

Trade between EU-25 and neighbouring countries by mode of transport

Road dominant for exports while sea leads for imports by value

Statistics in focus

EXTERNAL TRADE

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Contents

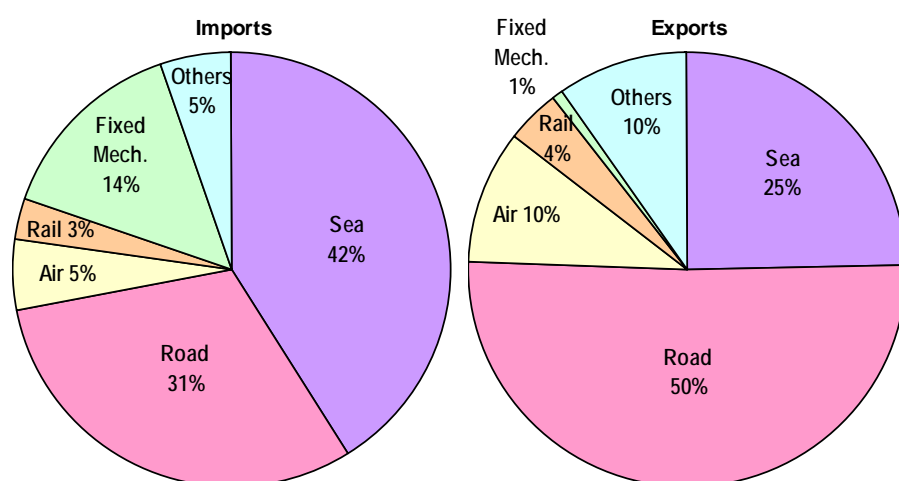
Highlights	1
Evolution of the trade with neighbouring countries.....	2
Modal split	3
Products.....	5
Main partner countries	8



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Highlights

Graph 1: Modal split of the total trade for neighbouring countries by trade flows, based on value - 2004



- There was remarkable growth in rail transport during 2003 – 2004.
- Sea transport was the predominant mode for goods imported to EU-25 from neighbouring countries.
- Road transport was the predominant mode for goods exported from the EU-25 to neighbouring countries.
- Sea transport and fixed mechanism were used to transport 93% of all petroleum products in value (imports, 95% - exports, 64%).
- Road transport dominated for movements of machinery, transport equipment and manufactured and miscellaneous articles.
- Rail transport was the most used mode of transport by volume for imports of agricultural products, ores and metal waste.
- Road transport was the most used mode of transport for exports in Chapters 6, 8 and 9.
- High levels of trade in leather, textiles, clothing and other manufactured articles travelled by road.
- Turkey was the main trading partner in terms of maritime transport.
- Switzerland was the main trading partner in terms of road, rail and fixed mechanism

All data source: Eurostat, Comext.

Evolution of the trade with neighbouring countries

Usage of all modes of transport increased between 1999 and 2004, with the sharpest increases during the years 2003-2004.

While sea and road transport clearly predominated, use of rail transport increased by 44% by value and 76% by volume during the period, largely due to goods imported by rail into the TACIS countries from EU-25. When imports and exports are combined, road transport accounted for 40% of trade with 33% using maritime transport. Air accounted for 8%, rail for 4% and other means of transport for 7%. Fixed mechanism, which accounted for 8% of total trade, increased by 20% in terms of value between 2003 and 2004, largely due to increased prices of petroleum products.

Graph 2: Evolution of the main modes of transport between 1999 and 2004, based on value

Total trade - EU and neighbouring countries (1999=100)

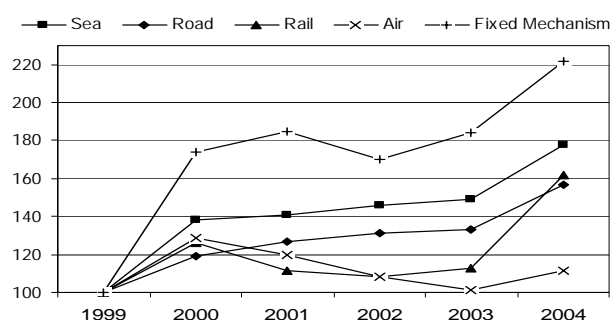


Table 1: Evolution of the trade for the different partner regions by the four main modes of transport and by import/exports, value in million euro

Million €	Import						Export						
	1999	2000	2001	2002	2003	2004	1999	2000	2001	2002	2003	2004	
Sea	CC	6 910	8 618	10 807	12 155	13 531	17 492	7 803	12 536	8 957	11 210	13 268	16 739
	EFTA	21 099	31 635	30 491	30 589	31 329	36 836	13 985	15 429	15 810	15 614	13 884	15 577
	Cards	343	521	523	509	588	578	495	594	719	727	568	616
	TACIS (Europe)	12 803	22 260	24 018	26 459	29 412	39 952	3 437	4 072	5 885	6 334	6 689	7 832
	Other Europe	392	436	584	522	529	424	767	1 290	1 125	1 042	967	1 221
	MED	14 174	22 356	22 891	23 150	22 231	23 799	23 765	26 749	27 648	26 575	25 059	26 996
Road	CC	13 341	16 027	18 406	19 756	21 305	25 576	17 597	22 723	21 115	24 185	27 044	34 703
	EFTA	39 510	44 813	47 683	48 234	46 913	51 658	52 582	59 840	61 005	59 892	58 584	63 320
	Cards	1 028	1 380	1 618	1 725	1 830	2 448	2 343	3 013	3 422	3 934	3 962	6 013
	TACIS (Europe)	3 718	5 207	5 047	5 433	5 925	7 977	11 732	16 359	21 670	23 346	25 190	34 182
	Other Europe	65	92	73	89	96	116	183	243	285	314	378	312
	MED	2 472	2 782	2 864	3 162	2 816	2 452	3 825	4 572	4 597	4 464	3 894	3 897
Rail	CC	500	491	493	539	592	814	1 116	1 789	1 002	997	1 243	2 318
	EFTA	2 013	2 928	2 324	2 082	1 924	2 066	4 805	5 233	5 216	5 023	4 965	6 055
	Cards	23	51	63	100	102	201	234	289	251	163	151	334
	TACIS (Europe)	1 597	2 368	2 217	2 205	2 717	5 334	1 171	1 253	1 440	1 225	1 365	2 306
	Other Europe	0	0	1	2	2	1	35	42	62	97	93	84
	MED	92	97	77	97	80	64	762	1 027	606	826	698	426
Air	CC	972	1 189	1 162	1 224	1 228	1 413	3 564	5 426	3 687	3 657	3 851	4 611
	EFTA	8 852	10 877	8 179	6 718	6 759	6 790	7 275	8 648	10 031	8 301	7 540	7 976
	Cards	83	80	53	31	31	42	223	297	324	257	267	317
	TACIS (Europe)	1 372	1 976	2 267	2 432	1 804	2 443	1 581	2 356	3 074	3 183	3 554	3 955
	Other Europe	13	14	10	9	8	8	38	47	57	62	67	64
	MED	4 903	6 590	6 114	5 051	4 146	4 566	9 507	11 789	10 945	10 708	9 531	10 615

