

# Rail freight transport 2005

## Statistics in focus

TRANSPORT

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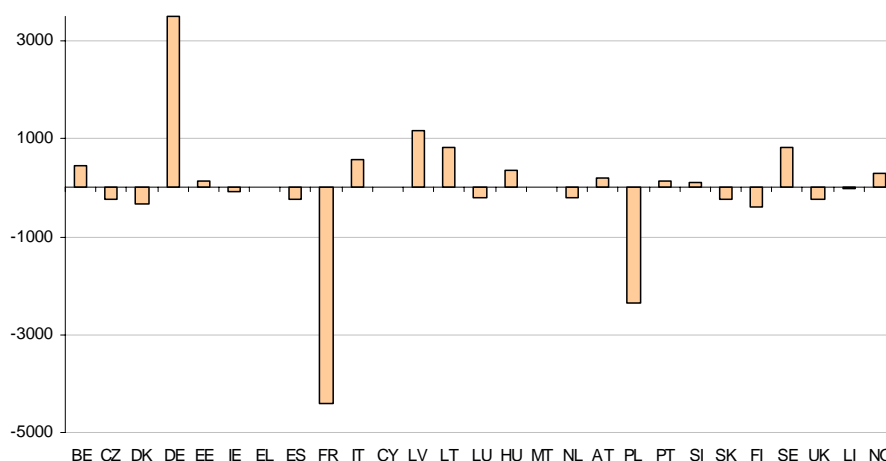
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### Highlights

- Total transport performance of rail freight in the EU surpassed 390 billion tkm in 2005.
- Between 2004 and 2005, the total transport performance of rail freight remained on average stable in the EU, with the highest absolute decrease in France (-4.4 billion tkm or -9.8%) and the highest increase in Germany (+3.5 billion tkm or +3.8%).
- The share of international rail freight transport reached 93% of total rail freight transport in Estonia, about 80% in the Netherlands and Latvia, around 65% in Belgium and in Greece and above 50% in three other countries: Slovenia, Luxembourg and Hungary.
- Rail freight transport performance was highest in the fourth and in the second quarters in 2004 and 2005.
- The average weight of goods on trains was 500 tonnes, but in the Baltic States – Estonia, Latvia and Lithuania – average weights were around three times as much.
- Flammable liquids accounted for 60% of dangerous goods transported by rail in 2005.
- The average distance on the territory of the reporting country of rail freight transport in the EU was 240 km in 2005, rising to 390 km in the case of Spain.
- In 2005, each kilometre of rail network was used on average by 4 000 goods trains in the EU-25; the annual number of freight trains per kilometre of network, however, was more than twice as high in Austria.

**Graph 1: The development of rail transport: change between 2004 and 2005 (in million tkm)**



Source: Eurostat/NewCronos



## Total freight transport

Since 2003, data on rail freight transport are collected according to Regulation 91/2003. The 23 EU Member States (excluding Cyprus and Malta that have no railways), Liechtenstein, Norway, Turkey and Croatia currently provide statistics on rail freight, passengers and accidents. The 8 new Member States with railways joined the European Union in May 2004 and they have sent rail data since 2003 (reference year) – the 15 old Member States provided rail freight data previously according to Directive 80/1177/EC until 2002. Bulgaria and Romania, which joined the EU in January 2007, will begin to supply data from 2007 (reference year).

The current publication presents a comparison of the data of 2004 and 2005. These data have been collected according to both detailed and simplified reporting (see Methodological notes). In principle, all railway undertakings are covered. Rail statistics are broken down by national, international and transit

transport. Readers should note that countries only declare data for their own territory.

Table 1 shows the evolution of total rail freight transport between 2004 and 2005. Rail freight transport decreased by 0.2% in the EU between the two years, corresponding to 700 million tkm. This was the net result of increases in 12 Member States and decreases in the other 11. Total freight transport in the EU-25 equalled 392 billion tkm in 2005.

The highest absolute growth was in the largest contributing country Germany (see Graph 1). Meanwhile, Luxembourg, together with Ireland and Denmark – the smallest contributors to the EU total – recorded the largest relative decreases -33.9%, 24.1% and -14.9% respectively. For absolute figures, the largest decrease was in France (-4 422 million tkm), the third largest contributor after Poland.

