

## Modal split in the inland transport of the EU Freight and passenger transport up to 2006

In 2006, EU road freight transport increased by 25% compared with 2000. The result was a rise in the modal share of road freight transport of 3 percentage points to reach 73 % in 2006. However, rail freight transport's modal share stabilised in 2006 after a period of continuous fall. In most Member States road freight transport was the dominant mode; exceptions are Estonia and Latvia where rail transport is far ahead of road transport, while for Lithuania, rail transport remains substantial compared to road transport.

In 2006, Germany alone accounted for a quarter of EU freight transport by rail, an increase of 12% in 2006 compared to 2005.

Cross-trade transport grew by over 20% in 2006. Polish hauliers, already the main players in 2005, saw their traffic grow by over 60%. They have become the dominant force in the market, accounting for a little under one fifth of the total. (Cross-trade is defined as international road transport from country A to country B by a haulier registered in country C).

In 2006, the main players in cabotage were hauliers from Germany, in first place, the Netherlands and Luxembourg, each accounting for about one seventh of the total. (Cabotage is defined as transport carried out in country A by hauliers registered in country B).

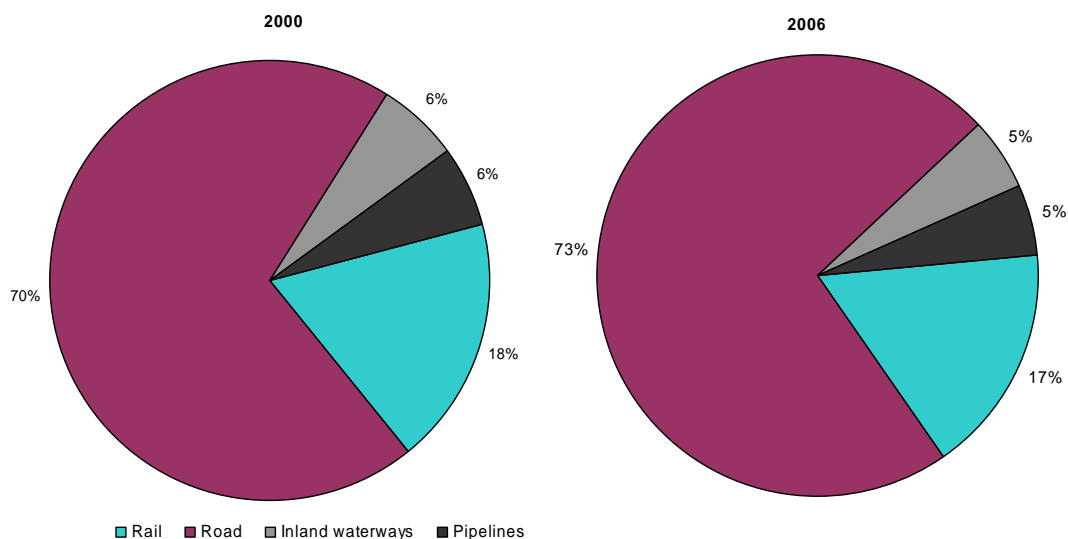
In 2006, the transport of goods by inland waterways in the EU was stable compared to the previous year. Germany and the Netherlands accounted for 77% of the tonne-kilometres (tkm) performed in the EU.

After a substantial fall in 2002, transport by oil pipeline in 2006 had recovered to its 2001 level.

380 billion passenger-kilometres (pkm) were recorded in rail passenger transport in the EU-27 in 2006. Four countries accounted for around two thirds of EU passenger transport: France, Germany, the United Kingdom and Italy.

In 2004, road passenger transport in the EU-27 by passenger cars, motor coaches, buses and trolley buses was almost 5 000 billion pkm, an increase of 16 % compared to 1995. In 2004, passenger cars accounted for 87% of the transport of passengers by road.

