

Trends in road freight transport 1999 - 2005

Statistics in focus

TRANSPORT

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Main Trends

Because of variations in data availability over the period presented in this publication, the commentary on the developments at the aggregate EU-15 level excludes Greece and at the EU-25 level excludes Greece and Malta.

There is a distinct seasonal pattern in quarterly data for the volume of total transport performed by hauliers registered in the EU. A strong second quarter is followed by a weaker third quarter. A similar pattern holds for national transport.

There was a 3% increase in the volume of total and national transport undertaken by hauliers registered in the EU-25 between 2004 and 2005.

At EU-25 level there was little change in the volume of international transport recorded in 2005 compared with 2004. However, there were significant changes at individual country level with falls in Finland (-19%), France (-15%), Czech Republic (-15%), Sweden (-13%) and Belgium (-12%) being compensated by strong growth, particularly in some of the new Member States.

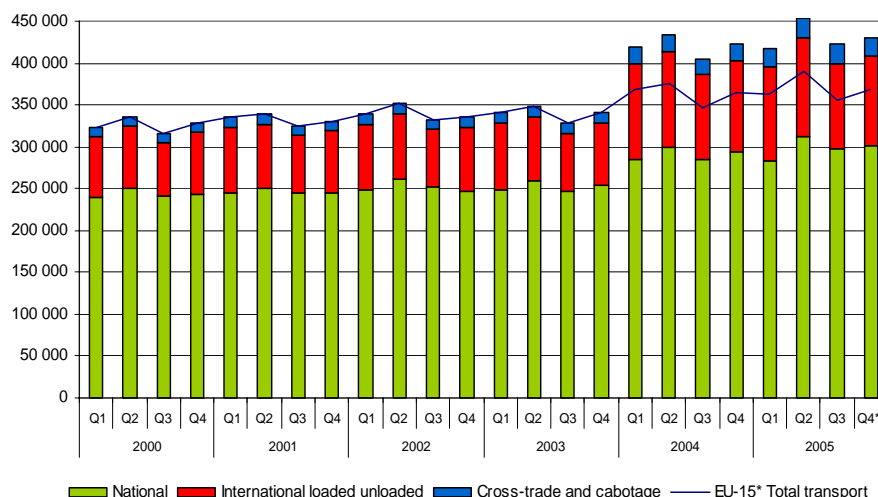
Between 1999 and 2005, Spain, Portugal and Ireland recorded significant increases in the volume of transport in all sectors. Although growth in national transport over the period for Germany and the Netherlands was no more than 5%, these countries recorded noticeable increases in the other sectors, particularly in cross-trade and cabotage transport.

The volume of cross-trade transport was 21% higher in 2005 than in 2004. Since accession some of the new Member States have rapidly developed their cross-trade activities to become major players. Poland has replaced the Netherlands as the top country, their hauliers performing over 10 billion tonne-kilometres (tkm) of cross-trade in 2005.

Cross-trade transport had the highest share in Luxembourg with 43% of total transport. Cross-trade transport was also particularly important for the new Member States: it accounted for 38% of total transport for Lithuania, 26% for Slovakia, 21% for Latvia and 19% for Slovenia.

Dutch hauliers are the most active caboteurs in 2005 performing nearly 3 billion tkm, followed by Luxembourg and Germany each with over 2 billion tkm. These three countries accounted for half of all cabotage performed by EU-25 hauliers in 2005.

Graph 1: Quarterly road freight transport, EU-15* for 2000-2003, EU-25* for 2004-2005 - million tkm



* EU-15 without EL; EU-25 without EL and MT; AT: 2005 data are provisional

** IT, LU, UK: as Q4 of 2005 is not available, Q4 of 2004 has been used instead

General development

Table 1: National, international loaded and unloaded in the reporting country, cross-trade and cabotage transport, 1999, 2002 and 2005* - million tkm

