Statistics in focus

INDUSTRY, TRADE AND SERVICES

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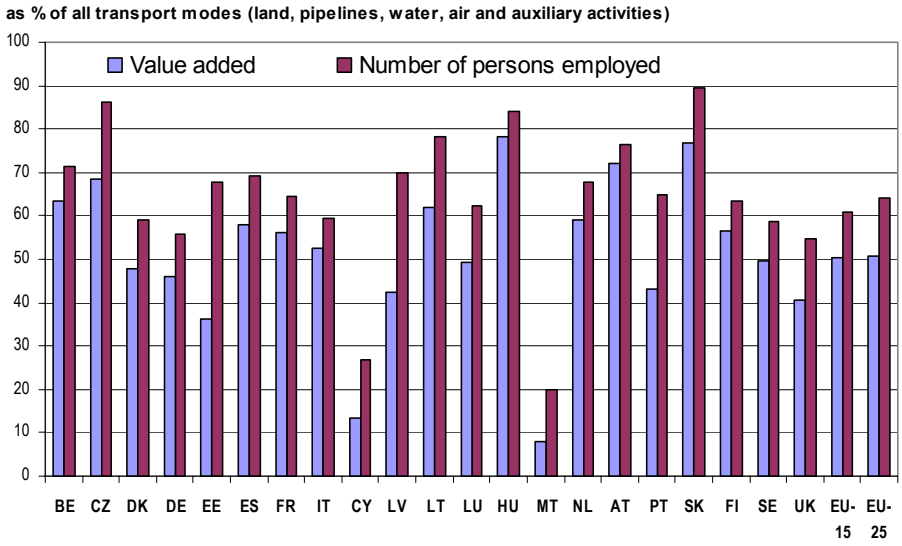
The land transport sector in the European Union

In the frame of the Structural Business Statistics (SBS), the land transport sector (NACE Rev.1, division 60) is composed of three sub sectors: rail transport enterprises (group 60.1), road transport enterprises (60.2) and enterprises active in pipeline transport (60.3).

Despite the liberalisation of rail transport in many EU countries, the sector is still dominated by a few large enterprises. Often, smaller private enterprises operate railway lines at a local or regional level. Road transport enterprises dominate the land transport sector. Their structure is quite heterogeneous, enterprises range from over 250 employees to 1-person independent road freight haulers.

Whereas rail and road transport enterprises are active both in freight and passenger transport, not all countries covered in this publication feature pipelines as this kind of land transport is limited to the transport of only one commodity type: liquid bulk (hydrocarbons).

Graph 1: Value added and employment in land transport in Member States, 2001



Note: EL, IE, PL, SI: n.a. (not available); CZ, EE, SK: NACE 61 & 62 n.a.; NL: NACE 62 n.a..
Source: Eurostat, SBS.

Graph 1 shows the share of land transport in the total value added and employment of all transport modes and activities for the year 2001. At EU-15 and EU-25 level, just over 50 % of the total value added was generated in land transport. Hungary, Slovakia and Austria peak in this respect with shares of over 70% whereas Estonia and the United Kingdom feature shares of 36 % and 40 % respectively, still ahead of Cyprus (14 %) and Malta (8 %).

With regards to employment, the share at EU-25 level was notably higher than that of value added: 64 %. All individual countries display higher shares in employment. In the Czech Republic, Hungary and Slovakia, the employment shares of land transport reached levels of over 80 %.

The very low levels registered for Malta and Cyprus can be explained by the fact that these two countries are islands and – in addition – do not have any railways. However, Malta and Cyprus have high shares in maritime and air transport.

Contents

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Table 1: Importance of land transport in the EU and Member States, 2001

Sector	Total EU employment (in 1000)	Total EU value added (in billion EUR)	Main contributor to value added	Most specialised Member State	Least specialised Member State
Rail (60.1) (1)	986.6	35.5	Germany	Slovenia	Sweden
Road (60.2) (2)	3,858.9	123.7	Germany	Slovenia	Malta
Pipelines (60.3) (3)	9.4	1.9	Italy	Latvia	Sweden
Land transport (60)	4,854.9	161.2	France	Hungary	Malta
Total transport (60+61+62+63) (4)	7,585.7	316.8	United Kingdom		
Non-financial business economy (C to K, excl. J)	105,192.5	4 584.0			

Notes: EL: n.a. Most/least specialised Member State : see methodological notes for details. Source: Eurostat, SBS.