Graph 1: Share of inland transport modes in EU-27 total inland freight transport, 2000 and 2006 - % in tkm



## Freight transport performance

**Table 1: Rail, road, inland waterways and pipeline freight transport - million tkm**

	2004				2005				2006			
	Rail	Road	Inland waterways	Pipelines	Rail	Road	Inland waterways	Pipelines	Rail	Road	Inland waterways	Pipelines
<b>BE</b>	7 691	47 878	8 392	1 533	8 130	43 848	8 566	1 517	<b>8 483</b>	43 017	8 908	1 572
<b>BG</b>	5 211	11 961	697	274	5 163	14 371*	757	352	5 396	13 765	785*	357
<b>CZ</b>	15 092	46 038	48	1 902	14 866	43 448	64	2 259	15 748	50 376	44	2 291
<b>DK</b>	2 321	23 113	-	5 254	1 976	23 298	-	5 125	1 892	21 255	-	4 872
<b>DE</b>	91 921	303 751	63 667	16 236	95 421	310 104	64 096	16 741	107 007	330 015	63 975	15 844
<b>EE</b>	10 488	5 099	-	-	10 639	5 824	-	-	10 418	5 547	-	-
<b>IE</b>	399	17 144	-	-	303	17 910	-	-	205	17 453	-	-
<b>EL</b>	592	36 774	-	85	613	23 761	-	90	662	34 002	-	100
<b>ES</b>	11 874	220 822	-	8 279	11 635	233 230	-	10 126	11 634	241 789	-	10 115
<b>FR</b>	45 121	212 200	8 420	20 559	40 701	205 285	8 905	20 200	40 924	211 444	9 005	21 800
<b>IT</b>	22 183	196 980	110	10 699	22 761	211 804	89	11 423	24 165	220 400	100	11 237
<b>CY</b>	-	1 119	-	-	-	1 393	-	-	-	1 165	-	-
<b>LV</b>	18 618	7 382	-	3 252	19 779	8 394	-	3 381	<b>16 831</b>	10 753	-	3 628
<b>LT</b>	11 637	12 279	1	4 287	12 457	15 908	1	4 406	12 896	18 134	2	2 670
<b>LU</b>	593	9 574	370	-	392	8 804	342	-	<b>441</b>	8 807	381	-
<b>HU</b>	8 749	20 609	1 904	2 546	9 090	25 151	2 110	2 600	10 167	30 478	1 913	2 670
<b>MT</b>	-	500	-	-	-	500	-	-	-	500	-	-
<b>NL</b>	5 225	89 695	43 092	6 090	5 025	84 163	42 225	5 939	<b>5 321</b>	83 193	42 310	5 828
<b>AT</b>	18 757	39 185	1 747	7 571	18 957	37 044	1 753	7 780	20 980	39 188	1 837	7 639
<b>PL</b>	52 332	102 808	370	24 806	49 972	111 826	327	25 388	53 622	128 316	289	25 588
<b>PT</b>	2 282	40 819	-	-	2 422	42 608	-	-	<b>2 430</b>	45 041	-	-
<b>RO</b>	17 022	37 219	6 955	1 898	16 582	51 532	8 436	2 210	15 791	57 129	8 157	2 027
<b>SI</b>	3 149	9 007	-	-	3 245	11 033	-	-	3 373	12 111	-	-
<b>SK</b>	9 702	18 527	91	5 200	9 463	22 566	88	5 300	9 988	22 212	106	5 600
<b>FI</b>	10 105	32 291	118	-	9 706	31 858	75	-	11 060	29 714	66	-
<b>SE</b>	20 856	36 926*	-	-	21 675	38 556*	-	-	22 271*	39 899*	-	-
<b>UK</b>	20 993*	167 840	150	10 657	22 289*	167 508	170	10 800	23 123*	172 176	160*	10 800
<b>EU-27</b>	412 913	1 747 540	136 131	131 128	413 262	1 791 727	138 003	135 637	434 828	1 887 377	138 039	134 638

Note: Figures in bold are the sum of quarterly rail transport data (without data from small undertakings).

SK: Pipelines data are provided by DGTREN. Road freight transport is reported according to nationality of hauliers.

\* Revisions made by MS in the frame of validation of the content of recent publications.

Estimates are presented in italic.

In the EU-27, total freight transport performance by inland modes (comprising road, rail, inland waterways and oil pipelines) recorded a 5% increase in 2006 compared to 2005, to reach around 2 600 billion tkm in 2006. This rise was attributable to road and rail transport, which both increased by 5%.

As presented in Graph 1, the increase in road freight transport led to changes in the modal split, i.e. the share of each transport mode in total freight transport. The progression of road freight transport between 2000 and 2006 is particularly notable in this respect: its 25% increase led to a modal share that was three percentage points larger in 2006 than in 2000, reaching a modal share of 73 %. Each of the other inland modes lost one percentage point over this period.

In most of the countries road freight transport was the dominant mode in 2005; exceptions are Estonia and Latvia where rail transport is far ahead of road transport, representing more than 60% of total

inland freight transport, while in the case of Lithuania rail transport is just behind road transport.

