

# Statistics in focus

## TRANSPORT

THEME 7 – 1/1999

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# Road freight transport in PHARE countries in 1997

*John Allen*

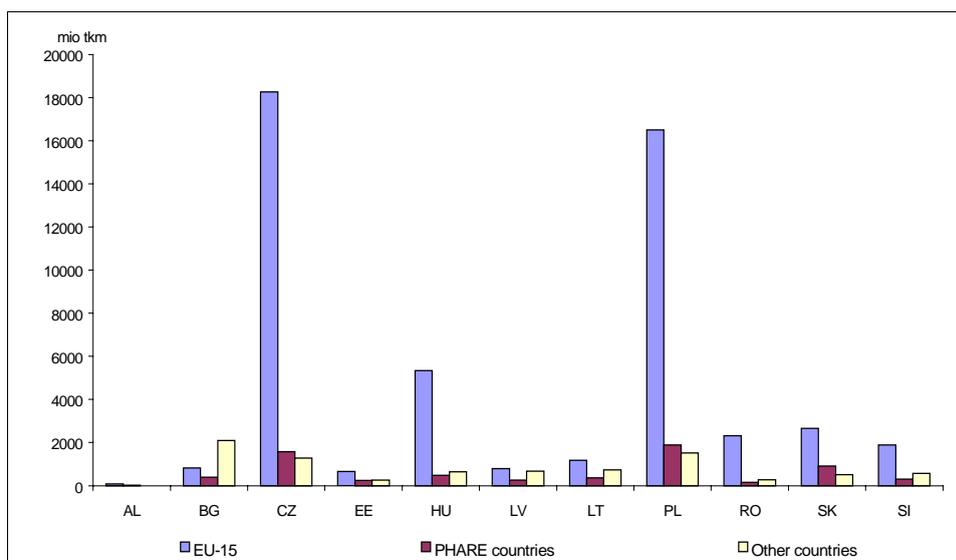


Figure 1: International goods traffic by area of loading/unloading and by nationality of carrier, 1997

Road transport has been an important part of transport activities in the central European countries for many years. Between 1990-1995, the transport sector of these countries passed through a difficult period of transformation. The positive changes have led the road transport activity to increase again.

The changed economic situation and the development of international contacts have made international road goods transport more important. In the process of developing international transport, countries have had to adapt their services to the EU market. In 1997, **77% of tonne-kilometres performed on international traffic by PHARE countries were received from or dispatched to EU Member States** (see Table 2). In fact, 31% of all traffic (measured in tkm) in the PHARE countries is accounted for by transport to and from EU Member States. International traffic accounted for a high proportion (41%) of all road goods transport in the PHARE countries, and more than three-quarters (77%) of this traffic was to or from the EU Member States. Figure 1 shows that the EU Member States occupied the main position in international road goods transport for all PHARE countries, except in Bulgaria, where 64% of tonne-kilometres performed on international traffic were to and from other countries.



## EU occupied the main position for international traffic in PHARE countries

As noted earlier, the EU Member States were the main partners for almost all PHARE countries. For the majority of PHARE countries, Germany, Italy, France and the Netherlands were the main origin and destination points (see Figure 2).

EU Member States accounted for 82% of all tonne-kilometres performed on international traffic in terms of goods received. Germany occupied the leading place (35%), followed by Italy (11%), the Netherlands (8%) and France (7%).

Also EU Member States accounted for 73% of all tonne-kilometres performed on international traffic in terms of goods dispatched. Germany again ranked first (34%), followed by