**Table 1: Evolution of total freight transport by rail - change 2004-2005 (in million tkm and in %)**

	2004			2005			Change (Mio tkm)			Change (%)
	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Total
Belgium	7 691	-	7 691	8 130	-	8 130	439	-	439	5.7
Czech Republic	15 092	-	15 092	14 866	-	14 866	- 226	-	- 226	-1.5
Denmark	2 299	22	2 321	1 967	9	1 976	- 332	- 13	- 345	-14.9
Germany	91 921	-	91 921	95 421	-	95 421	3 500	-	3 500	3.8
Estonia	10 488	-	10 488	10 639	-	10 639	151	-	151	1.4
Ireland	399	-	399	303	-	303	- 96	-	- 96	-24.1
Greece	592	-	592	613	-	613	21	-	21	3.5
Spain	11 365	509	11 874	11 120	515	11 635	- 245	5	- 240	-2.0
France	45 121	-	45 121	40 701	-	40 701	- 4 420	-	- 4 420	-9.8
Italy	21 047	1 136	22 183	20 130	2 631	22 761	- 917	1 495	578	2.6
Cyprus	-	-	-	-	-	-	-	-	-	-
Latvia	18 618	-	18 618	19 779	-	19 779	1 161	-	1 161	6.2
Lithuania	11 637	-	11 637	12 457	-	12 457	820	-	820	7.0
Luxembourg	593	-	593	392	-	392	- 201	-	- 201	-33.9
Hungary	8 311	438	8 749	8 558	532	9 090	247	94	341	3.9
Malta	-	-	-	-	-	-	-	-	-	-
Netherlands	5 225	-	5 225	5 025	-	5 025	- 200	-	- 200	-3.8
Austria	17 928	829	18 757	17 062	1 895	18 957	- 866	1 066	200	1.1
Poland	47 870	4 461	52 331	43 831	6 141	49 972	- 4 039	1 680	- 2 359	-4.5
Portugal	2 282	-	2 282	2 422	-	2 422	140	-	140	6.1
Slovenia	3 149	-	3 149	3 245	-	3 245	96	-	96	3.0
Slovakia	9 675	27	9 702	9 463	-	9 463	- 212	- 27	- 239	-2.5
Finland	10 105	-	10 105	9 706	-	9 706	- 399	-	- 399	-3.9
Sweden	20 856	-	20 856	21 675	-	21 675	819	-	819	3.9
United Kingdom	22 552	-	22 552	22 322	-	22 322	- 230	-	- 230	-1.0
<b>EU-25</b>	<b>384 816</b>	<b>7 423</b>	<b>392 239</b>	<b>379 827</b>	<b>11 723</b>	<b>391 550</b>	<b>- 4 989</b>	<b>4 300</b>	<b>- 689</b>	<b>-0.2</b>
Liechtenstein	-	21	21	-	17	17	-	- 4	- 4	-19.0
Norway	2 790	55	2 845	3 054	95	3 149	264	40	304	10.7

Note: For Belgium, only detailed reporting is presented.

Source: Eurostat/NewCronos and the rail production database

When viewed against country size, freight transport was clearly important in the Baltic States: Estonia, Latvia and Lithuania. The volumes of millions of tkm accumulated in Latvia (19 779) and Lithuania (12 457) for example were larger than those in Spain (11 635), notably because of the importance of international freight transport.

Rail freight transport performance is apparently subject to seasonal variations. When looking at quarterly data for the EU-25 (Table 2), the volume of rail freight transport was highest in the fourth quarter of 2005 (98 480 million tkm), as was the case also in 2004 (97 021 million tkm). The second busiest period was the second quarter in both years.