	1999				2002				2005				Total
	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	
BE	15 758	17 250	3 339	938	20 392	25 160	5 109	2 226	19 283	19 555	3 412	1 597	43 847
CZ	:	:	:	:	16 318	23 636	3 719	:	15 518	21 810	6 086	33	43 447
DK	10 421	12 276	436	102	11 057	10 895	433	132	11 058	11 643	468	129	23 298
DE	226 887	45 652	4 354	1 533	225 474	52 174	5 963	1 602	237 617	62 545	7 685	2 257	310 104
EE	:	:	:	:	:	:	:	:	1 847	3 122	717	138	5 824
ES	98 134	35 066	791	271	129 510	52 353	2 101	586	166 386	63 662	2 123	1 059	233 230
FR	159 026	41 975	2 957	756	169 742	32 673	1 414	530	177 331	26 745	788	421	205 285
IE	7 737	1 699	354	416	10 731	2 680	445	420	13 983	3 017	448	462	17 910
IT	151 967	24 465	509	350	160 082	31 400	528	671	170 290	37 419	1 288	950	209 947
CY	:	:	:	:	1 286	37	-	-	1 374	19	-	-	1 393
LV	:	:	:	:	1 967	3 142	1 070	20	2 734	3 839	1 785	36	8 394
LT	:	:	:	:	:	:	:	:	2 137	7 700	6 021	50	15 908
LU	377	1 461	3 436	1 039	583	2 358	4 254	1 984	471	2 347	3 768	2 092	8 678
HU	:	:	:	:	11 166	6 298	367	82	11 394	11 237	2 420	100	25 151
NL	32 682	41 005	8 246	1 632	30 257	36 782	8 570	1 810	33 654	44 633	9 759	2 913	90 959
AT	12 280	15 653	5 827	222	12 663	19 002	6 394	440	12 518	17 800	6 157	574	37 049
PL	:	:	:	:	:	:	:	:	60 940	39 588	10 646	653	111 827
PT	14 309	10 990	688	99	14 916	12 870	1 751	187	17 692	20 755	3 648	786	42 881
SI	:	:	:	:	1 945	3 989	578	98	2 361	6 400	2 123	149	11 033
SK	:	:	:	:	:	:	:	:	5 621	11 043	5 814	87	22 565
FI	25 806	3 712	103	35	28 071	3 708	159	30	27 815	3 908	79	54	31 856
SE	30 422	2 721	54	:	31 836	4 080	571	165	34 701	3 193	495	186	38 575
UK	149 019	16 905	292	44	150 920	12 816	213	85	155 544	12 559	207	204	168 515
NO	11 742	3 074	76	24	12 721	2 652	42	11	15 352	2 852	28	14	18 246

* IT, LU and UK: 2005 data are estimated

At country level between 1999 and 2005, Spain, Portugal and Ireland recorded significant increases in the volume of transport in all sectors. The growth in cross-trade and cabotage transport for Spain and Portugal was particularly marked. Although growth in national transport over the period for Germany, Austria and the Netherlands was no more than 5%, these

countries recorded noticeable increases in the other sectors, particularly in cross-trade and cabotage transport. In contrast in France, apart from national transport, there has been a marked fall in all other sectors of road transport. Although between 1999 and 2005 Belgium recorded growth in total volume, a fall has occurred between 2002 and 2005 in all sectors.

National transport

Table 2: National transport - million tkm

	1999	2000	2001	2002	2003	2004	2005
BE	15 758	19 754	20 565	20 392	19 584	19 416	19 283
CZ	:	14 214	15 007	16 318	17 362	16 046	15 518
DK	10 421	11 000	10 887	11 057	11 012	10 538	11 058
DE	226 887	226 529	230 016	225 474	227 205	232 303	237 617
EE	:	:	:	:	1 568	1 478	1 847
EL	:	:	:	:	:	:	:
ES	98 134	106 936	114 004	129 510	138 413	155 014	166 386
FR	159 026	163 163	168 572	169 742	170 896	179 183	177 331
IE	7 737	8 337	9 122	10 731	11 935	13 216	13 983
IT	151 967	158 250	154 749	160 082	143 184	158 172	170 290
CY	:	:	:	1 286	1 370	1 102	1 374
LV	:	:	:	1 967	2 365	2 380	2 734
LT	:	:	:	:	1 958	2 213	2 137
LU	377	415	487	583	565	549	471
HU	:	:	11 835	11 166	10 670	10 977	11 394
NL	32 682	31 538	31 000	30 257	31 785	33 938	33 654
AT	12 280	12 389	12 454	12 663	13 036	12 376	12 518
PL	:	:	:	:	:	58 825	60 940
PT	14 309	14 220	16 351	14 916	14 199	17 435	17 692
SI	:	:	1 927	1 945	1 995	2 267	2 361
SK	:	:	:	:	5 204	5 422	5 621
FI	25 806	27 717	26 678	28 071	26 896	27 331	27 815
SE	30 422	31 451	29 967	31 836	31 467	32 691	34 701
UK	149 019	150 337	149 760	150 920	153 933	154 262	155 544
Total	:	:	:	:	:	1 147 134	1 182 270
NO	11 742	12 114	12 392	12 721	13 522	14 453	15 352

