

# Trends in road freight transport 1999 - 2006

## Statistics in focus

### TRANSPORT

14/2008

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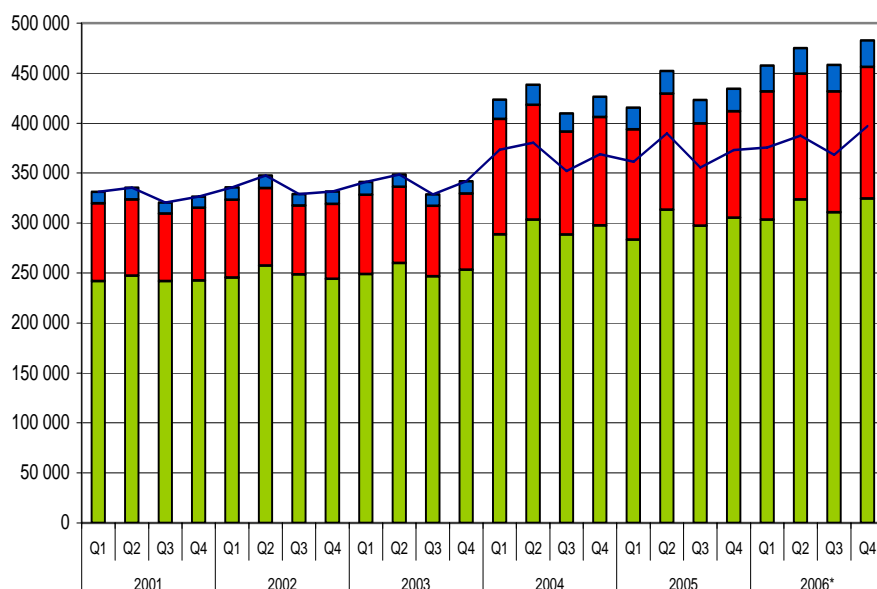
### Main trends

Road freight transport reported in 2006 shows a very strong fourth quarter, particularly for national transport for the EU-27. This largely reflects the performance of the EU-15 Member States with an increase of around 3% in 2006 compared with 2005. Within the EU-15 total, the growth in national and international transport was partially offset by lower growth for cross-trade and a fall in cabotage. This is in strong contrast with the performance of the ten Member States that joined the EU in 2004 (Bulgaria and Romania are included in the figures for the first time in 2006) where an overall growth of 25% reflects rises of over 100% in cross-trade and cabotage, 23.7% in international transport and a much more modest 2.8% in national transport.

Over the period 1999-2006 a number of the EU-15 Member States reported strong rises in tonne-kilometres. These included Spain (mainly national and international transport) and Ireland (mainly national transport). Other countries recording major increases were Luxembourg, Sweden, Italy, Germany and Belgium. In contrast, both Denmark and the Netherlands recorded fall in total transport. For the ten Member States that joined the EU in 2004, the period since 2004 has shown strong growth for Hungary, Lithuania and Latvia (48%, 48% and 46% respectively) with international and cross-trade being the major factors. Slovenia (34%), Poland (25%) and Slovakia (20%) also grew quickly.

In 2006, national transport accounted for more than 90% of the total for the United Kingdom and Cyprus. International transport was more than 60% of the total for Romania. Cross-trade was more than 40% and cabotage nearly a quarter of the Luxembourg total.

**Graph 1: Quarterly road freight transport, EU-15 for 2001-2003, EU-25 for 2004-2005, EU-27 for 2006 - million tkm**



Legend: National (green), International loaded/unloaded (red), Cross-trade and cabotage (blue), EU-15 Total transport (line)

\* IT: as 2006 data is not available, 2005 data have been used instead.

Note: 2001-2002: EU-15 without EL; 2004-2005: EU-25 without MT; 2006: EU-27 without MT; CY: no cross-trade, no cabotage.