**Table 2: Quarterly evolution\* of total freight transport by railways - (in million tkm)**

	2004					2005				
	1st quarter	2nd quarter	3rd quarter	4th quarter	Annual	1st quarter	2nd quarter	3rd quarter	4th quarter	Annual
Belgium	1 679	1 976	1 816	2 224	7 695	1 657	2 080	2 212	2 084	8 033
Czech Republic	3 679	3 831	3 693	3 889	15 092	3 463	3 686	3 705	4 011	14 865
Denmark	542	560	519	531	2 152	484	519	461	504	1 968
Germany	21 505	21 051	21 436	22 416	86 408	22 287	24 394	23 751	24 988	95 420
Estonia	2 701	2 502	2 545	2 911	10 659	3 103	2 713	2 488	2 671	10 975
Ireland	78	114	85	122	399	73	94	52	84	303
Greece	141	102	121	155	519	129	108	160	148	545
Spain	3 126	3 015	2 702	2 611	11 454	2 661	2 872	2 640	2 898	11 071
France	11 863	11 855	10 490	10 913	45 121	10 331	10 901	9 924	9 545	40 701
Italy	5 283	5 531	5 055	5 178	21 047	4 771	5 270	4 924	5 164	20 129
Cyprus	-	-	-	-	-	-	-	-	-	-
Latvia	4 715	4 907	4 489	4 507	18 618	5 200	4 979	4 698	4 901	19 778
Lithuania	3 083	2 615	2 835	3 104	11 637	3 007	2 648	3 244	3 559	12 458
Luxembourg	141	142	135	141	559	89	97	100	106	392
Hungary	1 651	2 164	2 294	2 640	8 749	1 700	2 411	2 284	2 694	9 089
Malta	-	-	-	-	-	-	-	-	-	-
Netherlands	1 223	1 202	1 264	1 238	4 927	1 235	1 226	1 267	1 283	5 011
Austria	4 240	4 550	4 442	4 696	17 928	3 748	4 581	4 218	4 515	17 062
Poland	10 777	11 986	12 725	12 383	47 871	10 033	10 880	11 276	11 643	43 832
Portugal	661	673	663	677	2 674	590	596	624	612	2 422
Slovenia	734	809	753	853	3 149	726	841	784	894	3 245
Slovakia	2 374	2 479	2 407	2 417	9 677	2 379	2 436	2 120	2 438	9 373
Finland	2 585	2 510	2 420	2 590	10 105	2 671	2 127	2 281	2 625	9 704
Sweden	5 258	5 334	4 894	5 370	20 856	5 384	5 690	5 210	5 390	21 674
United Kingdom	5 096	5 206	5 482	5 455	21 239	5 593	5 739	5 583	5 723	22 638
<b>EU-25</b>	<b>93 135</b>	<b>95 114</b>	<b>93 265</b>	<b>97 021</b>	<b>378 535</b>	<b>91 314</b>	<b>96 888</b>	<b>94 006</b>	<b>98 480</b>	<b>380 688</b>
Liechtenstein	-	-	-	-	-	-	-	-	-	-
Norway	692	683	698	721	2 794	689	769	765	819	3 042

Source : Eurostat/NewCronos

\* Provisional quarterly data, the 2004 data for Germany exclude the tare-weights of loaded intermodal transport units.

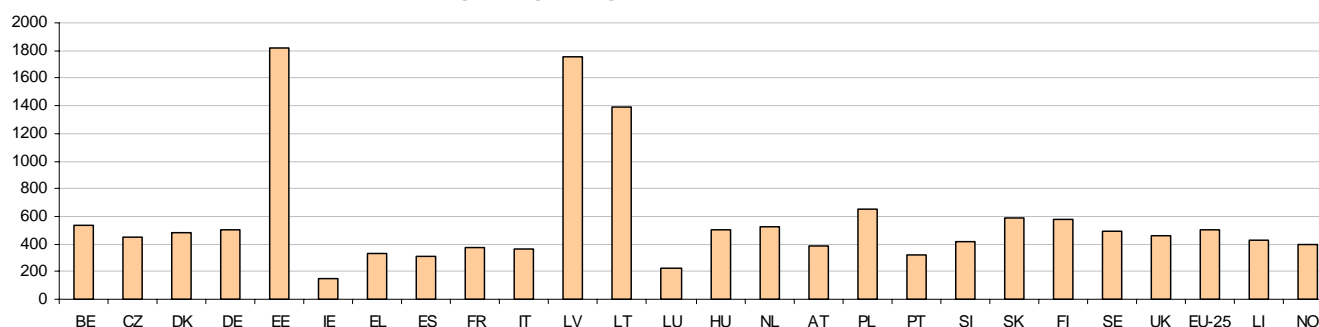
These increased volumes can possibly be explained by cyclical demand in products such as fuel for the winter and slow down of freight transport during the holiday season. However, this pattern was not repeated in all Member States nor was it consistent between 2004 and 2005. For example, in 2005 in many countries the second quarter showed the highest performance, including France, Italy, the United Kingdom and Austria. Moreover, whereas in Belgium, Greece and Portugal the third quarter was the busiest, in Estonia, Latvia and Finland it was the first quarter.