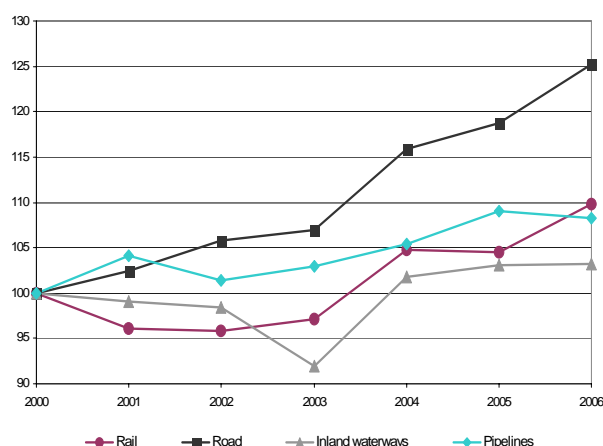
For all other EU-27 Member States, the share of road transport in total inland transport is over 50%. The share of road transport is even over 70% in 16 Member States.

Railway transport represented more than 20% of total inland freight transport in 14 Member States, with an EU average of 17% in 2005.

It has to be noted that the methodology for road freight transport differs from those for the other inland modes. Data for road freight transport record the road goods transport undertaken by vehicles registered in the reporting countries, whereas the data for rail, inland waterways and oil pipelines transport record the transport performed on the territory of the reporting country.

For rail transport, provisional quarterly data were used for countries that had not provided annual data for 2006. These data include only rail transport reported by major undertakings (small undertakings do not report quarterly data).

**Graph 2: Evolution of EU-27 freight transport for inland modes - based on tkm (2000=100)**



In the EU-27, road freight transport showed the fastest growth in transport performance with an increase of 25% in 2006 compared to 2000, based on a continuous annual increase of road transport over this period.

Rail and oil pipelines had a growth close to 10% over this period while inland waterways grew only by 3%. However, the evolution of EU inland waterways freight transport is linked to the decrease of transport performance in several Member States in 2003, in particular Germany (almost half of the EU tkm) recorded a significant fall (see table 5). The fall in inland waterways transport performance of the EU in 2003 might be a consequence of the dry summer of that year.

## Railways transport

**Table 2: Freight and passenger transport by rail – million tkm and million pkm**

	Freight					Passenger				
	2003	2004	2005	2006	% change 2003-2006	2003	2004	2005	2006	% change 2003-2006
BE	7 293	7 691	8 130	<b>8 483</b>	16.3%	8 264	8 675	8 305	<b>9 627</b>	16.5%
BG	5 274	5 211	5 163	5 396	2.3%	2 517	2 404	2 389	2 422*	-3.8%
CZ	15 862	15 092	14 866	15 748	-0.7%	6 484	6 580	6 667	<b>6 922</b>	6.8%
DK	1 985	2 321	1 976	1 892	-4.7%	5 826	5 921	5 957	<b>5 904</b>	1.3%
DE	85 128*	91 921	95 421	107 007	25.7%	71 293	72 879	76 824*	78 995*	10.8%
EE	9 670	10 488	10 639	10 418	7.7%	181	193	248	<b>256</b>	41.4%
IE	398	399	303	205	-48.5%	1 601	1 582	1 781	<b>1 872</b>	16.9%
EL	456	592	613	662	45.2%	1 574	1 668	1 854	<b>1 826</b>	16.0%
ES	11 743	11 874	11 635	11 634	-0.9%	19 309	20 328	21 153	<b>20 310</b>	5.2%
FR	46 835	45 121	40 701	40 924	-12.6%	71 937	74 359	<b>76 490</b>	<b>78 845</b>	9.6%
IT	20 299	22 183	22 761	24 165	19.0%	45 255	49 254	50 088	<b>46 438</b>	2.6%
LV	17 955	18 618	19 779	<b>16 831</b>	-6.3%	762	811	894	<b>992</b>	30.2%
LT	11 457	11 637	12 457	12 896	12.6%	432	283	280	<b>268</b>	-38.0%
LU	525	593	392	<b>441</b>	-16.0%	262	253	267	<b>297</b>	13.4%
HU	7 614	8 749	9 090	10 167	33.5%	10 285	10 165	9 851	<b>9 657</b>	-6.1%
NL	4 705	5 225	5 025	<b>5 321</b>	13.1%	13 848	14 097	<b>14 730</b>	<b>14 677</b>	6.0%
AT	16 866	18 757	18 957	20 980	24.4%	8 249	8 668	9 236	<b>8 651</b>	4.9%
PL	47 407	52 332	49 972	53 622	13.1%	19 643	18 430	17 882	<b>18 101</b>	-7.9%
PT	2 073	2 282	2 422	<b>2 430</b>	17.2%	3 585	3 693	3 809	<b>3 876</b>	8.1%
RO	15 039	17 022	16 582	15 791	5.0%	8 514	8 633	7 960	<b>8 092</b>	-5.0%
SI	3 279	3 149	3 245	3 373	2.9%	777	695	716	724*	-6.8%
SK	10 113	9 702	9 463	9 988	-1.2%	2 316	2 228	2 182	<b>2 213</b>	-4.4%
FI	10 047	10 105	9 706	11 060	10.1%	3 338	3 352	3 478	<b>3 582</b>	7.3%
SE	20 170	20 856	21 675	22 271*	10.4%	8 834*	8 658*	8 936*	9 642*	9.1%
UK	18 734	20 993*	22 289*	23 123*	23.4%	41 164	43 348	44 415	47 037*	14.4%
<b>EU-27</b>	<b>390 927</b>	<b>412 913</b>	<b>413 262</b>	<b>434 828</b>	<b>11.2%</b>	<b>356 250</b>	<b>367 157</b>	<b>376 392</b>	<b>381 226</b>	<b>6.4%</b>