## General development

**Table 1: National, international loaded and unloaded, cross-trade and cabotage transport, 1999, 2004 and 2006 - million tkm**

	1999				2004				2006				Total
	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	
BE	15 758	17 250	3 339	938	19 416	22 113	4 533	1 816	19 615	18 974	2 876	1 552	43 017
BG	:	:	:	:	:	:	:	:	5 806	6 368	1 387	204	13 765
CZ	:	:	:	:	16 046	25 620	4 340	<b>32</b>	16 082	25 475	8 733	86	50 376
DK	10 421	12 276	436	102	10 538	11 763	558	254	11 495	9 151	370	239	21 255
DE	226 887	45 652	4 354	1 533	232 303	62 938	6 566	1 944	251 379	67 671	8 692	2 273	330 015
EE	:	:	:	:	1 478	3 424	139	57	1 979	2 869	597	102	5 547
IE	7 737	1 699	354	416	13 216	3 069	354	505	13 832	2 624	563	434	17 453
EL	:	:	:	:	31 745	4 924	88	17	26 137	7 680	96	89	34 002
ES	98 134	35 066	791	271	155 014	62 707	2 070	1 031	174 588	64 465	1 882	854	241 789
FR	159 026	41 975	2 957	756	179 183	31 334	1 060	624	182 753	27 440	728	523	211 444
IT*	151 967	24 465	509	350	158 172	36 861	1 100	847	<i>180 000</i>	<i>38 000</i>	<i>1 300</i>	<i>1 100</i>	<i>220 400</i>
CY	:	:	:	:	1 102	17	:	:	1 145	20	-	-	1 165
LV	:	:	:	:	2 380	3 809	1 183	10	2 718	5 459	2 546	30	10 753
LT	:	:	:	:	2 213	6 656	3 382	28	2 232	8 917	6 919	66	18 134
LU	377	1 461	3 436	1 039	549	2 460	4 303	2 262	544	2 522	3 608	2 133	8 807
HU	:	:	:	:	10 977	8 210	1 330	92	12 425	14 019	3 954	80	30 478
NL	32 682	41 005	8 246	1 632	33 938	42 138	10 748	2 871	<b>31 009</b>	<b>41 000</b>	<b>9 012</b>	<b>2 172</b>	<b>83 193</b>
AT	12 280	15 653	5 827	222	12 376	19 915	6 504	390	14 437	18 254	5 780	717	39 188
PL	:	:	:	:	58 825	38 495	4 982	506	59 420	50 198	17 425	1 273	128 316
PT	14 309	10 990	688	99	17 435	19 278	3 397	708	17 608	23 099	3 622	712	45 041
RO	:	:	:	:	:	:	:	:	22 723	34 406	c	c	57 129
SI	:	:	:	:	2 267	5 348	1 260	132	2 279	7 189	2 379	264	12 111
SK	:	:	:	:	5 422	8 994	4 022	89	5 203	10 230	6 654	125	22 212
FI	25 806	3 712	103	35	27 331	4 806	83	70	25 465	4 052	109	88	29 714
SE	30 422	2 721	<b>54</b>	:	32 691	3 666	421	170	35 474	3 776	504	164	39 918
UK	149 019	16 905	292	44	154 157	13 246	234	203	158 156	13 573	205	242	172 176
LI	:	:	:	:	:	:	:	:	:	80	241	18	339
NO	11 742	3 074	76	24	14 453	2 951	44	12	15 310	4 025	33	19	19 387

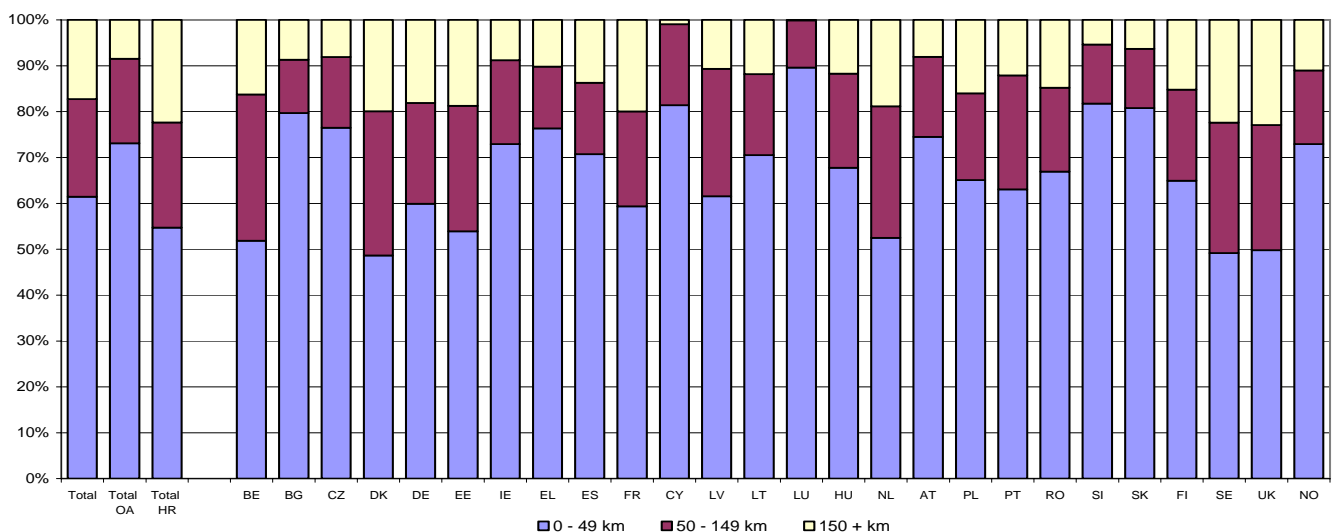
\* IT: 2006 data have been estimated by Eurostat and are presented in italic. Figures in bold refer to revisions made by Member States.

