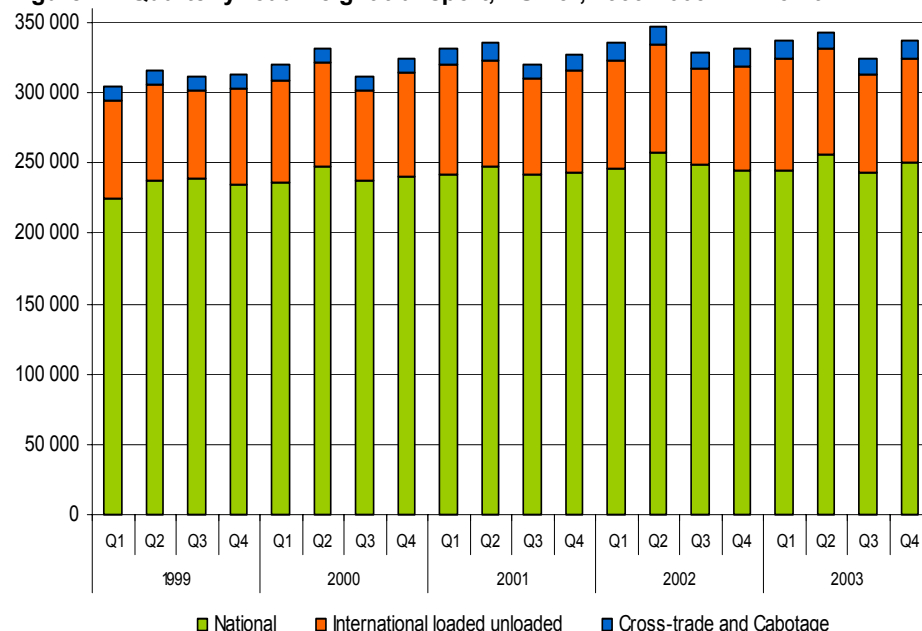


Trends in road freight transport up to 2003

Figure 1: Quarterly road freight transport, EU-15*, 1999-2003 - million tkm



* Without Greece.

Main Trends

Because of variations in data availability over the period presented in this publication (1990-2003), the commentary on the developments at the EU level is for the EU15 (without Greece) aggregate, unless otherwise stated.

The volume of total transport undertaken by hauliers registered in the EU in 2003 has little changed compared to 2002, interrupting a persistent pattern of growth. This pause was largely the result of a decline in national transport in Italy.

Figure 1 shows the quarterly data over the period 1999 to 2003. There is a distinct seasonal pattern with a strong second quarter followed by a weaker third quarter. A similar pattern is also apparent for national transport.

Despite a pause in growth in 2003, the volume of national transport reported by EU hauliers has been growing at an annual average rate of 1.5% between 1999 and 2003. Spain, Ireland and Luxembourg recorded growth rates of around 10% per year but Italy, Netherlands and Portugal saw falls.

Growth in international transport loaded and unloaded reported by EU hauliers also paused in 2003, having little changed from 2002. Over a longer perspective, international transport loaded and unloaded has been growing at an average of 2.5% a year between 1999 and 2003, mostly visible in figures reported by Spain, Ireland and Luxembourg as against the significant falls recorded by France and UK.

Cross-trade transport reported by EU hauliers fell back by 1.6% in 2003 compared with 2002, its first recorded fall. However, over the period from 1999 to 2003, cross-trade has grown at an average of 4.4% per year, particularly for Portugal, Spain, Italy and Belgium while French hauliers saw an equally rapid decline.

Cabotage reported by EU hauliers continued its rapid growth, recording a 5.4% increase between 2002 and 2003. Between 2000 and 2003, the annual average rate of growth in cabotage was 9.7% per year with hauliers from Spain and Portugal expanding cabotage very quickly.

Statistics
in focus

TRANSPORT

7/2005

Authors

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General development

Table 1: National, international loaded and unloaded, cross-trade and cabotage transport, 1995, 1999 and 2003 - million tkm