Note: Figures in bold are the sum of quarterly rail transport data (without data from small undertakings).

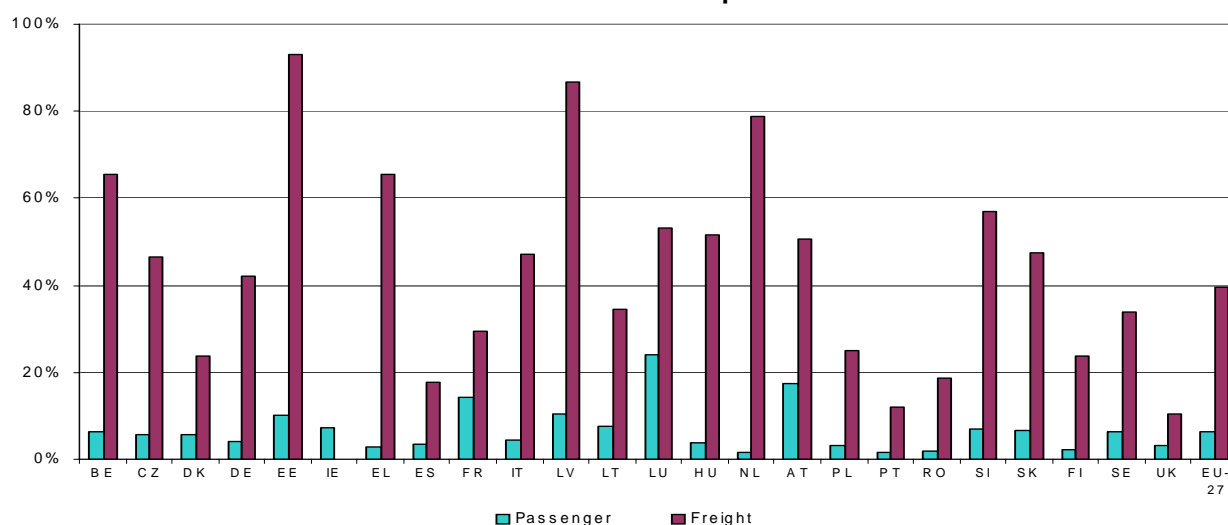
\* Revisions made by MS in the frame of validation of the content of recent publications.

Estimates are presented in italic.

Rail freight transport at EU-27 level was 435 billion tkm in 2006, an increase of 5% compared to 2005. Germany recorded a quarter of EU freight transport, with a significant increase in 2006 compared to 2005. Poland came second with 54 billion tkm (half of German tkm), followed by France with 41 billion tkm.

Rail passenger transport reached 380 billion pkm in the EU-27 in 2006. Four countries accounted for more than 65% of the EU passenger transport: France and Germany (79 billion and 78 billion pkm), followed by the United Kingdom and Italy (47 and 46 billion pkm).