Table 2: Evolution of the trade for the different partner regions by the four main modes of transport and by import/exports, volume in 1000 tonnes

1000 T	Import						Export						
	1999	2000	2001	2002	2003	2004	1999	2000	2001	2002	2003	2004	
Sea	CC	16 443	19 212	24 406	25 143	24 694	28 082	12 017	14 607	11 003	13 626	16 764	17 881
	EFTA	95 116	105 906	112 424	118 851	129 067	135 595	14 027	14 026	12 743	12 504	12 496	15 122
	Cards	552	710	620	1 023	1 677	1 341	545	733	808	668	593	525
	TACIS (Europe)	94 147	102 766	126 121	148 182	161 539	193 558	4 315	4 309	4 498	4 563	4 662	4 797
	Other Europe	193	218	263	293	305	222	3 113	3 858	2 880	3 023	3 428	4 757
	MED	73 599	74 111	77 260	85 365	80 529	78 899	31 427	33 304	30 693	30 715	28 949	29 211
Road	CC	4 445	4 996	5 193	5 491	6 106	8 236	4 748	5 995	5 625	6 661	7 226	10 410
	EFTA	12 190	14 173	12 672	12 407	13 079	13 716	23 947	23 892	24 624	24 907	25 490	26 961
	Cards	723	938	1 047	1 258	1 378	2 080	1 692	2 162	2 053	2 220	2 143	3 777
	TACIS (Europe)	6 497	6 431	7 443	10 903	13 638	20 620	4 452	5 263	6 120	6 448	7 002	9 734
	Other Europe	17	33	45	23	22	28	202	200	246	272	442	327
	MED	659	884	570	1 134	548	421	1 391	1 365	1 411	1 462	1 404	1 268
Rail	CC	1534	1470	1410	1283	1174	2177	926	1 146	1 006	1 225	1 338	3 436
	EFTA	3 077	4 623	3 998	3 626	3 043	3 422	6 873	6 496	5 842	6 248	5 404	6 003
	Cards	71	136	166	240	384	758	1527	1 045	914	248	216	816
	TACIS (Europe)	19 202	18 419	18 990	21 498	24 688	47 821	2 107	2 250	1 806	1 144	1 675	3 594
	Other Europe	0	0	1	1	1	2	7	10	19	29	24	22
	MED	141	173	92	142	78	44	1 097	879	585	900	1 021	578
Air	CC	48	45	37	44	43	51	59	75	46	72	66	70
	EFTA	24	45	27	23	66	249	45	43	142	67	54	100
	Cards	1	1	2	3	1	1	7	6	5	5	10	12
	TACIS (Europe)	6	46	27	40	36	352	31	34	44	43	47	99
	Other Europe	0	0	0	3	1	0	8	8	7	2	2	1
	MED	93	97	106	88	92	102	220	192	188	161	136	147

Table 3: Evolution of the trade between the MS and the EU neighbourhood (other European and MED countries) by mode of transport, value in million euro

	Imports										Exports									
	2004					Average annual growth 1999-2004					2004					Average annual growth 1999-2004				
	Sea	Rail	Road	Air	Others	Sea	Rail	Road	Air	Others	Sea	Rail	Road	Air	Others	Sea	Rail	Road	Air	Others
BE	5 583	2	3 211	3 079	1 688	23%	-34%	5%	9%	27%	3 158	332	6 369	3 720	145	11%	0%	11%	0%	-6%
CZ	13	559	706	98	1 469	:	89%	34%	5%	74%	78	574	2 013	85	336	:	12%	41%	15%	82%
DK	4 349	18	1 158	153	140	7%	-2%	11%	3%	10%	2 891	11	2 510	338	217	0%	-22%	15%	3%	7%
DE	11 625	1 288	33 303	2 627	18 238	15%	-1%	7%	3%	10%	11 363	3 584	38 428	5 207	20 935	7%	1%	4%	8%	44%
EE	96	306	159	19	14	74%	68%	36%	45%	70%	136	59	244	16	11	32%	58%	93%	74%	:
EL	3 290	68	1 429	258	429	23%	50%	17%	0%	37%	863	24	1 299	176	25	0%	-31%	12%	1%	16%
ES	10 279	7	3 729	934	1 063	21%	-16%	15%	15%	19%	5 312	286	3 489	548	391	11%	5%	14%	11%	6%
FR	16 501	164	12 234	1 320	5 509	16%	-13%	7%	2%	3%	9 383	807	16 321	3 702	3 585	7%	10%	6%	4%	-10%
IE	1 503	17	36	172	3	14%	:	-3%	-14%	25%	3 384	75	12	979	0	7%	:	-18%	0%	:
IT	18 220	485	15 162	1 068	7 929	15%	0%	9%	2%	14%	11 396	744	26 065	2 315	115	7%	3%	14%	8%	43%
CY	479	0	0	36	1	5%	:	:	8%	-32%	46	0	0	37	0	-11%	:	:	11%	:
LV	78	319	212	25	91	41%	33%	21%	14%	27%	105	48	198	9	1	29%	18%	41%	35%	:
LT	87	652	287	18	1 090	40%	46%	25%	25%	183%	83	205	541	9	227	94%	26%	41%	8%	15%
LU	7	12	183	111	21	7%	25%	2%	51%	48%	63	33	298	24	3	28%	-3%	10%	-6%	25%
HU	0	632	1 355	80	1 694	:	55%	55%	0%	145%	0	549	3 315	273	145	:	25%	71%	45%	42%
MT	77	0	0	16	0	22%	:	:	40%	:	39	0	0	7	0	21%	:	:	-5%	:
NL	8 550	4	2 902	181	9 270	15%	-22%	0%	2%	24%	2 816	153	10 573	1 685	1 527	7%	3%	10%	11%	20%
AT	277	447	6 024	667	1 536	15%	8%	12%	8%	15%	498	820	9 003	1 161	201	5%	8%	12%	3%	11%
PL	845	1 317	1 468	109	2 970	32%	58%	37%	-9%	119%	889	814	4 218	86	275	20%	39%	53%	25%	50%
PT	2 180	0	278	121	29	15%	-100%	-1%	-7%	4%	373	2	459	51	17	9%	0%	5%	5%	:
SI	267	102	772	39	141	20%	37%	72%	3%	9%	78	86	2 353	28	51	92%	14%	67%	23%	:
SK	1	504	340	28	1 284	:	97%	42%	23%	264%	6	376	756	15	31	:	35%	54%	13%	99%
FI	3 853	1 156	1 031	147	770	22%	3%	3%	7%	15%	1 339	411	5 167	556	380	3%	7%	16%	2%	34%
SE	4 538	281	4 246	436	166	9%	4%	6%	8%	1%	3 306	493	8 798	994	258	8%	12%	7%	-1%	-2%
UK	26 386	138	0	3 520	1 787	18%	:	:	-13%	-2%	11 377	1 036	0	5 516	270	4%	9%	:	3%	34%

Sea is the main mode for imported goods...