	1995			1999				2003				Total
	National	International	Cross-trade	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	
BE	18 616	22 833	3 799	15 758	17 250	3 339	938	19 584	23 867	5 225	1 867	50 543
CZ	:	:	:	:	:	:	:	17 362	26 025	3 147	-	46 534
DK	9 327	12 421	543	10 421	12 276	436	102	11 012	11 208	599	191	23 010
DE	201 299	33 664	2 762	226 887	45 652	4 354	1 533	227 205	56 072	5 907	1 565	290 749
EE	:	:	:	:	:	:	:	1 568	2 215	134	57	3 974
EL	12 357	867	:	:	:	:	:	:	:	:	:	:
ES	78 744	22 513	373	98 134	35 066	791	271	138 412	51 515	1 919	749	192 595
FR	135 300	40 041	2 694	159 026	41 975	2 957	756	170 896	31 316	846	551	203 609
IE	:	:	:	7 737	1 699	354	416	11 935	2 927	297	491	15 650
IT	150 301	12 497	186	151 967	24 465	509	350	143 184	29 510	834	559	174 087
CY	:	:	:	:	:	:	:	1 370	30	-	-	1 400
LV	:	:	:	:	:	:	:	2 365	3 360	1 067	17	6 809
LT	:	:	:	:	:	:	:	1 958	6 295	3 188	21	11 462
LU	531	3 341	:	377	1 461	3 436	1 039	565	2 487	4 548	2 044	9 644
HU	:	:	:	:	:	:	:	10 670	7 086	392	59	18 207
NL	26 683	33 901	5 972	32 682	41 005	8 246	1 632	31 785	37 517	8 124	2 339	79 765
AT	11 069	12 474	2 930	12 280	15 653	5 827	222	13 036	19 777	6 289	455	39 557
PT	11 119	7 199	468	14 309	10 990	688	99	14 199	11 212	1 695	319	27 425
SK	:	:	:	:	:	:	:	5 204	8 816	2 654	74	16 748
FI	21 804	:	:	25 806	3 712	103	35	26 896	3 907	98	25	30 926
SE	28 357	3 057	64	30 422	2 721	54	:	31 467	4 294	647	230	36 638
UK	146 714	14 415	291	149 019	16 905	292	44	153 933	12 873	269	68	167 143
Total	:	:	:	:	:	:	:	1 034 606	352 309	47 879	11 681	1 446 475
NO	:	:	:	11 742	3 074	76	24	13 522	2 971	80	16	16 589

Figures in bold: see methodological notes.

Road transport undertaken by hauliers registered in the Member States amounted to 1 446 billion tkm in 2003. At EU level, total transport has little changed in 2003 compared to 2002. Falls in international and cross-trade transport were to some degree offset by a rise in rapidly growing cabotage. At country level, a fall in transport by Italian hauliers was partly offset by rises for German and

Spanish hauliers. In 2003, national transport accounted for some three quarters of the total declared by the reporting countries, with international transport loaded and unloaded making up almost a fourth. Cross-trade transport accounted for 3%, with cabotage responsible for less than 1%.

National transport

1 034 billion tkm of national transport were undertaken by hauliers in the Member States in 2003. A pause in the growth in the volume of national transport was registered, breaking a trend apparent for many years. A major factor was the sharp 11% decline recorded by Italian hauliers in 2003 compared to 2002. This fall was largely offset by rises

of 7% and 2% registered by Spanish and UK hauliers respectively, together with rises in other countries, particularly Ireland and the Netherlands, which recorded rises of 11% and 5% respectively. Norway registered an increase of 6%.

Table 2: National transport - million tkm

	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003
BE	12 616	18 616	16 615	18 426	16 693	15 758	19 754	20 565	20 392	19 584
CZ	:	:	:	:	:	:	14 214	15 007	16 318	17 362
DK	9 354	9 327	9 432	9 712	10 108	10 421	11 000	10 887	11 057	11 012
DE	:	201 299	199 195	203 119	210 402	226 887	226 529	230 016	225 474	227 205
EE	:	:	:	:	:	:	:	:	:	1 568
EL	12 485	12 357	15 056	16 394	19 322	:	:	:	:	:
ES	69 924	78 744	76 257	80 634	91 329	98 134	106 936	114 004	129 510	138 412
FR	118 200	135 300	136 502	138 960	145 459	159 026	163 163	168 572	169 742	170 896
IE	3 878	:	:	:	:	7 737	8 337	9 122	10 731	11 935
IT	115 786	150 301	151 025	153 600	164 151	151 967	158 250	154 749	160 082	143 184
CY	:	:	:	:	:	:	:	:	1 286	1 370
LV	:	:	:	:	:	:	:	:	1 967	2 365
LT	:	:	:	:	:	:	:	:	:	1 958
LU	:	531	392	394	395	377	415	487	583	565
HU	:	:	:	:	:	:	:	11 835	11 166	10 670
NL	22 581	26 683	27 303	27 384	28 240	32 682	31 538	31 000	30 257	31 785
AT	:	11 069	11 444	11 559	11 715	12 280	12 389	12 454	12 663	13 036
PT	10 978	11 119	13 994	14 443	14 693	14 309	14 220	16 351	14 916	14 199
SK	:	:	:	:	:	:	:	:	:	5 204
FI	:	21 804	22 185	23 508	25 611	25 806	27 717	26 678	28 071	26 896
SE	:	28 357	30 288	32 176	30 369	30 422	31 451	29 967	31 836	31 467
UK	132 968	146 714	150 195	152 502	155 431	149 019	150 337	149 760	150 920	153 933
Total	:	:	:	:	:	:	:	:	:	1 034 606
NO	:	:	:	:	:	11 742	12 114	12 392	12 721	13 522