Table 1 shows the development of transport by its national, international, cross-trade and cabotage components. For Germany, Spain, France and the United Kingdom, all major economies, more than 70% of the total was accounted for by national transport. The Member States at the periphery of the EU, Ireland, Cyprus, Finland and Sweden had a similar ratio. In

contrast, international transport made up more than a half of the transport of the Czech Republic, Estonia, Latvia, Portugal, Romania and Slovenia. Cross-trade accounted for more than a quarter of the total for Lithuania, Luxembourg and Slovakia while nearly a quarter of Luxembourg's total was cabotage.

## National transport

**Graph 2: National transport by distance classes and type of transport (on total only), 2006\* - % in tonnes**



\* Total, Total Own account (OA) and Total Hire and reward (HR) include 2005 data for IT.

Graph 2 shows the variation in transport by length of journey for "Own account" transport and "Hire and reward" and by Member State for national transport in 2006. Over 60% of journeys are less than 50 kilometres, while 17% are over 150 kilometres. Own account operators tend to make more short journeys and fewer long journeys than their counterparts in the hire and reward sector. This possibly reflects their type of operation and the extra organisation required to undertake longer journeys.

At Member State level, there is a clear distinction with small Member States tending to undertake shorter journeys. Journeys of less than 50 kilometres accounted for 80% or more in Cyprus, Luxembourg, Slovenia and Slovakia. For Denmark, Sweden and the United Kingdom in contrast, they account for less than half of all journeys with the longest trips taking 20% or more of the total. France also has 20% longer journeys, but has fewer medium length journeys.

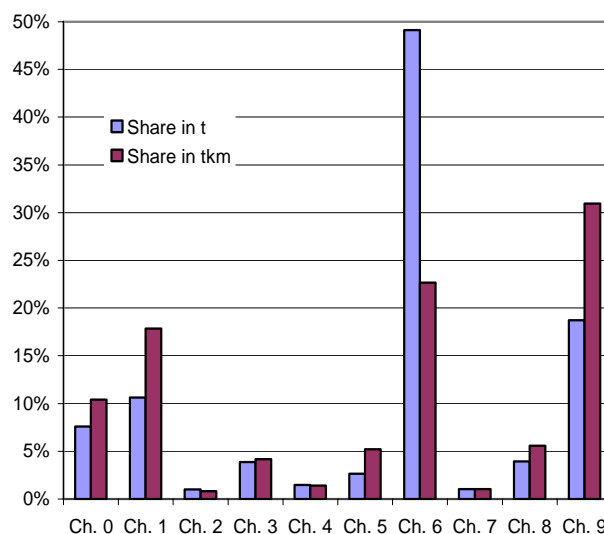
At EU level, the growth in national transport in 2006 reflected rises in some of the larger economies, Germany, France and Spain, and a large rise for Austria. This was partly offset by falls in the Netherlands, Poland and Finland.