The average weight of goods loaded onto trains (see Graph 2) – which is one indicator of the efficiency of

rail freight transport – can be obtained by dividing tkm by train kilometres. Based on this measure, the average weight throughout the EU was about 500 tonnes in 2005.

However, the Baltic States stand out again, since Estonia, Latvia and Lithuania carried an average of around three times this weight, 1 815, 1 753 and 1 390 tonnes respectively. This most probably reflects the importance of 'heavy trains' carrying for example liquid hydrocarbons. By contrast, the lightest average loads were carried in Ireland (150 tonnes) and Luxembourg (220 tonnes).

**Graph 2: Average weight of goods loaded onto trains, in tonnes, 2005**



Source: Eurostat/NewCronos

## National freight transport

**Table 3 : Evolution of national freight transport by railways - change 2004-2005 (in million tkm and in %)**

	2004			2005			Change (Mio tkm)			Change (%)
	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Total
<b>Belgium</b>	2 113	:c	:c	2 353	:c	:c	240	:c	:c	11.4
<b>Czech Republic</b>	6 122	-	6 122	6 202	-	6 202	80	-	80	1.3
<b>Denmark</b>	498	22	520	411	9	420	- 87	- 13	- 100	-19.2
<b>Germany</b>	39 932	-	39 932	44 412	-	44 412	4 480	-	4 480	11.2
<b>Estonia</b>	690	-	690	747	-	747	57	-	57	8.3
<b>Ireland</b>	398	-	398	303	-	303	- 95	-	- 95	-23.9
<b>Greece</b>	255	-	255	149	-	149	- 106	-	- 106	-41.6
<b>Spain</b>	9 287	509	9 796	9 060	515	9 575	- 227	5	- 222	-2.3
<b>France</b>	26 658	-	26 658	24 558	-	24 558	- 2 100	-	- 2 100	-7.9
<b>Italy</b>	11 475	141	11 616	11 854	167	12 021	379	26	405	3.5
<b>Cyprus</b>	-	-	-	-	-	-	-	-	-	-
<b>Latvia</b>	2 221	-	2 221	2 367	-	2 367	146	-	146	6.6
<b>Lithuania</b>	2 820	-	2 820	3 424	-	3 424	604	-	604	21.4
<b>Luxembourg</b>	79	-	79	68	-	68	- 11	-	- 11	-13.9
<b>Hungary</b>	1 700	25	1 725	1 562	84	1 646	- 138	59	- 79	-4.6
<b>Malta</b>	-	-	-	-	-	-	-	-	-	-
<b>Netherlands</b>	1 145	-	1 145	1 067	-	1 067	- 78	:	- 78	-6.8
<b>Austria</b>	4 206	245	4 451	4 085	409	4 494	- 121	164	43	1.0
<b>Poland</b>	32 406	4 405	36 811	29 870	5 922	35 792	- 2 536	1 517	- 1 019	-2.8
<b>Portugal</b>	1 931	-	1 931	2 131	-	2 131	200	-	200	10.4
<b>Slovenia</b>	642	-	642	620	-	620	- 22	-	- 22	-3.4
<b>Slovakia</b>	1 321	18	1 339	1 281	:	1 281	- 40	- 18	- 58	-4.3
<b>Finland</b>	7 197	-	7 197	6 607	-	6 607	- 590	-	- 590	-8.2
<b>Sweden</b>	13 190	-	13 190	14 124	-	14 124	934	-	934	7.1
<b>United Kingdom</b>	21 239	-	21 239	19 964	-	19 964	- 1 275	-	- 1 275	-6.0
<b>EU-25</b>	187 525	5 365	192 890	187 219	7 106	194 325	- 306	1 741	1 435	0.7
<b>Liechtenstein</b>	-	0	0	-	0	0	-	0	0	-
<b>Norway</b>	2 013	4	2 017	2 203	12	2 215	190	8	198	9.8