Figures in bold: see methodological notes.

Between them, the five major economies, Germany, France, the UK, Italy and Spain accounted for 80% of total national transport in 2003. For most countries, national transport accounted for well over half total transport, reaching over 90% for the UK. In contrast, national transport in some of the smaller economies with easy access to international markets was less significant, accounting for 6% of total transport recorded by hauliers

from Luxembourg and less than 40% for Belgium, Estonia, Latvia, Lithuania, the Netherlands, Austria and Slovakia. Since 1999, the total of national transport reported in the EU has been growing at an annual average rate of 1.5 percent. Spain, Ireland and Luxembourg recorded much higher average annual growth rates of 9%, 11% and 11% respectively.

Figure 2: National transport by distance classes and type of transport (on total only), 2003 - % in tonnes

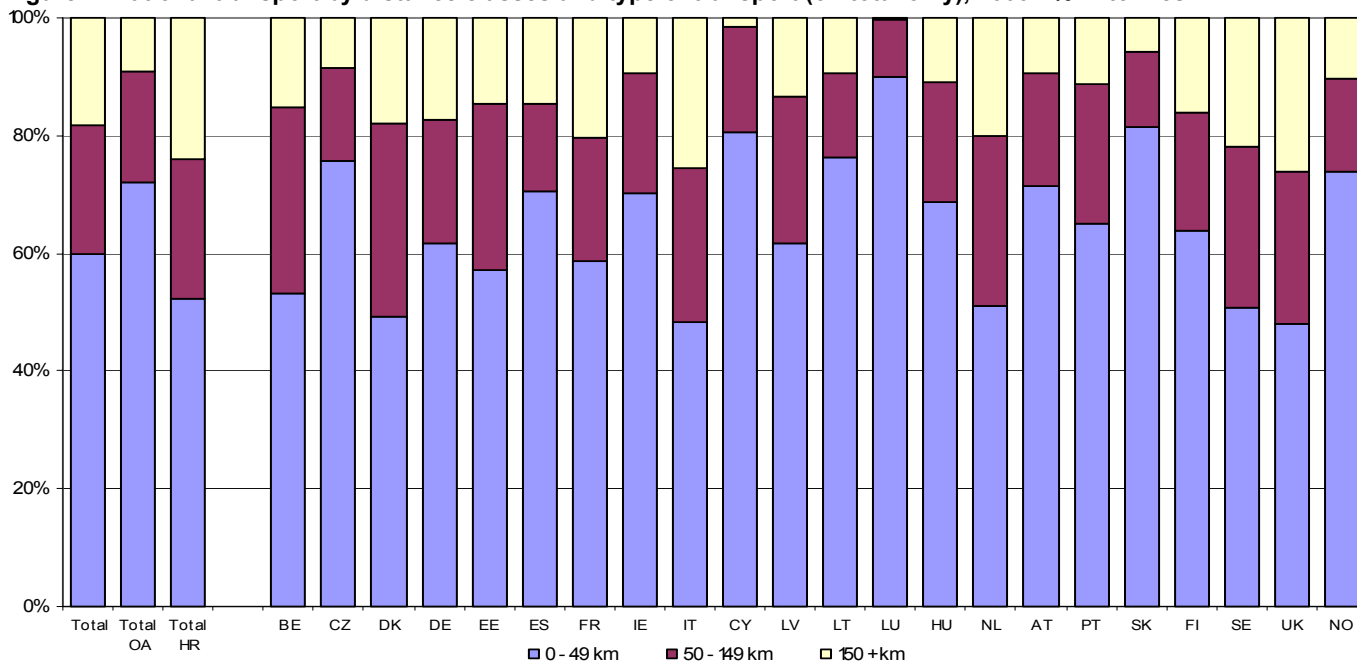
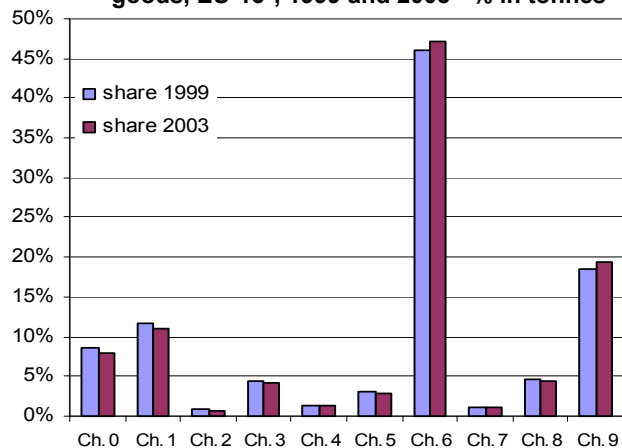