**Table 2: National transport - million tkm**

	1999	2000	2001	2002	2003	2004	2005	2006
BE	15 758	19 754	20 565	20 392	19 584	19 416	19 283	19 615
BG	:	:	:	:	:	:	:	5 806
CZ	:	15 986	16 082	17 411	17 362	16 046	15 518	16 082
DK	10 421	11 000	10 887	11 057	11 012	10 538	11 058	11 495
DE	226 887	226 529	230 016	225 474	227 205	232 303	237 617	251 379
EE	:	:	:	:	1 568	1 478	1 847	1 979
IE	7 737	8 337	9 122	10 731	11 935	13 216	13 983	13 832
EL	:	:	:	:	15 276	31 745	19 610	26 137
ES	98 134	106 936	114 004	129 510	138 413	155 014	166 386	174 588
FR	159 026	163 163	168 572	169 742	170 896	179 183	177 331	182 753
IT	151 967	158 250	154 749	160 082	143 184	158 172	171 587	180 000
CY	:	:	:	1 286	1 370	1 102	1 374	1 145
LV	:	:	:	1 967	2 365	2 380	2 734	2 718
LT	:	:	:	:	1 958	2 213	2 137	2 232
LU	377	415	487	583	565	549	494	544
HU	:	:	11 835	11 166	10 670	10 977	11 394	12 425
NL	32 682	31 538	31 000	30 257	31 785	33 938	31 827	31 009
AT	12 280	12 389	12 454	12 663	13 036	12 376	12 514	14 437
PL	:	:	:	:	:	58 825	60 940	59 420
PT	14 309	14 220	16 351	14 916	14 199	17 435	17 445	17 608
RO	:	:	:	:	:	:	:	22 723
SI	:	:	1 927	1 945	1 995	2 267	2 361	2 279
SK	:	:	:	:	5 204	5 422	5 621	5 203
FI	25 806	27 717	26 678	28 071	26 896	27 331	27 815	25 465
SE	30 422	31 451	29 967	31 836	31 467	32 691	34 701	35 474
UK	149 019	150 337	149 760	150 920	153 933	154 157	154 396	158 156
EU-25	:	:	:	:	:	1 178 774	1 199 973	1 245 975
NO	11 742	12 114	12 392	12 721	13 522	14 453	15 352	15 310
LI	:	:	:	:	:	:	:	:

\* IT: 2006 data have been estimated by Eurostat.

**Graph 3: National transport by NST/R chapter of goods, EU-27\*, 2006\*\* - % in tonnes and tkm**



\* Without MT. \*\* IT: as 2006 data is not available, 2005 data have been used instead.

Graph 3 shows transport classified by NST/R chapters of goods in tonnes and tonne-kilometres. Chapter 6, which includes building materials accounts for nearly a half of all the tonnage carried. However, such goods, usually heavy, tend to be carried over relatively short distances and make up less than a quarter of tonne-kilometres. In contrast, chapter 9, which includes manufactures and miscellaneous items, makes up a third of tonne-kilometres but less than a fifth of tonnes, these goods being transported over longer distances.

Agricultural products (chapter 0) and foodstuffs (chapter 1) account for between 10 and 20% each of tonne-kilometres and around 10% of tonnes, some of these products being transported long distances from the production zones to the areas of consumption. Petroleum products (chapter 3) and chemicals (chapter 8) both make up around 5% of total tonne-kilometres and tonnes.

#### NST/R Chapters

- 0 Agricultural products and live animals
- 1 Foodstuff and animal fodder
- 2 Solid mineral fuels
- 3 Petroleum products
- 4 Ores and metal waste
- 5 Metal products
- 6 Crude and manufactured minerals, building materials
- 7 Fertilizers
- 8 Chemicals
- 9 Machinery, transport equipment, manufactured and miscellaneous articles

