

Road freight transport by group of goods 1999-2002

5% of all goods transported are dangerous goods— 'flammable liquids' take a major share

Statistics in focus

TRANSPORT

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Authors
Josefine Oberhausen
Maria Smihily

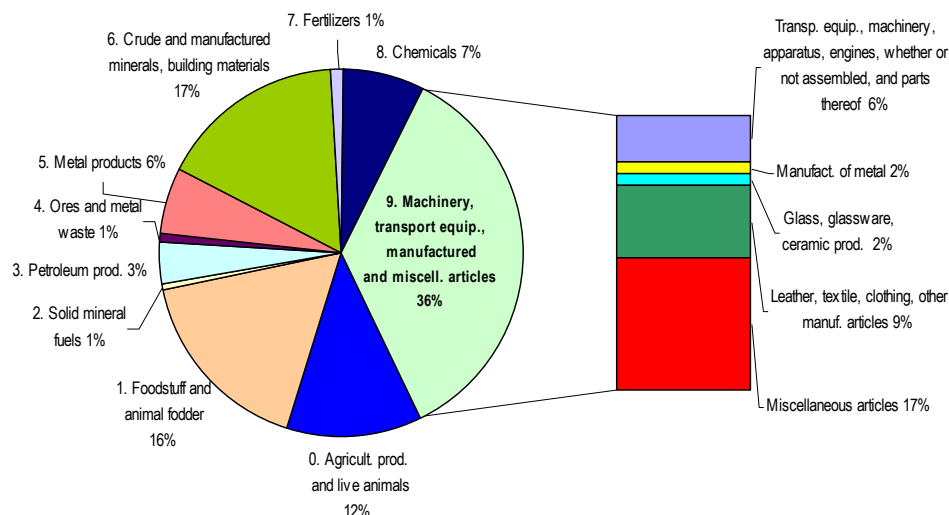
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Figure 1: Share by type of goods in total EU* road freight transport, by NST/R chapters, 2002, (basis tkm)



Highlights

Total road freight transport in the EU (excluding the activity of hauliers registered in Greece) amounted to 1 365 billion tonne-kilometres in 2002. Of this total, 36% involved the movement of goods in 'Machinery, transport equipment, manufactured and miscellaneous articles'. Within this category, the sub-group 'Miscellaneous articles', often goods forwarded in containers, took a high share.

In most cases, 'Miscellaneous articles' and 'Foodstuff and animal fodder' are the two most important commodity groups at Member State-level. 'Crude and manufactured minerals' have a relatively high share in Germany, Spain and France, whereas the high share of 'Wood and cork' in Finland and Sweden reflects the relative importance of forestry products in their economies.

In relation to national transport, 'Crude and manufactured minerals' are carried over relatively short distances. The same, but to a lesser degree can be said for the transport of 'Cement, lime and manufactured building materials'. 'Miscellaneous articles' and 'Foodstuff and animal fodder' are carried over significantly longer distances.

In extra-EU road transport, EU-registered hauliers brought considerably more 'Agricultural products' into the EU in 2002 than they took out. The opposite applies to 'Crude and manufactured minerals and building materials'. However, as the road transport activity of EU-registered hauliers was mainly intra-EU transport, the overall commodity structure (including the activity of non-EU hauliers) in extra-EU transport is not known.

Five percent of all goods carried by EU-registered hauliers in 2002 consisted of dangerous goods. However, the share varied: high in Ireland (8%), low in the Netherlands (2%). For all Member States 'Flammable liquids' constituted the main type of dangerous goods.

Note: Data in this publication refers to the European Union before 1 May 2004 and therefore only includes 15 Member States.

Total transport

The total road freight transport performance of all EU Member States except Greece amounted to 1 365 billion tkm in 2002, a 4.1% increase compared to 2000.

36% of this total volume concerned goods belonging to Chapter 9 of the NST/R classification. This was more than twice as much as the second and third

most important goods groups ('Foodstuff and animal fodder', Chapter 1 and 'Crude and manufactured minerals, building materials', Chapter 6 — shares of 17% and 16% respectively). One other group of goods displayed a share in the total of over 10%: 'Agricultural products and live animals' (Chapter 0).