Figure 2 shows the share of distance classes in national transport in tonnes for 2003. The first part of the figure shows distance by type of transport, while the second part shows the variation of the share of distance classes in reporting countries. At the total level, the shortest journeys accounted for three fifths, with the intermediate length journeys and the longer journeys taking about another fifth of the total each. There was a marked contrast between own account operators and hire or reward operators. For own account, less than 10% of journeys fell in the longer category while the shortest journeys accounted for more than 70% of the total. In contrast, for hire or reward operators, the longest journeys represented a quarter of the total while the shorter journeys accounted for a little over a half. All this suggests that own account operators tend to satisfy the need for transport on a more limited local basis while the hire or reward sector specialises in the longer journeys where greater organisation of the trips is required.

At individual reporting country level, the results show some interesting patterns. Not surprisingly, given the small size of these countries, over 90% of national transport journeys in Luxembourg fall in the up to 49 km distance class and for Cyprus, less than 2% of national transport journeys fall in the over 150 km distance class. In contrast, the shorter distance class journeys account for less than 50% of the total in Italy and the UK, both long narrow countries with well distributed centres of population and industry. More

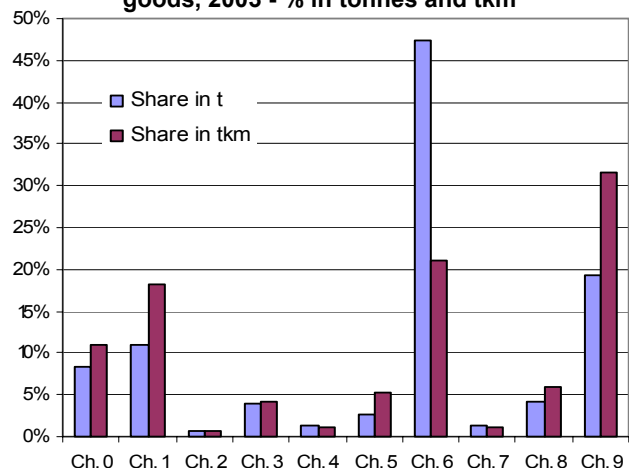
unexpectedly, a number of smaller economies, Belgium, Denmark, the Netherlands and Sweden also record percentages close to 50% for the shorter journeys. Indeed, all of these countries have lower rates for the shortest distance class journeys than much larger countries such as Germany, Spain and France. It is also interesting that in Norway, another long narrow country, nearly three quarters of journeys fell in the shortest distance class. This is probably a reflection of the density of population around and near to Oslo, with the rest of the country relatively sparsely inhabited.

Figure 3: National transport by NST/R chapter of goods, EU-15*, 1999 and 2003 - % in tonnes



* Without Greece.

Figure 4: National transport by NST/R chapter of goods, 2003 - % in tonnes and tkm



Data availability: see methodological notes.

NST/R Chapters

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

Figure 3 compares the distribution of national transport by chapter of goods in 1999 and 2003. It remained quite stable, an increase for Chapter 6 and 9 is shown.

Figure 4 shows the shares of the different chapters of goods for 2003 national transport, both in tonnes and tkm. In tonnage terms, Chapter 6, crude and manufactured minerals and building materials stood out as by far and away the largest component, accounting for nearly half the total. Of the other categories, only Chapter 9, machinery, transport equipment, manufactured and miscellaneous articles, and Chapter 1, foodstuff and animal fodder, recorded more than 10%.

In terms of tkm, the picture is very different. The largest category became Chapter 9, taking about a third of the total, Chapter 6 had about a fifth of the total, followed closely by Chapter 1. Chapter 0, agricultural products and live animals also recorded a more than 10% share.

