

Trends in rail goods transport 1990-2003

Statistics in focus

TRANSPORT

3/2005

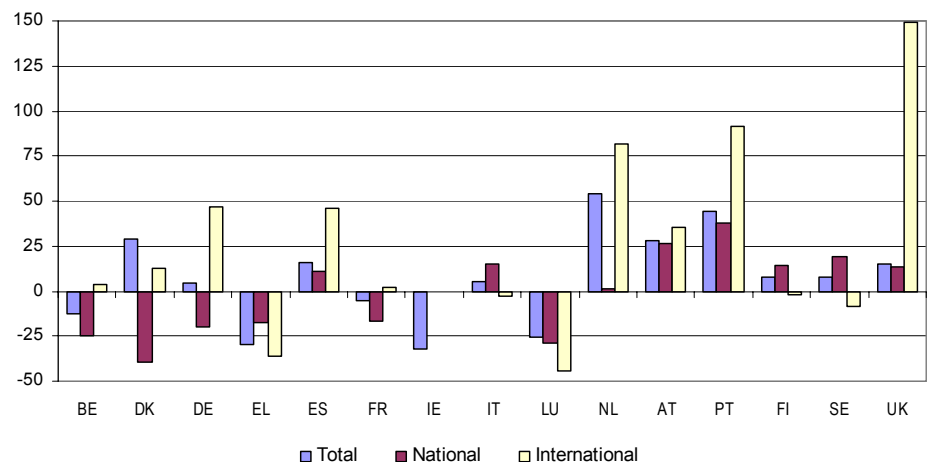
Author
Simo PASI

Contents

Total goods transport.....	2
National transport.....	3
International transport.....	4
Breakdown by group of goods	6
Transit transport	6

- 364 billion tkm of rail goods were transported in the EU in 2003.
- Germany carried the largest quantity of goods, followed by Poland, France, Italy, Sweden and the United Kingdom.
- Germany has the highest level of transit traffic with 8 465 million tkm of goods on its network in 2003.
- Within the overall growth of rail transport over the period 1990-2003, there were wide disparities in individual Member States: percentage changes in rail goods transport varied from a fall of -32 % for Ireland to a rise of +54 % for the Netherlands.
- National transport increased in the majority of Member States: the largest increase was registered in Portugal (+38 %) followed by Austria (+27 %).
- Overall, international goods transport by rail increased between 1990 and 2003: the largest increase was registered in the United Kingdom (+149 %), albeit from a small base, Portugal (+92 %) and the Netherlands (+82 %).
- Four countries: Germany (17 %), Poland (10 %), the Czech Republic (10 %) and Belgium (8 %) account for 45 % of the total international-outgoing transport by rail from the EU.
- Within the total of goods transported in 2003, «miscellaneous articles» (NST/R group 24) had the highest share, followed by «metal products» (NST/R group 13).

Graph 1: The development of rail goods transport: 2003 compared to 1990 (%).



Note: Germany: 1991-2003; Austria, Finland and Sweden: 1995-2003. Countries for which data are not available for 1990 and 2003 are not presented in this graph.



Total goods transport

The globalisation of the economy and especially the increasing integration of the European economies have led to a considerable growth of the entire transport sector. Liberalisation of the rail transport sector is one of the priorities in the European transport policy and statistics are needed for this purpose. Under Council Directive 80/1177/EEC, applicable until 2002, fifteen Member States were required to report statistics on rail freight transport. Since 2003, data on rail goods transport are collected according to Regulation 91/2003 from 23 countries, now including 8 of the 10 new Member States that joined the European Union in May 2004 (excluding Cyprus and Malta, who have no railways). The publication presents the overall data available for the period 1990-2003 by type of transport. Three types of transport are considered: national, international and transit transport.

The local characteristics of rail freight transport market explain the data availability and some local differences (see Methodological Notes).