As Chapter 9 was dominant, a closer look at the various sub-categories reveals interesting findings. Figure 1 shows that within Chapter 9, 'Transport equipment and machinery' only took a share of 6%. The share of 'Leather, textile, clothing and other manufactured articles' was 9%. 17% of all road transport was however 'Miscellaneous articles'. This high share can partly be explained by goods forwarded in containers, for which the exact content is not known. Declaring authorities then often attribute these to 'Miscellaneous articles'.

This is also reflected in Table 2, which gives a more disaggregated breakdown of the goods groups by Member State.

Table 1: Total EU* road transport by goods groups, in million tkm

NST/R chapters	1999	2000	2001	2002
0 Agricultural products and live animals	155 908	159 991	159 538	162 621
1 Foodstuff and animal fodder	221 182	222 842	226 780	232 733
2 Solid mineral fuels	7 733	7 165	7 478	7 315
3 Petroleum products	45 608	45 735	48 187	47 032
4 Ores and metal waste	15 218	16 848	14 962	14 553
5 Metal products	80 620	79 911	80 264	78 643
6 Crude and manuf. minerals, building materials	216 449	215 567	219 425	226 480
7 Fertilizers	13 908	13 944	13 659	13 871
8 Chemicals	97 956	99 435	101 236	98 895
9 Machinery, transport equipment, manufactured and miscellaneous articles	430 177	450 007	462 921	482 573
Total goods	1 284 760	1 311 448	1 334 451	1 364 716

* Excluding Greece.

Table 2: Total transport by goods groups by MS, 2002, in million tkm

	BE	DK	DE	ES	FR	IE	IT	LU	NL	AT	PT*	FI	SE	UK*	Total**
1 Cereals	701	434	3 203	4 452	4 799	208	5 110	47	473	448	302	137	256	2 513	23 083
2 Potatoes, other fresh or frozen fruits and vegetables	1 761	951	7 223	19 049	13 017	491	8 726	106	4 720	1 008	527	580	469	7 043	65 671
3 Live animals, sugar beet	434	385	1 715	1 512	1 427	258	1 375	8	983	100	37	90	203	1 466	9 993
4 Wood and cork	1 423	996	7 855	3 545	4 659	581	4 784	301	1 388	3 014	806	7 377	6 989	4 535	48 253
5 Textiles, textile art. and man-made fibres, other raw animal and vegetable materials	678	60	2 802	1 355	1 613	254	3 030	105	2 556	409	337	86	193	2 143	15 621
6 Foodstuff and animal fodder	9 264	6 200	46 652	24 416	31 171	3 007	27 558	872	12 734	4 100	3 030	3 785	3 957	47 375	224 121
7 Oil seeds and oleaginous fruits and fats	511	129	1 589	1 543	1 710	5	1 057	5	584	142	138	24	192	983	8 612
8 Solid minerals fuels	250	35	1 423	1 438	499	158	345	20	273	87	37	735	105	1 910	7 315
9 Crude petroleum	2	-	86	-	49	3	31	1	2	13	-	-	50	98	335
10 Petroleum products	1 621	685	8 427	5 832	7 389	764	7 926	244	1 186	1 366	1 002	1 637	1 530	7 088	46 697
11 Iron ore, iron & steel waste, blast furnace dust	346	227	2 296	2 216	1 666	243	1 704	61	561	204	48	244	530	255	10 601
12 Non-ferrous ores and waste	154	53	1 032	72	855	56	301	1	102	70	23	105	85	1 043	3 952
13 Metal products	4 208	700	14 869	12 392	5 944	89	22 466	1 282	3 259	2 641	1 298	1 560	1 198	6 737	78 643
14 Cement, lime, manuf. building materials	3 465	1 136	19 378	14 734	11 427	1 499	17 102	201	3 996	1 835	1 636	1 694	1 190	11 577	90 870
15 Crude and manufactured minerals	5 024	1 528	33 310	21 056	21 625	1 931	21 363	656	3 670	3 138	2 159	2 989	1 857	15 304	135 610
16 Natural and chemical fertilizers	1 227	180	1 859	1 803	3 789	284	1 545	44	1 123	171	87	277	105	1 377	13 871
17 Coal chemicals, tar	27	135	85	139	109	64	1 968	-	44	62	-	30	12	13	2 688
18 Chemicals other than coal chemicals and tar	7 332	627	21 236	9 324	9 940	285	10 776	347	7 405	1 382	1 332	1 407	1 507	9 141	82 041
19 Paper pulp and waste paper	312	348	2 850	1 166	1 181	11	3 411	12	604	1 131	309	651	547	1 633	14 166
20 Transport equip, machinery, engines, whether or not assembled, and parts thereof	3 465	847	22 514	12 582	12 404	640	7 580	581	3 711	1 192	2 430	1 299	1 475	12 580	83 300
21 Manufactures of metal	522	464	7 309	1 884	2 880	92	2 775	29	1 489	250	334	297	388	1 975	20 688
22 Glass, glassware, ceramic products	1 144	143	4 087	2 983	2 263	111	5 223	350	732	450	1 026	168	131	2 286	21 097
23 Leather, textile, clothing, other manuf. art.	5 837	1 590	30 467	15 800	14 093	916	10 833	1 053	8 650	5 236	2 932	3 433	2 129	22 913	125 882
24 Miscellaneous articles	8 163	4 664	33 176	25 253	49 866	2 322	25 686	2 852	17 069	8 354	2 895	3 366	7 821	40 119	231 606
25 Total goods	57 870	22 518	275 443	184 545	204 376	14 271	192 678	9 179	77 314	36 804	22 725	31 970	32 916	202 107	1 364 716