These variations were due to the very different distances that products are carried over. Construction materials are heavy but tend to be sourced very close to the place they will be used. As a result, the journeys involved will be quite short although the tonnages will be very large. In contrast, miscellaneous manufactured goods in Chapter 9, which includes goods in containers, tend to be transported over longer distances. The same applies to foodstuff and other agricultural products.

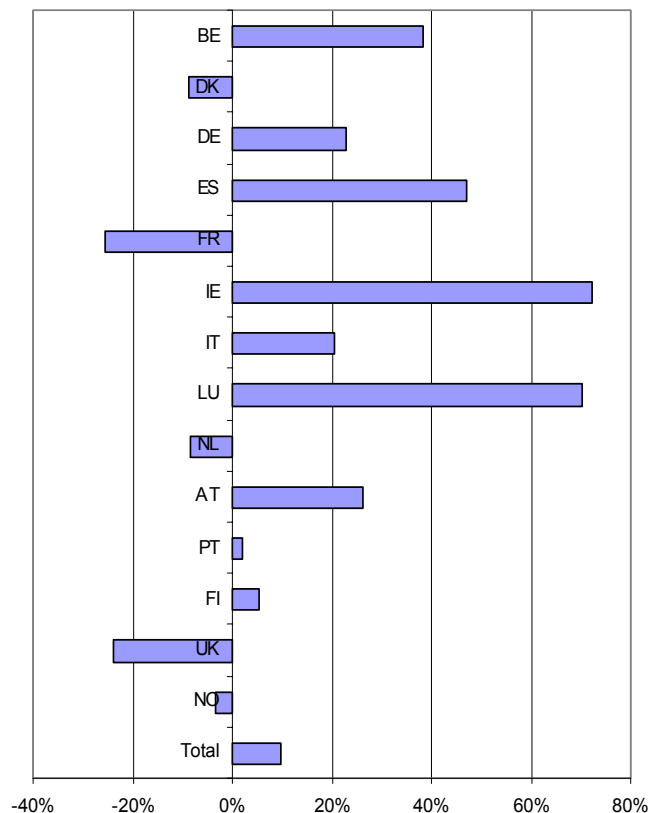
International transport loaded and unloaded

As presented in Table 3, the reporting countries recorded 352 billion tkm of international transport in 2003. At EU level, a little change was recorded in 2003 compared to 2002. As with national transport, this pause brought to an end a phase of steady growth since 1999. However, including the new Member States reporting data in both 2002 and 2003 showed international transport growing by a little under 1% between the two years. At individual country level, declines in Italy, Portugal, France and Belgium were compensated by the strong growth in international transport by German hauliers. In percentage terms, there were strong rises in Hungary (12%), Norway (12%), Czech Republic (10%) and Ireland (9%) in 2003 compared to 2002. The rise in Germany was 7.5 % and the fall in Portugal 13%.

Over a longer run perspective, international transport reported by EU hauliers has grown by 10% between 1999 and 2003 (Figure 5). At individual country level, there have been variations between a growth of more than 70% for Ireland and Luxembourg to declines of 25% for France and 23% for the UK. Denmark and the Netherlands also recorded falls. Norway saw a decrease as well. Among the other larger countries, Spain recorded a growth of 47% while Germany reached 23% and Italy 21%. Sweden shows a 15% increase, when comparing data for 2000 and 2003.

Of the total reported in 2003, some 95% was accounted for

Figure 5: International transport loaded and unloaded, 2003 compared to 1999 - % in tkm



by international transport between the EU-25 Member States, just under 2% by transport with the candidate countries (Bulgaria, Croatia, Romania and Turkey) and Norway while 3.8% was international transport with other countries. For individual reporting countries, Latvia, Estonia, Finland and Lithuania stood out as having a different pattern of operation, with around a fifth of their

international transport with other countries and a corresponding reduction in transport within the EU. Much of this have been transport to and from Russia and neighbouring countries. Sweden had more than a quarter of its international transport with candidate countries and Norway, most of which have been transport to and from Norway.

