mobile phones (hand-held or hands-free) while driving.

69% think using a hands-free mobile phone is acceptable: 24.6% think that using a hand-held one is. 6.8% consider reading a text or emailing while driving acceptable: 3.8% consider typing or sending a text message acceptable. 23.9% think driving at 15 miles/h over the speed limit on a motorway acceptable: 14% think 10 miles/h over the limit in residential areas is acceptable. 96.8% think that drivers text messaging or emailing is a serious threat to their personal safety: this is higher than those thinking drunk driving is a serious threat (94.3%).

However, over 60% admit to talking on a hands-free phone while driving in the last month: 49.2% admit to using a hand-held phone. 45% read a text or email: 34.6 typed or sent a text message or email. 18.5% drove without seatbelts in the previous month (not illegal everywhere in the US).

There are differences across age and sex in acceptance, threats and self-reported behaviour. Men find speeding more acceptable than women, and more of them admit to it.

Omaha – More Bikes on Buses

Ever since Omaha Metro Transit added bike racks on its buses in 2008, the number of riders having bikes with them surged. According to Metro Transit, on the busiest day in 2008, only 135 riders used their bike rack compared to 7,954 in 2017. The busiest days are during the work week due to more routes offered.

Metro Transit said bike racks provide cyclists an easy option when commuting on public transit. Metro installed the racks to create multiple transportation options, helping riders travel further, faster and point to changing habits as a reason they are seeing more people take their bikes on the bus.

Currently the buses have just two racks on the front, but soon, ORBT, the bus rapid transit, will be on the streets and people will be able to take their bikes inside. The ORBT buses will have on board, hanging racks which will accommodate six bikes/bus.

Pedestrian fatalities in the US

From USA Today

Pedestrian fatalities in the U.S. have gone up by 46% since 2009, and researchers are trying to understand the reasons. The increases far outpace growth in overall traffic deaths, according to data from the National Highway Traffic Safety Administration (NHTSA).

Almost 6,000 pedestrians were killed by motor vehicles on or along America's roads in 2016, the latest year for which numbers are available. Distraction behind the wheel, texting while walking and even marijuana legalization have all been suggested as potential culprits in past research. In addition, a new study by the Insurance Institute for Highway Safety shows an 81% increase in single-vehicle pedestrian fatalities involving SUVs between 2009 and 2016, based on federal records. At a

time when SUVs have overtaken passenger cars in new vehicle sales and car makers are shifting their production plans, the implications for America's most vulnerable road users, pedestrians, could be stark.

David Harkey, Insurance Institute president, said one reason SUVs have an outsized impact on pedestrian fatalities has to do with their design.

"SUVs have higher front ends, and often the design for the vehicle is much more vertical than passenger cars," Harkey said. "We do think that the number of SUVs on the roadways now and the size of the vehicles is playing some role."

The institute, best known for its video-recorded crash tests using dummies inside vehicles, has not performed such tests with pedestrian dummies to examine the impact of SUVs versus passenger cars.

A spokesman for a top car industry advocacy group said that he was unaware of specific research on SUVs and pedestrian fatalities, but that huge strides are being made in accident prevention.

"Safety continues to be a priority for automakers," said Wade Newton of the Alliance of Automobile Manufacturers, "and companies are working to advance pedestrian-sensing automatic emergency braking — with some versions already on the market."

Whatever the combination of reasons, pedestrian fatalities reached 5,987 in 2016. The USA Today Network is investigating the phenomenon of rising pedestrian fatalities, an urban problem primarily plaguing either cities with high poverty rates or warm-weather spots such as Florida and Arizona. Analysis so far has found that African Americans are killed at a disproportionate rate compared with their population nationwide. Nationally, more pedestrians die in collisions when they are jaywalking along busy arterial roads. More of those fatalities also occur at night and involve males. Many of these crashes also involve alcohol, though federal safety researchers say that does not explain the increase. In 2016, pedestrians accounted for 16% of traffic deaths; in 2007, that figure was just 11%, according to NHTSA.