*Portugal and United Kingdom: see methodological notes. ** Excluding Greece.

In Table 2, figures in bold indicate the three most important goods categories for each Member State. If 'read vertically', one can thus quickly find the most important goods categories in road freight transport of a given Member State in 2002.

Group 24 'Miscellaneous articles' and group 6 'Foodstuff and animal fodder' were always among the top-3 categories of the individual Member States, except for Luxembourg, where 'Metal products' (group 13) had a substantial weight (due to the presence of a relatively important steel industry).

Table 3: Share of national, international and cross-trade EU-15* transport by type of goods, 2002, (basis tonnes)

NST/R chapters	National	International	Cross-trade
0 Agricultural products and live animals	93.18%	6.36%	0.46%
1 Foodstuff and animal fodder	94.36%	5.22%	0.42%
2 Solid mineral fuels	95.67%	4.00%	0.33%
3 Petroleum products	97.84%	2.08%	0.08%
4 Ores and metal waste	94.69%	4.87%	0.44%
5 Metal products	89.09%	9.80%	1.11%
6 Crude and manuf. minerals, building materials	98.65%	1.30%	0.04%
7 Fertilizers	95.68%	3.89%	0.44%
8 Chemicals	87.53%	11.29%	1.19%
9 Machinery, transport equipment, manufactured and miscellaneous articles	91.15%	7.93%	0.92%
Total	95.22%	4.38%	0.40%

* Excluding Greece.

'Crude and manufactured minerals' had a relatively high share in Germany, Spain and France, while the share of 'Wood and cork' (group 4) for Finland and Sweden reflects the relative importance of forestry products in the economy of those Member States.

The figures for group 9 'Crude petroleum' are very low (share of 0.02% in the total; Denmark, Spain, Portugal and Finland not registering crude oil transport at all). Crude oil often arrives by other means of transport than road (essentially maritime transport). Only after having undergone processing in refineries is this product forwarded by road; but at that stage, it becomes group 10 'Petroleum products' (share of 3.4% in the total).

Table 3 shows, individually for each NST/R chapter, the relative share in national, international and cross-trade road transport for the year 2002. Cabotage transport data are not published by group of goods and are therefore not considered. The shares are based on the volume of goods lifted and do not express the 'weight-over-distance' concept as in Tables 1 and 2 (where figures are expressed in tonne-kilometres).

It appears that national transport is largely dominant for all NST/R chapters. Only 'Chemicals', 'Metal products' and 'Machinery, transport equipment, manufactured and miscellaneous articles' (with 11%, 10% and 8% respectively) have a noticeable share of international transport.

The same NST/R chapters display a share of around 1% in cross-trade transport. For all other chapters, the cross-trade share is under 0.5%.