## International transport loaded and unloaded

**Table 3: International transport loaded and unloaded - million tkm**

	1999	2000	2001	2002	2003	2004	2005	2006	2006** - share in total		
									International intra-EU27	CC and EFTA***	Other international
BE	17 250	25 320	26 501	25 160	23 867	22 113	19 555	18 974	98.9%	1.1%	0.0%
BG	:	:	:	:	:	:	:	6 368	77.0%	13.0%	10.0%
CZ	:	20 528	<b>22 202</b>	<b>23 946</b>	26 025	25 620	21 810	25 475	94.4%	2.3%	3.2%
DK	12 276	12 166	10 510	10 895	11 208	11 763	11 643	9 151	86.0%	13.9%	0.1%
DE	45 652	48 684	52 150	52 174	56 068	62 938	62 545	67 671	93.6%	6.0%	0.4%
EE	:	:	:	:	2 215	3 424	3 122	2 869	73.9%	1.4%	24.7%
IE	1 699	2 650	2 295	2 680	2 927	3 069	3 017	2 624	99.9%	0.1%	0.0%
EL	:	:	:	:	3 973	4 924	4 050	7 680	97.4%	2.0%	0.6%
ES	35 066	40 472	45 323	52 353	51 515	62 707	63 662	64 465	98.5%	1.2%	0.4%
FR	41 975	37 863	35 917	32 673	31 316	31 334	26 745	27 440	96.9%	3.0%	0.2%
IT*	24 465	25 742	30 553	31 400	29 510	36 861	37 871	<b>38 000</b>	95.7%	3.1%	1.2%
CY	:	:	:	37	30	17	19	20	100.0%	0.0%	0.0%
LV	:	:	:	3 142	3 360	3 809	3 839	5 459	74.9%	1.8%	23.3%
LT	:	:	:	:	6 295	6 656	7 700	8 917	80.6%	2.5%	16.9%
LU	1 461	1 529	2 009	2 358	2 487	2 460	2 412	2 522	98.6%	1.4%	0.0%
HU	:	:	6 324	6 298	7 086	8 210	11 237	14 019	96.8%	2.0%	1.3%
NL	41 005	37 876	37 470	36 782	37 517	42 138	40 788	<b>41 000</b>	96.8%	2.9%	0.3%
AT	15 653	16 712	18 623	19 002	19 777	19 915	17 802	18 254	96.6%	3.1%	0.3%
PL	:	:	:	:	:	38 495	39 588	50 198	91.5%	2.4%	6.2%
PT	10 990	11 792	12 135	12 870	11 212	19 278	20 701	23 099	98.9%	0.9%	0.2%
RO	:	:	:	:	:	:	:	34 406	97.6%	1.8%	0.6%
SI	:	:	4 399	3 989	4 289	5 348	6 400	7 189	90.7%	3.6%	5.6%
SK	:	:	:	:	8 816	8 994	11 043	10 230	95.7%	1.8%	2.5%
FI	3 712	3 977	3 671	3 708	3 907	4 806	3 909	4 052	71.2%	13.3%	15.5%
SE	2 721	3 732	3 681	4 080	4 294	3 666	3 193	3 776	55.9%	44.1%	0.1%
UK	16 905	14 951	13 208	12 816	12 873	13 246	12 608	13 573	95.5%	2.4%	2.1%
EU-25						441 791	435 259	<b>466 657</b>	94.4%	3.4%	2.2%
LI	:	:	:	:	:	:	86	80	100.0%	0.0%	0.0%
NO	3 074	2 953	2 722	2 652	2 971	2 951	2 852	4 025	99.2%	0.5%	0.3%

\* IT: 2006 data have been estimated by Eurostat. \*\* IT: 2005 data. \*\*\* EFTA without Iceland.

Table 3 shows details of international transport loaded and unloaded by country and by year since 1999. International transport has increased substantially in 2006 in Latvia, Poland and Hungary compared with 2005. Estonia and Slovakia recorded falls of about 8%. Among the larger Member States, Germany and the United Kingdom recorded rises of around 8%.

Germany and Spain were the largest actors in international transport, each responsible for around 65 billion tonne-kilometres. In third place, Poland rose by 26% compared with 2005 to reach 50 billion tonne-kilometres. Romania which is included in these data for the first time, recorded 34 billion tonne-kilometres, the fifth largest country total.

The table also shows the composition of international transport in terms of the origin or destination of the goods. For most Member States, the large majority of transport was intra-EU-27. The Member States on the periphery and with a border with countries outside the EU-27 had shares between 55% and 77% of their transport within the EU-27. These included Bulgaria, Sweden, Estonia, Latvia and Finland. The same pattern was apparent to a lesser extent for Denmark and Lithuania.

Table 4 shows the top 20 country to country flows in road goods transport. 16 of the flows identified involved countries with a common border. The four exceptions were Germany / Italy, France / Netherlands, Germany / Spain and Spain / Italy. Germany's major role both as a source and a destination for transport is illustrated by the fact that it appears 9 times in the list. France appears 6 times and Italy and Spain 4 times each. The strong showing by the Netherlands and Belgium, both appearing three times, reflects the fact that both countries have major European ports, supplying a wide hinterland. The table also shows the proportion of the flows carried by the partners' road hauliers and the major third country. Here the emergence of the ten Member States that joined the EU in 2004 is apparent as important players in the transport market. In 9 of the 20 country pairs, either Poland, the Czech Republic or Slovakia was the largest third country transport supplier. In contrast, France, Spain, Italy and the United Kingdom did not figure in the list. There is a wide variation in the share taken by third country hauliers in the main country to country flows. These ranged from less than 1% for Spain / Portugal and Ireland / United Kingdom to nearly a quarter for Belgium / Germany and France / United Kingdom.