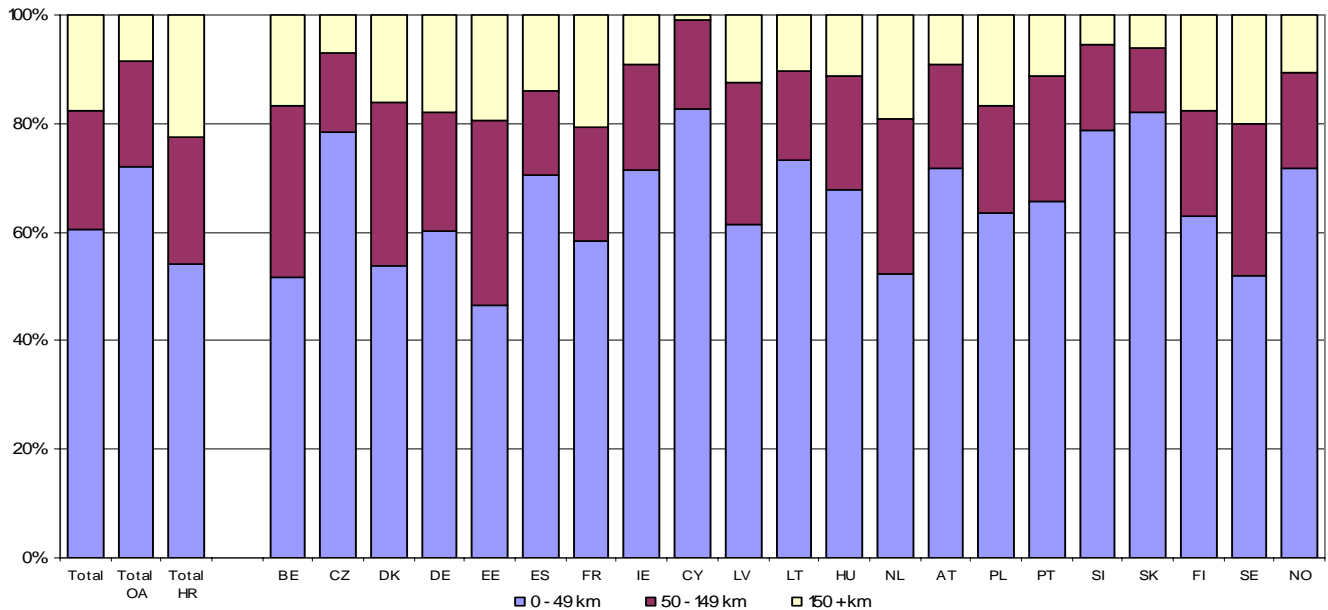
* IT, LU and UK: 2005 data are estimated

The total volume of national transport undertaken by Member States increased by 3% between 2004 and 2005. However, there were marked differences in the growth of individual countries, as shown in table 2. For

Estonia and Cyprus there were increases of 25% and 15% for Latvia. Other countries with increases of 5% or more were Denmark, Spain, Ireland, Sweden and Norway. Small falls of 3% were recorded for the Czech Republic and Lithuania, and falls of 1% for Belgium, France and The Netherlands. Since 1999, the total of national transport reported by the EU-15 has increased by 15%; an annual average rate of just over 2%. The increases recorded by Ireland (80%), Spain (70%) and Luxembourg (25%) were significantly higher. In contrast the increases for Germany, the Netherlands and Austria were below 5%.

The five major economies, Germany, France, Spain, Italy and the UK, each recording over 150 million tonne-kilometres, accounted for just over three-quarters of total national transport in 2005. National transport formed over 70% of total transport for these five large countries. Other countries where national transport was 70% or more of the total were Ireland, Finland, Sweden and Norway and the island of Cyprus. With the exception of Poland with a percentage of 54%, national transport formed less than half of the total for all other Member States. The percentage was particularly low for Luxembourg (5%) and Lithuania (13%).