Table 3: International transport loaded and unloaded - million tkm

	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003	2003 - share in total		
											International intra-EU25	CC and Norway	Other international
BE	19 433	22 833	21 084	21 920	19 900	17 250	25 320	26 501	25 160	23 867	98.4%	0.1%	1.5%
CZ	:	:	:	:	:	:	20 528	22 085	23 636	26 025	93.2%	3.0%	3.8%
DK	8 765	12 421	11 344	11 226	10 796	12 276	12 166	10 510	10 895	11 208	90.1%	7.8%	2.1%
DE	:	33 664	33 887	38 751	42 173	45 652	48 684	52 150	52 174	56 072	92.9%	1.7%	5.5%
EE	:	:	:	:	:	:	:	:	:	2 215	75.0%	2.8%	22.2%
EL	2 119	867	841	1 734	1 272	:	:	:	:	:	:	:	:
ES	12 271	22 513	25 250	28 348	32 814	35 066	40 472	45 323	52 353	51 515	98.4%	0.1%	1.5%
FR	34 064	40 041	40 333	39 439	40 291	41 975	37 863	35 917	32 673	31 316	96.6%	0.1%	3.3%
IE	1 008	:	:	:	:	1 699	2 650	2 295	2 680	2 927	98.5%	0.0%	1.5%
IT	20 498	12 497	23 940	19 754	:	24 465	25 742	30 553	31 400	29 510	94.5%	1.4%	4.1%
CY	:	:	:	:	:	:	:	:	37	30	93.3%	6.7%	0.0%
LV	:	:	:	:	:	:	:	:	3 142	3 360	77.5%	0.2%	22.3%
LT	:	:	:	:	:	:	:	:	:	6 295	83.4%	1.3%	15.3%
LU	:	3 341	:	1 213	1 245	1 461	1 529	2 009	2 358	2 487	98.0%	0.6%	1.4%
HU	:	:	:	:	:	:	:	6 324	6 298	7 086	94.7%	3.3%	2.0%
NL	30 896	33 901	35 147	35 999	36 809	41 005	37 876	37 470	36 782	37 517	96.8%	1.1%	2.1%
AT	:	12 474	13 103	13 613	14 610	15 653	16 712	18 623	19 002	19 777	96.4%	1.4%	2.2%
PT	5 152	7 199	8 846	10 046	10 188	10 990	11 792	12 135	12 870	11 212	98.1%	0.0%	1.9%
SK	:	:	:	:	:	:	:	:	:	8 816	94.5%	2.3%	3.3%
FI	:	:	2 570	2 122	2 413	3 712	3 977	3 671	3 708	3 907	68.1%	13.0%	18.9%
SE	:	3 057	2 827	2 662	2 916	2 721	3 732	3 681	4 080	4 294	71.1%	27.2%	1.7%
UK	10 651	14 415	15 523	16 263	16 122	16 905	14 951	13 208	12 816	12 873	94.8%	0.4%	4.8%
Total	:	:	:	:	:	:	:	:	:	352 309	94.5%	1.7%	3.8%
NO	:	:	:	:	:	3 074	2 953	2 722	2 652	2 971	97.7%	0.0%	2.3%

Figures in bold: see methodological notes. DK: figure for 1990 has been estimated on the basis of trade data.

Cross-trade transport

Hauliers registered in Member States performed 48 billion tkm of cross-trade transport in 2003; this represented a 1.6% decline in 2003 compared to 2002. This, again, brought to an end a pattern of growth, established since 1999. There were major declines in 2003 compared to 2002 for hauliers registered in the Netherlands and France, partly offset by increases for Italy and Luxembourg. The

main players in this market are the Netherlands, Austria, Germany, Belgium, Luxembourg and to a lesser extent Spain and Portugal. Apart from the latter two, all these countries sit aside major trading routes and their hauliers use that position to good advantage to profit from the opportunities that arise.

Table 4: Cross-trade transport performed by hauliers from reporting countries - million tkm

	1990	1995	1996	1997	1998	1999	2000	2001	2002	2003
BE	2 298	3 799	3 746	2 933	3 848	3 339	4 606	4 481	5 109	5 225
CZ	:	:	:	:	:	:	2 568	1 975	3 719	3 147
DK	:	543	444	478	390	436	606	573	433	599
DE	:	2 762	2 656	3 293	3 855	4 354	4 086	5 109	5 963	5 907
EE	:	:	:	:	:	:	:	:	:	134
EL	4	:	:	:	:	:	:	:	:	:
ES	:	373	454	495	703	791	1 064	1 369	2 101	1 919
FR	2 174	2 694	2 911	2 795	2 811	2 957	2 157	1 775	1 414	846
IE	184	:	:	:	:	354	563	371	445	297
IT	:	186	237	:	:	509	411	610	528	834
LV	:	:	:	:	:	:	:	:	1 070	1 067
LT	:	:	:	:	:	:	:	:	:	3 188
LU	:	:	1 767	2 594	2 710	3 436	4 436	4 647	4 254	4 548
HU	:	:	:	:	:	:	:	228	367	392
NL	4 396	5 972	6 269	6 493	7 014	8 246	8 455	8 020	8 570	8 124
AT	:	2 930	3 202	3 390	3 798	5 827	5 676	6 006	6 394	6 289
PT	133	468	367	332	352	688	785	1 332	1 751	1 695
SK	:	:	:	:	:	:	:	:	:	2 654
FI	:	:	153	21	74	103	231	83	159	98
SE	:	64	50	70	60	54	318	347	571	647
UK	361	291	401	392	403	292	223	238	213	269
Total	:	:	:	:	:	:	:	:	:	47 879
NO	:	:	36	91	74	76	60	55	42	80