At European level, 364 billion tkm of goods were forwarded by rail in 2003 (see Table 1). National and international transport represented respectively 49 % and 40 % of the total, the rest (11 %) being transit. Ten countries reported increases in the total volume of goods transported over the entire period, ranging from +4.5 % (Germany) to +54.4 % (Netherlands). Five countries recorded a decrease of goods forwarded by rail, namely Ireland (-32.4 %), Greece (-29.5 %), Luxembourg (-25.2 %), Belgium (-12.5 %) and France (-5.5 %). More recently, the decreases registered between 2002 and 2003 ranged from -0.1 % (Belgium) to -6.6 % (Ireland).

Table 1: Total transport of goods by railway - in million tkm.

	1990	1991	1995	2000	2001	2002	2003	90-03 (%)	02-03 (%)
Belgium	8,333	8,126	7,602	7,674	7,081	7,297	7,293	-12.5	-0.1
Czech Republic	:	:	:	:	:	:	15,862	:	:
Denmark	1,545	1,509	1,693	2,025	2,091	1,877	1,985	28.5	5.8
Germany ¹	60,886	75,074	67,818	76,030	74,260	71,884	78,464	4.5	9.2
Estonia	:	:	:	:	:	:	9,670	:	:
Greece	647	605	306	427	380	327	456	-29.5	39.4
Spain	10,131	9,435	9,753	11,614	11,717	11,569	11,743	15.9	1.5
France	49,578	49,264	46,355	55,282	50,345	49,977	46,835	-5.5	-6.3
Ireland	589	603	602	491	516	426	398	-32.4	-6.5
Italy	19,343	19,941	21,689	22,817	21,762	20,679	20,299	4.9	-1.8
Cyprus	-	-	-	-	-	-	-	-	-
Latvia	:	:	:	:	:	:	17,955	:	:
Lithuania	:	:	:	:	:	:	11,457	:	:
Luxembourg	702	704	:	632	585	550	525	-25.2	-4.5
Hungary	:	:	:	:	:	:	7,614	:	:
Malta	-	-	-	-	-	-	-	-	-
Netherlands	3,047	3,023	3,016	4,522	4,293	4,024	4,705	54.4	16.9
Austria	:	:	13,155	16,600	16,893	17,130	16,866	28.2	-1.5
Poland	:	:	:	:	:	:	47,406	:	:
Portugal	1,439	1,641	2,019	2,183	2,138	2,193	2,073	44.1	-5.5
Slovenia	:	:	:	:	:	:	3,274	:	:
Slovakia	:	:	:	:	:	:	10,113	:	:
Finland	:	:	9,293	10,107	9,857	9,664	10,047	8.1	4.0
Sweden ⁴	18,757	18,191	18,921	19,475	18,954	19,197	20,141	7.4	4.9
United Kingdom	16,271	15,382	:	:	:	:	18,734	15.1	:
EU-25	:	:	:	:	:	:	363,915	:	:

(1) Data for 1990 exclude ex-GDR; (2) 1991-2003; (3) 1995-2003; (4) Source: Banverket. Transport of privately owned empty wagons is not included.

The overall growth of rail transport hides disparities between Member States. In absolute terms, both in 1990 and 2003, Germany carried the highest quantity of goods by rail, followed by Poland, France, Italy, Sweden and the United Kingdom. These Member States together accounted for 64 % of the total rail freight transport in 2003. One of the most noticeable decline was reported for Greece (-29.5 %) which can partly be explained by the disruption of rail traffic due to the conflicts in the West Balkan region. The transport

performance of Greece has not been able to reach the former levels again. Among the ten new Member States, Poland carried the highest quantity of goods in 2003 (47 406 mio tkm), followed by Latvia (17 955 mio tkm) and the Czech Republic (15 847 mio tkm). These three together accounted for 22 % of the total volume transported at EU level. The entry of these ten new Member States increased the total goods transport by rail by 51.3 %.