Sea transport was used for 42% by value of all imports into Member States from neighbouring countries during 2004, with by far the largest share (22%) going into the UK.

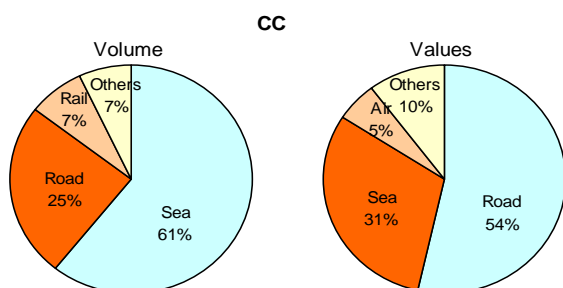
Road was the second most used mode with 31% of all imports, of which Germany had the largest share (35%).

... while road is dominant for goods exported

Road transport was used for 50% by value of all exports from EU-25 to neighbouring countries. The Member States using predominantly road transport were Germany (27% of all EU-25 exports by road) and Italy (18%).

Sea was the second most used mode by value with 25% of all exports, of which Germany, Italy and the UK each had approximately 16%.

Modal split in 2004

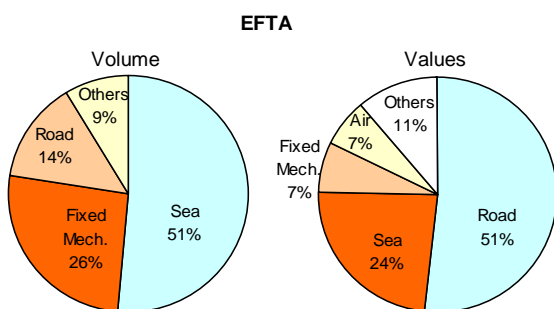


CC: sea predominant by volume but road first by value

For the CCs, sea was the most used mode when based on volume, but the picture changes when value is used as the basis and road transport then predominates.

For the CCs, negligible volumes of air transport, generally carrying smaller but more valuable goods, accounted for 5% and 7% respectively of trade in terms of value.

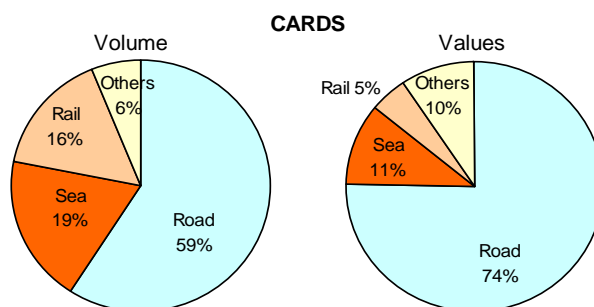
EFTA: Significant share of fixed mechanism in terms of volume but less in terms of value



For the EFTA countries, as for the CC's, sea is dominant when considering the volume while road comes first in terms of value. There is a high percentage by volume (26%) of transport by fixed mechanism, but this reduces considerably (7%) when value is used as the basis.

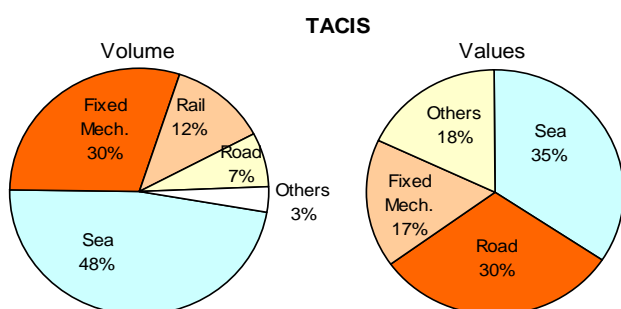
For the MED countries, sea predominates in terms of both volume and value, with a particularly high share by volume (75%). Fixed mechanism is second in terms of volume with 29%. The picture changes when value is used as the basis; although sea transport still predominates, air transport accounts for 18%.

CARDS: Predominance of road, especially for value of goods traded



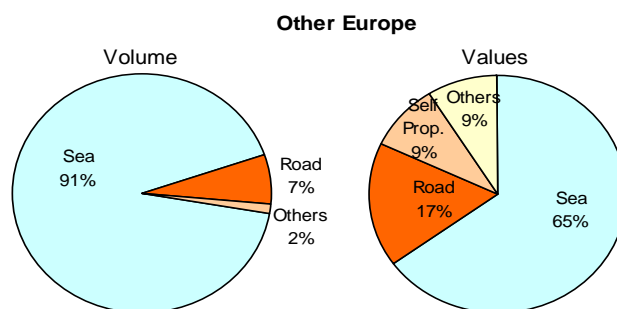
For the CARDS countries, road transport dominates with a higher percentage by value than by volume. The percentage by value (74%) is particularly high. By contrast, the percentages for sea transport, both by value and volume, are the lowest of any of the country groups.

TACIS: sea and fixed mechanism predominate by volume



Again, for the TACIS countries, the picture is different depending on whether volume or value is used as the basis. In terms of volume, sea transport is predominant (48%) followed by fixed mechanism (30%). In terms of value, maritime transport still leads but is reduced to 35% and fixed mechanism is reduced to 17%. By contrast, road transport shows a considerable increase from 7% to 30% when value is used as the basis.

Other Europe: sea largely dominant by volume but less by value



The volume of maritime transport for these countries is remarkable at 91%, but this reduces to 65% when value is used as the basis. The usage of road transport is relatively low in terms of both volume and value when compared with groups of countries other than the MED countries.

MED: important shares of fixed mechanism by volume and air by value

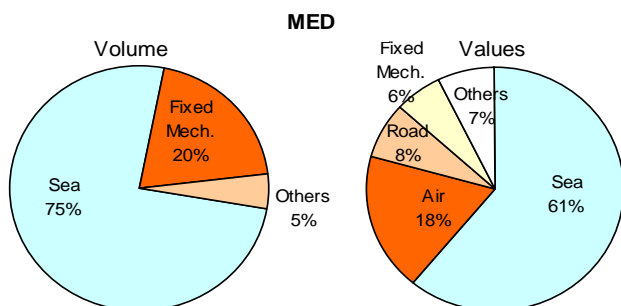


Table 4: Modal split of the trade by partner region and trade flows, based on value, 2004

Value	Imports						Exports					
	Sea	Road	Rail	Air	Fixed Mech.	Others	Sea	Road	Rail	Air	Fixed Mech.	Others
CC	37%	53%	2%	3%	0%	5%	26%	54%	4%	7%	0%	9%
EFTA	31%	44%	2%	6%	12%	5%	15%	60%	6%	8%	2%	10%
Cards	17%	72%	6%	1%	0%	3%	8%	76%	4%	4%	0%	8%
TACIS (Europe)	48%	10%	6%	3%	28%	5%	14%	62%	4%	7%	0%	13%
Other Europe	62%	17%	0%	1%	0%	20%	66%	17%	5%	3%	0%	9%
MED	62%	6%	0%	12%	13%	6%	60%	9%	1%	24%	0%	7%