Figures in bold: see methodological notes.

At individual country level, the importance of cross-trade transport within the total varied significantly in 2003. Cross-trade accounted for 47% of total transport reported by Luxembourg, 28% for Lithuania and over 15% for Latvia, Austria and Slovakia. It was virtually negligible for France, Italy, Finland, the UK and Norway.

Despite the setback in 2003, over the longer run from 1999 to 2003, cross-trade has been growing at an annual average rate of 4.4% at EU level. Belgium, Spain, Italy and Portugal have all seen good gains. Sweden doubled its cross-trade figures from 2000 to 2003. Losing out have been France, the UK and Finland.

Cabotage transport

Table 5: Cabotage performed by hauliers from reporting countries - million tkm

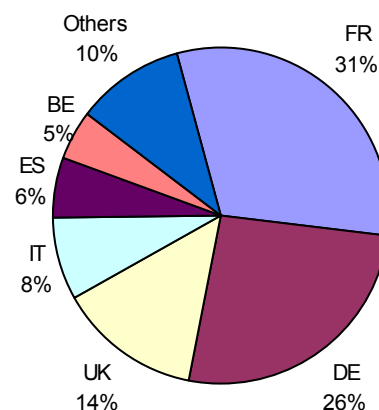
	1999	2000	2001	2002	2003
BE	938	1 366	1 635	2 226	1 867
CZ	:	-	1	-	-
DK	102	248	187	132	191
DE	1 533	1 408	1 688	1 602	1 565
EE	:	:	:	:	57
ES	271	246	350	586	749
FR	756	815	607	530	551
IE	416	725	537	420	491
IT	350	273	599	671	559
LV	:	:	:	20	17
LT	:	:	:	:	21
LU	1 039	1 230	1 556	1 984	2 044
HU	:	:	99	82	59
NL	1 632	1 697	2 002	1 810	2 339
AT	222	345	449	440	455
PT	99	40	148	187	319
SK	:	:	:	:	74
FI	35	49	46	30	25
SE	:	119	164	165	230
UK	44	110	59	85	68
Total	:	:	:	:	11 681
NO	24	4	9	11	16

Cabotage is the transport carried out in country A by hauliers registered in country B. It is reported by country B and considered international transport. In 2003, there were 11.7 billion tkm of cabotage transport performed by hauliers from the Member States, with a 5.4% increase compared to 2002. This continued the trend of growth in such transport, apparent since reliable reporting was introduced in 1999. Cabotage by hauliers from the Netherlands, Spain and Portugal grew strongly in 2003, partly offset by falls for hauliers from Belgium and Italy. Dutch hauliers were the most active in providing cabotage in 2003, followed by Luxembourg, Belgium and Germany.

Figure 6 shows the 2003 distribution of cabotage by the countries in which it took place, performed by the reporting countries (see table 5). France remained the largest cabotage market, accounting for 31% of the total, followed by Germany (26%), UK (14%) and Italy (8%).

Table 6 shows the cabotage penetration rate by country in which it took place. This rate is the proportion of each country's domestic market (national transport plus cabotage) taken by cabotage. In 2003, Belgium had the highest penetration rate of 2.7%, followed by France at 2.1%. Countries at the periphery such as Ireland and Finland had very low penetration rates though Irish hauliers were very active "caboteurs".

Figure 6: Cabotage transport by country in which cabotage takes place, 2003 - % in tkm



Overall, the cabotage penetration rate has risen steadily in the EU from 0.8% in 1999 to 1.1% in 2003. At country level, Denmark, France and the UK all saw their penetration rate more than double from 1999 to 2003. Norway saw an even greater rise but from a very small base. In contrast, Spain, Luxembourg and Italy all saw falls in penetration, substantial in the case of Luxembourg.