National transport

Between 1990 and 2003, national transport increased in the majority of old Member States (see Table 2). The largest increase was in Portugal (+38.2 %) followed by Austria (+26.7 %). It increased by more than 10 % in five other countries: Sweden (+19.4 %), Italy (+14.8 %),

Finland (+13.9 %), the United Kingdom (+13.5 %) and Spain (+10.6 %). The sharpest decrease was recorded in Denmark (-39.4 %), followed by Luxembourg (-29.2 %) and Belgium (-25.1 %).

Table 2: National transport of goods by railway - in million tkm.

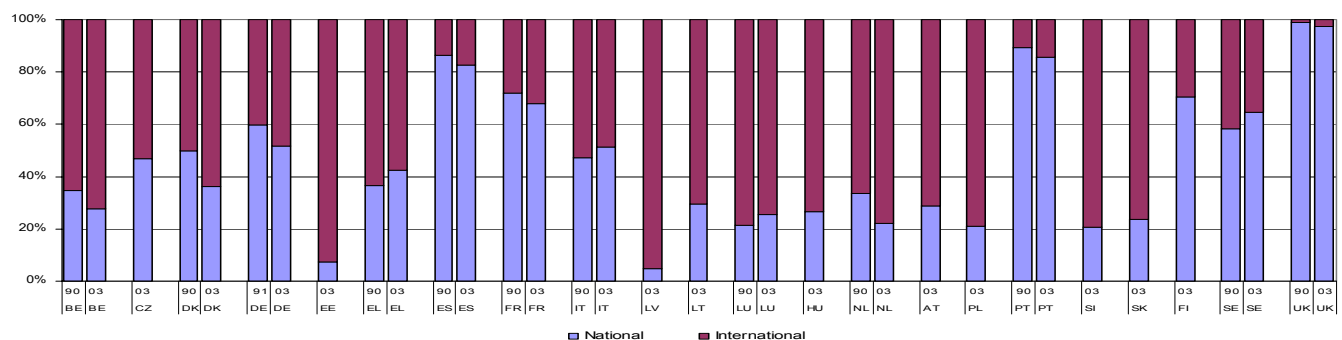
	1990	1991	1995	2000	2001	2002	2003	90-03 (%)	02-03 (%)
Belgium	2,629	2,564	2,231	2,031	1,904	1,922	1,970	-25.1	2.5
Czech Republic	:	:	:	:	:	:	6,531	:	:
Denmark	568	547	448	456	362	316	344	-39.4	8.9
Germany ¹	33,092	45,102	35,710	35,038	34,556	32,457	36,219	-19.7 ²	11.6
Estonia	:	:	:	:	:	:	710	:	:
Greece	236	232	159	116	112	99	194	-17.8	96.0
Spain	8,750	8,070	7,992	9,587	9,775	9,735	9,675	10.6	-0.6
France	33,482	33,194	28,797	32,815	29,874	29,819	27,873	-16.8	-6.5
Ireland	589	603	602	:	:	:	:	:	:
Italy	9,088	9,058	10,606	11,789	10,675	10,453	10,437	14.8	-0.2
Cyprus	-	-	-	-	-	-	-	-	-
Latvia	:	:	:	:	:	:	782	:	:
Lithuania	:	:	:	:	:	:	1,331	:	:
Luxembourg	113	116	:	101	98	94	80	-29.2	-14.9
Hungary	:	:	:	:	:	:	1,574	:	:
Malta	-	-	-	-	-	-	-	-	-
Netherlands	1,020	999	721	945	839	988	1,034	1.4	4.7
Austria	:	:	3,001	3,892	3,875	3,933	3,802	26.7 ³	-3.3
Poland	:	:	:	:	:	:	32,907	:	:
Portugal	1,283	1,470	1,767	1,872	1,834	1,939	1,773	38.2	-8.6
Slovenia	:	:	:	:	:	:	242	:	:
Slovakia	:	:	:	:	:	:	1,557	:	:
Finland	:	:	5,936	6,802	6,588	6,694	6,760	13.9 ³	1.0
Sweden ⁴	10,746	10,039	10,808	11,999	12,070	12,404	12,827	19.4	3.4
United Kingdom	16,078	15,190	:	:	:	:	18,253	13.5	:
EU-25	:	:	:	:	:	:	:	:	:

(1) Data for 1990 exclude ex-GDR; (2) 1991-2003; (3) 1995-2003; (4) Source: Banverket. Transport of privately owned empty wagons is not included.