**Graph 3: Share of international transport in total freight and passenger transport by rail, 2005 - % in tkm and pkm**



Graph 3 highlights the differences in the structure of freight and passenger transport by rail. International transport represents more than 40% of total freight transport in half of the Member States, whereas the share of international transport in total passenger transport is below 10% for 21 Member States. Luxembourg is the only Member State where more than 20% of passenger transport

is international. In some cases like Ireland, Spain, Portugal or the United Kingdom, the geographical position of these Member States at the periphery of the EU has an impact on their low proportion of international transport. However, this is not valid for all countries having low levels of international transport, like Poland for example.

## Road transport

**Table 3: Road freight transport by type of transport - million tkm**

	2004				2005				2006				Total
	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	National	International	Cross-trade	Cabotage	
BE	19 416	22 113	4 533	1 816	19 283	19 555	3 412	1 597	19 615	18 974	2 876	1 552	43 017
BG	:	:	:	:	:	:	:	:	5 806	6 368	1 387	204	13 765
CZ	16 046	25 620	4 340	32	15 518	21 810	6 086	33	16 082	25 475	8 733	86	50 376
DK	10 538	11 763	558	254	11 058	11 643	468	129	11 495	9 151	370	239	21 255
DE	232 303	62 938	6 566	1 944	237 617	62 545	7 685	2 257	251 379	67 671	8 692	2 273	330 015
EE	1 478	3 424	139	57	1 847	3 122	717	138	1 979	2 869	597	102	5 547
IE	13 216	3 069	354	505	13 983	3 017	448	462	13 832	2 624	563	434	17 453
EL	31 745	4 924	88	17	19 610	4 050	96	5	26 137	7 680	96	89	34 002
ES	155 014	62 707	2 070	1 031	166 386	63 662	2 123	1 059	174 588	64 465	1 882	854	241 789
FR	179 183	31 334	1 060	624	177 331	26 745	788	421	182 753	27 440	728	523	211 444
IT	158 172	36 861	1 100	847	171 587	37 871	1 247	1 088	180 000	38 000	1 300	1 100	220 400
CY	1 102	17	-	-	1 374	19	-	-	1 145	20	-	-	1 165
LV	2 380	3 809	1 183	10	2 734	3 839	1 785	36	2 718	5 459	2 546	30	10 753
LT	2 213	6 656	3 382	28	2 137	7 700	6 021	50	2 232	8 917	6 919	66	18 134
LU	549	2 460	4 303	2 262	494	2 412	3 758	2 141	544	2 522	3 608	2 133	8 807
HU	10 977	8 210	1 330	92	11 394	11 237	2 420	100	12 425	14 019	3 954	80	30 478
NL	33 938	42 138	10 748	2 871	31 827	40 788	8 815	2 733	31 009	41 000	9 012	2 172	83 193
AT	12 376	19 915	6 504	390	12 514	17 802	6 155	573	14 437	18 254	5 780	717	39 188
PL	58 825	38 495	4 982	506	60 940	39 588	10 646	653	59 420	50 198	17 425	1 273	128 316
PT	17 435	19 278	3 397	708	17 445	20 701	3 715	747	17 608	23 099	3 622	712	45 041
RO	:	:	:	:	:	:	:	:	22 723	34 406	c	c	57 129
SI	2 267	5 348	1 260	132	2 361	6 400	2 123	149	2 279	7 189	2 379	264	12 111
SK	5 422	8 994	4 022	89	5 621	11 043	5 814	87	5 203	10 230	6 654	125	22 212
FI	27 331	4 806	83	70	27 815	3 909	79	54	25 465	4 052	109	88	29 714
SE	32 669*	3 666	421	170	34 682*	3 193	495	186	35 455*	3 776	503*	164	39 898
UK	154 157	13 246	234	203	154 396	12 608	297	207	158 156	13 573	205	242	172 176
<b>EU-27</b>	<b>1 178 752</b>	<b>441 791</b>	<b>62 657</b>	<b>14 658</b>	<b>1 199 954</b>	<b>435 259</b>	<b>75 193</b>	<b>14 916</b>	<b>1 274 485</b>	<b>507 431</b>	<b>89 940</b>	<b>15 521</b>	<b>1 887 377</b>

Note: Road freight transport is reported according to nationality of hauliers. No road freight data reported by MT; No data by type of transport available for BG and RO in 2004 and 2005.

\* Revisions made by MS in the frame of validation of the content of recent publications.

Estimates are presented in italic.