Source: Eurostat/NewCronos and the rail production database

Notes: The 2004 data for Germany exclude the tare-weights of loaded intermodal transport units and are therefore not comparable with the data of Table 1. For Belgium, only data based on detailed reporting are presented.

Looking at the individual Member States, the share of national freight transport of total freight transport varied, going down to as little as 7% and 12% in Estonia and Latvia (see above), to as much as 100% in Ireland and 90% in the United Kingdom; high shares can be explained by their insular geography (see Tables 1 and 3).

In 2004, the total volume forwarded in national freight transport was 193 billion tkm and the total for 2005 was slightly higher.

The highest volumes of national rail freight in 2005 were recorded in Germany (44 412 million tkm) and

Poland (35 792 million tkm). However, the German data are not comparable between the two years. Volumes decreased in Poland (-2.8%) despite the increase in the activity of small operators (simplified reporting). Of the ten Member States registering growth between 2004 and 2005, the largest relative growth was in Lithuania (21.4%).

Thirteen Member States saw their number of tkm decrease, among which the absolute decline of -2 100 million tkm in France was the most important. In relative terms, however, the largest decrease was in Greece (-41.6%), followed by Ireland (- 23.9%).

## International freight transport

In 2005, international rail freight transport (excluding transit) dominated other types of rail freight in about half of the EU Member States. Shares reached 93% of total freight transport in Estonia, about 80% in the Netherlands and Latvia, around 65% in Belgium and in Greece and above 50% in three other countries: Slovenia, Luxembourg and Hungary.

Based on 2004 data, international freight transport by rail accounted for about 157 billion tkm (Table 4) and the total for 2005 was equal.

Again, Germany was with 40 088 million tkm the largest contributor. But instead of Poland, this time Latvia came in second place with a total of 15 287 million tkm, highlighting the importance of the Baltic States for international rail freight transport, notably between Russia and Western Europe, with their seaports also acting as important intermodal gateways.

Based on data available, at least ten Member States carried more tonnes in 2005. Relative growths was biggest in the United Kingdom (+79.6%) and in Greece (+39%), both with small initial volumes of international rail freight. Of the thirteen Member

States that saw their volumes decline, Denmark recorded the highest significant relative decline (-32.5%), while France and Poland registered the largest absolute declines, -1 438 and -1 250 million tkm respectively.