Table 5: Modal split of the trade by partner region and trade flows, based on volume, 2004

Volume	Imports						Exports					
	Sea	Road	Rail	Air	Fixed Mech.	Others	Sea	Road	Rail	Air	Fixed Mech.	Others
CC	68%	20%	5%	0%	4%	2%	52%	30%	10%	0%	2%	5%
EFTA	58%	6%	1%	0%	32%	3%	26%	46%	10%	0%	5%	13%
Cards	31%	48%	17%	0%	0%	4%	9%	68%	15%	0%	0%	7%
TACIS (Europe)	49%	5%	12%	0%	31%	3%	25%	50%	18%	1%	0%	7%
Other Europe	82%	10%	1%	0%	0%	7%	92%	6%	0%	0%	0%	1%
MED	71%	0%	0%	0%	26%	3%	91%	4%	2%	0%	0%	3%

Different profiles for the modal split of the trading partners

For some groups of countries, one mode of transport is consistently predominant, e.g. for Other Europe, sea transport was the main mode for 82% of imports and 92% of exports by volume. Similarly, for the MED countries, sea transport was used for 71% of imports and 91% of exports by volume.

On the other hand, for the CARDS countries, road transport was the main mode, with 48% of imports and 68% of exports by volume accounting for 72% and 76% respectively by value.

For the other groups of countries, both sea and road transport are important, e.g. for the CCs, sea was the main mode with 68% of imports and 52% of exports by volume, but when value is used as the basis, road transport dominates with 53% of imports and 54% of exports.

For the EFTA countries, road transport leads in terms of volume of exports (46%) and value of imports and exports (44% and 60% respectively) while sea leads for volume of imports.

Similarly for the TACIS countries, road leads for exports in terms of both value and volume, while sea leads for imports in terms of value and volume.

Products**Table 6: Main products traded with neighbouring countries by mode of transport, based on value in million euro**

		Import					Export				
		Sea	Road	Rail	Air	Others	Sea	Road	Rail	Air	Others
2004	0	2 212	2 407	578	210	246	2 138	3 377	145	152	241
	1	4 289	3 820	194	75	210	4 640	7 359	591	69	698
	2	1 862	25	161	8	114	136	26	38	0	7
	3	64 848	367	1083	111	24528	3 974	946	725	36	1095
	4	2 501	1 131	1424	102	130	790	169	59	42	40
	5	10 017	4 367	1171	548	2943	3 373	4 498	1214	288	1248
	6	1 678	312	120	2230	41	902	1 452	323	3009	138
	7	1 354	68	153	0	104	98	38	6	0	25
	8	6 307	18 316	1204	1293	606	11 199	21 987	1188	3980	2006
9	22 930	57 289	1863	10619	10563	40 390	100 728	6906	19773	22905	
	All chapters	119 082	90 226	8479	15262	57333	68 981	142 428	11524	27537	29148
Growth 2003-2004	0	5%	28%	35%	19%	9%	0%	10%	32%	6%	50%
	1	10%	19%	69%	9%	8%	4%	22%	29%	-7%	39%
	2	103%	213%	:	:	93%	143%	4%	850%	:	75%
	3	22%	46%	13%	754%	44%	35%	7%	55%	112%	-5%
	4	50%	52%	328%	-23%	-70%	23%	56%	119%	500%	11%
	5	53%	32%	181%	39%	40%	17%	26%	74%	22%	52%
	6	21%	18%	90%	36%	5%	8%	19%	81%	21%	38%
	7	3%	26%	65%	-100%	53%	29%	36%	100%	:	178%
	8	15%	19%	31%	-3%	0%	17%	22%	17%	4%	23%
9	16%	11%	37%	6%	35%	14%	21%	38%	12%	40%	
	All chapters	22%	14%	57%	9%	20%	14%	20%	35%	11%	35%
Average annual growth 1999-2003	0	6%	3%	-1%	4%	4%	3%	11%	-11%	9%	27%
	1	-1%	7%	3%	5%	3%	0%	5%	-3%	6%	51%
	2	37%	28%	0%	:	46%	-9%	6%	-16%	:	7%
	3	23%	19%	18%	90%	13%	8%	9%	-1%	30%	16%
	4	10%	-8%	10%	6%	30%	21%	5%	8%	24%	41%
	5	2%	4%	-5%	6%	21%	8%	6%	-5%	7%	41%
	6	12%	-1%	-6%	-23%	-1%	2%	6%	10%	-3%	35%
	7	7%	27%	5%	19%	2%	6%	7%	-22%	:	3%
	8	6%	9%	5%	2%	1%	9%	10%	6%	9%	56%
9	12%	7%	2%	2%	3%	4%	8%	2%	3%	13%	
	All chapters	15%	7%	6%	-4%	14%	5%	8%	1%	3%	17%

Road largely predominant for trade in machinery, transport equipment, manufactured and miscellaneous articles

Table 6 points up the comparison between the different modes of transport used to transport different types of goods. Sea and 'Others' (which includes fixed mechanism) were used to transport 97% by value of all petroleum products, which made up 31% by value of all import trade.

By contrast, 54% by value of all trade in machinery, transport equipment and manufactured and miscellaneous articles, which represented 52% of all imports and exports, moved by road and 22% by sea, with 10% by air, 2% by rail and 12% by the 'other' modes.

Table 7: Main products traded with neighbouring countries by mode of transport, based on volume in 1000 tonnes

		Import					Export					
		Sea	Road	Rail	Air	Others	Sea	Road	Rail	Air	Others	
2004	Chapters of	0	9 164	8 666	9541	66	858	8 276	5 195	906	14	464
	NST/R	1	4 642	2 299	488	14	2920	6 276	5 287	1077	17	1343
		2	34 271	446	3081	122	1546	1 162	284	199	0	49
		3	280 733	1 285	5043	391	112994	17 087	2 010	2533	75	3585
		4	10 797	956	18379	7	327	7 577	290	383	0	203
		5	18 013	3 353	2150	6	2355	4 320	2 921	2212	5	1191
		6	39 417	3 000	5018	37	820	6 149	9 786	1976	8	1767
		7	11 787	536	1253	2	1024	560	126	32	0	168
		8	9 454	3 835	2643	14	708	7 650	7 880	1383	47	978
		9	12 348	10 036	2640	96	28761	11 565	17 793	3208	250	4107
	All chapters	437 697	45 101	54225	756	251808	72 294	52 477	14449	429	15703	
Growth 2003-2004	Chapters of	0	2%	24%	15%	43%	32%	-7%	26%	8%	100%	30%
	NST/R	1	18%	14%	219%	8%	60%	4%	26%	55%	6%	45%
		2	52%	162%	:	:	20%	36%	-2%	637%	:	81%
		3	7%	40%	5%	511%	54%	20%	-6%	33%	56%	-21%
		4	38%	37%	796%	600%	26%	9%	2%	81%	:	-12%
		5	22%	32%	186%	100%	31%	2%	23%	69%	25%	35%
		6	14%	24%	88%	3600%	-14%	-2%	15%	163%	-11%	20%
		7	-3%	18%	43%	-88%	24%	-3%	27%	220%	:	175%
		8	-8%	15%	81%	75%	-21%	11%	20%	47%	24%	29%
		9	-6%	14%	161%	13%	61%	28%	33%	76%	59%	71%
	All chapters	10%	30%	85%	216%	19%	8%	20%	49%	36%	15%	
Average annual growth 1999-2003	Chapters of	0	8%	6%	1%	4%	23%	-2%	6%	-8%	-3%	-7%
	NST/R	1	0%	4%	0%	10%	-25%	-1%	2%	-4%	3%	9%
		2	33%	45%	3%	:	48%	-14%	10%	-17%	-100%	-8%
		3	8%	10%	4%	138%	-5%	-2%	-2%	-14%	19%	2%
		4	2%	-11%	4%	:	-22%	14%	6%	9%	:	31%
		5	4%	5%	-9%	0%	13%	7%	6%	-5%	-5%	20%
		6	12%	-4%	8%	-24%	8%	-3%	2%	-4%	-35%	10%
		7	3%	29%	9%	:	5%	2%	6%	-31%	:	-7%
		8	5%	4%	5%	-13%	-8%	4%	9%	0%	0%	33%
		9	30%	7%	5%	-2%	142%	4%	5%	-3%	-2%	48%
	All chapters	9%	9%	5%	9%	3%	1%	5%	-6%	-4%	9%	