(1) Value added: CZ, EE, FR, IE, LV, NL, PL, PT, SK: n.a.; BE, SI: 1999; DK: 1998; AT: 1995

(2) Value added: EE, IE, PL: n.a.; LV: 1999

(3) Value added: CZ, DK, LV, PL, SK: n.a.; ES, FR: 2000; BE, NL: 1999; IE: 1998; PT: 1996; AT: 1995

(4) Value added: Nace 61: EE, SI: 1999; PL, SK: 1998; IE: 1997; Nace 62: PL: n.a.; EE, SK: 1999; IE: 1997; Nace 63: IE, PL: 1998

Value added and employment: share of 77 % and 79 % for road transport at EU-25 level

Table 1 outlines that the land transport sector employed close to 4.9 million persons in the EU in 2001. This corresponds to 4.6 % of the number of persons employed in the non-financial business economy (NACE C to K, excl. J).

When focusing on the various sub-groups of land transport, the dominance of road transport (NACE 60.2) becomes obvious as it is responsible for nearly 80 % of the total employment in land transport.

The value added of road transport features a similar share: the EUR 123.7 billion registered at EU-level corresponds to 77 % of the total value added generated in the land transport sector.

All sub-groups of land transport considered, it is France that contributed most to the value added generated at EU-level in 2001: its share amounted to 16.7 %, just ahead of Germany and the United Kingdom with a share of 16.4 % and 15.7 % respectively (see Table 2).

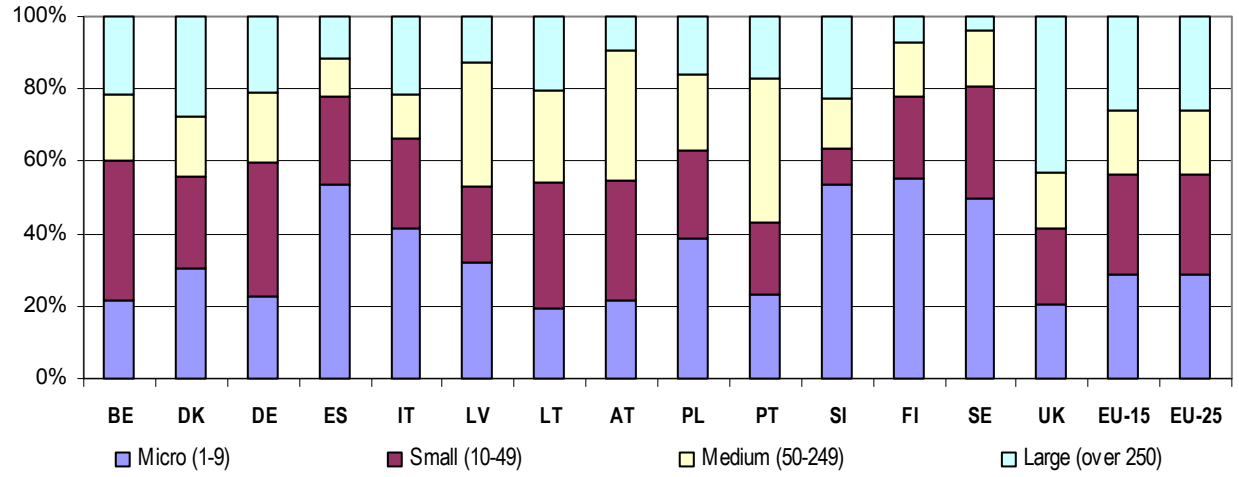
Due to the existence of relatively few enterprises (and the subsequent limits in data availability due to confidentiality rules), figures for railway and pipeline transport are not always available at Member State level. Nevertheless, the importance of road transport is confirmed in nearly all Member States. The traditionally strong position of rail transport in the eastern European Member States is emphasised by available data in Hungary, Lithuania, and Slovenia.

Table 2: Value added, employment, labour productivity and number of enterprises in the land transport sector, by country, 2001