**Table 4: Evolution of international freight transport by railways - change 2004-2005 (in million tkm and in %)**

	2004			2005			Change (Mio tkm)			Change (%)
	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Detailed reporting	Simplified reporting	Total	Total
Belgium	5 262	:c	:c	5 315	:c	:c	53	:c	:c	1.0
Czech Republic	7 083	-	7 083	6 922	-	6 922	- 161	-	- 161	-2.3
Denmark	726	0	726	490	0	490	- 236	0	- 236	-32.5
Germany	37 631	-	37 631	40 088	-	40 088	2 457	-	2 457	6.5
Estonia	9 797	-	9 797	9 893	-	9 893	96	-	96	1.0
Ireland	1	-	1	0	-	0	- 1	-	- 1	-100.0
Greece	290	-	290	402	-	402	112	-	112	38.6
Spain	2 006	0	2 006	2 060	0	2 060	54	0	54	2.7
France	13 375	-	13 375	11 937	-	11 937	- 1 438	-	- 1 438	-10.8
Italy	9 569	995	10 564	8 262	2 463	10 725	- 1 307	1 468	161	1.5
Cyprus	-	-	-	-	-	-	-	-	-	-
Latvia	14 756	-	14 756	15 287	-	15 287	531	-	531	3.6
Lithuania	4 742	-	4 742	4 315	-	4 315	- 427	-	- 427	-9.0
Luxembourg	271	-	271	208	-	208	- 63	-	- 63	-23.2
Hungary	4 437	175	4 612	4 523	156	4 679	86	- 19	67	1.5
Malta	-	-	-	-	-	-	-	-	-	-
Netherlands	4 080	-	4 080	3 959	-	3 959	- 121	-	- 121	-3.0
Austria	9 744	3	9 747	9 361	250	9 611	- 383	247	- 136	-1.4
Poland	13 659	55	13 714	12 247	217	12 464	- 1 412	162	- 1 250	-9.1
Portugal	351	-	351	291	-	291	- 60	-	- 60	-17.1
Slovenia	1 722	-	1 722	1 844	-	1 844	122	-	122	7.1
Slovakia	4 770	10	4 780	4 481	-	4 481	- 289	- 10	- 299	-6.2
Finland	2 304	-	2 304	2 294	-	2 294	- 10	-	- 10	-0.4
Sweden	7 468	-	7 468	7 364	-	7 364	- 104	-	- 104	-1.4
United Kingdom	1 313	-	1 313	2 358	-	2 358	1 045	-	1 045	79.6
<b>EU-25</b>	<b>155 357</b>	<b>1 237</b>	<b>156 594</b>	<b>153 901</b>	<b>3 086</b>	<b>156 987</b>	<b>- 1 456</b>	<b>1 848</b>	<b>392</b>	<b>0.3</b>
Liechtenstein	-	0	0	-	0	0	-	0	0	-
Norway	777	51	828	852	82	934	75	31	106	12.8

Source: Eurostat/NewCronos and the rail production database

Notes: The 2004 data for Germany exclude the tare-weights of loaded intermodal transport units and are therefore not comparable with the data of Table 1. For Belgium, only data based on detailed reporting are presented.

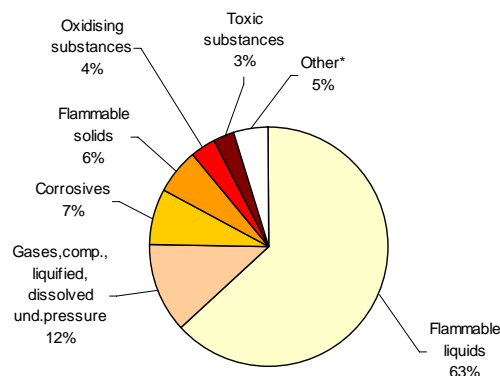
### Rail transport of dangerous goods

Dangerous goods – including gases, liquid hydrocarbons and corrosives (see Methodological notes) – accounted for 14% of the total volume of freight transported in 2005.

Looking at the various types of dangerous goods, 'flammable liquids' – mostly consisting of hydrocarbons used for fuel – represented by far the largest share, accounting for 63% of the total. This was five times as much as the next largest product category 'gases, compressed, liquefied, dissolved under pressure' (12%), which are often forwarded in intermodal transport units.

Other dangerous goods accounted for shares below 10%: corrosives (7%), flammable solids (6%), oxidizing substances (4%), toxic substances (3%) and other goods (5%).

**Graph 3: Share by group of dangerous goods in EU-25, 2005 - in million tkm**



Source: Eurostat/NewCronos

Note: France and United Kingdom: 2004 data. \*Other (see Methodological Notes).

## Use of the European rail network for freight transport

In 2005, the average theoretical distance on the territory of the reporting country of rail freight transport was 240 km. This was, however, the result of a wide range of distances throughout the EU since it reached 390 km in Spain while the lowest average value was observed in Luxembourg (36 km). This is quite unsurprising considering the size differences between these two countries: as a comparison, in Liechtenstein the average distance only amounted to 9 km.

Nevertheless, the average distance reflects not only country size but also to what extent rail transport is used, and its importance as an intermodal link.