National transport

National road transport remains by far the most important type of road transport. When considering the total road transport performance of EU-registered hauliers (excluding Greece) expressed in tonne-kilometres (i.e. national, international, cross-trade and cabotage transport), national transport took a share of 74 % in 2002 (for details, please refer to the Statistics in Focus *Trends in road freight transport 1990-2002* that appeared earlier this year).

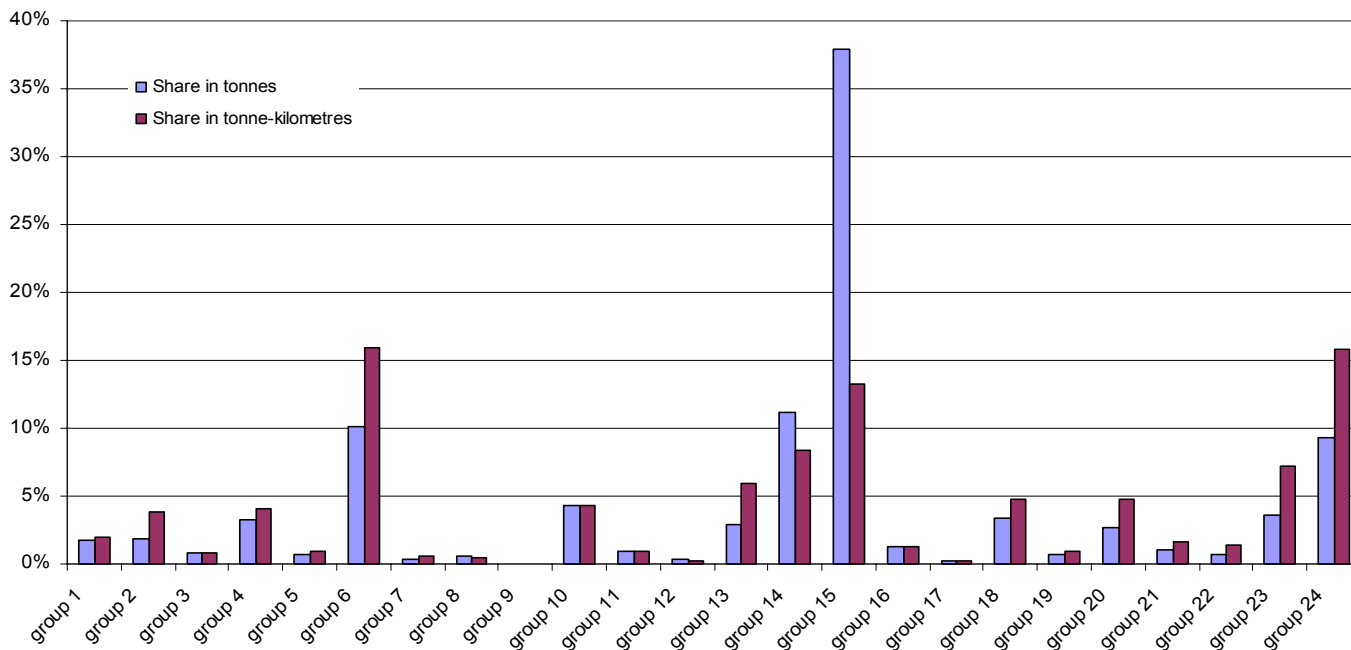
Figure 2 displays, for each commodity group, the relative share in the total volume of goods (total weight lifted in tonnes), and the relative share in the distance this load was carried (tonne-kilometres).

Because of the lack of space, it is not possible to display the full description of the 24 commodity groups. Readers are requested to refer to the description of the 24 individual groups as available in Table 2.

While group 15 'Crude and manufactured minerals' recorded a share of 38 % when expressed in tonnes, it only registered a share of 13 % in tkm. In other words: 'weight-wise' dominant, 'Crude and manufactured minerals' are carried over a relatively short distance. A similar situation, however less extreme, applies to group 14 'Cement, lime and manufactured building materials'. Both groups often feature bulk goods, a type of cargo where rail and inland waterway transport play an important role.