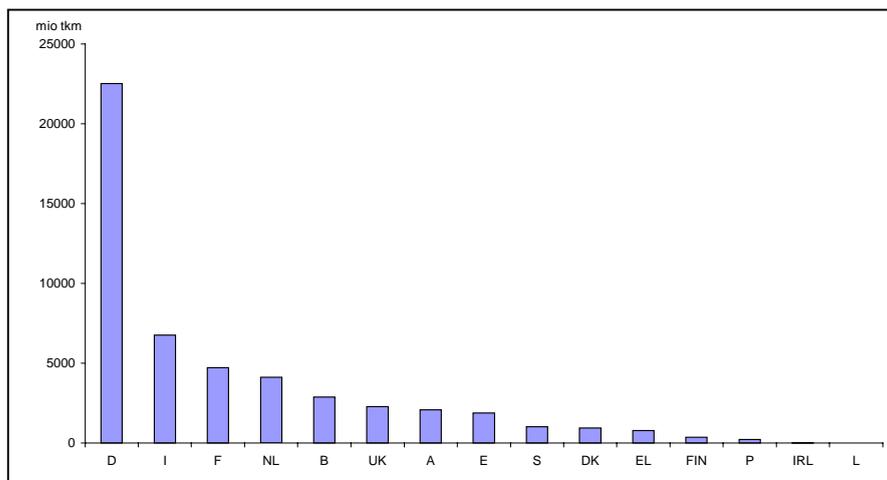


Figure 2: Goods transported to/from EU-15 states, 1997

Italy (10%) and France (7%).

It is worth to note that Russian Federation still occupied an important place on international

traffic for PHARE countries. Goods transported to and from Russian Federation accounted for 7% of all tonne-kilometres performed on international traffic.

The top ranking PHARE countries, in terms of tonne-kilometres performed on international traffic, were namely Czech Republic (32%) and Poland (30%) (see Figure 3).

The largest proportions of goods transported from and to Czech Republic were for Germany (39%), France (9%) and Italy (9%). For Poland the largest shares of performance in tonne-kilometres were to and from Germany (37%), Italy (11%) and the Netherlands (9%).

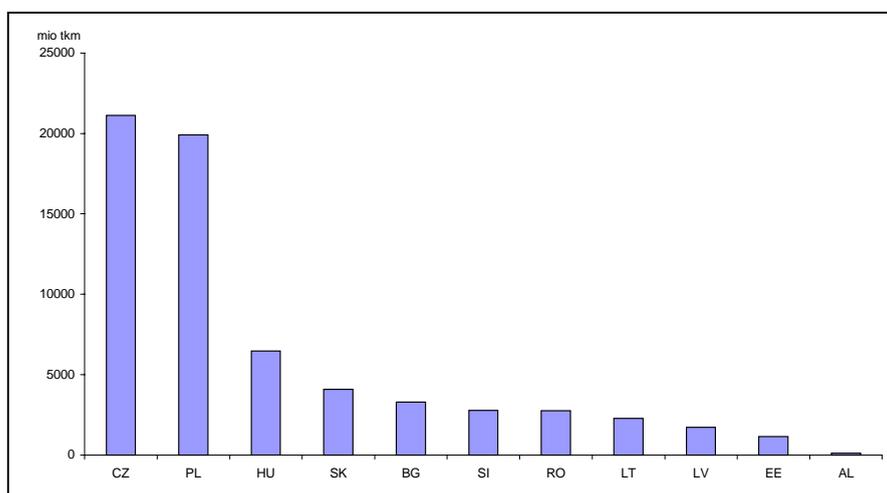


Figure 3: International goods traffic, 1997

## Road goods transport by type of traffic

Road goods transport, measured in tonne-kilometres performed, accounted for 161.4 billion tonne-kilometres and the national traffic represented 54% of all tonne-kilometres performed.

According to the data supplied, Poland (48%), Czech Republic (20%) and Hungary (13%) covered a significant part of the total volume of road goods transport performed by PHARE countries on national traffic and together accounted for 81% (see Figure 4).