**Table 4: Main country-to-country flows in international intra EU-27\* road goods transport, 2006\*\* - 1000 tonnes**

Rank in 2006	Pair of countries		Total Tonnes	% in total intra-EU transport	% hauliers of first country	% hauliers of second country	% other hauliers	Main other haulier
1	DE	NL	81 834	9.8%	31.1%	64.5%	4.4%	PL
2	BE	FR	61 159	7.4%	51.9%	37.0%	11.1%	NL
3	DE	FR	50 177	6.0%	62.8%	20.7%	16.4%	LU
4	BE	NL	46 773	5.6%	28.0%	68.9%	3.1%	DE
5	BE	DE	40 325	4.9%	29.8%	46.8%	23.4%	NL
6	ES	FR	36 055	4.3%	70.4%	19.2%	10.4%	PT
7	AT	DE	34 686	4.2%	49.4%	42.9%	7.8%	CZ
8	DE	IT	30 217	3.6%	42.1%	39.3%	18.5%	AT
9	FR	IT	26 038	3.1%	38.6%	51.5%	10.0%	PL
10	DE	PL	24 520	3.0%	8.3%	90.1%	1.7%	CZ
11	ES	PT	23 184	2.8%	35.1%	64.5%	0.4%	DE
12	IE	UK	21 071	2.5%	36.0%	63.6%	0.4%	AT
13	CZ	DE	19 722	2.4%	81.2%	15.7%	3.1%	PL
14	FR	NL	17 660	2.1%	11.6%	69.5%	18.9%	BE
15	DE	DK	14 302	1.7%	56.8%	36.2%	7.1%	LU
16	FR	UK	13 522	1.6%	39.6%	36.5%	23.9%	PL
17	DE	ES	13 360	1.6%	24.4%	58.2%	17.4%	PL
18	AT	IT	12 457	1.5%	68.1%	16.8%	15.1%	DE
19	ES	IT	9 439	1.1%	54.0%	35.0%	11.0%	SK
20	CZ	SK	7 730	0.9%	55.9%	42.6%	1.6%	PL

\* Without MT. \*\* IT: 2005 data.

### Cross-trade transport

**Table 5: Cross-trade transport performed by hauliers from reporting countries - million tkm**

	1999	2000	2001	2002	2003	2004	2005	2006
BE	3 339	4 606	4 481	5 109	5 225	4 533	3 412	2 876
BG	:	:	:	:	:	:	:	1 387
CZ	:	2 568	1 975	3 719	3 147	4 340	6 086	8 733
DK	436	606	573	433	599	558	468	370
DE	4 354	4 086	5 109	5 963	5 907	6 566	7 685	8 692
EE	:	:	:	:	134	139	717	597
IE	354	563	371	445	297	354	448	563
EL	:	:	:	:	76	88	96	96
ES	791	1 064	1 369	2 101	1 919	2 070	2 123	1 882
FR	2 957	2 157	1 775	1 414	846	1 060	788	728
IT	509	411	610	528	834	1 100	1 247	1 300
LV	:	:	:	1 070	1 067	1 183	1 785	2 546
LT	:	:	:	:	3 188	3 382	6 021	6 919
LU	3 436	4 436	4 647	4 254	4 548	4 303	3 758	3 608
HU	:	:	228	367	392	1 330	2 420	3 954
NL	8 246	8 455	8 020	8 570	8 124	10 748	8 815	9 012
AT	5 827	5 676	6 006	6 394	6 289	6 504	6 155	5 780
PL	:	:	:	:	:	4 982	10 646	17 425
PT	688	785	1 332	1 751	1 695	3 397	3 715	3 622
RO	:	:	:	:	:	:	:	c
SI	:	:	678	578	649	1 260	2 123	2 379
SK	:	:	:	:	2 654	4 022	5 814	6 654
FI	103	231	83	159	98	83	79	109
SE	54	318	347	571	647	421	495	504
UK	292	223	238	213	269	234	297	205
EU-25	:	:	:	:	:	62 657	75 193	88 554
LI	:	:	:	:	:	:	282	241
NO	76	60	55	42	80	44	28	33

\* IT: 2006 data have been estimated by Eurostat.

Further evidence of the increasing importance of road hauliers from the ten Member States that joined the EU in 2004 is provided by Table 5, which shows cross-trade performed by Member States. Cross-trade is defined as international road transport from country A to country B by a haulier registered in country C.

Within a total which grew by over 20% in 2006, Polish hauliers, already the main players in cross-trade in 2005, grew by over 60% to become the dominant force in the market, accounting for a little under one fifth of the total. Hauliers from Hungary recorded a growth of over 60%, but represent only a twentieth of the total. Czech Republic hauliers saw a growth of over 40%. Lithuania and Slovakia with more modest growth rates in 2006 both took over 7% of the total. Among the EU-15 Member States, Germany recorded a substantial growth rate of over 13% in 2006 compared to 2005.