The opposite situation can be observed more often: Group 24, 'Miscellaneous articles', for instance, where a share of 9 % in weight stands against a share of 16 % in tonne-kilometres. 'Miscellaneous articles' were thus carried over a relatively longer distance. Similar observations can be made for group 6 'Foodstuff and animal fodder' and – at a lesser degree – for group 13 'Metal products' and 23 'Leather, textile, clothing and other manufactured articles'.

Figure 2: Share of goods groups in national transport of MS*, 2002, tonnes and tonne-kilometres



* Excluding Greece and United Kingdom.

International transport

Figure 3 and Figure 4 outline the structure of the goods in extra-EU road goods transport. Figure 3 details the share of the various commodity groups in the total volume of 14 million tonnes of goods having entered the EU in 2002 on lorries of EU-registered road transport hauliers.

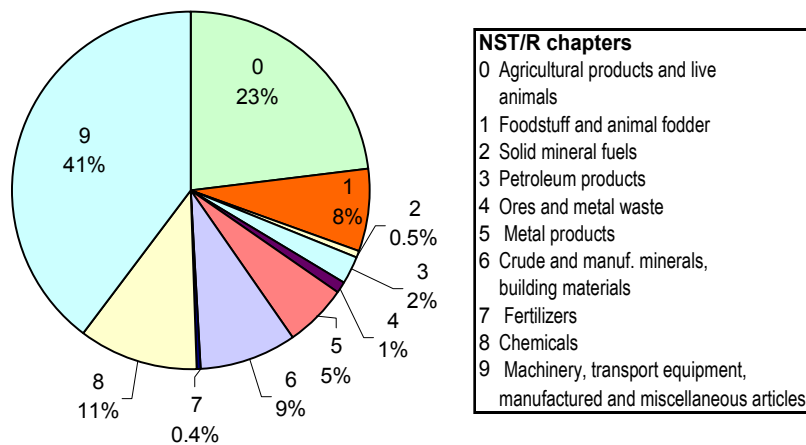
Figure 4 gives the breakdown for the 23 million tonnes having left the EU.

Whereas the share of goods belonging to NST/R chapters 1, 2, 5, 8 and 9 registered similar values for 'entries' and 'exits', notably more 'agricultural products and live animals' entered the EU by road than left it. The opposite can be said for 'crude and

manufactured minerals and building materials', where the share in goods leaving the EU was 20 %, against 9 % for entries.

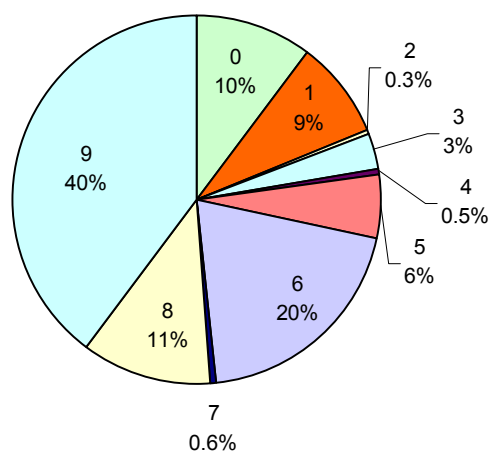
The fact that substantially more goods leave (23 million tonnes) than enter (14 million tonnes) the EU by road does not however reflect the full picture. The data in figures 3 and 4 apply to EU-registered hauliers only. The transport performance of non-EU hauliers is not considered and foreign trade data suggest that the share of non-EU hauliers in extra-EU road freight transport is high.

Figure 3: Goods entering the EU*, 2002, (basis tonnes)
Total volume: 14 million tonnes



* Excluding Greece.

Figure 4: Goods leaving the EU*, 2002, (basis tonnes)
Total volume: 23 million tonnes



In fact, to a very large extent, international road transport performed by EU-registered hauliers is intra-EU transport: in 12 out of 14 Member States, the share of intra-EU transport in international transport is close or superior to 90 % (in five Member States the share is over 97 %). Only Finland and Sweden display a substantial extra-EU share with 'other countries'. For Sweden, this share can largely

be attributed to journeys to and from Norway, for Finland these are journeys to and from Russia.

More details in this respect are given in the Statistics in Focus publication *Trends in road freight transport 1990-2002* that appeared earlier this year.