Graph 2 shows the breakdown of total rail goods transport by national and international transport, both for 1990 and 2003. Globally the breakdown remained similar over the years. In Ireland and the United Kingdom, rail goods transport is essentially performed on national territory. International rail transport for the United Kingdom became only possible with the opening of the Channel Tunnel. It is interesting to note that in Portugal and Spain, national transport represents

around 85 % of the total rail goods transport. In France and Germany, it accounts for 68 % and 52 % respectively. In smaller Member States, and especially in the New Member States, international transport has a higher share. In 2003, this share accounted for 95 % in Estonia and Lithuania, around 80 % in Poland, Slovenia, Slovakia and in the Netherlands. Both in 1990 and 2003, the shares of national and international transport are roughly equal in Italy and Germany.

Graph 2: The share of national and international transport in total goods transport in 2003 compared to 1990 (on the basis of tkm) - in %.



Note: Data for Germany refer to 1991 and 2003.

International transport

In the EU, international goods transport by rail increased from 1990 to 2003 (see Table 3). The largest increases were registered in the United Kingdom (+149.2 %), Portugal (+91.7 %) and the Netherlands (+82.1 %). However, it should be noted that the increase of 10 796 tkm in international rail transport in Germany from 1991 to 2003 (+47.0 %) was, in absolute

terms, much higher than the total increase of all the other Member States. Among the Member States recording an increase of international rail freight transport over the whole period, all recorded an increase between 2002 and 2003, except France and Austria. The eight new Member States accounted for 40 % of total EU international transport in 2003.

Table 3: International transport of goods by railway - in million tkm.

	1990	1991	1995	2000	2001	2002	2003	90-03 (%)	02-03 (%)
Belgium	4,954	4,929	4,648	5,419	4,895	5,014	5,118	3.3	2.1
Czech Republic	:	:	:	:	:	:	7,423	:	:
Denmark	541	609	760	699	656	601	608	12.4	1.2
Germany ¹¹	22,127	22,984	25,384	32,875	32,016	31,694	33,780	47.0 ²	6.6
Estonia	:	:	:	:	:	:	8,960	:	:
Greece	411	373	147	311	268	228	262	-36.3	14.9
Spain	1,381	1,365	1,761	2,027	1,942	1,784	2,016	46.0	13.0
France	12,983	12,802	13,804	15,026	14,007	13,937	13,277	2.3	-4.7
Ireland	:	:	:	:	:	:	:	:	:
Italy	10,141	10,840	11,065	11,027	11,087	10,527	9,858	-2.8	-6.4
Cyprus	-	-	-	-	-	-	-	-	-
Latvia	:	:	:	:	:	:	15,940	:	:
Lithuania	:	:	:	:	:	:	3,169	:	:
Luxembourg	419	408	:	262	263	228	235	-43.9	3.1
Hungary	:	:	:	:	:	:	4,312	:	:
Malta	-	-	-	-	-	-	-	-	-
Netherlands	2,016	2,017	2,295	3,577	3,454	3,335	3,671	82.1	10.1
Austria	:	:	6,884	9,096	9,191	9,462	9,343	35.7 ³	-1.3
Poland	:	:	:	:	:	:	12,239	:	:
Portugal	156	171	252	311	304	254	299	91.7	17.7
Slovenia	:	:	:	:	:	:	931	:	:
Slovakia	:	:	:	:	:	:	5,002	:	:
Finland	:	:	3,357	3,305	3,269	2,969	3,287	-2.1 ³	10.7
Sweden ⁴	7,712	7,911	7,842	7,210	6,635	6,514	7,063	-8.4	8.4
United Kingdom	193	192	:	:	:	:	481	149.2	:
EU-25	:	:	:	:	:	:	:	:	:

(1) Data for 1990 exclude ex-GDR; (2) 1991-2003; (3) 1995-2003; (4) Source: Banverket. Transport of privately owned empty wagons is not included. Transit is not included in international transport.