## Cabotage transport

**Table 6: Cabotage performed by hauliers from reporting countries - million tkm**

	1999	2000	2001	2002	2003	2004	2005	2006
BE	938	1 366	1 635	2 226	1 867	1 816	1 597	1 552
BG	:	:	:	:	:	:	:	204
CZ	:	:	:	:	:	32	33	86
DK	102	248	187	132	191	254	129	239
DE	1 533	1 408	1 688	1 602	1 565	1 944	2 257	2 273
EE	:	:	:	:	57	57	138	102
IE	416	725	537	420	491	505	462	434
EL	:	:	:	:	15	17	5	89
ES	271	246	350	586	749	1 031	1 059	854
FR	756	815	607	530	551	624	421	523
IT	350	273	599	671	559	847	1 098	1 100
LV	:	:	:	20	17	10	36	30
LT	:	:	:	:	21	28	50	66
LU	1 039	1 230	1 556	1 984	2 044	2 262	2 141	2 133
HU	:	:	99	82	59	92	100	80
NL	1 632	1 697	2 002	1 810	2 339	2 871	2 733	2 172
AT	222	345	449	440	455	390	573	717
PL	:	:	:	:	:	506	653	1 273
PT	99	40	148	187	319	708	747	712
RO	:	:	:	:	:	:	:	c
SI	:	:	31	98	107	132	149	264
SK	:	:	:	:	74	89	87	125
FI	35	49	46	30	25	70	54	88
SE	:	119	164	165	230	170	186	164
UK	44	110	59	85	68	203	207	242
EU-25	:	:	:	:	:	14 631	14 916	15 317
LI	:	:	:	:	:	:	23	18
NO	24	4	9	11	16	12	14	19

\* IT: 2006 data have been estimated by Eurostat.

Cabotage is defined as transport carried out in country A by hauliers registered in country B. In 2006, cabotage continued on the growth path set in 2005. However, the cabotage market has proved a more difficult area to enter for the twelve Member States that joined the EU between 2004 and 2007 and it is still dominated by hauliers from the EU-15 Member States. This may reflect the need to build up good contacts in the target country to find cabotage loads as well as the more restrictive rules applied to cabotage operations. Another reason is the fact that cabotage between EU-15 and the new Member States is not completely liberalized yet: it will be liberalized at the latest after 5 years from accession, but is already allowed for Cyprus, Malta and Slovenia and in case of bilateral agreements between two States.

Hauliers from Germany held first place, accounting for about one seventh of the total, a little ahead of the Netherlands and Luxembourg. Belgium was in fourth place with about a tenth of the market. Polish hauliers achieved a growth of over 90% to reach fifth place. None of the other eleven Member States that joined the EU between 2004 and 2007 have yet achieved substantial volumes in this market sector.

Table 7 shows cabotage from the perspective of the country in which it takes place, as a percentage of each country's total national transport including cabotage. Leaving aside Malta, the table shows that the EU-25 cabotage penetration rate was running at a little over 1% in 2004 and 2005.

Among the major economies, the penetration rate in France was 2.5%, Germany 1.5%, the United Kingdom a little over 1%, Spain and Italy around 0.5%. Among the smaller economies, Luxembourg recorded a figure of over 5%, Belgium nearly 3% and Denmark near to 2%. Over the longer run, the figures show a rising trend for most of the EU-15 Member States, although the figures are very volatile.

**Table 7: Cabotage penetration rate by country in which cabotage takes place (based on tkm)**

	1999	2000	2001	2002	2003	2004	2005
BE	2.59	2.31	2.89	2.10	2.67	2.87	2.96
CZ	:	0.10	0.10	0.08	0.17	<b>0.03</b>	0.22
DK	0.39	0.47	0.92	0.98	1.17	1.72	1.90
DE	1.11	1.12	1.16	1.35	1.31	1.61	1.52
EE	:	:	:	:	0.004	0.002	0.05
IE	0.06	0.29	0.11	0.13	0.07	0.92	1.04
EL	:	:	:	:	0.30	0.19	0.37
ES	0.54	0.38	0.53	0.50	0.51	0.60	0.69
FR	0.93	1.26	1.55	1.91	2.06	2.50	2.55
IT	0.61	0.45	0.59	0.50	0.66	0.63	0.51
LV	:	:	:	0.001	0.44	0.82	0.05
LT	:	:	:	:	0.02	0.23	0.28
LU	2.90	2.20	3.23	3.96	1.30	1.99	5.22
HU	:	:	0.19	0.19	0.22	0.26	0.24
NL	0.52	0.71	0.88	0.97	0.68	0.75	0.87
AT	1.15	1.72	2.40	1.75	1.70	1.94	1.92
PL	:	:	:	:	:	0.07	0.06
PT	0.21	0.30	0.18	0.24	0.28	0.39	0.32
SI	:	:	0.30	0.29	0.05	0.07	0.39
SK	:	:	:	:	0.06	0.13	0.69
FI	0.00	0.01	0.12	0.01	0.10	0.05	0.08
SE	0.84	0.67	0.76	0.67	0.80	1.08	1.47
UK	0.48	0.87	0.86	0.97	1.05	1.19	1.20
EU-25	:	:	:	:	:	1.19	1.20
NO	0.10	0.41	0.41	0.65	0.97	1.34	0.46