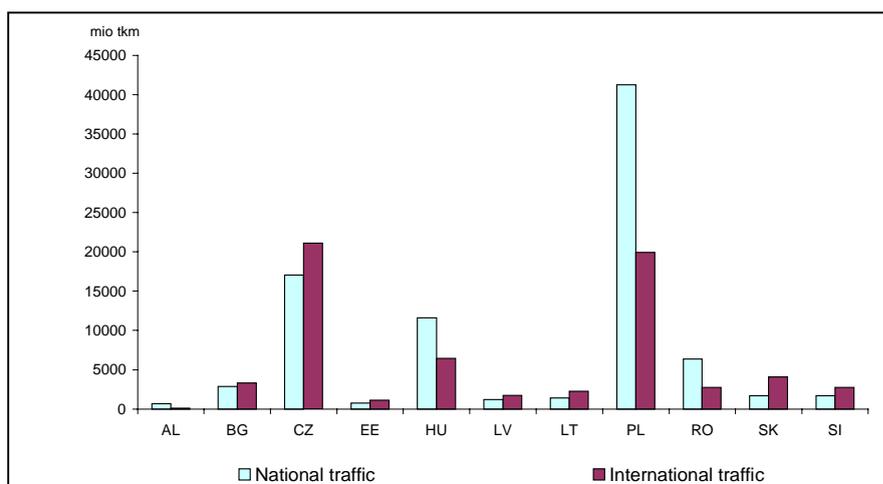


Figure 4: Tonne-kilometres performed by type of traffic, 1997

## Cross-trading in PHARE countries

Cross-trading accounted a very small part (6%) of tonne-kilometres performed by PHARE countries on transport of goods by road. The largest share (43%) of tonne-kilometres performed on cross-trading was between the EU Member States and other countries

and 23% were performed to and from EU Member States and PHARE countries. As Figure 5 shows, Czech Republic represented the largest amount of cross-trading (27%) with the major share of 51% from and to EU Member States. Poland with its

25% was the second country in the top-ranking, but the highest proportion (93%) of tonne-kilometres performed was between EU Member States and other countries.