Rail dominant for volume of imports of agricultural products, ores and metal waste

While it is clear that sea transport was the dominant mode of transport by volume for almost all chapters for both imports and exports, it is however noteworthy that rail was the main mode for imports of agricultural products and live animals, with 34% of all imports in that chapter.

Similarly, for imports of ores and metal waste, rail was again the main mode of transport, with 60% of all imports in that Chapter. For imports of machinery,

transport and manufactured and miscellaneous articles, the 'other' modes were predominant.

Road dominant for volume of exports in chapters 6, 8 and 9.

On the export side, road transport dominated for crude and manufactured minerals and building materials (50% by volume of exports in that chapter), chemicals (44% by volume of exports in that chapter) and machinery, transport equipment and manufactured and miscellaneous articles (48% by volume of exports in that chapter).

Table 8: Total trade between EU and its neighbourhood by NST/R groups of products and by main mode of transport in 2004, based on value in million euro, in % of total products

	Sea						Road						Rail					
	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED
1	0.2	0.0	0.2	0.5	0.1	1.2	0.1	0.0	0.4	0.0	0.0	0.0	0.7	0.1	0.7	0.4	0.0	0.2
2	0.8	0.0	0.3	0.1	0.2	1.1	1.1	0.6	1.2	1.3	0.7	0.8	0.0	0.0	0.0	0.0	0.0	0.6
3	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.3	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
4	0.1	0.2	0.8	1.4	0.2	0.6	0.5	0.5	1.4	1.3	0.5	0.1	1.5	1.0	0.7	5.3	0.0	2.4
5	1.4	0.2	0.6	0.3	0.5	0.9	0.8	0.6	1.4	1.2	0.7	0.9	0.1	0.4	0.0	0.7	0.0	0.2
6	3.8	3.7	7.5	3.1	25.6	4.6	3.1	4.8	8.6	5.2	15.4	3.9	2.5	2.7	14.2	3.7	47.1	7.8
7	0.6	0.2	0.3	0.8	0.1	1.9	0.1	0.2	0.5	0.4	0.0	0.5	0.3	0.2	0.6	0.3	0.0	0.2
8	0.2	0.3	0.1	3.6	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	1.1	0.0	0.4	2.1	0.0	0.0
9	0.1	42.7	0.0	41.5	0.0	16.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0
10	4.0	5.5	1.3	14.7	49.8	12.2	0.3	0.5	0.9	0.8	8.4	0.3	1.8	7.9	5.0	8.0	0.0	0.0
11	1.8	0.3	0.2	2.1	0.1	0.3	0.1	0.1	0.3	0.4	0.0	0.0	3.4	1.4	5.2	14.2	0.0	0.2
12	0.3	0.5	0.6	1.8	0.0	0.7	0.1	0.3	0.3	1.3	0.0	0.4	0.3	1.6	0.9	0.2	0.0	0.0
13	9.5	5.3	29.0	10.8	0.4	3.6	2.8	4.1	7.6	3.8	6.3	2.0	13.5	10.9	18.1	11.5	0.0	19.8
14	1.8	0.2	1.8	0.4	0.4	1.1	0.5	0.7	1.3	0.5	0.7	0.2	2.0	0.4	1.3	2.5	1.2	0.2
15	1.0	0.9	0.8	0.3	0.1	0.4	0.1	0.2	0.2	0.1	0.2	0.1	0.4	0.7	0.4	1.0	0.0	0.2
16	0.4	0.4	0.0	1.1	0.1	1.1	0.1	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.0	1.7	0.0	0.0
17	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.5	0.0	0.0
18	9.4	12.2	8.0	4.8	2.0	9.8	8.1	24.5	9.4	13.0	9.8	11.8	6.6	13.5	11.4	10.3	4.7	7.8
19	0.1	0.4	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.7	1.7	0.9	0.0	1.0
20	39.3	15.7	18.5	7.7	12.6	22.6	35.8	29.8	27.1	37.2	29.7	33.6	41.3	36.5	16.8	13.0	32.9	26.9
21	1.5	1.5	3.5	0.5	1.1	1.9	3.9	4.0	4.5	3.3	1.9	1.5	1.3	1.4	1.1	0.5	1.2	2.0
22	0.7	0.2	0.4	0.1	0.1	0.5	0.8	1.1	0.7	0.8	2.6	1.1	0.6	0.4	0.2	0.4	1.2	0.2
23	20.0	7.5	24.0	2.9	5.5	15.9	38.8	24.4	29.2	20.9	19.6	37.2	12.7	13.5	8.6	5.6	10.6	16.5
24	1.4	0.9	0.8	0.8	0.5	1.7	1.8	2.7	3.6	2.4	1.2	2.0	7.2	4.3	11.6	3.5	0.0	3.3
TOT	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	34 232	52 414	1 194	47 784	1 645	50 795	60 279	114 978	8 460	42 159	428	6 350	3 132	8 121	535	7 640	85	490

Table 9: Total trade between EU and its neighbourhood by NST/R groups of products and by main mode of transport in 2004, based on volume in 1000 tonnes, in % of total products