Table 6: Cabotage penetration rate by country in which cabotage takes place (based on tkm)

	1999	2000	2001	2002	2003
BE	2.59	2.31	2.89	2.10	2.67
CZ	:	0.10	0.10	0.08	0.17
DK	0.39	0.47	0.92	0.98	1.16
DE	1.11	1.12	1.16	1.34	1.31
EE	:	:	:	:	0.00
ES	0.54	0.38	0.53	0.50	0.50
FR	0.93	1.26	1.55	1.91	2.06
IE	0.06	0.29	0.11	0.13	0.07
IT	0.61	0.45	0.58	0.48	0.62
LV	:	:	:	0.00	0.44
LT	:	:	:	:	0.02
LU	2.84	2.20	3.23	3.96	1.30
HU	:	:	0.18	0.14	0.21
NL	0.52	0.71	0.88	0.97	0.68
AT	1.14	1.72	2.34	1.72	1.68
PT	0.21	0.30	0.18	0.24	0.28
SK	:	:	:	:	0.06
FI	0.00	0.01	0.12	0.01	0.10
SE	0.84	0.67	0.76	0.67	0.80
UK	0.48	0.87	0.86	0.96	1.05
Total	:	:	:	:	1.08
NO	0.10	0.41	0.41	0.65	0.97

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data with regard to the years up to and including 1998 presented in this bulletin were collected in the frame of Council Directive 78/546/EEC on statistical returns in respect of carriage of goods by road, amended by Council Directive 89/462/EEC. Data relating to the years 1999-2003 were collected in the frame of Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road, replacing the previous Directives. This publication thus presents statistical results obtained from two different bases. Whereas data collected under Council Directive 78/546/EEC are partially based on declarations from customs authorities, the data collected under Council Regulation (EC) 1172/98 are based on sample surveys carried out in the various Member States. Although substantial efforts have been made to allow comparability and smooth breaks in series (indicated as a 'bar' behind the figures), certain methodological adjustments might be necessary in future. For this reason, the comments in this publication essentially concentrate on 1999-2003 data.

On European level, common aggregation procedures were used that might diverge from national practices. For some countries, international and cross-trade transport for years prior to 1999 may refer, according to the Directives 78/546 and 89/462, to EC-12 and EU-15 respectively and transport outside the EU is in these cases not included. 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 this definition.

Germany

Presenting pre-1995 data is difficult for two reasons: firstly, 1990 data do not take into account the re-unification of Germany. Calculating transport growth on the basis of that year would thus be misleading. Furthermore, a break in the series occurs between 1994 and 1995 when Germany introduced new sample survey methods. Hence Eurostat prefers not to show German data for the period before 1995. Another break is caused by the fact that as from 1999 formerly exempted transport is now taken into account.

Greece

Since 1999, Greece has not reported any road transport data.

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.

Portugal

Data for Own account transport for the periods 2000 to 2003 have been estimated by this country on the basis of 1999 Own account data.

Sweden

Sweden reported 1999 data according to the former Directives.

International transport loaded and unloaded

International transport as presented in this publication 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: since 1999, 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 4 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. Cross-trade data are not complete for the years up to and including 1998. For these figures, two sources have been used: Council Directive 78/546 data and figures from the 'Common Questionnaire' (joint questionnaire from Eurostat, UNECE and ECMT).

Cabotage transport

Cabotage is declared by Member States for hauliers registered in their country performing transport on the national territory of another country. As cabotage data are only considered to be reliable as from 1999 onwards, this publication does not include cabotage data prior to 1999.

Total international transport

Total international transport – loaded, unloaded, cross-trade and cabotage - includes transport reported by hauliers registered in Member States and Norway performed, completely or partially, outside these countries. Transport undertaken by hauliers registered in other countries is not included.

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. (www.europa.eu.int/comm/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 the end of February 2005.

Figure 1 and Figure 3 present data for all EU 15 Member States (without Greece). Figure 4 presents data for all EU 25 Member States (without Greece, Malta, Poland and Slovenia). Totals in tables and graphs do not include Norway.

Figures appearing in bold refer to revisions made by Member States in the frame of the validation of the content of recent publications. The underlying detailed values do not necessarily appear in Eurostat's free dissemination database, as countries could not provide corresponding updates.

Estimates are presented in italic.

In this publication: 1 billion = 1 000 000 000
- not applicable
: not available

This publication was produced with the assistance of Marie-Noëlle Dietsch and Richard Butchart.

Further information:

Databases

[EUROSTAT Website/Transport/Road transport](#)

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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.

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