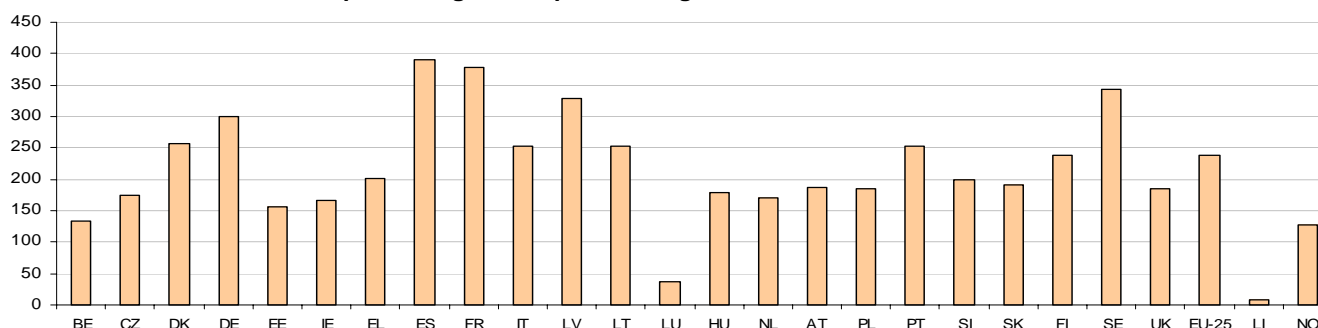
For example, one might well expect a large country to display a larger average distance, but the reverse

might be true if, for example, rail is only used for transport between a loading/unloading place in the middle of the country and the border. By contrast, in a smaller country, the average would be higher, if rail was used mostly for transiting the whole country.

This is precisely the case when comparing the average distances between Germany and Latvia. In 2005, the average distance was 330 km in Latvia and 30 km less in Germany.

It is also important to note that the total average distance in international rail freight transport should take into account the distances on the territories of origin, destination and transit countries. Therefore the average distance calculated in this publication is an underestimate.

Graph 4: Freight transport: average distance covered, 2005 - in km



Source: Eurostat/NewCronos

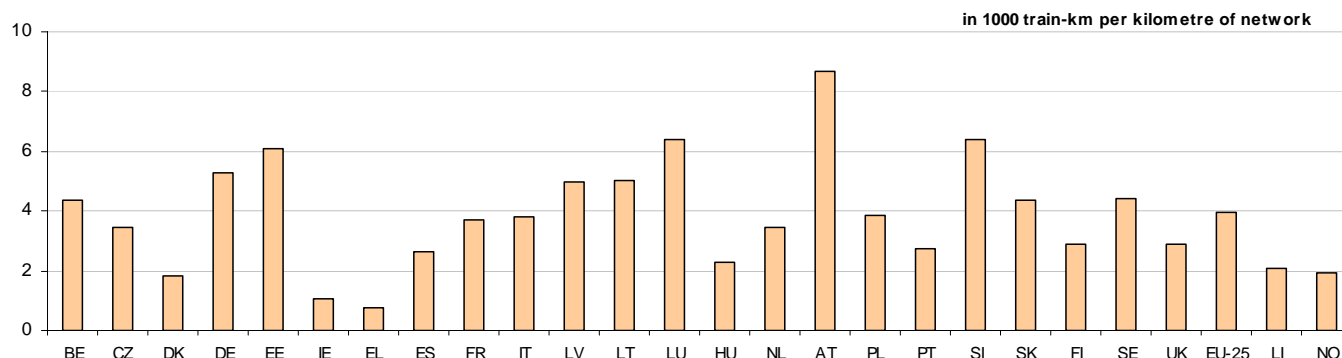
Dividing the number of freight train-kilometres by the length of the railway lines (see graph 5) indicates how intensively the rail network is used for freight transport. Unlike the previous indicator of average distance, country size and network extent play a lesser role here than the frequency of goods trains using the network.

In 2005, each kilometre of the rail network was used on average by 4 000 trains in the EU-25. This average was however more than twice as high in

Austria (8 700 trains per kilometre of rail network), notably due to the importance of alpine transit in the country.

Austria was followed by countries with even smaller networks, Luxembourg and Slovenia with an average of 6 400 trains per km of railway network, which, in the case of Luxembourg, reflects the significance of rail freight in the use of railway infrastructure, and in the case of Slovenia, the importance of goods transit.