	Sea						Road						Rail					
	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED	CC	EFTA	Cards	TACIS (Europe)	Other Europe	MED
1	0.9	0.1	0.8	1.1	0.1	4.1	0.8	0.3	4.4	0.1	0.0	0.5	3.0	0.4	1.9	0.4	0.0	1.6
2	0.4	0.0	0.3	0.1	0.1	1.0	3.8	1.6	4.1	2.8	1.1	5.1	0.1	0.0	0.1	0.0	0.0	0.8
3	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.0	0.3	0.0	0.0	0.8	0.6	0.1	0.0	0.0	0.0	0.0
4	0.2	0.5	1.7	2.6	0.2	1.2	5.7	7.4	7.9	16.4	1.7	1.2	7.6	12.2	4.3	15.8	0.0	13.3
5	0.8	0.2	0.2	0.1	0.9	0.4	1.6	0.8	1.5	0.9	0.0	2.0	0.1	0.4	0.0	0.1	0.0	0.0
6	2.6	0.8	5.8	1.2	3.8	3.5	7.0	7.9	13.6	5.1	8.2	8.2	3.9	3.2	9.3	1.5	70.8	4.8
7	1.1	0.1	0.5	0.5	0.0	0.5	0.5	0.4	1.0	0.7	0.0	2.4	0.4	0.1	0.6	0.1	0.0	0.3
8	0.8	1.9	0.8	16.1	0.0	0.3	0.2	0.4	1.5	1.5	0.0	0.1	2.5	0.2	2.6	6.0	0.0	0.0
9	0.3	63.7	0.0	48.4	0.0	30.7	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
10	11.5	6.9	2.9	14.6	92.3	21.6	2.1	3.7	3.7	1.9	26.5	1.5	3.4	25.4	5.9	4.6	0.0	0.2
11	11.7	3.0	0.7	2.5	0.2	1.6	0.3	1.3	2.5	0.4	1.1	0.2	10.0	6.4	10.4	33.3	0.0	0.6
12	1.3	0.5	0.5	0.2	0.0	0.1	0.2	0.5	0.6	0.3	0.0	1.2	0.7	0.5	8.7	0.2	0.0	0.6
13	12.9	2.0	21.8	5.3	0.1	2.4	6.9	7.2	9.9	4.4	9.9	6.5	14.3	13.4	22.7	3.4	0.0	30.7
14	14.0	0.3	12.0	0.5	0.2	6.2	5.9	5.2	7.9	1.6	16.1	1.4	8.2	1.8	3.6	2.9	4.2	0.3
15	17.3	10.2	39.5	1.7	0.6	2.9	3.2	18.8	2.1	0.4	9.9	2.8	6.6	9.8	2.7	6.8	0.0	0.3
16	2.0	0.9	0.0	2.2	0.0	5.2	1.2	0.3	0.2	1.0	0.0	1.2	3.3	0.2	0.1	2.1	0.0	0.0
17	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.8	0.4	0.0	0.0
18	8.2	3.2	4.5	1.2	0.2	4.2	12.5	12.5	9.1	7.6	5.1	17.4	6.6	8.4	10.7	3.7	4.2	4.8
19	0.2	0.4	0.1	0.1	0.0	0.2	0.8	2.2	0.4	0.2	0.0	0.8	0.8	2.1	1.6	0.4	0.0	2.4
20	5.6	1.1	1.7	0.2	0.3	1.5	14.2	6.4	6.2	5.1	2.8	12.4	4.0	2.5	1.0	0.5	8.3	3.4
21	0.5	0.1	0.5	0.1	0.1	0.3	4.2	2.2	2.4	1.5	1.1	1.4	0.5	0.2	0.3	0.1	0.0	0.5
22	0.6	0.1	0.3	0.0	0.0	0.3	2.2	1.5	1.4	1.2	0.8	1.4	0.6	0.4	0.1	0.2	0.0	0.5
23	4.5	1.5	5.0	0.6	0.4	2.6	22.2	16.9	13.4	9.4	11.3	21.4	10.1	8.6	5.7	2.2	4.2	19.8
24	1.6	0.6	0.1	0.2	0.0	5.2	2.5	1.4	5.4	0.6	1.1	4.7	9.5	2.5	6.6	2.3	0.0	2.6
TOT	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	45 963	150 717	1 866	198 355	4 979	108 111	18 646	40 677	5 857	30 353	355	1 689	5 613	9 425	1573	51 416	24	622

High share of vehicles and transport equipment in total value traded with EFTA

As well as showing the high levels of trade in terms of both volume and value in crude petroleum and petroleum products by countries other than the CCs and

the CARDS countries, table 8 also shows the high levels, in terms of value of total trade, of leather, textiles, clothing and other manufactured articles which travelled by road. This was particularly remarkable for the CCs and the MED countries, for whom they represented

38.8% and 37.2 % respectively of all their trade which travelled by road.

Iron and steel products represent one third of the volume traded by rail with the TACIS countries

In terms of volume, trade with the TACIS countries was dominated by movements by maritime transport of solid

mineral fuels, crude petroleum and petroleum products. It is however noteworthy that iron ore, iron and steel waste and blast furnace dust traded with the TACIS countries accounted for 61% of total trade in those commodities and, of that, by far the largest share (77%) travelled by rail.

Main partner countries

Table 10: Evolution of total trade between EU and its neighbouring countries by partner country and by mode of transport, value in million euro and growth of value in %

		Sea			Road			Rail			Others		
		2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003
CC	Bulgaria	15	-79%	-11%	341	-73%	20%	53	-73%	8%	152	100%	9%
	Croatia	1286	28%	13%	9495	33%	12%	684	83%	11%	1392	23%	24%
	Romania	3935	15%	19%	22938	26%	18%	1315	112%	10%	2815	53%	26%
	Turkey	28996	30%	16%	27505	26%	7%	1079	67%	-6%	10188	35%	6%
EFTA	Iceland	46	-69%	53%	16	-74%	18%	1	-92%	-2%	20	-23%	4%
	Liechtenstein	73	4%	7%	1662	11%	4%	7	-30%	9%	257	90%	17%
	Norway	43986	18%	9%	19382	10%	3%	1216	31%	0%	21179	10%	19%
	Switzerland	8309	7%	-1%	93918	9%	4%	6896	16%	0%	25377	3%	-1%
Cards	Albania	1	-86%	0%	18	-74%	11%	1	-86%	-14%	13	30%	-6%
	Bosnia and Herzegovina	208	-20%	8%	2470	61%	11%	108	157%	11%	216	24%	20%
	FYROM	295	13%	-4%	1384	21%	2%	101	106%	-27%	161	38%	-16%
	Serbia and Montenegro	690	10%	17%	4589	51%	25%	325	110%	40%	679	37%	31%
TACIS (Europe)	Belarus	37	-5%	-8%	483	-69%	13%	761	-43%	22%	156	-32%	2%
	Moldova	161	25%	19%	656	36%	12%	66	340%	14%	254	23%	79%
	Russian Federation	44247	32%	23%	32754	39%	19%	4665	94%	4%	38106	43%	21%
	Ukraine	3338	35%	17%	8266	53%	21%	2148	541%	28%	2219	46%	22%
Other Europe	Andorra	0	:	:	0	:	-24%	0	:	:	2	:	:
	Faroelands	637	-12%	6%	49	20%	14%	0	:	:	77	157%	2%
	Gibraltar	978	33%	8%	176	-9%	21%	59	-22%	24%	261	0%	2%
	Holy	2	-75%	41%	13	-24%	17%	0	:	:	4	0%	0%
	San Marino	27	-10%	-8%	190	-14%	16%	26	30%	61%	29	93%	11%
MED	Algeria	17823	8%	17%	700	18%	10%	115	-15%	30%	6133	11%	9%
	Egypt	7949	17%	-3%	484	-10%	-8%	88	-46%	-10%	3138	20%	4%
	Israel	8253	3%	-2%	1594	-4%	2%	170	-28%	-5%	11613	13%	-2%
	Jordan	1070	-2%	6%	162	-5%	4%	17	-29%	5%	996	15%	18%
	Lebanon	2202	6%	2%	247	1%	-1%	29	-62%	-4%	1001	-21%	14%
	Morocco	62	-56%	-1%	49	-71%	16%	4	-82%	-15%	39	-15%	-3%
	Occ. Palestinian Terr.	22	29%	-28%	4	33%	-29%	0	:	-100%	15	0%	0%
	Syrian Arab Republic	3128	-2%	7%	310	-3%	8%	30	-45%	-6%	1534	-24%	13%
	Tunisia	10286	9%	8%	2799	-7%	1%	37	-41%	16%	1255	10%	2%