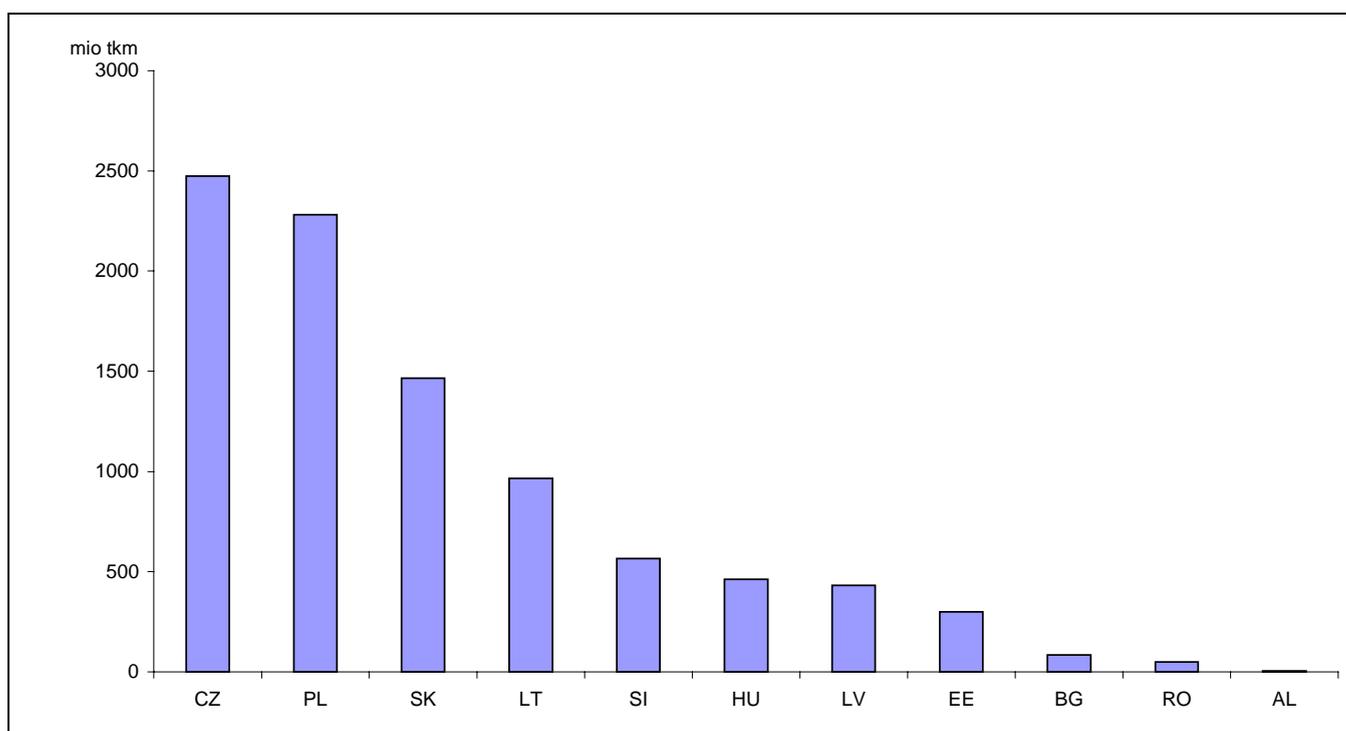


Figure 5: Cross-trading by nationality of carrier, 1997

## Road goods transport by type of transport

Road freight transport by specialised companies is classified as "transport for hire or reward". The proportion of this type of transport is a measure of the development of road transport as a service industry within the economy. In EU Member States, hire or reward transport typically accounts for around 70% of national transport and more than 90% of international transport (in tonne-kilometres).

In PHARE countries, the proportion of tonne-kilometres performed by transport **for hire or reward** as a percentage of all tonne-kilometres (excluding cross-trade) varies from 43 to 85%, according to the activity in each

country. Based on the available data, this percent is particularly high in Slovenia (85%), Slovak Republic (84%) and Estonia (82%), whereas in Romania it accounted only 43% (see Figure 6).

**According to the figures of the international traffic, 92% of all tonne-kilometres were performed by transport for hire or reward.** The large proportion of tonne-kilometres performed by transport for hire or reward can be clearly seen in all PHARE countries, except Albania where carriage of goods on international traffic by transport on own account represented 56%.

**The share of transport for hire or reward regarding the performance in tonne-kilometres on national traffic accounted for 56%.** However, this percentage differs considerably between PHARE countries. For example, the performance in tonne-kilometres on national traffic by transport for hire or reward was more than 60% in Albania, Slovenia, Estonia, Hungary and Poland, while in Romania this proportion was distinctly smaller and reached only 28%, in Latvia – 32%, in Bulgaria – 40%.