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The data presented in this publication were collected in the frame of Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road. These data are based on sample surveys carried out in the reporting countries, i.e. EU Member States, Liechtenstein and Norway and record the road goods transport undertaken by vehicles registered in these countries.

Member States use their own national surveys for the collection of data based on returns from road hauliers. The results are micro-data referring to vehicles and their linked journeys providing detailed information on goods transported. On European level, common aggregation procedures were used that might diverge from national practices. Therefore differences might occur between figures in this publication and national values. For the distinction between national and international transport, journey related information is used on the European level, which might cause differences in corresponding values from those countries that are using goods related information for these statistics.

**Spain:** National transport: since the first quarter of 2002, transport of goods within the same municipality has been included in the survey. This has brought about a very significant increase in the tonnage figures. Due to the relatively short distances, the tkm figures are far less affected.

**Italy:** Due to a change in the methodology, there is a break in the time series 2003-2004. Data for 2006 have not been reported yet, therefore estimates have been used.

**Malta:** Since 2004, Malta has not reported any road transport data.

**The Netherlands:** A change in the methodology occurred between 2002-2003.

**Portugal:** Since 2004 the response rate has been improved, therefore the number of vehicles transporting goods has been increased by about 25%. This has caused an enormous increase of road freight transport between 2003 and 2004, resulting in a break in time series.

**Sweden:** Sweden reported 1999 data according to the former Directives.

**EU-25 totals** calculated in this publication refer to the transport reported by the 25 Member States excluding Malta that is not reporting road transport data.

### **International transport loaded and unloaded**

International transport as presented in this publication (except Table 4) is based on goods loaded and unloaded in the reporting Member States. Double counting is avoided since reporting relates only to resident carriers of the reporting countries: the figures sum up the goods dispatched from resident carriers to all countries of the world and the goods brought into the reporting country by resident carriers from all countries of the world.

### **Cross-trade transport**

Cross-trade transport is defined as international road transport performed by a road motor vehicle registered in a third country (movement of goods by road from country A to country B by hauliers registered in country C). Figures presented in Table 5 take into account cross-trade transport by hauliers of the reporting countries. Thus, figures do not express where this type of operation has taken place but by whom it was performed.

### **Cabotage transport**

Cabotage is declared by Member States for hauliers registered in their country performing transport on the national territory of another country.

### **Table 4**

Total international transport – loaded, unloaded and cross-trade - includes transport reported between each pair of countries by hauliers registered in all Member States. Transport undertaken by hauliers registered in other countries is not included.

### **Table 7**

Bulgaria and Romania had no obligation to report for years prior their accession in 2007 and started to report data for the reference year 2006.

### **Breakdown by goods groups**

The NST/R classification (Standard Goods Nomenclature for Transport Statistics / Revised) consists of 24 goods groups that have been aggregated at NST/R chapter level. ([ec.europa.eu/eurostat/ramon](http://ec.europa.eu/eurostat/ramon)).

### **Data availability**

The figures presented in this publication have all been taken from Eurostat's free dissemination database and reflect the state of data availability as of 12<sup>th</sup> November 2007.

**Estimates** are presented in italic. In tables 1, 2, 3, 5 and 6, 2006 data for Italy were estimated on the basis of recent trend.

**Figures appearing in bold** refer to revisions made by Member States in the frame of the validation of the content of recent publications.

**In this publication:** 1 billion = 1 000 000 000  
- not applicable  
: not available  
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**This publication** was produced with the assistance of Richard Butchart and Marie-Noëlle Dietsch.



## Further information:

Data: [EUROSTAT Website/Home page/Transport/Data](#)

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