1) Average annual growth.

Road dominant for close destinations...

Tables 10 and 11 show, perhaps predictably, that road transport was the preferred mode in terms of both volume and value for trade with central European countries such as Switzerland and Romania and all the CARDS countries.

... while sea comes first in trade with distant destinations

Sea transport was predominant in terms of volume for the more distant countries, such as the Ukraine and the Russian Federation, Norway and all the MED countries, which are difficult to access by road.

In terms of volume and value, there was considerable use of 'other' modes by the Russian Federation and Norway and it was important for Algeria in terms of volume. In all these cases, the 'other' mode used was mainly fixed mechanism.

Sea predominant for trade with Turkey, especially in terms of volume

In terms of volume, 81% of all Turkey's trade during 2004 travelled by sea, with just 13% travelling by road. The picture changes when value is used as the basis, with 43% of total trade travelling by sea and 41% by road.

Table 11: Evolution of total trade between EU and its neighbourhood by partner country and by mode of transport, volume in 1000 tonnes and growth of volume in %

		Sea			Road			Rail			Others		
		2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003	2004	2003-2004	Avg ¹ 1999-2003
CC	Bulgaria	25	-86%	-34%	221	-71%	14%	120	-74%	3%	118	-41%	83%
	Croatia	5348	28%	3%	6273	73%	10%	1554	95%	-1%	2949	190%	63%
	Romania	5163	10%	5%	6308	46%	15%	3137	316%	-2%	740	39%	23%
	Turkey	35428	9%	13%	5844	27%	5%	802	60%	4%	1526	10%	16%
EFTA	Iceland	95	-66%	37%	7	-83%	23%	1	-89%	-21%	8	-47%	32%
	Liechtenstein	26	-53%	22%	381	13%	4%	7	-30%	-6%	66	38%	14%
	Norway	148845	7%	7%	10240	9%	-1%	1562	6%	-9%	80696	5%	7%
	Switzerland	1751	9%	-2%	30049	4%	2%	7856	13%	-3%	12026	-1%	-5%
Cards	Albania	1	-93%	8%	13	-70%	10%	2	-91%	-4%	6	20%	26%
	Bosnia and Herzegovina	136	-54%	16%	2222	121%	10%	428	449%	15%	94	-38%	55%
	FYROM	279	-9%	-5%	1118	15%	-1%	286	22%	-36%	54	59%	4%
	Serbia and Montenegro	1449	-12%	31%	2504	67%	21%	857	223%	29%	452	108%	7%
TACIS (Europe)	Belarus	380	-3%	-11%	710	-62%	13%	5481	-53%	12%	182	-6%	-8%
	Moldova	331	18%	13%	242	59%	9%	202	742%	17%	20	-26%	92%
	Russian Federation	184410	20%	15%	25570	55%	18%	29298	116%	0%	133960	42%	4%
	Ukraine	13234	15%	8%	3831	81%	14%	16435	1294%	20%	2518	17%	1%
Other Europe	Andorra	0	:	:	0	-100%	-16%	0	:	:	1	:	:
	Faroelands	457	4%	6%	21	50%	15%	0	:	:	30	650%	0%
	Gibraltar	4512	39%	2%	210	-34%	19%	9	-36%	29%	24	50%	-11%
	Holy	2	-95%	107%	22	0%	16%	2	:	:	0	-100%	-41%
	San Marino	8	-38%	7%	102	-5%	30%	13	30%	78%	3	0%	:
MED	Algeria	51953	-4%	5%	241	-8%	-8%	160	-30%	6%	25560	2%	-5%
	Egypt	20701	19%	-2%	306	-18%	0%	153	-45%	-5%	1444	22%	21%
	Israel	9642	3%	-5%	417	-13%	-2%	160	-40%	-3%	457	9%	-6%
	Jordan	1846	-2%	-1%	73	-24%	-6%	39	3%	3%	299	193%	-6%
	Lebanon	2924	-9%	-1%	115	-5%	1%	39	-63%	1%	85	85%	6%
	Morocco	1525	-36%	7%	31	-66%	-3%	7	-90%	-16%	20	-43%	-28%
	Occ. Palestinian Terr.	10	-17%	-27%	1	0%	-24%	0	:	:	2	0%	0%
	Syrian Arab Republic	8566	-15%	-6%	142	0%	5%	38	-44%	-3%	4793	-41%	7%
	Tunisia	10944	1%	1%	364	-5%	4%	26	-26%	-6%	555	-45%	9%

1) Average annual growth.

Table 12: Top-5 EU trading partner countries by mode of transport by value (million €) and volume (1000 tonnes), imports

		Value			Volume			
		2004	2003-2004	Avg ¹ 1999-2004	2004	2003-2004	Avg ¹ 1999-2004	
Sea	Russian Federation	37 326	35%	24%	Russian Federation	180 089	20%	15%
	Norway	33 431	19%	13%	Norway	135 089	5%	8%
	Turkey	14 490	30%	19%	Algeria	44 620	-6%	6%
	Algeria	10 480	5%	21%	Turkey	20 421	10%	13%
	Tunisia	4 733	15%	10%	Egypt	14 499	29%	1%
Road	Switzerland	45 723	10%	5%	Russian Federation	18 235	59%	23%
	Turkey	12 386	22%	9%	Switzerland	9 863	5%	2%
	Romania	10 281	20%	19%	Norway	3 722	5%	0%
	Russian Federation	5 740	47%	13%	Romania	2 873	34%	12%
	Norway	5 008	11%	0%	Turkey	2 691	25%	5%
Rail	Russian Federation	3 224	121%	6%	Russian Federation	27 510	114%	1%
	Switzerland	1 661	8%	-2%	Ukraine	15 195	1372%	20%
	Ukraine	1 425	1354%	8%	Belarus	4 992	-54%	15%
	Belarus	643	-45%	33%	Switzerland	2 463	17%	-1%
	Romania	408	70%	4%	Romania	1 282	178%	-7%
Air	Switzerland	6 024	0%	-7%	Russian Federation	348	904%	63%
	Israel	3 775	15%	-4%	Norway	235	370%	58%
	Russian Federation	2 307	36%	7%	Israel	47	23%	-5%
	Turkey	1 155	13%	4%	Turkey	46	22%	-1%
	Norway	750	3%	2%	Egypt	36	12%	15%
Fixed Mech.	Russian Federation	23 171	53%	18%	Russian Federation	123 007	49%	3%
	Norway	12 422	1%	23%	Norway	72 542	6%	5%
	Algeria	4 099	2%	7%	Algeria	23 941	3%	-5%
	Switzerland	1 091	-6%	4%	Syria	4 220	-37%	3%
	Syria	860	-32%	15%	Croatia	1 831	296%	137%

1) Average annual growth.