As regards international transport, it is interesting to consider which are the main countries exchanging commodities. The quantity of goods is influenced by cultural, economical and political aspects but also by the structure of the transport network. Table 4 provides indications on the quantity of goods exchanged in 2003 between the individual EU Member States. The declaring Member State is always the loading country.

It appears that 45 % of international-outgoing transport by rail is carried out by only a few Member States: Germany (17 %), Poland (10 %), the Czech Republic (10 %) and Belgium (8 %). More precisely, Italy, Austria and France represent 52 % of the total exports of Germany. 41 % of goods exported by Poland go to Germany and 18 % to the Czech Republic. In the Czech

Republic, 70 % of goods are exported to Germany, Austria and Slovakia. For Belgium, outgoing international transport was performed with Germany, France, Italy, the Netherlands and Luxembourg.

It is interesting to note that Germany, Poland and Czech Republic are the European countries which import the largest quantity by rail (49, 28 and 25 million tonnes of goods respectively). Germany imported goods mainly from the Netherlands (23 % share), Poland (20 %) and Austria (13 %). For Italy, goods were mainly received from Germany (36 %), France (20 %) and Austria (14 %). 27 % of the goods entering Austria by rail come from Germany, 24 % from the Czech Republic and 14 % from Poland.

Table 4: Quantity of goods, by country of unloading for 2003 (in 1000 tonnes).

Country	Unloading country															
	BE	CZ	DK	DE	EE	EL	ES	FR	IE	IT	CY	LV	LT	LU	HU	MT
BE		51	25	3,407	:	:	482	4,902	:	3,651	-	:	:	1,968	46	-
CZ	103		12	5,392	0	0	0	25	0	154	-	0	6	0	1,555	-
DK	2	1		363	0	1	0	43	0	383	-	0	0	0	0	-
DE	2,067	3,310	777		0	31	1,100	4,043	0	10,385	-	0	61	1,086	1,248	-
EE	0	0	0	0		0	0	0	0	0	-	412	110	0	2	-
EL	:	:	:	:	:		:	:	:	:	-	:	:	:	:	-
ES	289	5	2	883	0	0	0	304	0	42	-	0	0	38	10	-
FR	5,156	48	105	2,412	0	0	936		0	5,779	-	0	0	1,171	36	-
IE	:c	:c	:c	:c	:c	:c	:c	:c		:c	-	:c	:c	:c	:c	-
IT	1,927	42	368	5,193	0	8	22	1,692	0		-	0	0	19	143	-
CY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LV	:	:	:	:	:	:	:	:	:	:	-					-
LT	0	7	17	19	480	0	0	12	0	8	-	1,151		0	35	-
LU	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	-	:c	:c		:c	-
HU	53	295	4	771	5	89	12	20	0	580	-	5	1	8		-
MT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NL	1,285	261	26	11,323	0	0	2	1,089	0	1,759	-	0	0	23	54	-
AT	283	329	33	6,423	0	88	34	302	0	4,090	-	3	3	29	2,529	-
PL	135	4,254	48	9,628	11	0	0	354	0	352	-	8	75	0	947	-
PT	0	0	0	4	0	0	377	1	0	0	-	0	0	0	0	-
SI	2	70	5	65	0	17	0	129	0	247	-	0	0	0	231	-
SK	31	4,823	17	767	2	3	19	156	0	375	-	2	4	0	1,168	-
FI	0	0	22	54	6	0	1	7	0	30	-	0	2	0	0	-
SE	200	47	408	1,753	0	0	0	397	0	623	-	0	0	0	95	-
UK	:	:	:	:	:	:	:	:	:	:	-	:	:	:	:	-
Total	:	:	:	:	:	:	:	:	:	:	-	:	:	:	:	-