Graph 5: Number of goods train-kilometres per kilometre of rail network, 2005



Source: Eurostat/NewCronos

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

### Data availability

The figures presented in this publication have been extracted from the Eurostat rail transport database. They include the statistics of the national, international and transit transport of the Member States, collected according to the new Regulation n°91/2003 that has replaced the Council Directive 80/1177/EEC since 2003. Figures on the length of the rail network have been extracted from the Energy and transport pocketbook.

The data comparison for 2004-2005 was possible at total transport level for all Member States. The following table presents some characteristics of data availability:

Country	Characteristics of data availability
BE	Data based on simplified reporting are declared confidential by the authorities
DE	2004 data exclude the tare-weight of loaded intermodal transport units, except in Table 1
CY, MT	No railway transport
SK	Small undertakings are covered by detailed reporting in 2005

### Methodology

Tables 1, 3 to 4 present data collected under the detailed and simplified reporting systems. Simplified reporting is an alternative to normal detailed reporting for undertakings for which the total performance of freight transport is less than 500 million tkm.

Railway lines in Liechtenstein are operated by ÖBB (Austria) and statistics are reported by Austrian authorities under simplified reporting.

For DE, EE, SE and UK, the detailed reporting covers all undertakings.

### Definitions of various kinds of rail transport

#### Total rail transport

Total rail transport (in tkm) (in Graph 1 and Table 1) was calculated as a sum of national, international and transit transport, where international transport is the sum of international loaded and unloaded in the reporting country.

#### National rail transport

Rail transport where the goods are both loaded and unloaded within the same reporting Member State, irrespective of the route followed by the railway vehicle.

#### International rail transport

Rail transport where the goods are either loaded or unloaded, but not both, in the reporting Member State, with a distinction between goods loaded and goods unloaded.

#### Rail transit

Rail transport where the goods pass through the reporting Member State without being loaded, unloaded or transhipped.

### Tonne-kilometre by rail

Unit of measure of freight transport which represents the transport of one tonne of goods (including packaging and tare weights of intermodal transport units) by rail over a distance of one kilometre.

### Train movements

"Train-km" is the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account.

### Rail network

All railway lines in a given area.

### Breakdown by dangerous goods groups

The classification of goods as dangerous goods is defined in the regulations concerning the international carriage of dangerous goods by rail, usually known as the RID, as adopted under Council Directive 96/49/EC of 23 July 1996 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by rail and subsequent amendments (OJ L 235, 17.9.1996, p 25. Directive as last amended by Commission Directive 2001/6/EC (OJ L 30, 1.2.2001, p. 42).

- |      |  |
|------|--|
| 1:   | Explosives   |
| 2:   | Gases, compressed, liquefied, dissolved under pressure |
| 3:   | Flammable liquids                                      |
| 4.1: | Flammable solids                                       |
| 4.2: | Substances liable to spontaneous combustion            |
| 4.3: | Substance emitting flammable gases (with water)        |
| 5.1: | Oxidising substances                                   |
| 5.2: | Organic peroxides                                      |
| 6.1: | Toxic substances                                       |
| 6.2: | Substances liable to cause infections                  |
| 7:   | Radioactive material                                   |
| 8:   | Corrosives   |
| 9:   | Miscellaneous dangerous substances                     |

In Graph 3, "Other" includes the following groups : 1, 4.2, 4.3, 5.2, 6.2, 7 and 9.

### Symbols:

- : not available
- not applicable
- 0 actual zero or very negligible transport
- :c confidential
- :e estimated data


This publication was prepared with the assistance of Isabelle DELIN and Sandrine ENGEL, Sogeti Luxembourg SA.

- 1: United Nations – Economic Commission for Europe
- 2: European Conference of Ministers of Transport

## Further information:


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


### Transport

 Transport - Horizontal view


 Railway transport


 Railway transport infrastructure

 Railway transport equipment

 Railway transport - enterprises, economic performances and employment

 Railway traffic

 Railway transport measurement - passengers

 *Railway transport measurement - Goods (detailed data based on Directive 80/1177/EC or Regulation (EC) 91/2003)*

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