Graph 2: National transport by distance classes and type of transport (on total only), 2005* - % in tonnes



* Total, Total OA (own account) and Total HR (hire and reward) include 2004 data for IT, LU and UK; AT data are provisional

Graph 2 shows the share in tonnes by distance classes in national transport for 2005. The three left-hand bars show distance by type of transport, while the rest of the graph shows the differences between reporting countries in the share of distance classes. Overall journeys of less than 50 kilometres accounted for 60 % of all journeys with intermediate length journeys and the longest journeys each making up another 20%. The share for short journeys has remained constant over the recent past but that for long journeys has increased slightly over time.

The graph shows the contrast between the length of journeys for own account operators and hire or reward operators. For hire or reward operators just over one half of the total were short journeys with intermediate and long journeys taking equal shares of the remainder. In contrast, for own account, less than 10% were long journeys while short journeys formed over 70% of the total. Four out of five of the journeys of 150 kilometres or more were made by hire or reward operators, reflecting the organisational skills of the road freight transport companies to meet the commercial transport needs of other industries.

For individual countries there were marked variations from the overall pattern. Given that Cyprus is a small island, it is not surprising that over 80% of journeys were short and less than one percent were in the 150+ kilometre class. Other countries recording around 80% of journeys that were under 50 kilometres were the Czech Republic, Slovakia and Slovenia. These three countries also recorded low percentages (under 7%) of

long journeys. Six countries – Ireland, Lithuania, Hungary, Austria, Portugal and Norway displayed a similar pattern of journey length with around 70% being short journeys and 10% long.

On the other hand, five countries reported that only around half of all journeys were under 50 kilometres and three of these Estonia, The Netherlands and Sweden also recorded that one fifth of journeys were 150 kilometres or more. The other countries were Belgium and Denmark where intermediate length journeys accounted for a third and long journeys one sixth.

The share of journey lengths for Germany and France followed closely that of the overall pattern but, for Spain, the short journeys formed 70% with intermediate and long journeys taking around 15% each.

International transport loaded and unloaded

Table 3: International transport loaded and unloaded in the reporting country - million tkm

	1999	2000	2001	2002	2003	2004	2005*	2005** - share in total		
								International intra-EU25	CC and Norway	Other international
BE	17 250	25 320	26 501	25 160	23 867	22 113	19 555	98.7%	0.1%	1.2%
CZ	:	20 528	22 085	23 636	26 025	25 620	21 810	93.6%	3.1%	3.3%
DK	12 276	12 166	10 510	10 895	11 208	11 763	11 643	87.9%	10.1%	2.0%
DE	45 652	48 684	52 150	52 174	56 068	62 938	62 545	93.4%	1.4%	5.2%
EE	:	:	:	:	2 215	3 424	3 122	73.2%	2.4%	24.4%
EL	:	:	:	:	:	:	:	:	:	:
ES	35 066	40 472	45 323	52 353	51 515	62 707	63 662	98.3%	0.2%	1.5%
FR	41 975	37 863	35 917	32 673	31 316	31 334	26 745	96.7%	0.0%	3.3%
IE	1 699	2 650	2 295	2 680	2 927	3 069	3 017	99.1%	0.0%	0.9%
IT	24 465	25 742	30 553	31 400	29 510	36 861	37 419	94.7%	1.8%	3.5%
CY	:	:	:	37	30	17	19	100.0%	0.0%	0.0%
LV	:	:	:	3 142	3 360	3 809	3 839	72.9%	2.3%	24.8%
LT	:	:	:	:	6 295	6 656	7 700	77.4%	2.4%	20.2%
LU	1 461	1 529	2 009	2 358	2 487	2 460	2 347	98.8%	0.0%	1.2%
HU	:	:	6 324	6 298	7 086	8 210	11 237	92.5%	4.5%	3.0%
NL	41 005	37 876	37 470	36 782	37 517	42 138	44 633	96.7%	0.6%	2.7%
AT	15 653	16 712	18 623	19 002	19 777	19 915	17 800	96.1%	1.6%	2.3%
PL	:	:	:	:	:	38 495	39 588	88.5%	3.2%	8.3%
PT	10 990	11 792	12 135	12 870	11 212	19 278	20 755	98.6%	0.4%	1.0%
SI	:	:	4 399	3 989	4 289	5 348	6 400	86.9%	5.8%	7.3%
SK	:	:	:	:	8 816	8 994	11 043	92.6%	2.8%	4.6%
FI	3 712	3 977	3 671	3 708	3 907	4 806	3 908	68.8%	12.7%	18.5%
SE	2 721	3 732	3 681	4 080	4 294	3 666	3 193	62.4%	37.3%	0.3%
UK	16 905	14 951	13 208	12 816	12 873	13 231	12 559	94.1%	0.2%	5.7%
Total	:	:	:	:	:	436 852	434 538	93.7%	2.0%	4.3%
NO	3 074	2 953	2 722	2 652	2 971	2 951	2 852	98.3%	0.0%	1.7%