Dangerous goods

Table 4: Transport of dangerous goods by MS, in million tkm

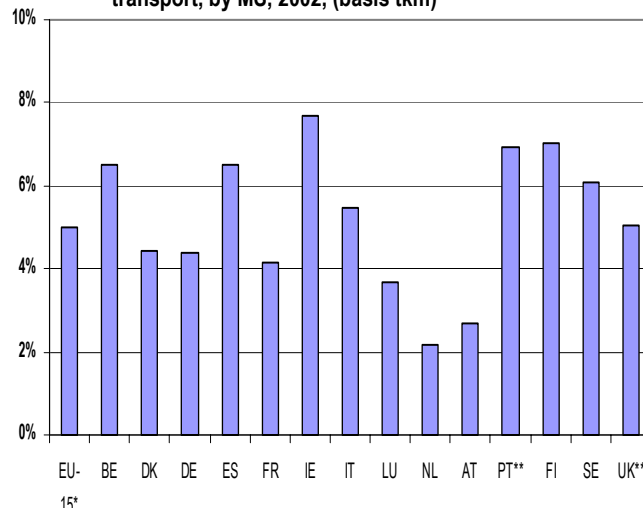
	1999	2000	2001	2002
Belgium	2 768	3 545	4 177	3 779
Denmark	887	853	827	998
Germany	12 261	12 782	13 437	12 034
Spain	8 998	10 690	10 300	12 036
France	8 328	7 607	8 132	8 471
Ireland	597	954	1 139	1 094
Italy	10 875	10 894	11 086	10 523
Luxembourg	200	189	245	337
Netherlands	950	848	2 123	1 680
Austria	960	924	1 064	985
Portugal*	1 569	1 126	1 643	1 575
Finland	1946	2 077	2 427	2 253
Sweden	:	1 779	1 623	2 009
United Kingdom*	10 790	11 654	10 655	10 178
Total **	:	65 922	68 879	67 952

* Portugal and United Kingdom: see methodological notes. ** Excluding Greece.

Table 4 shows, separately for each Member State, the transport performance in the carriage of dangerous goods. All EU road transport hauliers together (except the Greek) did nearly 68 billion tkm in 2002, a 3.1 % increase compared to 2000 but a 1.3 % decrease compared to 2001. Generally, there is a tendency to certain fluctuations, but on the basis of the data available, Ireland, the Netherlands and Luxembourg displayed relatively strong increases, whereas larger Member States like Germany, France, Italy and the United Kingdom recorded similar volumes throughout the observation period.

A more interesting view is obtained when looking at the relative share these dangerous goods take in total road freight transport (see Figure 5). Here, there are noticeable differences. The lowest shares in 2002 were recorded by the Netherlands and Austria with 2.2 % and 2.7 % respectively. Conversely, 7.7% of all goods carried by Irish-registered road freight hauliers consisted of dangerous goods, followed by Finnish and Portuguese hauliers, at around 7 %. The EU average for 2002 (not considering Greece) was 5 %.

Figure 5: Share of road transport of dangerous goods in total road transport, by MS, 2002, (basis tkm)



* Excluding Greece. **Portugal and United Kingdom: see methodological notes.

It should be stressed that all the figures and shares presented in this section refer to 'total transport' (see methodological notes), and thus include transport performed abroad by hauliers registered in a given Member State.

Table 5 outlines, for 2002, what type of dangerous goods were carried most. The category 'Unknown dangerous goods' had a share of only 0.1% of the total, an indication of correct monitoring of this kind of transport.

Looking at the total, 'Flammable liquids' (39 573 million tkm) constituted the clear majority (59 %) of the dangerous goods carried (see Figure 6). The second most important type, 'Gases, compressed, liquefied, dissolved under pressure' followed at a considerable distance with a share of 13 % (8 931 million tkm). 'Corrosives' was the only other category having a share of over 10 % (11.3 %), the remaining categories all featuring a share of 5% or below. Five categories with a share of under 0.5% were recorded.