Table 3 shows the development of road freight transport by its national, international, cross-trade and cabotage components. What is interesting here is the difference between Member States in the importance of the various components. For Germany, France, Spain and the United Kingdom, all major economies, more than 70% of the total was accounted for by national transport. The Member States at the periphery of the EU, Ireland, Cyprus, Finland and Sweden had a similar ratio. In contrast, international transport made up more than half of the transport of the Czech Republic, Estonia, Latvia, Portugal, Romania and Slovenia. Cross-trade accounted for more than a quarter of the total for Lithuania, Luxembourg and Slovakia while nearly a quarter of Luxembourg's total was cabotage.

At individual Member State level, the growth in national transport in 2006 reflected rises in some of

the larger economies, Germany, France and Spain, and a large rise for Austria. This was partly offset by falls in the Netherlands, Poland and Finland.

Germany and Spain were the largest actors in international transport, each responsible for 60 billion tkm in 2006. The emergence of Poland in third place with over 50 billion tkm was significant. This represents a 26% rise compared with 2005, overtaking the Netherlands.

Within a total which grew by over 20% in 2006, Polish hauliers, already the main players in cross-trade in 2005, grew by over 60% to become the dominant force in the market, accounting for a little under one fifth of the total. For cabotage, hauliers from Germany held first place in 2006, accounting for about one seventh of the total, a little ahead of the Netherlands and Luxembourg.

**Table 4: Road passenger transport for passenger cars, motor coaches, buses and trolley buses - million pkm**

	1995	2000	2001	2002	2003	2004
BE	110 540	119 540	121 470	123 960	126 070	128 610
BG	39 600	47 800	50 000	53 000	52 200	52 500
CZ	73 101	80 111	80 989	81 821	83 785	82 788
DK	55 582*	58 198*	57 154*	57 286*	57 849*	59 109*
DE	883 798	900 267	921 329	930 486	925 286	936 678
EE	7 983	10 340	10 318	10 476	11 139	12 069
IE	20 650	27 110	28 260	29 350	30 500	31 550
EL	57 221	74 700	78 800	83 000	85 950	89 600
ES	289 974	352 889	359 667	385 925	395 189	408 319
FR	681 700	741 969	768 166	774 185	779 697	779 372
IT	701 860	820 079	813 277	808 879	809 307	815 891
CY	3 320	3 930	4 090	4 210	4 430	4 740
LV	6 835	10 948	11 305	11 861	12 550	13 378
LT	14 169	18 755	18 633	19 048	22 381	29 463
LU	5 240	6 220	6 460	6 620	6 740	6 870
HU	62 005	64 912	64 817	65 198	65 067	64 673
MT	1 710	1 860	1 870	1 930	1 990	2 050
NL	143 400	152 350	153 000	155 000	157 350	157 942
AT	85 653	92 959	93 986	95 450	96 398	97 295
PL	144 724	181 435	188 696	196 695	202 396	211 618
PT	52 200	69 521	70 759	73 036	75 237	77 809
RO	49 700	55 000	56 000	58 800	61 900	64 200
SI	14 707	16 181	16 470	16 343	16 565	16 980
SK	29 167	32 364	32 309	33 214	32 981	32 214
FI	58 000	63 400	64 700	66 000	67 260	68 545
SE	97 300*	101 300*	102 000	104 700	105 500*	105 900
UK	662 300	687 000	701 000	724 000	720 000	726 000
<b>EU-27</b>	<b>4 352 438</b>	<b>4 791 058</b>	<b>4 875 578</b>	<b>4 970 501</b>	<b>5 005 706</b>	<b>5 076 178</b>

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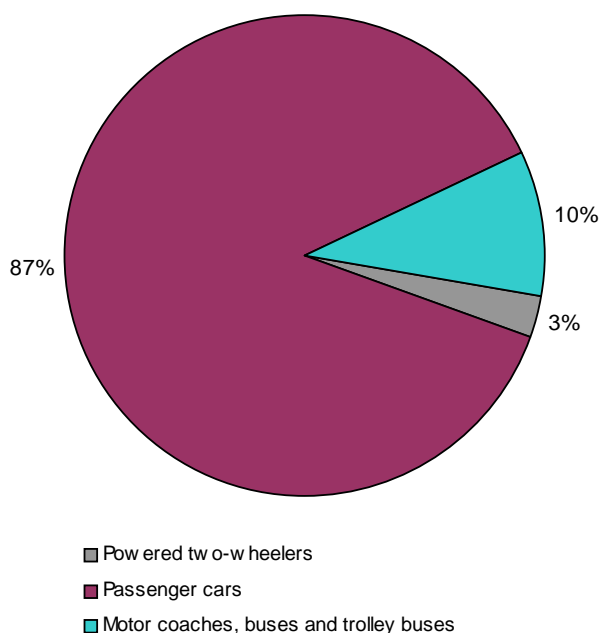
Estimates are presented in italic.