The increasing rate of pedestrian fatalities has caught the attention of city planners, safety agencies and researchers seeking to drill down on why more people are dying as they walk. They are developing strategies, including suggestions for improving pedestrian infrastructure and slowing driver speeds, for cutting those numbers substantially.

NHTSA has begun a major examination into the effect of electronic device usage on pedestrian deaths. That could help clarify the role that distraction, particularly connected to cell phone use, plays in pedestrian fatalities. NHTSA said no studies show "a direct link between the behavioural effects of distraction and pedestrian crash risk," but the agency says distraction-affected crashes lead to many deaths and injuries.

The Governors Highway Safety Association earlier this year suggested that marijuana legalization could be one reason for the rise, noting that the seven states and Washington, D.C., where recreational use of pot was legalized between 2012 and 2016 had a 16.4% increase in pedestrian fatalities for the first half of last year, while other states saw a decline. That suggested link has drawn scepticism from some who call it hard to prove. The study also noted the increase in cell phone usage, with the number of smartphones in active use in the U.S. increasing by 236% from 2010 to 2016.

Some cities have responded to the carnage by taking action.

In 2017, 101 pedestrians were killed in New York City, the lowest number since the city began keeping that statistic in 1910. The number has dropped 45% since Mayor Bill de Blasio, who was elected in 2014, implemented a strategy called Vision Zero, a multi-agency effort that uses engineering, education and enforcement. Compare that with the 184 pedestrian deaths in 2013. Underpinning all that is lots of data. The city identified where the accidents were happening — about 10% of streets or intersections are responsible for 50% of them — and began redesigning the roadways, using methods including installing plastic lane bollards to prevent drivers from making sudden, sharp left turns and tweaking walk/don't walk signs to change before the traffic lights do to give pedestrians several extra seconds of crossing time.

Officials lowered the city's default speed limit from 30 miles/h to 25 and increased the number of school zones fitted with cameras from 20 to 140. One oft-cited success is Queens Boulevard, a 12-lane road in the eponymous borough, which had been nicknamed the Boulevard of Death for the 185 deaths there, 138 of them pedestrians, since 1990. In 2015 and 2016, the number was zero.

Professional drivers, such as cabbies, truckers and city bus drivers, underwent special training, and a public-safety campaign worked to explain to civilian drivers that the choices they make behind the wheel are critical. There is no similar education effort for pedestrians.

But making these Vision Zero changes doesn't come cheaply. The city has spent more than \$700 million since 2014 and has \$1.6 billion allocated to use through the summer of 2022, according to the New York City DOT. The New York Police Department has also taken action. The department agreed to change traffic-enforcement officers' shifts after DOT accident data showed a huge spike in serious injuries and fatalities later in the day when Daylight Saving Time ends in the autumn. Officers also wrote many more tickets for behaviours known for causing accidents, such as speeding, failing to yield to a pedestrian, using a cell phone while driving and texting while driving — close to 685,000 in 2017, up from 7.3% in 2016 and 20.2% in 2014.

In Ann Arbor (Michigan), a campaign is under way. In a video being aired on local TV, an elderly man waves to a stopped driver as he crosses the street.

"If your dad was crossing, you'd stop," a female narrator says before viewers are reminded they would do the same thing for a favourite aunt, their high school biology teacher, even someone wearing a chicken suit because they love chickens.

The videos are part of Ann Arbor's effort to educate drivers on the requirement to stop, not just yield, for pedestrians in crosswalks in the city that is home to the University of Michigan. Ann Arbor's crosswalk ordinance requires drivers to stop for a pedestrian if the pedestrian is still on the curb and has not yet stepped into the crosswalk. That approach has prompted grousing from some residents who believe it encourages bad behaviour on the part of pedestrians, even though the ordinance also prohibits pedestrians from stepping in front of a vehicle that has no time to yield. The city also has a growing network of midblock crossings — 137 last year and 35 with enhanced warning devices, such as flashing lights, according to a city report. Driving along some of the city's busier residential streets dotted with crosswalks, it's easy to see why some residents think that many more of those crossings should have warning lights. The city has paired the infrastructure expansion with ticketing of drivers, which officials credit with doubling the stoppage percentage in some cases.