* IT, LU and UK: 2005 data are estimated

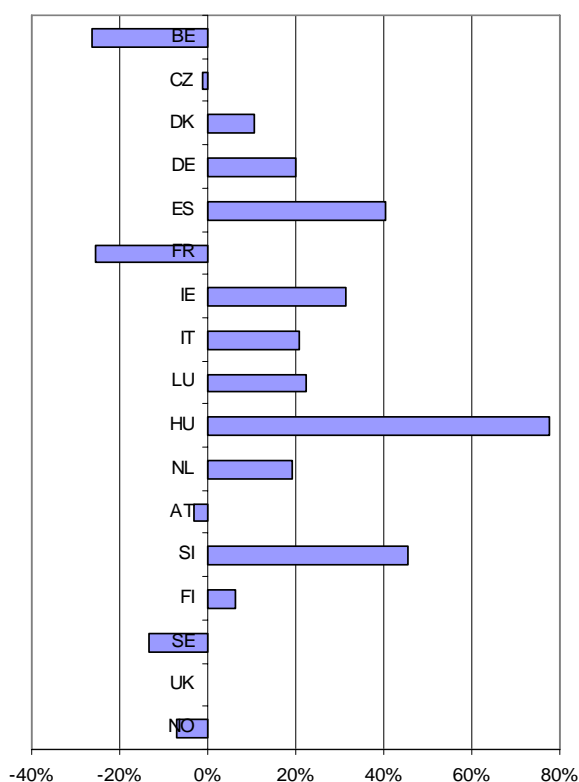
** IT, LU and UK: 2004 data; AT data are provisional

Table 3 presents the information available of the volume of international transport loaded and unloaded between 1999 and 2005 for the reporting countries. The table also shows the share of this transport between intra-EU25, Norway and candidate countries, and other countries.

At EU-25 level there was little change in the volume of international transport recorded in 2005 compared with 2004 (-0.5%). However, there were significant changes at individual country level with falls in Finland (-19%), France (-15%), Czech Republic (-15%), Sweden (-13%) and Belgium (-12%) being compensated by strong growth, particularly in some of the new Member States. The rise in Hungary was 37% followed by Slovakia with 23%, Slovenia 20% and Latvia 16%

Graph 3 illustrates the changes over a longer run. Between 2001 and 2005 eight countries recorded increases of at least 20% but two countries reported falls of the same magnitude. The variation ranged from decreases of 25% for France and Belgium to rises of over 75% for Hungary. For Sweden there was a 13% decrease with Norway, Austria and the Czech Republic recording smaller falls. Spain and Slovenia reported a growth of over 40% while increases of 20% or more were recorded by Germany, Ireland, Italy, Luxembourg and the Netherlands. Although there has been a rise for Portugal it has not been possible to calculate the change since 2001 as there were discontinuities in the series of figures shown in table 3.

Graph 3: International transport loaded and unloaded, 2005* compared to 2001 - % in tkm



* IT, LU and UK: 2004 data

Of the total for 2005 (IT, LU and UK 2004 data), just under 94% consisted of international transport between the EU-25 Member States. Around 2% was of transport with Norway or the acceding and candidate countries (Bulgaria, Croatia, Romania and Turkey) and half of that was with Norway. Denmark and Sweden accounted for half of the transport with Norway. Of the transport with the acceding and candidate countries, one half was with Romania with Poland and Italy being prominent partner countries, and a quarter with Turkey – Germany, Poland and Hungary being major partners.

The other 4% was transport with other countries where Germany and Poland were major operators in numerical terms each performing over 3 billion tkm. Other countries with over 1 billion tkm were Italy, the Netherlands and Lithuania. However, as a percentage of total transport, the three Baltic countries of Estonia, Latvia and Lithuania were prominent in this transport area each with over 20%. Apart from Finland, where the percentage was 18%, the figure was below 10% for all other Member States.