In 2004, road passenger transport performed in the EU-27 by passenger cars, motor coaches, buses and trolley buses was slightly over 5 000 billion pkm. This represented an increase of 17 % compared to 1995 (4 351 billion pkm). Road passenger transport continuously increased over the period 1995 to 2004.

All Member States recorded increases in their road passenger transport, the highest increases being recorded in most cases in the Member States that joined the EU since 2004.

In 2004, passenger cars accounted for 87% of the transport of passengers by road in the EU-27. Motor coaches, buses and trolley buses were used for 10% of passenger transport, while motorcycles represented only 3% of the transport of passengers by road.

**Graph 4: Road passenger transport in the EU-27 by type of motor vehicle, 2004 – % in pkm**



## Inland waterways transport

**Table 5: Inland waterways freight transport - million tkm**

	2000	2001	2002	2003	2004	2005	2006
BE	7 215	7 655	8 073	8 230	8 392	8 566	8 908
BG	313	420*	562*	613*	697	757	785*
CZ	80	70	62	49	48	64	44
DE	66 465	64 818	64 166	58 154	63 667	64 096	63 975
FR	9 578	8 294	8 269	8 024	8 420	8 905	9 005
IT	170	161	90	91	110	89	100
LT	1	1	1	1	1	1	2
LU	378	371	370	316	370	342	381
HU	891	1 260	1 668	1 517	1 904	2 110	1 913
NL	41 271	41 793	40 804	39 031	43 092	42 225	42 310
AT	2 444	2 557	2 846	2 276	1 747	1 753	1 837
PL	1 173	1 264	1 126	872	370	327	289
RO	2 634	2 746	3 641	3 521	6 955	8 435	8 157
SK	:	:	98	94	91	88	106
R	118	101	112	109	118	75	66
UK	210	190	180	180	150	170	160
<b>EU-27</b>	<b>132 941</b>	<b>131 701</b>	<b>132 068</b>	<b>123 077</b>	<b>136 131</b>	<b>138 003</b>	<b>138 039</b>

Note: I is used for breaks in time series.

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Estimates are presented in italic.

In 2006, the transport of goods by inland waterways in the EU reached 138 billion tkm and was stable compared to the previous year.

During this year, Germany and the Netherlands accounted for 77% of the tkm performed in the EU. With 64 and 42 billion tkm respectively, both countries recorded transport performances far above the other Member States. The length of German inland waterways which allow longer distance transport of goods led to the first position of this country.

They are followed by France, Belgium and Romania performing between 8 and 9 billion tkm. All other Member States reported less than 2 billion tkm.

The Rhine is by far the most important river for freight inland waterways transport in Europe. Directly, through tributary rivers or connecting channels it links inland waterways freight transport in Belgium, Germany, France, Luxembourg and the Netherlands. The Danube river represents the second main axis in Europe for inland waterways freight transport.

Luxembourg and Slovakia reported a significant increase in their inland waterways transport in 2006 compared to 2005, whereas the Czech Republic, Hungary and Poland recorded significant falls.

## Oil pipeline transport

In 2006, the transport of oil and petroleum products through pipelines in the EU was 135 billion tkm, a fall of 0.7% compared to 2005. This was the first year since 2002 that the transport performance recorded a decrease.

Transport performance by oil pipelines was stable in almost all Member States, with only small variations in 2006 compared to 2005. The major exception was Lithuania, which recorded a fall of 39% in 2006 compared to 2005.

Three Member States accounted for almost half of the tkm performed in the EU: Poland, France and Germany, each reporting over 15 billion tkm in 2006. The other Member States recorded transport performances below 12 billion tkm.