In Los Angeles, the focus is on making streets safer.

"If we can design our streets to protect our most vulnerable users, we can create a better environment for everybody," said Nat Gale, program manager for Los Angeles' Vision Zero program, noting the high number of pedestrian fatalities. "What we find is our walkers are overrepresented. They represent 15% of traffic collisions, but half of deaths."

After identifying the corridors that have the highest number of deaths, the team went about finding solutions. Some intersections, for instance, were given "walk" signals that activate before the main traffic light turns green. That way, drivers see pedestrians in their field of vision. Crosswalks (pedestrian crossings) are being made more visible. Some, for instance, get bold white stripes to make them more visible to drivers, like the Beatles on the cover of their Abbey Road album. Pavement markers help, too. The city also has more "scramble crosswalks," where intersections are closed to cars entirely so pedestrians can cross however they'd like, including diagonally. One is at Hollywood Boulevard and Highland Avenue, the intersection next to the theatre where the Academy Awards are held.

Some cities are passing laws against walking and texting when crossing streets. Honolulu, which had seven pedestrian deaths in 2016, is one of them. The law passed 7-2 on the council. There was opposition from some people who thought it was government overreach. At first, the fines were going to be high, up to \$500 for a violation, but this was lowered: the minimum for the first violation is \$15 and the maximum \$35 for a first violation, then at least \$35 and not more than \$75 for the second. The third is between \$75 and \$99. The law, however, has been in a warning phase. Since it was enacted, there have been 88 violations. But they have been decreasing, so much so that by March, only 14 were noted. Under the law, you can hold a cell phone, you just can't use it in a crosswalk.

Another city that has adopted a similar law is Montclair, Calif., a Los Angeles suburb of about 40,000.

"We're in our warning phase, our education phase," said Jon Hamilton, director of administrative services and human resources. "We have been putting up signage around the city, engaging with our local schools so we can get our message out to them."

From January to April 16, however, police had issued 30 warnings. As in Honolulu, the numbers have been decreasing as the word gets out. The youngest violator was 13 and the oldest 51.

He said the law was prompted by an accident in which a woman was injured. "We want to make this a pedestrian-friendly city."

Shipping Fleet Statistics 2017



DfT issued a statistical release on these at the end of March.

There are complexities in the statistics. The Maritime & Coastguard Agency record data for merchant ships over 100 Gross Tonnes (a measure of ship size): IHS Global supply data for deadweight tonnes (a measure of cargo carrying capacity).

MN Pelican leaving Poole

In the year to end December 2017, the UK registered merchant fleet grew by 7% in gross tonnage, the third consecutive year of growth. The 2017 figure was 16.2m tonnes, up from a low of 13.8m in 2014 but below the 2011 peak of 17.9m.

IHS Global data show the UK registered trading fleet the 18th largest in the world by deadweight tonnes. At the end of 2017, the world merchant fleet comprised 58,500 vessels with a total deadweight tonnage of 1,834m – twice the 2005 figure.

Statistics are further complicated by 'open register' states: Panama, the Marshall Islands and Liberia are the top three states by deadweight tonnage.

UK International Sea Passengers

DfT recently published an update of SPAS0101: UK international sea passengers by port.

Short sea routes are dominated by Dover – still important, despite the Channel Tunnel. For many years, this traffic roughly doubled each decade – from 1.996m in 1957 to 3.862m in 1967, 7.835m in 1977, and 14.039m in 1987. Growth slowed in the next decade, to merely 50% (21.236m in 1997). This was Dover's highest year: by 2007, passenger numbers had dropped to 14.258m and last year they were 11.698m.

The 'All short sea' 2017 total is 19.463m, so Dover accounts for 60% of today's short sea traffic. Portsmouth (1.845m), Holyhead (1.92m) and Hull (0.838m) are next in order.

Southampton predominates for cruise passengers, seeing 1.685m of the 1.985m terminating passengers in 2016 (2017 figures are not yet available).