Russia is dominant for imports to EU by volume

In terms of volume of imports, the Russian Federation was the main trading partner for all modes of transport, with 52% of all their imports during 2004 travelling by sea and 35% by fixed mechanism.

Norway was the second main trading partner for imports by sea (64% by volume of all their imports) and for fixed mechanism (34%).

Switzerland is the main partner for trade by road in terms of value of goods imported

With 58% by volume of all imports by road transport to the neighbouring countries from EU-25, Switzerland was by far the leader. 84% of all their imports were transported by road.

Table 13: Top-5 EU trading partner countries by mode of transport in value (million €) and volume (1000 tonnes), exports

		Value			Volume			
		2004	2003-2004	Avg ¹ 1999-2004	2004	2003-2004	Avg ¹ 1999-2004	
Sea	Turkey	14 507	30%	13%	Turkey	15 006	8%	12%
	Norway	10 554	16%	-1%	Norway	13 756	23%	-3%
	Algeria	7 323	15%	11%	Algeria	7 274	12%	4%
	Russian Federation	6 922	18%	18%	Egypt	5 977	17%	-2%
	Tunisia	5 521	4%	6%	Tunisia	5 100	-2%	0%
Road	Switzerland	48 195	7%	2%	Switzerland	20 185	4%	2%
	Russian Federation	27 014	37%	21%	Russian Federation	7 335	44%	10%
	Turkey	15 119	30%	6%	Norway	6 518	11%	-1%
	Norway	14 374	10%	4%	Croatia	3 697	73%	12%
	Romania	12 658	32%	18%	Romania	3 435	57%	18%
Rail	Switzerland	5 235	19%	1%	Switzerland	5 392	11%	-4%
	Russian Federation	1 441	52%	1%	Romania	1 854	533%	11%
	Romania	907	139%	16%	Russian Federation	1 788	153%	-4%
	Norway	813	52%	0%	Ukraine	1 240	744%	25%
	Turkey	803	110%	-12%	Croatia	850	158%	5%
Air	Israel	6 284	15%	-2%	Russian Federation	84	124%	10%
	Switzerland	6 086	7%	0%	Switzerland	58	65%	7%
	Turkey	3 654	22%	-1%	Turkey	57	74%	-7%
	Russian Federation	3 408	12%	25%	Israel	53	34%	-5%
	Norway	1 867	4%	4%	Norway	42	135%	1%
Fixed Mech.	Switzerland	1 665	-6%	9%	Switzerland	2 957	-25%	6%
	Croatia	113	146%	43%	Croatia	626	178%	384%
	Norway	70	192%	-31%	Liechtenstein	19	-26%	27%
	Belarus	44	-50%	-1%	Norway	11	-54%	186%
	Russian Federation	39	:	:	Russian Federation	2	-22%	130%

1) Average annual growth.

For exports, Turkey is the main trading partner by sea...

During 2004, Turkey was the main trading partner for exports by sea in terms of volume and value. In terms of value, 43% of all Turkish exports to EU-25 were transported by sea. It is however noteworthy that the value of Turkish exports by road was slightly higher than for those which travelled by sea.

... while Switzerland leads for road, rail and fixed mechanism

In terms of volume, Switzerland was the largest trading partner by road (71% of all their exports to EU-25), rail (19%) and fixed mechanism (10%).

In terms of value, Switzerland was again the largest trading partner for road (78% of all their exports to EU-25, rail (9%) and fixed mechanism (3%).

Israel led for air transport in terms of value, with 100% of their exports to EU-25 travelling by air.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data sources:

The content of this "Statistics in Focus" is based on data available in Eurostat's Comext database.

Detailed data are disseminated on Eurostat website, in the External trade section, as well as on the DVD "Everything on transport statistics".

Mode of transport

In the methodology for the statistics on the trading of goods, the mode of transport in the case of extra EU-25 trade is defined as the active means of transport by which:

- for outwards flows (exports), goods are presumed to leave the statistical territory of the Community;
- for inwards flows (imports), goods are presumed to have entered the statistical territory of the Community.

'Active means of transport' is the means of transport that provides the motive power. If there are several means of transport, the active means of transport is the one which provides the motive power for the whole combination.

The modes of transport considered in the methodology for the statistics on the trading of goods are the following: Air, Fixed installation (including pipelines), Inland waterways, Post, Rail, Road, Sea, Self propulsion, Unknown.

When the category 'Others' appears in the table/graph, it takes into account all modes of transport, excluding those already mentioned in the table/graph.

Goods in transit

In the methodology applied to statistics on the trading of goods, extra EU-25 trade (trade between Member States and non-member countries) statistics do not record exchanges involving goods in transit, placed in a customs warehouse or given temporary admission (for trade fairs, temporary exhibitions, tests, etc.).

This is known as "special trade" and the partner is the country of final destination of the goods.

NST/R chapters

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

NST/R Groups of goods

- 1 Cereals
- 2 Potatoes, other fresh or frozen fruit and vegetables

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

Groups of neighbourhood countries

The detail of the different groups of countries mentioned in this publication is given below:

Cards: Albania (AL), Bosnia and Herzegovina (BA), Former Yugoslav Republic Of Macedonia (MK), Serbia and Montenegro (CS)

CC: Bulgaria (BG), Croatia (HR), Romania (RO), Turkey (TR)

EFTA: Iceland (IS), Liechtenstein (LI), Norway (NO), Switzerland (CH)

TACIS (European countries): Belarus (BY), Moldova (MD), Russia (RU), Ukraine (UA)

MED: Morocco (MA), Algeria (DZ), Tunisia (TN), Egypt (EG), Lebanon (LB), Syria (SY), Israel (IL), Areas under Control of the Palestinian Authority (PS), Jordan (JO)

Other European countries: Andorra (AD), Faroe Islands (FO), Gibraltar (GI), San Marino (SM), Holy See - Vatican City State (VA)

Symbols used:

- Not applicable

Abbreviations:



EU European Union.
CC Candidate Countries.
EFTA European Free Trade Association
MED Mediterranean countries
NST/R Standard goods classification for transport statistics / Revised.

This publication was prepared with the assistance of Penny Smith and Mathieu Erzar.

Further information:

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

External Trade

-  External trade aggregated data
-  External trade detailed data

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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.

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