Cross-trade transport

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

	1999	2000	2001	2002	2003	2004	2005
BE	3 339	4 606	4 481	5 109	5 225	4 533	3 412
CZ	:	2 568	1 975	3 719	3 147	4 340	6 086
DK	436	606	573	433	599	558	468
DE	4 354	4 086	5 109	5 963	5 907	6 566	7 685
EE	:	:	:	:	134	139	717
EL	:	:	:	:	:	:	:
ES	791	1 064	1 369	2 101	1 919	2 070	2 123
FR	2 957	2 157	1 775	1 414	846	1 060	788
IE	354	563	371	445	297	354	448
IT	509	411	610	528	834	1 100	1 288
LV	:	:	:	1 070	1 067	1 183	1 785
LT	:	:	:	:	3 188	3 382	6 021
LU	3 436	4 436	4 647	4 254	4 548	4 303	3 768
HU	:	:	228	367	392	1 330	2 420
NL	8 246	8 455	8 020	8 570	8 124	10 748	9 759
AT	5 827	5 676	6 006	6 394	6 289	6 504	6 157
PL	:	:	:	:	:	4 982	10 646
PT	688	785	1 332	1 751	1 695	3 397	3 648
SI	:	:	678	578	649	1 260	2 123
SK	:	:	:	:	2 654	4 022	5 814
FI	103	231	83	159	98	83	79
SE	54	318	347	571	647	421	495
UK	292	223	238	213	269	235	207
Total	:	:	:	:	:	62 570	75 937
NO	76	60	55	42	80	44	28

* IT, LU and UK: 2005 data are estimated

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).

In 2005, hauliers registered in EU-25 Member States performed 76 billion tkm of cross-trade transport, a 21% increase compared to 2004. Prior to the accession of the new Member States, the main players in this market were the Netherlands, Austria, Germany, Belgium and Luxembourg.

Since accession some of these new states have rapidly developed their cross-trade activities to become major players. Poland has replaced the Netherlands as the top country performing over 10 billion tkm of cross-trade in 2005. The Czech Republic, Lithuania and Slovakia were also prominent, each performing around 6 billion tkm.

Over the period from 1999 to 2003, at EU-15 level cross-trade grew steadily at an annual average rate of 4.4%. At EU-25 level, this rate increased to over 20% for 2004 and 2005 with the inclusion of the new Member States who have been very active in this field. Between 2004 and 2005 the volume of cross-trade performed by Poland and Estonia more than doubled. Increases of more than 50% were recorded by Hungary, Latvia, Lithuania and Slovenia. Slovakia reported an increase of 45% and the Czech Republic 40%. Many of the older Member States reported a fall in cross-trade between 2004 and 2005. Those reporting noticeable percentage increases were Ireland (27%), Sweden (18%) and Germany (17%). Over the period from 1999 to 2005, Germany, Spain and Portugal reported a steady year on year growth in cross-trade activity. Belgium and Sweden recorded growth to the middle of the period but thereafter a decline. For France there has been a fairly steady fall over the period.

On average, cross-trade transport formed 4.5% of all transport in 2005. However, there were wide variations from this average at individual country level. It was particularly important for Luxembourg and the new Member States. Cross-trade accounted for 43% of total transport for Luxembourg, 38% for Lithuania, 26% for Slovakia, 21% for Latvia and 19% for Slovenia. It formed less than 0.5% of total transport for France, Finland, Norway and the UK.

Cabotage transport

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

	1999	2000	2001	2002	2003	2004	2005
BE	938	1 366	1 635	2 226	1 867	1 816	1 597
CZ	:	:	:	:	:	:	33
DK	102	248	187	132	191	254	129
DE	1 533	1 408	1 688	1 602	1 565	1 944	2 257
EE	:	:	:	:	57	57	138
ES	271	246	350	586	749	1 031	1 059
FR	756	815	607	530	551	624	421
IE	416	725	537	420	491	505	462
IT	350	273	599	671	559	847	950
LV	:	:	:	20	17	10	36
LT	:	:	:	:	21	28	50
LU	1 039	1 230	1 556	1 984	2 044	2 262	2 092
HU	:	:	99	82	59	92	100
NL	1 632	1 697	2 002	1 810	2 339	2 871	2 913
AT	222	345	449	440	455	390	574
PL	:	:	:	:	:	506	653
PT	99	40	148	187	319	708	786
SI	:	:	31	98	107	132	149
SK	:	:	:	:	74	89	87
FI	35	49	46	30	25	70	54
SE	:	119	164	165	230	170	186
UK	44	110	59	85	68	202	204
Total	:	:	:	:	:	14 609	14 931
NO	24	4	9	11	16	12	14