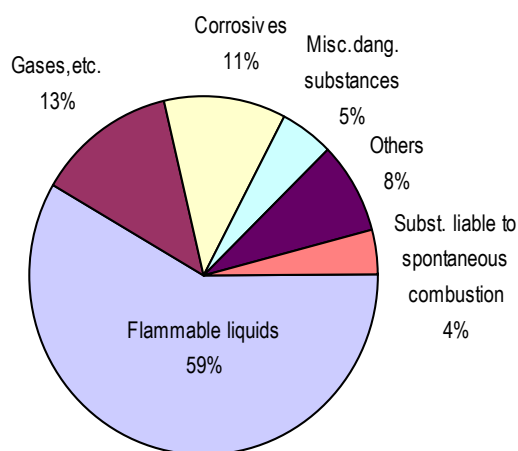
Table 5: Transport of dangerous goods, by MS and type of dangerous goods, 2002, in million tkm

	BE	DK	DE	ES	FR	IE	IT	LU	NL	AT	PT*	FI	SE	UK*	Total**
1 Explosives	241	c	66	39	71	c	40	13	169	3	-	39	c	50	739
2 Gases, compressed, liquified, dissolved under pressure	411	90	1 427	1 843	960	11	1 544	19	253	46	207	335	337	1 449	8 931
3 Flammable liquids	1 856	662	7 144	5 738	5 504	739	6 513	118	732	724	1 133	1 206	1 213	6 291	39 573
4.1 Flammable solids	57	20	215	88	111	158	404	3	46	45	c	c	c	32	1 191
4.2 Substances liable to spontaneous combustion	-	c	247	2 162	c	-	29	c	28	0	110	c	-	c	2 645
4.3 Substance emitting flammable gases (with water)	-	-	26	c	c	c	21	7	4	8	c	-	-	c	115
5.1 Oxidising substances	42	10	127	767	193	28	68	-	28	4	19	c	87	184	1 620
5.2 Organic peroxides	-	-	15	c	c	c	70	123	1	c	-	-	-	c	246
6.1 Toxic substances	115	41	478	133	105	128	128	18	52	5	c	c	c	164	1 417
6.2 Substances liable to cause infections	-	-	1	c	44	c	59	7	6	1	c	-	c	26	164
7 Radioactive material	3	-	8	-	17	-	-	c	c	-	-	-	-	c	62
8 Corrosives	724	123	1 622	1 066	792	25	1 352	c	257	79	43	360	248	1 008	7 703
9 Miscellaneous dangerous substances	330	47	659	178	636	c	296	24	7	69	c	154	105	917	3 449
99 Unknown dangerous goods	-	-	-	-	-	-	-	-	97	-	-	-	-	-	97
Total dangerous goods	3 779	998	12 034	12 036	8 471	1 094	10 523	337	1 680	985	1 575	2 253	2 009	10 178	67 952

* Portugal and United Kingdom: see methodological notes. ** Excluding Greece.

With regards to the Member States' particularities, the share of 'Flammable liquids' was especially high in Austria and Portugal (74 % and 72 % of the total respectively) but low in Luxembourg and the Netherlands (35 % and 44 % respectively). Furthermore, Irish hauliers carried few 'Gases' and 'Corrosives': the shares of 1 % (equivalent to 11 million tkm) and 2 % (equivalent to 25 million tkm) respectively stand out against the average. Although the detailed view offered in Table 5 may be distorted due to the presence of a number of confidential values, it also appears that 50% of all tonne-kilometres performed carrying 'Organic peroxides' were done by Luxembourg-registered hauliers.

Figure 6: Transport of dangerous goods, EU-15*, share by type of dangerous goods, 2002, (basis tkm)



* Excluding Greece.

Finally, Table 6 outlines the development of the transport of dangerous goods between 1999 and 2002. It should be noted that the 1999 figures do not include transport performed by Swedish hauliers. But even when limited to the remaining 3 years (2000-2002 period), no general trends could be detected. The order of magnitude of the various shares composing a given year's total did not change radically, but fluctuations in the categories featuring lower absolute values were of course more 'visible'.