	BE	CZ*	DK	DE	EE	ES	FR	IE	IT	CY	LV	LT	LU	HU
Value added at factor cost - in million EUR														
Total land transport	**6 625**	**1 113**	**4 363**	**26 355**	**156**	**15 418**	**26 967**	**813**	**19 094**	**76**	**255**	**305**	**583**	**1 311**
***share** in total EU-25 land transport (%)*	*4,1*	*0,7*	*2,7*	*16,4*	*0,1*	*9,6*	*16,7*	*0,5*	*11,8*	*0,0*	*0,2*	*0,2*	*0,4*	*0,8*
l transport enterprises (60.1)	:	:	:	4 686	:	2 374	:	:	3 816	-	:	98	213	433
d transport enterprises (60.2)	4 371	460	3 710	21 489	:	13 044	18 645	:	14 496	76	:	207	371	877
***share** in total land transport enterprises(%)*	*66,0*	*41,3*	*85,0*	*81,5*	*:*	*84,6*	*69,1*	*:*	*75,9*	*100*	*:*	*68,0*	*63,6*	*67,0*
peline transport enterprises (60.3)	:	:	:	180	-	-	:	:	782	-	:	-	-	0
Number of persons employed														
Total land transport	**137 093**	**228 336**	**79 724**	**677 942**	**21 845**	**511 475**	**696 451**	**27 402**	**538 059**	**4 992**	**39 289**	**55 136**	**11 487**	**171 582**
***share** in total EU-25 land transport (%)*	*2,8*	*4,7*	*1,6*	*14,0*	*0,4*	*10,5*	*14,3*	*0,6*	*11,1*	*0,1*	*0,8*	*1,1*	*0,2*	*3,5*
l transport enterprises (60.1)	:	:	:	95 881	:	38 488	:	:	81 178	-	:	14 380	3 212	56 784
d transport enterprises (60.2)	94 437	138 761	71 723	581 484	:	472 987	517 519	:	453 287	4 992	:	40 756	8 275	114 739
***share** in total land transport enterprises(%)*	*68,9*	*60,8*	*90,0*	*85,8*	*:*	*92,5*	*74,3*	*:*	*84,2*	*100*	*:*	*73,9*	*72,0*	*66,9*
peline transport enterprises (60.3)	:	:	:	577	-	-	:	:	3 594	-	:	-	-	59
Apparent labour productivity (value added per person empl.) - in thousand EUR														
Total land transport	48,3	4,9	54,7	38,9	7,1	30,1	38,7	29,7	35,5	15,2	6,5	5,5	50,8	7,6
l transport enterprises (60.1)	:	:	:	48,9	:	61,7	:	:	47,0	-	:	6,8	66,2	7,6
d transport enterprises (60.2)	46,3	3,3	51,7	37,0	:	27,6	36,0	:	32,0	15,2	:	5,1	44,8	7,6
peline transport enterprises (60.3)	:	:	:	312,1	-	-	:	:	217,6	-	:	-	-	3,4
Number of enterprises														
Total land transport	10 154	30 860	11 960	62 518	1 364	194 282	77 366	3 826	132 896	3 428	1 337	5 178	673	33 744
l transport enterprises (60.1)	4	42	20	210	9	7	32	:	119	-	4	4	1	14
d transport enterprises (60.2)	10 137	30 815	11 938	62 281	1 355	194 275	77 302	:	132 735	3 428	1 332	5 174	672	33 692
***share** in total land transport enterprises(%)*	*99,8*	*99,9*	*99,8*	*99,6*	*99,3*	*100*	*99,9*	*:*	*99,9*	*100*	*99,6*	*99,9*	*99,9*	*99,8*
Pipeline transport enterprises (60.3)	13	3	2	27	-	-	32	:	42	-	1	-	-	38

Note: EL: not available; CY: Number of enterprises: 2000; SI: Value added and number of enterprises: 1999; * CZ: provisional data. Source: Eurostat, SBS.

Graph 2: Distribution of value added by size of enterprise in road transport (NACE Rev.1 group 60.2) in Member States, 2001



Note: CZ, EE, EL, FR, IE, CY, LU, HU, MT, NL, SK: not available; PT: 2000; ES, SE: 1999; SI: 1998.

Source : Eurostat, SBS.

For Austria, both the value added and the employment share of road transport in total land transport (with 58 % and 65 % respectively) are relatively low compared to other EU-15 Member States.

The apparent labour productivity (value added at factor cost per number of persons employed) in 2001 was relatively high in Denmark and Luxembourg. In general, available figures suggest higher values in rail than in road transport. The few available data for pipeline transport show high figures: once the infrastructure in place, high transport performances can be reached with relatively few personnel.

The lower section of Table 2 shows the number of enterprises in land transport sector. Obviously, road transport enterprises dominate: all countries for which data are available show shares of over 99 % (in Malta and Cyprus, countries with neither railways nor pipelines, the share is obviously 100 %). In absolute terms, Spain and Italy feature many road transport enterprises. These figures could be explained, in part, by the high number of 1-person independent road freight haulers.

Graph 2 focuses on road transport enterprises and details the contribution of value added by size of enterprise in 2001. Micro-enterprises had a particularly high share in Spain, Slovenia, Finland and Sweden (between 50 % and 55 %, EU-25 average: 29 %). The contribution of large enterprises (over 250 employees) in the value added of road transport was very high in the United Kingdom.