* IT, LU and UK: 2005 data are estimated

Cabotage is transport carried out within country A by hauliers registered in country B. It is reported by the country in which a haulier is registered and considered part of international transport. In 2005, 14.9 billion tkm of cabotage transport was performed by hauliers from the Member States, an increase of 2% compared to 2004. Table 5 showing the performance of cabotage by individual countries from 1999 to 2005 reveals that, for most Member States, there has been strong growth over the period although there has been considerable variation from year to year.

Dutch hauliers are the most active caboteurs performing nearly 3 billion tkm in 2005, followed by Luxembourg and Germany each with over 2 billion tkm. These three countries accounted for half of all cabotage performed by EU-25 hauliers in 2005. There has been strong growth in cabotage by hauliers from Spain and Portugal but noticeable falls for Belgium and France. The importance of cabotage to hauliers of a country is shown by expressing the cabotage performed as a percentage of total tkm performed. For Luxembourg, cabotage represented a quarter of the total. Belgium came next where it formed 4%, followed by the Netherlands and Ireland at 3%.

Table 6 shows the cabotage penetration rate by the country in which it took place. The rate is the percentage of the domestic market of a country (national transport plus cabotage in that country) formed by that cabotage. Overall, the cabotage penetration rate has risen slowly but steadily from 0.8% in 1999 (EU-15 average) to 1.2% in 2004. Over that period, Belgium, Luxembourg and France have been the most heavily penetrated countries although in most years the rate has been below 3%. Cabotage penetration in the new Member States was generally below 0.3% apart from Latvia at 0.8% which may be due to its central position in the Baltic countries. Other countries where there has been a steady increase in cabotage penetration were Denmark (1.7% in 2004), Norway (1.3%), Sweden (1.1%) and the UK (1.2%).

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

	1999	2000	2001	2002	2003	2004
BE	2.59	2.31	2.89	2.10	2.67	2.87
CZ	:	0.10	0.10	0.08	0.17	0.17
DK	0.39	0.47	0.92	0.98	1.17	1.72
DE	1.11	1.12	1.16	1.35	1.31	1.61
EE	:	:	:	:	0.00	0.00
ES	0.54	0.38	0.53	0.50	0.51	0.60
FR	0.93	1.26	1.55	1.91	2.06	2.50
IE	0.06	0.29	0.11	0.13	0.07	0.92
IT	0.61	0.45	0.59	0.50	0.66	0.63
LV	:	:	:	0.00	0.44	0.82
LT	:	:	:	:	0.02	0.23
LU	2.90	2.20	3.23	3.96	1.30	1.99
HU	:	:	0.19	0.19	0.22	0.26
NL	0.52	0.71	0.88	0.97	0.68	0.75
AT	1.15	1.72	2.40	1.75	1.70	1.94
PL	:	:	:	:	:	0.07
PT	0.21	0.30	0.18	0.24	0.28	0.39
SI	:	:	0.30	0.29	0.05	0.07
SK	:	:	:	:	0.06	0.13
FI	0.00	0.01	0.12	0.01	0.10	0.05
SE	0.84	0.67	0.76	0.67	0.80	1.08
UK	0.48	0.87	0.86	0.97	1.05	1.19
Total	:	:	:	:	:	1.22
NO	0.10	0.41	0.41	0.65	0.97	1.34

➤ 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 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 this definition.

Greece: Greece has recently reported data for years 2003 and 2004, but for technical reasons these data are not yet disseminated.

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.

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

The Netherlands: A change in the methodology occurred between 2002 and 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.

United Kingdom: 2004 data are provisional and will be revised.

Liechtenstein: Liechtenstein has provided 2005 data to Eurostat, but, for technical reasons, these data have not been used in this publication.

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: 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.

Cabotage transport

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

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.

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 16th August 2006.

Estimates are presented in italic. In tables 1 to 5, 2005 data for IT, LU and UK were estimated on the basis of quarterly data.

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

This publication was produced with the assistance of Howard Collings and Marie-Noëlle Dietsch.

Further information:

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

Transport

-  **Road transport**
 -  **Road freight transport measurement**
 -  Total road freight transport
 -  National road freight transport
 -  International road freight transport
 -  Road cabotage transport

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