Table 6: Transport of dangerous goods by type of dangerous goods, in million tkm

	1999	2000	2001	2002
1 Explosives	277	500	434	739
2 Gases, compressed, liquified, dissolved under pressure	7 792	8 521	8 472	8 931
3 Flammable liquids	36 095	37 850	40 726	39 573
4.1 Flammable solids	986	1 261	1 090	1 191
4.2 Substances liable to spontaneous combustion	2 049	2 467	2 127	2 645
4.3 Substance emitting flammable gases (with water)	217	156	231	115
5.1 Oxidising substances	1 371	1 952	1 591	1 620
5.2 Organic peroxides	170	152	160	246
6.1 Toxic substances	1 229	1 595	1 568	1 417
6.2 Substances liable to cause infections	197	175	297	164
7 Radioactive material	65	100	36	62
8 Corrosives	7 360	7 871	7 979	7 703
9 Miscellaneous dangerous substances	3 252	3 214	4 054	3 449
99 Unknown dangerous goods	70	107	115	97
Total *	61 130	65 922	68 879	67 952

*Excluding Greece; for 1999: excluding Sweden.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Breakdown by goods groups

The NST/R classification (Standard Goods Nomenclature for Transport Statistics / Revised) consists of 24 goods groups. For detailed information on the NST/R classification, please refer to 'Ramon', Eurostat's Classification Server (www.europa.eu.int/comm/eurostat/ramon).

Tables providing a breakdown by group of goods are since 1999 on European level derived from basic goods transport operations (goods related information) whereas figures in tables without a breakdown by group of goods are derived from journey related information. This may lead to differences between the totals in one table (e.g. goods related data) and the corresponding figures in another table for the same variable. Furthermore, procedures for aggregating goods related information at the level of journeys might vary between reporting countries.

Total transport

Total transport includes national transport, international transport - goods loaded in the reporting Member State, international transport - goods unloaded in the reporting Member State, cross-trade and cabotage transport.

International transport (without cross-trade and cabotage)

International transport as presented in this bulletin 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 Member States: 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 Member State 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. It should therefore be considered as being part of international transport.

Dangerous goods

Until 1998, EU road freight transport information was collected on the basis of Council Directive 78/546/EEC, amended by Council Directive 89/462/EEC. None of these legal acts allowed the collection of information on the transport of dangerous goods. Since 1999, road freight transport statistics are established on the basis of Council Regulation (EC) 1172/98. This regulation foresees the collection of information on different categories of dangerous goods. If applicable, these variables are obligatory. Annex E of the Regulation provides the categories to be used.

The term 'hauliers'

used in this publication refers to transport operators that perform road transport for 'hire or reward' as well as those that perform transport for 'own account'.

Greece

Since 1999, Greece has not reported any road transport data. Therefore, all the totals published represent a total for the 14 Member States only.

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 important increase in the tonnage figures. Due to the relatively short distances, the tkm figures are far less affected.

Portugal

Since 2000, Portugal reported 'hire or reward' transport only. Therefore, data presented in this publication for the period 2000 to 2002 exclude 'own account' transport.

United Kingdom

Since 1999, figures for the UK published in tables based on goods information over-estimate the tonne-kilometres performed because the distances provided by UK include empty legs of collection and delivery journeys. The distances declared by the Member States in the goods related information are used for the calculation of tonne-kilometres. According to the UK, it is not possible to apply a common adjustment factor as the magnitude of the over-estimation varies according to the type of commodity carried.

Member States use their own national surveys for the collection of data based on indications from road hauliers. The result is micro-data referring to vehicles and their linked journeys providing detailed information on goods transported.

As mentioned, the results are based on surveys and some of the cells are based on a small number of observations and therefore the statistical precision can be low.

Additionally, applied validations and common aggregation procedures on EU level might divert from national practices. Therefore differences of the figures in this publication might occur when comparing them to the national values (Swedish and German figures are in general higher on national level).

The source of all the figures presented in this publication is Eurostat and reflects the **state of data availability** in Eurostat's reference database NewCronos as of February 2004. Therefore, the European Union only refers to 14 Member States, as Greece did not yet provide any data.

In this publication:

MS	Member State of the European Union
:	not available
-	not applicable
0	for less than half of the measurement unit
c	confidential data, based on less than 10 vehicle records
1 billion	= 1 000 000 000

This publication was produced with the assistance of Jelle Bosch (commentaries) and Marie-Noëlle Dietsch (data).

Further information:

➤ Databases

NewCronos, Theme 7, Domain: road

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