Table 2: Value added, employment, labour productivity and number of enterprises in the land transport sector, by country, 2001 (continued)

	MT	NL	AT	PL	PT	SI	SK	FI	SE	UK	EU-15	EU-25	NO	CH	BG	RO
Value added at factor cost - in million EUR																
Total land transport	**34**	**9 005**	**6 458**	**6 996**	**1 747**	**363**	**446**	**3 088**	**4 209**	**25 315**	**150 039**	**161 160**	**2 835**	**2 538**	**389**	**1 194**
***share** in total EU-25 land transport (%)*	*0,0*	*5,6*	*4,0*	*4,3*	*1,1*	*0,2*	*0,3*	*1,9*	*2,6*	*15,7*	*93,1*	*100*				
il transport enterprises (60.1)	-	:	:	:	:	130	:	486	416	4 167	30 641	35 486	358	:	:	:
oad transport enterprises (60.2)	34	8 187	3 755	:	1 651	233	164	2 602	3 792	21 024	117 850	123 738	2 477	:	:	397
***share** in total land transport enterprises(%)*	*100*	*90,9*	*58,1*	*:*	*94,5*	*64,2*	*36,8*	*84,3*	*90,1*	*83,0*	*78,5*	*76,8*	*87,4*	*:*	*:*	*33,2*
line transport enterprises (60.2)	-	:	:	:	:	-	:	-	1	124	1 547	1 937	-	:	:	:
Number of persons employed																
Total land transport	**2 270**	**211 260**	**144 860**	**:**	**90 108**	**:**	**73 190**	**71 303**	**122 395**	**582 505**	**3 902 064**	**4 854 900**	**69 371**	**37 281**	**132 778**	**227 237**
***share** in total EU-25 land transport (%)*	*0,0*	*4,4*	*3,0*	*:*	*1,9*	*:*	*1,5*	*1,5*	*2,5*	*12,0*	*80,4*	*100*				
il transport enterprises (60.1)	-	:	:	:	:	:	:	9 427	9 181	51 683	594 000	986 600	6296	:	:	:
oad transport enterprises (60.2)	2 270	198 427	93 782	:	84 006	:	28 104	61 876	113 193	530 455	3 302 300	3 858 900	63075	:	:	120 887
***share** in total land transport enterprises(%)*	*100*	*93,9*	*64,7*	*:*	*93,2*	*:*	*38,4*	*86,8*	*92,5*	*91,1*	*84,6*	*79,5*	*90,9*	*:*	*:*	*53,2*
line transport enterprises (60.3)	-	159	:	:	:	-	:	-	21	367	5 764	9 400	-	:	:	:
Apparent labour productivity (value added per person empl.) - in thousand EUR																
Total land transport	15,0	42,6	44,6	:	19,4	:	6,1	43,3	34,4	43,5	38,5	33,2	40,9	68,1	2,9	5,3
il transport enterprises (60.1)	-	:	:	:	:	:	:	51,5	45,4	80,6	51,6	36,0	56,8	:	:	:
oad transport enterprises (60.2)	14,8	41,3	40,0	:	19,6	:	5,8	42,1	33,5	39,6	35,7	32,1	39,3	:	:	3,3
line transport enterprises (60.3)	-	:	:	:	:	-	:	-	38,1	337,3	268,5	206,1	-	:	:	:
Number of enterprises																
Total land transport	1 349	14 165	9 658	134 347	15 195	10 241	678	20 662	24 887	45 982	624 225	846 881	16 763	6 801	30 506	12 029
il transport enterprises (60.1)	-	10	16	:	:	3	:	4	32	114	575	695	9	:	:	:
oad transport enterprises (60.2)	1 349	14 140	9 640	:	15 191	10 238	676	20 658	24 845	45 838	623 474	845 964	16 754	:	30 503	11 985
***share** in total land transport enterprises(%)*	*100*	*99,8*	*99,8*	*:*	*100*	*100*	*99,7*	*100*	*99,8*	*99,7*	*99,9*	*99,9*	*99,9*	*:*	*100*	*99,6*
line transport enterprises (60.3)	-	15	2	:	:	-	:	-	10	30	176	222	-	:	:	:

