

Sources

Argentina

- Source: Guasch, J.L. 2002. "Costos Logísticos y su Impacto y Determinantes en América Latina y el Caribe." Banco Mundial, Washington, D.C. Procesado.
- Freight revenues include some unspecified amount of passenger transport revenue.
- For-hire, private fleets, inventory and passenger transport:
 - ◆ Assumption, based on syllabus from Universidad Argentina de la Empresa.
 - ◆ Based on the unclassified amount (9.4%).
 - ◆ Includes an unspecified amount of passenger transport revenue.

Australia

- Source: Australian Government, Department of Transport and Regional Services, Bureau of Transport and Regional Economics. Australian Transport Statistics 2007, page 5, 2007.
- Government-collected data.
- Calculation of transportation costs relates to transport-specific business, excluding transport activity performed by other businesses and the value of noncommercial transport activities.
- Transportation costs include storage costs.

Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, UK

- Source: Diekmann, Achim. *The Impact of Transport on the EU Economy*, page 12. July 20, 2005.
- Private fleets and personal transport are considered to be "virtual," according to Diekmann.
- "Virtual" transport was split 50/50 between private fleets and personal transportation.
- Inventory and logistic management transportation values were estimated based on overall countries average.

Brazil

- Source: COPPEAD—URFJ. *Custos Logísticos no Brasil*, page 4. 2006.
- National statistics do not appear to include private fleets, passenger transport, and personal transport.
- Private fleets, passenger transport, and personal transport values were estimated based on overall countries average.

Canada

- Source: Transportation in Canada 2002. *Transportation and the Economy*. http://www.tc.gc.ca/pol/en/Report/anre2002/2H_e.htm.
- Freight revenues include some unspecified amount of passenger transport revenue.
- Passenger and personal transport numbers in the source document were inconsistent, but we use page 6 (percentage of provincial final domestic demand). Deducts “personal expenditures on commercial transport,” which we assume to be passenger traffic.
- The logistics management and administration value was estimated based on the overall countries average.

China

- Source: Boston Logistics Group.
- Private fleets: Chinese statistics provide no itemization. We conclude that they are all-inclusive except for passenger and personal transport.
- Passenger and personal transport values were estimated based on the overall countries average.
- Private fleets: based on the assumption that 11% of Chinese third party logistics firms being privately owned is analogous to 11% of fleets being privately operated.

Cyprus

- Source: Eurostat.
- Source includes “Total General Government Expenditure”; we assume this covers both freight and passenger transportation.
- Freight revenues may include an unspecified amount of passenger transport revenue.
- Private fleets, inventory, logistics management, and personal transport values have been estimated from overall countries’ average.

Hong Kong

- Source: Hong Kong Government web site, National Income Branches (1) and (2) and Census and Statistics Department. (Enquiry Telephone No.: 2582 5077) http://www.yearbook.gov.hk/2003/english/append/app6_1.html.
- For-hire, inventory, and logistics management estimated based on Brazil.
- Private fleets, passenger transport, and personal transport values are estimated based on countries average.

India

- Source: Operations Evaluations Department, Asia Development Bank; *Transport Sector in India—Focusing on Results*, page 3, June 2007. <http://www.oecd.org/dataoecd/54/27/39066399.pdf>.
- Assumption that government expenditure found in source covers both for-hire and passenger transport.
- Source value was split between for-hire and passenger transport based on values from Eurostat countries, since Eurostat source article consisted of the same two types of transportation.
- For-hire does not differentiate between public and private.

Japan

- Source: MarketResearch.com, *Indian Logistics Industry Surface Transport*. May 5, 2007. <http://www.marketresearch.com/product/display.asp?productid=1491766&g=1>.
- Assumption: In the source article there is a comparison to U.S. logistics cost at 9.5%, so this number must include all the same elements as in the State of Logistics Report (for-hire, private fleet, inventory, and logistics management).
- Passenger transport and personal transport values were estimated based on overall countries average.

Poland

- Source: Eurostat.
- Source includes “Total General Government Expenditure”; we assume this covers both freight and passenger transportation.
- Freight revenues may include some unspecified amount of passenger transport revenue.
- Private fleets, inventory, logistics management, and personal transport values have been estimated from overall countries’ average.

Singapore

- Source: Business Monitor International, *The Singapore Freight Transport Report*. <http://www.businessmonitor.com/freight/singapore.html>.
- Not clear whether private fleets were included.
- For-hire, private fleets, and logistics management were estimated based on U.S. values.
- Inventory, passenger, and personal transport were estimated based on overall countries' average.

United States

- Source: Wilson, Rosalyn, *18th Annual State of Logistics Report*. June 6, 2007. National Press Club, Washington, D.C.
- For-hire and private fleets value split based on AASHTO Transportation and the Economy, page 14, 1998.
- Passenger and personal transport values were estimated based on overall countries' average.

Vietnam

- Source: <http://www.marketresearch.com//.asp?productid=1491766&g=1>.
- Inventory and personal transport were estimated based on overall countries' average.