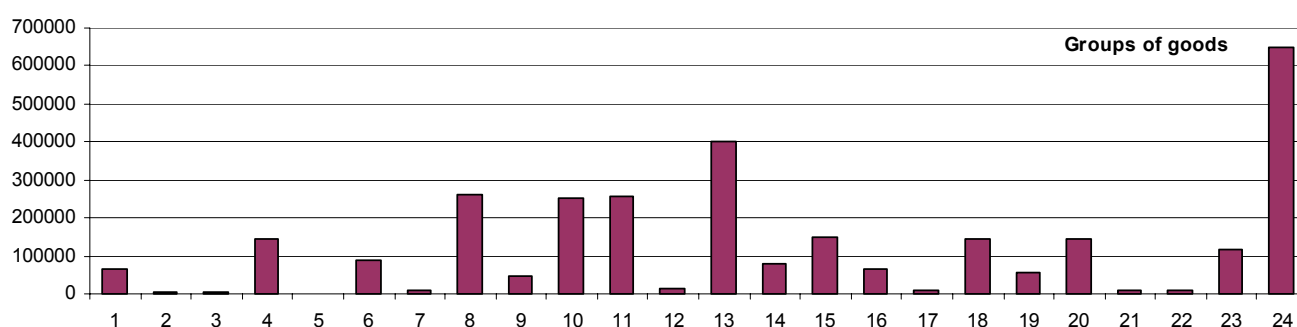
Country	Unloading country																Total
	NL	AT	PL	PT	SI	SK	FI	SE	UK	BG	HR	RO	TR	CH	NO	Other	
BE	2,381	799	114	2	35	6	0	189	532	:	1	0	:	1,185	0	3	19,778
CZ	237	5,954	2,761	0	859	4,465	0	53	1	13	442	274	1	54	0	331	22,692
DK	7	7	2	0	0	0	0	297	0	0	12	0	0	25	11	0	1,155
DE	2,094	6,931	2,244	14	313	454	7	1,202	116	6	52	69	0	3,209	67	358	41,244
EE	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	921	1,448
EL	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
ES	8	6	6	347	0	181	0	0	185	0	1	0	0	0	0	35	2,342
FR	274	0	152	13	122	12	0	255	248	0	13	14	0	1,081	3	340	18,171
IE	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c
IT	1,052	1,704	313	0	292	78	1	199	366	3	53	53	0	776	9	8	14,321
CY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LV	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	2,984	2,984
LT	3	0	488	0	0	0	0	1	3,483	0	0	0	0	5	164	1,180	7,053
LU	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	:c	2,506
HU	23	2,773	300	0	681	816	0	11	0	106	449	1,398	258	30	0	1,120	9,808
MT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NL		340	190	0	0	91	0	71	40	1	0	1	0	699	2	6	17,263
AT	96		374	0	1,857	369	0	109	76	27	302	238	32	653	6	152	18,438
PL	81	3,523		0	49	1,341	0	121	0	7	70	233	0	47	7	2,411	23,702
PT	0	0	0		0	0	0	0	0	0	0	0	0	9	0	0	392
SI	0	942	31	0		18	0	8	0	25	65	7	0	2	0	174	2,038
SK	17	2,041	1,770	0	525		0	46	0	43	222	191	1	13	2	785	13,023
FI	1	11	0	0	0	0		347	7	1	0	1	0	10	13	867	1,382
SE	64	193	68	0	4	10	30		0	0	0	0	0	44	14,044	0	17,981
UK	:	:	:	:	:	:	:	:		:	:	:	:	:	:	656	656
Total	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Breakdown by group of goods