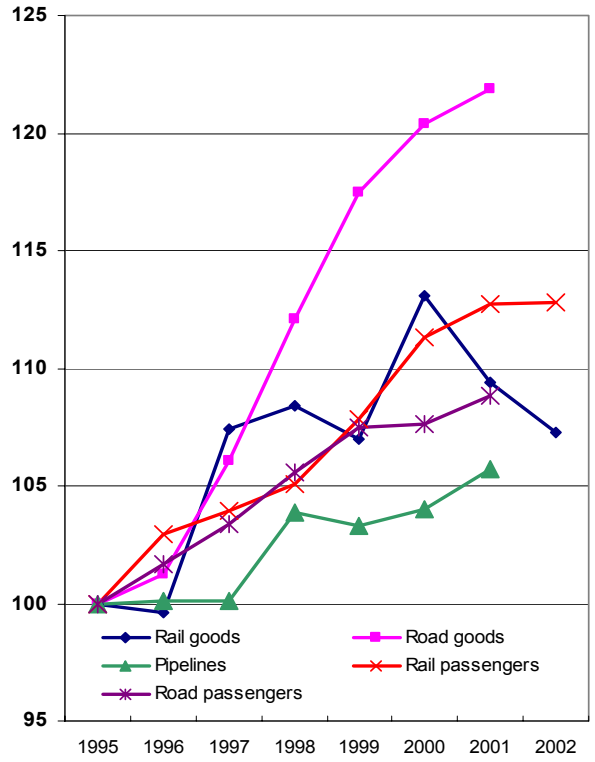
Source: Eurostat, SBS.

With regards to rail transport enterprises, available data suggest that only three countries offer absolute numbers in the three-digit range in 2001: Germany (210 enterprises), Italy (119) and the United Kingdom (114). A country's railway transport is often still dominated by a single (and often formerly state-owned) company. As mentioned earlier, most of the railway enterprises operate local or regional lines. It can be expected that the on-going liberalisation process will affect the number of railway transport enterprises.
At EU level, the number of pipeline transport enterprises is limited to 222 units. Mostly used for the transport of hydrocarbons, these are often found in countries that produce (North Sea) or handle (major ports) crude oil and other petroleum products. Italy is the country where, in 2001, most individual enterprises could be found (42 units). On the basis of available data, eight Member States do not have pipeline transport enterprises.

The map on the opposite page (Graph 5) shows the share of persons employed in land transport in the total number of persons employed (NACE sections C to K, excl. J) at regional level (NUTS level 2). With regards to the coverage, certain particularities apply; these are outlined in the relevant section of the Methodological Notes.
It appears that the highest shares of land transport employment can be found in the central part of the European Union. The Northern regions of France, as well as the Southern part of Belgium and Luxembourg all display employment shares of over 6 %. In Germany, only Rheinhessen-Pfalz (10 % – the second highest value available) and Darmstadt (close to 7 %) belong to the highest category.
No Austrian region registered a share under 5 %. Land transport employment in the Western part of the country is particularly important: Tirol registered a share of 7.9 % and Salzburg 7.6 %. Similar shares can be found in the various regions of neighbouring Hungary.
The Czech Republic, as well as the three Baltic States Estonia, Latvia and Lithuania (data only available at country-level) display relatively important road transport employment shares.
The same can be said for the Slovakia, in which the highest regional value was registered: Bratislasvský with 18 %.
By contrast, the lowest value among the regional figures available was that of Surrey, East and West Sussex in the United Kingdom with a share of only 1.6 %. Within that country, the highest value was registered for North Yorkshire (8.6 %).
Noticeable are also the high shares registered in the very North of Europe: Mellersta Norrland and Övre Norrland in Sweden with shares of 6 % and 7 % respectively and Itä-Suomi in Finland with 8 %.

Transport performance: continuous increase of road goods transport

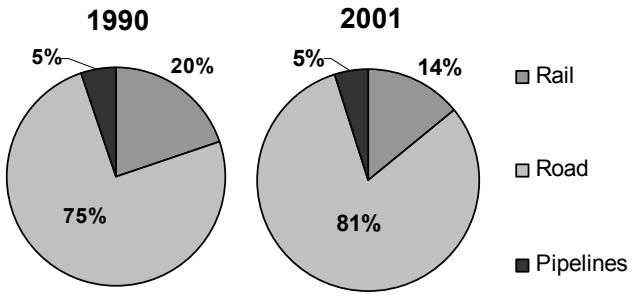
Graph 3: Evolution of transport performance at EU-15 level (1995=100), based on passenger-kilometres and tonne-kilometres performed