**Table 6: Transport of oil and petroleum products through pipelines - million tkm**

	2000	2001	2002	2003	2004	2005	2006
BE	1 624	1 544	1 511	1 518	1 533	1 517	1 572
BG	379	339	286	282	274	352	357
CZ	1 612	1 661	1 717	1 820	1 902	2 259	2 291
DK	4 690	4 695	5 103	5 154	5 254	5 125	4 872
DE	15 033	15 761	15 205	15 407	16 236	16 741	15 844
EL	-	-	20	60	85	90	100
ES	7 466	7 763	7 803	7 319	8 279	10 126	10 115
FR	21 669	21 140	20 954	22 147	20 559	20 200	21 800
IT	10 317	10 690	10 692	10 656	10 699	11 423	11 237
LV	6 467	7 524	5 071	3 150	3 252	3 381	3 628
LT	3 457	4 780	4 892	5 085	4 287	4 406	2 670
HU	2 263	2 521	2 445	2 416	2 546	2 600	2 670
NL	5 869	5 827	6 017	6 131	6 090	5 939	5 828
AT	7 563	8 071	7 961	7 763	7 571	7 780	7 639
PL	20 354	21 093	20 854	23 871	24 806	25 388	25 588
RO	1 392	1 770	1 780	1 590	1 898	2 210	2 027
SK*	4 600	4 800	4 700	5 000	5 200	5 300	5 600
UK	11 424	11 562	10 935	10 484	10 657	10 800	10 800
<b>EU-27</b>	<b>126 179</b>	<b>131 540</b>	<b>127 946</b>	<b>129 853</b>	<b>131 128</b>	<b>135 637</b>	<b>134 638</b>

\* SK: Data are estimated by DGTREN.

Estimates are presented in italic.

## ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

### Definitions

Terms and definitions for transport are based on the Glossary of transport statistics, prepared by Eurostat, ECMT (European Conference of Ministers of Transport) and UNECE (the United Nations Economic Commission for Europe).

### Data source

The figures presented in this publication have been taken from Eurostat's free dissemination database and DG Energy and Transport Pocketbook 'EU energy and transport in figures'. Other sources include national publications.

Eurostat data, publications and background information can be found under the theme 'Transport' on Eurostat's website:

<http://epp.eurostat.ec.europa.eu/>

Data compiled by the Commission DG Energy and Transport can be found in the Pocketbook 'EU energy and transport in figures':

[http://ec.europa.eu/dqs/energy\\_transport/](http://ec.europa.eu/dqs/energy_transport/)

### Rail transport

Rail transport statistics presented in this publication were collected in the frame of Regulation (EC) No 91/2003 that has replaced the Council Directive 80/1177/EEC since 2003. The data record the transport performed **on the territory of the reporting country**.

CY and MT: No railways transport.

Provisional quarterly data were used for countries that had not provided annual data for 2006. These data include only rail transport reported by major undertakings (small undertakings are not reporting quarterly data).

### Road freight transport

Road freight transport statistics presented in this publication were collected in the frame of Council Regulation (EC) No 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 and record the road goods transport undertaken **by vehicles registered in these countries**.

Malta has not reported any road transport data.

### Road passenger transport

Road passenger transport statistics presented in this publication were taken from DG Energy and Transport Pocketbook 'EU energy and transport in figures'.

The data should record the transport performed **on the territory of the reporting country**.

### Inland Waterways

Inland waterways statistics presented in this publication were collected in the frame of Council Directive 80/1119/EEC and were taken from DG Energy and Transport Pocketbook 'EU energy and transport in figures'. The data record the transport performed **on the territory of the reporting country**.

### Oil pipeline transport

Oil pipelines statistics presented in this publication were collected on a voluntary basis via Eurostat/UNECE/ECMT Common Questionnaire on Transport statistics and were taken from DG Energy and Transport Pocketbook 'EU energy and transport in figures'. The data record the transport performed **on the territory of the reporting country**.

### Methodology

Data for rail, inland waterways, pipelines and road passenger transport are reported according to the territoriality principle (i.e. they reflect the transport performances on each countries' territory). However, the methodology is not harmonised across countries for road passenger transport.

Data for road freight transport record the transport performed by vehicles registered in the reporting countries, independently from the territory where the transport takes place.

**Estimates** are presented in italic.

**Figures appearing in bold** refer to quarterly rail transport data.

**In this publication:** 1 billion = 1 000 000 000  
- Not applicable  
: Not available  
| Break in time series

**This publication** was produced with the assistance of Anthony Albertinelli and Marie-Noëlle Dietsch, Artemis Information Management.





## Further information

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Data: [Eurostat Website: http://ec.europa.eu/eurostat](http://ec.europa.eu/eurostat)

Select your theme on the left side of the homepage and then 'Data' from the menu.

### Transport

-  [Railway transport](#)
-  [Road transport](#)
-  [Inland waterways transport](#)
-  [Oil pipeline transport](#)

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### 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.

Contact details for this support network can be found on our Internet site:  
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