The evolution of rail freight transport is strongly related to the type of goods forwarded. In 2003, eighteen Member States reported data with a breakdown by type of goods. It should be noted that the share of NST/R group 24 "miscellaneous" is very high compared to the other groups (see Graph 3). This may be due to the use of group 24 to report containerised goods which are often not specifically identified for statistical reporting. Leaving aside the special case linked to this group of goods, the transport of metal products (NST/R goods

group 13) has the largest share in the total transport in 2003 at 13.5 %, while NST/R group 5 "textiles, textile articles and man-made fibres, other raw animal and vegetable materials" is the least important, accounting for about 0.1 % of the total. The share of goods groups 8 "solid mineral fuels", 10 "petroleum products" and 11 "iron ore, iron and steel waste and blast furnace dust" is quite similar with shares of 8.8 %, 8.4 % and 8.7 % of the total respectively. For the other goods groups, the shares are inferior to 0.4 %.

Graph 3: Share by group of goods (see methodological notes) based on NST/R nomenclature in 2003 - in 1000 tkm.



Note: Greece, Latvia, Poland: not available; Lithuania, Luxembourg: confidential.

Transit transport

Rail transit transport means that goods pass through the reporting Member State without being loaded, unloaded or transhipped. In this publication, statistical data on transit transport are included in the figures for total goods transport (Graph 1 and Table 1).

In 2003, the total transit transport for the Member States which reported transit data was about 39 830 million tkm. However, it seems that the reporting of transit in some new Member States (Lithuania, for example) is not yet in compliance with the definitions specific to rail statistics, and some transit should be reported as international transport due to reloading of goods on the border. From Table 5, presenting the top-10 list of the most important transit countries for the year 2003, it can be noted that Germany and Lithuania are the two Member States in which the largest amount of goods have been forwarded in transit (respectively 8 465 million tkm and 6 957 million tkm), which can largely be explained by their geographical position. The ten most

important Member States account for 94.4 % the total transit in 2003.

Table 5 : Top-10 list of the most important transit countries in 2003 – in million tkm.

Germany	8,465
Lithuania	6,957
France	5,686
Austria	3,722
Slovakia	3,554
Poland	2,261
Slovenia	2,101
Czech Republic	1,907
Hungary	1,728
Latvia	1,233

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data availability

The figures presented in this publication have been extracted from the Eurostat rail transport database. It includes the statistics of the national, international and transit transport of the Member States, collected under Council Directive 80/1177/EEC between 1990 and 2002. Data for 2003 has been collected according to the new Regulation n°91/2003 that replaced the Directive. Some data were taken from the Eurostat/UNECE¹/ECMT² Common Questionnaire.

The Directive and the new Regulation cover rail freight transport of the main railway undertakings in each Member State. Restructuring of railway administrations, which includes the separation of operating companies from infrastructure authorities, and in certain cases, liberalisation of the rail transport market, has resulted in some Member States (especially in the United Kingdom since 1995 and Sweden since 2000) no longer supplying these data to Eurostat, because the undertaking mentioned in the Directive has changed its name. The following table presents the evolution of railway transport or characteristics of rail transport in some countries which explain the current data availability.

Country	Characteristics or specificities
UK	Change of rail operator's name since 1995
SE	Change of rail operator's name since 2000
LU-DK-IE	No regional transport
IE-PT-UK	No transit transport
ES-PT	Data since 1986 (EU entry)
FI-AT	Data since 1995 (EU entry)

For most comparisons between 1990 and 2003, only the EU12 countries are included, but data of Austria, Finland and Sweden appears in the tables from 1995 onwards. Data for Sweden have been received from the network administrator (Banverket). For Germany, the changes in the freight volumes were calculated for the period 1991-2003, since the data for 1990 exclude the former GDR.

Definitions of various types of rail transport

Total rail transport

Total rail transport (in tkm) (in Graph 1 and Table 1) was calculated as a sum of national, international and transit transport, where international transport is the sum of international loaded and unloaded in the reporting country.

National rail transport

Rail transport where the goods are both loaded and unloaded within the same reporting Member State, irrespective of the route followed by the railway vehicle.

International rail transport

Rail transport where the goods are either loaded or unloaded, but not both, in the reporting Member State, distinguishing between goods loaded and goods unloaded.