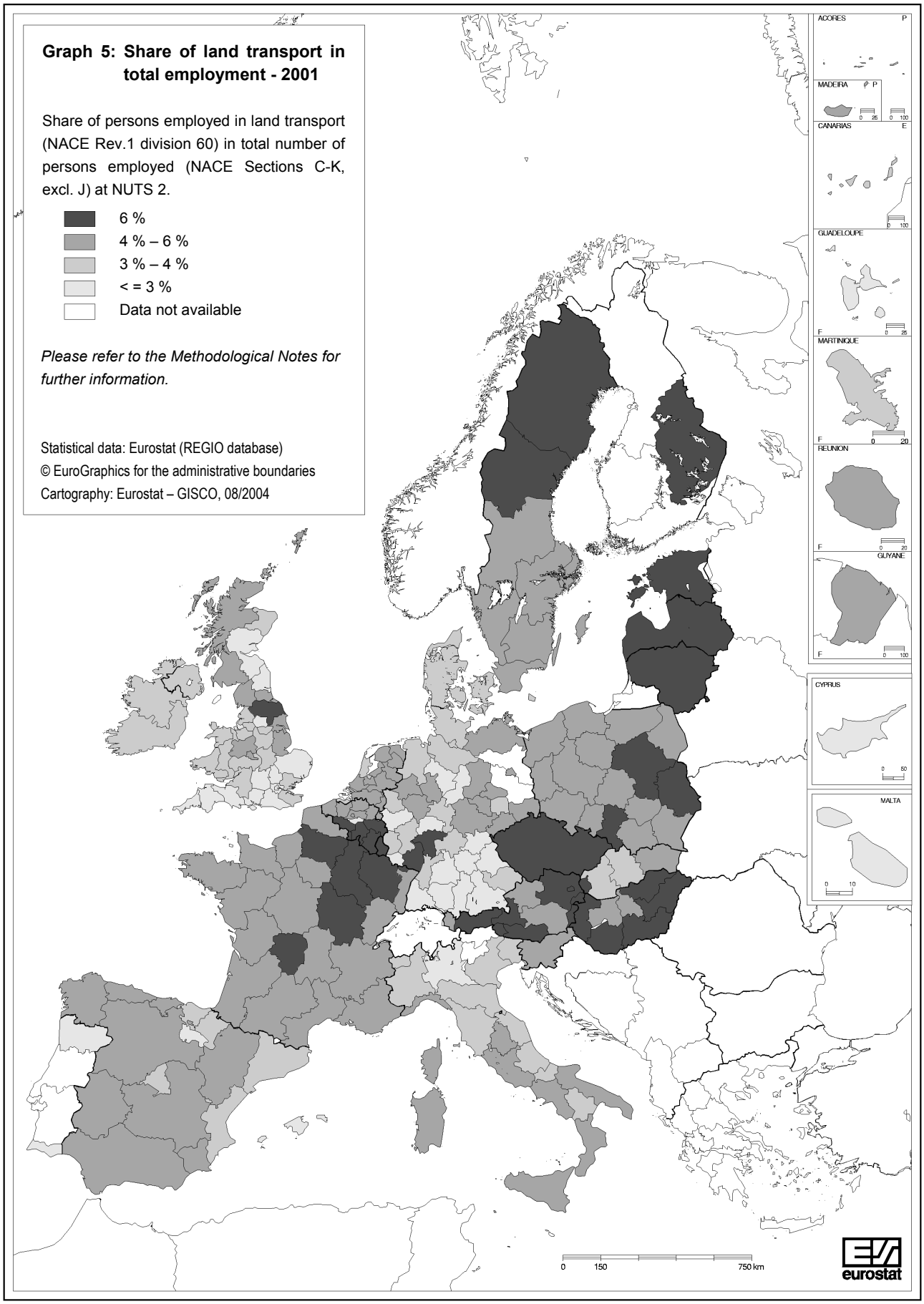
Source: DG Energy and Transport.

The transport sector has shown a steady growth since the 1970s. Especially passenger traffic has experienced a regular increase whereas goods transport has been growing less steady. Taking only into account transport by passenger cars, buses, coaches and railways, intra-EU-15 passenger demand in 2000 was 32.7 kilometres per person per day on average.
Graph 3 shows that road goods transport has been growing by over 20 % since 1995 whereas rail goods transport tends to fluctuate. Passenger transport performance for both road and rail increased less strongly but at a more regular pace.

Graph 4: Goods transport in EU-15: Modal split of land transport – based on tonne-kilometres performed



Source: DG Energy and Transport.


Graph 5: Share of land transport in total employment - 2001
Share of persons employed in land transport (NACE Rev.1 division 60) in total number of persons employed (NACE Sections C-K, excl. J) at NUTS 2.
6 %
4 % – 6 %
3 % – 4 %
< = 3 %
Data not available
Please refer to the Methodological Notes for further information.
Statistical data: Eurostat (REGIO database)
© EuroGraphics for the administrative boundaries
Cartography: Eurostat – GISCO, 08/2004
ACORES
P
MADEIRA
P
CANARIAS
E
GUADELOUPE
F
MARTINIQUE
F
REUNION
F
GUYANE
F
CYPRUS
MALTA
0
150
750 km
eurostat

Graph 4 outlines that for goods transport, the share of rail transport has decreased from 20 % to 14 % in only one decade (based on transport performance expressed in tonne-kilometres). This occurred entirely to the benefit of road freight transport as the share taken by pipeline transport has remained stable (share of 5 %).

Household expenditure: high share for bus and coach transport in Greece, Spain, Ireland and Portugal

Graph 6 illustrates the share of passenger transport by rail and road transport in the total household consumption expenditure for transport services. Apart from transport by rail and road, 'transport services' here encompasses also passenger transport by sea and inland waterways, by air, by combined transport and 'other purchased transport services'. The shares have been established on the basis of expenditure in PPS (Purchasing Power Standards) in order to eliminate the absolute income differences of the various Member States.

It should be emphasised that the expenses of personal transport equipment (which includes the purchase of petrol and diesel-fuel) are not included in 'Passenger transport by road'.

Available data suggest that expenditure on passenger transport by road often dominates; however, a couple of noticeable particularities appear. Apart from the influence of the price levels of passenger transport services, the image rendered by graph 6 is very much determined by the availability of a transport network. Accordingly, the very low household consumption expenditure share dedicated to passenger rail transport in Greece for instance can largely be explained by the fact that this country does not dispose of a dense railway network (2 299 km, but only 17.4 kilometres of network length per 1 000 km² of national territory – in 2000). For a large part of the population (mainly those living on islands and in mountain areas), the rail network is simply not accessible. Hence the very low share (2.7 % of the total expenditure for transport services) of passenger rail transport. The opposite situation occurs in the Netherlands, where a dense rail network (2 802 km, 67.5 km of network length per 1 000 km² of national territory – in 2000) together with a widespread use make the share in transport expenditure climb to nearly 66 % for rail. A similar situation as in the Netherlands – albeit less extreme – can be observed for France, Austria, Germany and Belgium. Passenger transport services by road, essentially by bus and coach, are obviously far more used (or more expensive than passenger rail transport services) in countries like Spain, Ireland and Portugal.

Graph 6: Share of household consumption expenditure dedicated to transport by railway and road, by Member State (EU 15), 1999

Note: No data available for passenger transport by rail for Denmark. No data available for Finland.

Source: Eurostat, HBS.

➢ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

ABBREVIATIONS

EU-25: European Union, including the 25 Member States: Belgium (BE), the Czech Republic (CZ), Denmark (DK), Germany (DE), Estonia (EE), Greece (EL), Spain (ES), France (FR), Ireland (IE), Italy (IT), Cyprus (CY), Latvia (LV), Lithuania (LT), Luxembourg (LU), Hungary (HU), Malta (MT), the Netherlands (NL), Austria (AT), Poland (PL), Portugal (PT), Slovenia (SI), Slovakia (SK), Finland (FI), Sweden (SE) and the United Kingdom (UK). **EU-15**: European Union, including the 15 Member States: BE, DK, DE, EL, ES, FR, IE, IT, LU, NL, AT, PT, FI, SE, UK.

Missing data are estimated for the purpose of the calculation of EU-15 and EU-25 aggregates.

SYMBOLS

":" non available or confidential.

"-" not applicable.

DEFINITIONS

Division of employment and value added by sector of activity

Employment and value added in the Structural Business Statistics (SBS) are divided into sectors of activity according to the NACE Rev. 1 system of classification. This structures activities by section (1-letter codes), subsection (2-letter codes), division (2-digit codes), groups (3-digit codes) and classes (4-digit codes). All activities of land transport are included under Section I. Section I is composed of the following divisions:

I 60	**Land transport, transport via pipelines**
I 61	Water transport
I 62	Air transport
I 63	Supporting and auxiliary transport activities, activities of travel agencies)
I 64	Post and telecommunications

The land transport sector analysed in this publication focuses thus on **division I 60** with the following groups:

- **60.1: Rail transport**
- **60.2: Road transport**
- **60.3: Pipelines transport**

Number of persons employed: defined as the total number of persons who work in the observation unit (inclusive of working proprietors and partners working regularly in the unit and unpaid family workers), as well as persons who work outside the unit who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes part-time workers, seasonal workers, apprentices and home workers who are on the pay roll. The observation unit for aggregating data is the enterprise, which is defined as *'the smallest combination of legal units that is an organisational unit producing goods or services, which benefits from a certain degree of autonomy in decision-making, especially for the allocation of its current resources*'.

Value added: Value added measured at factor cost, which is the gross income from operating activities after adjusting for operating subsidies and indirect taxes (including value added tax).