Rail transit

Rail transport where the goods pass through the reporting Member State without being loaded, unloaded or transhipped. Note that the application of this definition is not fully harmonised in all reporting countries.

Tonne-kilometre by rail

Unit of measure of goods transport which represents the transport of one tonne of goods by rail over a distance of one kilometre on national territory of the reporting country.

Breakdown by goods groups

Data collected under the Council Directive 80/1177/EEC and the Regulation No 91/2003, are broken down by group of goods according to the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics / Revised). The goods are classified as far as possible on the basis of their nature, processing stage, methods of transport and quantities transported.

- 1: Cereals
- 2: Potatoes, other fresh or frozen fruits and vegetables
- 3: Live animals, sugar beet
- 4: Wood and cork
- 5: Textiles, textile articles and man-made fibres, other raw animal and vegetable materials
- 6: Foodstuff and animal fodder
- 7: Oil seeds and oleaginous fruits and fats
- 8: Solid mineral fuels
- 9: Crude petroleum
- 10: Petroleum products
- 11: Iron ore, iron and steel waste and blast furnace dust
- 12: Non-ferrous ores and waste
- 13: Metal products
- 14: Cement, lime, manufactured building materials
- 15: Crude and manufactured minerals
- 16: Natural and chemical fertilisers
- 17: Coal chemicals, tar
- 18: Chemicals other than coal chemicals and tar
- 19: Paper pulp and waste paper
- 20: Transport equipment, machinery, apparatus, engines, whether or not assembled, and parts thereof
- 21: Manufactures of metal
- 22: Glass, glassware, ceramic products
- 23: Leather, textile, clothing, other manufactured articles
- 24: Miscellaneous articles

Notations:

- : not available
- not applicable
- 0 actual zero or very negligible transport
- :c confidential
- :e estimated data

This publication was prepared with the assistance of Mrs Sandrine Engel.

¹ United Nations Economic Commission for Europe

² European Conference of Ministers of Transport

Further Information:

➤ **Reference publications**

Title Everything on transport statistics - Data 1970-2002 (DVD)

Catalogue No KS-DX-04-001-3A-Z Price 20 EUR

➤ **Databases**

[EUROSTAT website/Transport/Railway transport](http://europa.eu.int/comm/eurostat/)

Journalists can contact the media support service:

Bech Building Office A4/017 • L-2920 Luxembourg • Tel. (352) 4301 33408 • Fax (352) 4301 35349 •

E-mail: euostat-mediasupport@cec.eu.int

European Statistical Data Support:

Eurostat set up with the members of the 'European statistical system' a network of support centres, which will exist in nearly all Member States as well as in some EFTA countries.

Their mission is to provide help and guidance to Internet users of European statistical data.

The complete details concerning this support network can be found on our Internet site: www.europa.eu.int/comm/eurostat/

A list of worldwide sales outlets is available at the:

Office for Official Publications of the European Communities.

2, rue Mercier – L-2985 Luxembourg

URL: <http://publications.eu.int>

E-mail: info-info-opoce@cec.eu.int

BELGIEN/BELGIQUE/BELGIË - DANMARK - DEUTSCHLAND - EESTI – ELLÁDA - ESPAÑA - FRANCE - IRELAND - ITALIA - KYPROS/KIBRIS – LUXEMBOURG - MAGYARORSZÁG – MALTA - NEDERLAND - ÖSTERREICH - POLSKA - PORTUGAL - SLOVENIJA - SLOVENSKO - SUOMI/FINLAND - SVERIGE - UNITED KINGDOM - BALGARIJA - HRVATSKA - ÍSLAND – NORGE - SCHWEIZ/SUISSE/SVIZZERA - AUSTRALIA - BRASIL - CANADA - EGYPT - MALAYSIA - MÉXICO - SOUTH KOREA - SRI LANKA - T'AI-WAN - UNITED STATES OF AMERICA

ORIGINAL TEXT: English