Degree of specialisation: The most specialised Member State is the country for which the share of the value added accounted for by land transport (or any group thereof) is highest in relation to the total transport related activities of that country (NACE Rev. 1 Section I, except division 64, 'Post and telecommunications'). The least specialised Member State is the country where this share is lowest.

Apparent labour productivity: Value added at factor cost/number of persons employed (expressed in thousand EUR per person employed).

passenger-kilometre: 1 passenger transported a distance of 1 kilometre

tonne-kilometre: 1 tonne transported a distance of 1 kilometre

DATA SOURCES

Structural Business Statistics (SBS): collected within the framework of Council regulation on structural business statistics (EC, EURATOM) No. 58/97 of December 1996. The SBS Regulation governs the transmission of data to Eurostat from the reference year 1995 onwards and covers all market activities in sections C to K of NACE Rev. 1. The aggregate 'Non-financial business economy' is covered by NACE Rev. 1 sections C to K, excluding section J. For further information, visit: http://forum.europa.eu.int/Public/irc/dsis/bmethods/info/data/new/main_en.html

The SBS data used in the analysis are taken from the SBS database available free of charge on the ESTAT Web Site: http://europa.eu.int/comm/eurostat which covers all enterprises from 1995 onwards (though the data are less complete and less accurate for the years prior to 1999). The data available for Greece cover only enterprises with 20 persons or more employed and are, therefore, not included in these series. They are nevertheless available in the SBS database.

REGIO – Regional database (map): Share of land transport in total employment: population covered = NACE Rev.1 sections C, D, E, F, G, H, I, K (NUTS 2); CZ: NUTS level 1; IE, MT: section E n.a.; CY: section K n.a. Individual regions : DE11, DE12, DE13, DE14, DE21, DE22, DE23, DE24, DE25, DE26, DE27, DEC0, DEE1, DEE2, DEE3: section E n.a. DE71, DE72, DE73, DE93, DE94, DEA2, DEF0, DEG0: section E: 2000 – DEA5: section E: 1999 – DE91, DE92, DEA1, DEA3, DEA4: section E: 1998 – DE50: section E n.a., section I: 2000 – DE30, DE60, DE80: sections C, D: 2000, section E n.a. – DEB1, DEB2, DEB3: sections C, D: 1999, section E n.a. – DED1, DED2, DED3: sections C, D: 1999, section E n.a., section F: 2000 DE41, DE42: not released because sections C, D, E, G, H n.a. — ES62: section C: 1999, section E: 2000 — FR30, FR91: section C: 1999 — ITF1, ITG2: division 60: 2000 — NL12, NL32, NL33, NL41, NL42: sections H, I, K: 2000 — NL11, NL13: sections C, E, H, I, K: 2000 — NL21: sections C, D, H, I, K: 2000 — NL22: section C: 1999, sections D,E, H, I, K: 2000 — NL23: section C: 1999, sections E, H, I, K: 2000 — NL31: sections C, E: 1999, sections D, H, I, K: 2000 — NL34: sections C, D, H, I, K: 2000, section E 1999 — AT32, AT34: sections C, E n.a. — PL11: section C: 1999 — PL11, PL31: section C n.a. — PL43, PL52: section D: 2000 — UKK2, UKM1, UKM3: section E: 1999 — UKK3: section E: 1998.

For the NACE and NUTS classifications, please refer to RAMON, Eurostat's classification server (http://www.europa.eu.int/comm/eurostat/ramon).

Household Budget Survey (HBS) – Share of household consumption expenditure dedicated to transport by railway and road: the domain HBS gathers cross sectional data on Final Consumption Expenditure of non-collective private households. As these statistics are collected on a voluntary basis, data supplied by Member States are not perfectly harmonised. The graph presented in this publication (Graph 6) is based on the 'mean consumption expenditure' by detailed COICOP level (in PPS). The following COICOP (Classification of Individual Consumption by Purpose) classes have been considered: cp073 Transport services (for the total), cp0731 for passenger transport by railway (for the share of rail), cp0732 for passenger transport by road (for the share of road). It should be noted that cp073 Transport services encompasses also passenger transport by air (cp0733), by sea and inland waterway (cp0734), combined passenger transport (cp0735) as well as other purchased transport services (cp0736).

The source of all figures presented in this publication is Eurostat and reflects the **state of data availability** in Eurostat's reference database NewCronos as of June 2004.

Further information:

- **Databases**

  EUROSTAT website/Industry, trade and services/Industry, trade and services - horizontal view/Structural Business Statistics (Industry, Construction, Trade and Services)/Annual enterprise statistics

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