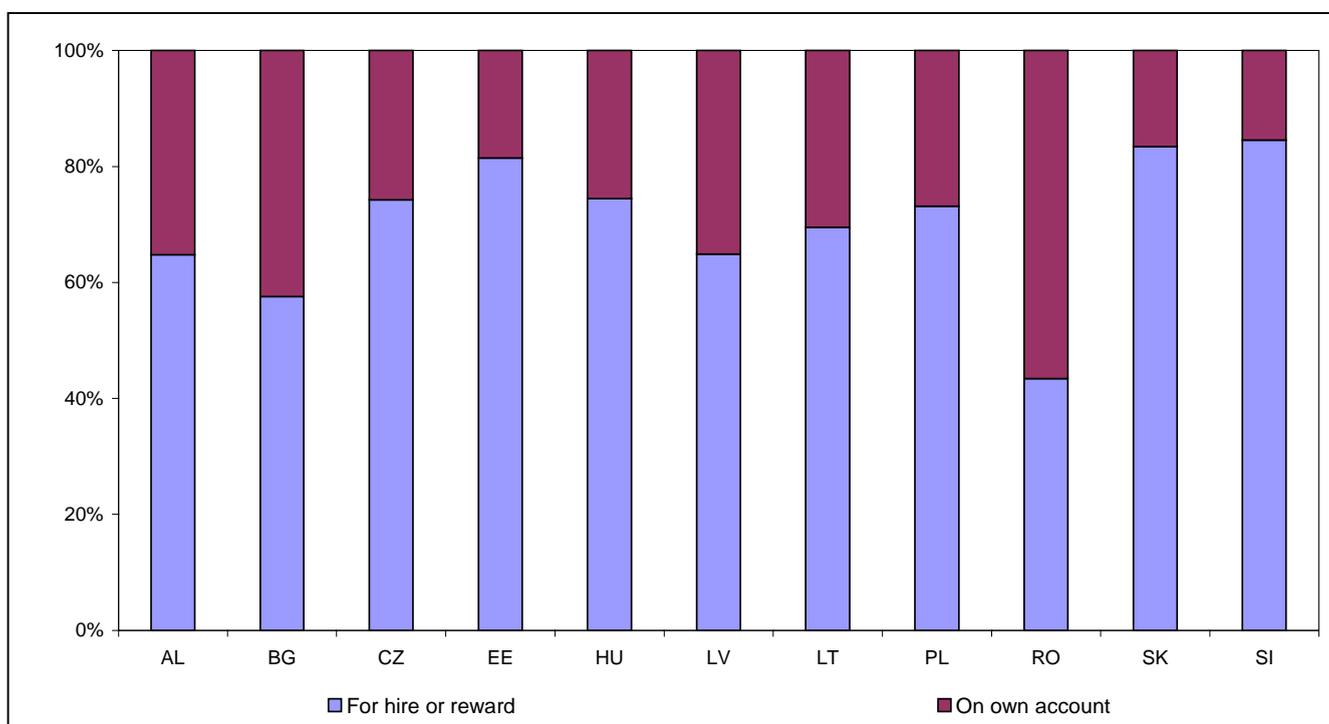


Figure 6: Performance of tonne-kilometres by type of transport, 1997

## Types of goods transported by road

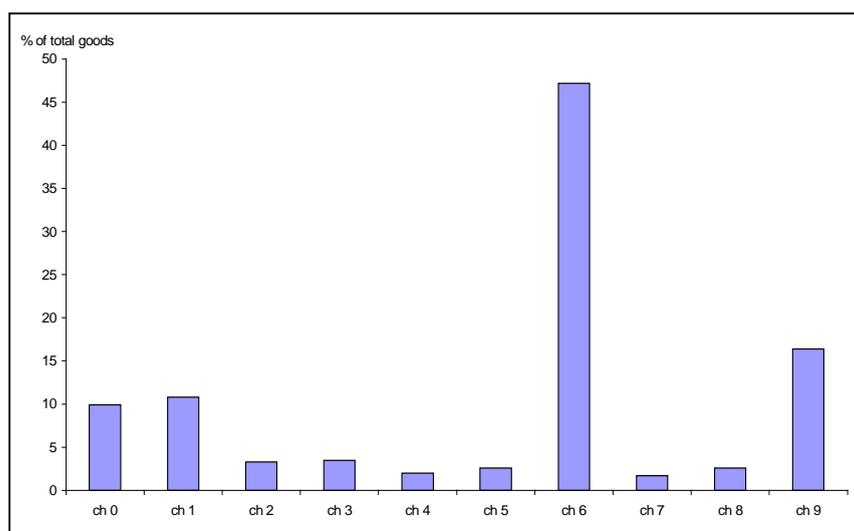


Figure 7: Type of goods by NST/R chapters, 1997

In terms of tonnage of goods transported, minerals and building materials (47%), machinery and manufactured articles (16%), foodstuffs and

animal fodder (11%) had the largest share in road transport in PHARE countries (see Figure 7). There were no significant differences in types of goods

carried by road in different PHARE countries. "Minerals and building materials" was the largest type of goods transported by road in almost all PHARE countries, only in Latvia 34% of goods transported were for agricultural products and in Hungary the largest share (30%) covered machinery and manufactured articles.

However, the situation is different for goods carried on **national and international traffic**. The largest proportion (49%) of all goods transported on national traffic was for minerals and building materials. The main type of goods carried on international traffic was machinery and manufactured articles and it accounted for 36%.

NST/R chapter	Description
0	Agricultural products
1	Foodstuffs and animal fodder, etc.
2	Solid mineral fuels
3	Petroleum and petroleum products
4	Iron ore, steel waste, non-ferrous ores and waste, etc.
5	Metal products
6	Crude and manufactured minerals, building materials, etc.
7	Natural and chemical fertilizers
8	Coal chemicals, other chemicals, paper pulp, etc.
9	Machinery, manufactured articles, transport equipment, etc.

Table 1: NST/R chapters

## National traffic in PHARE countries

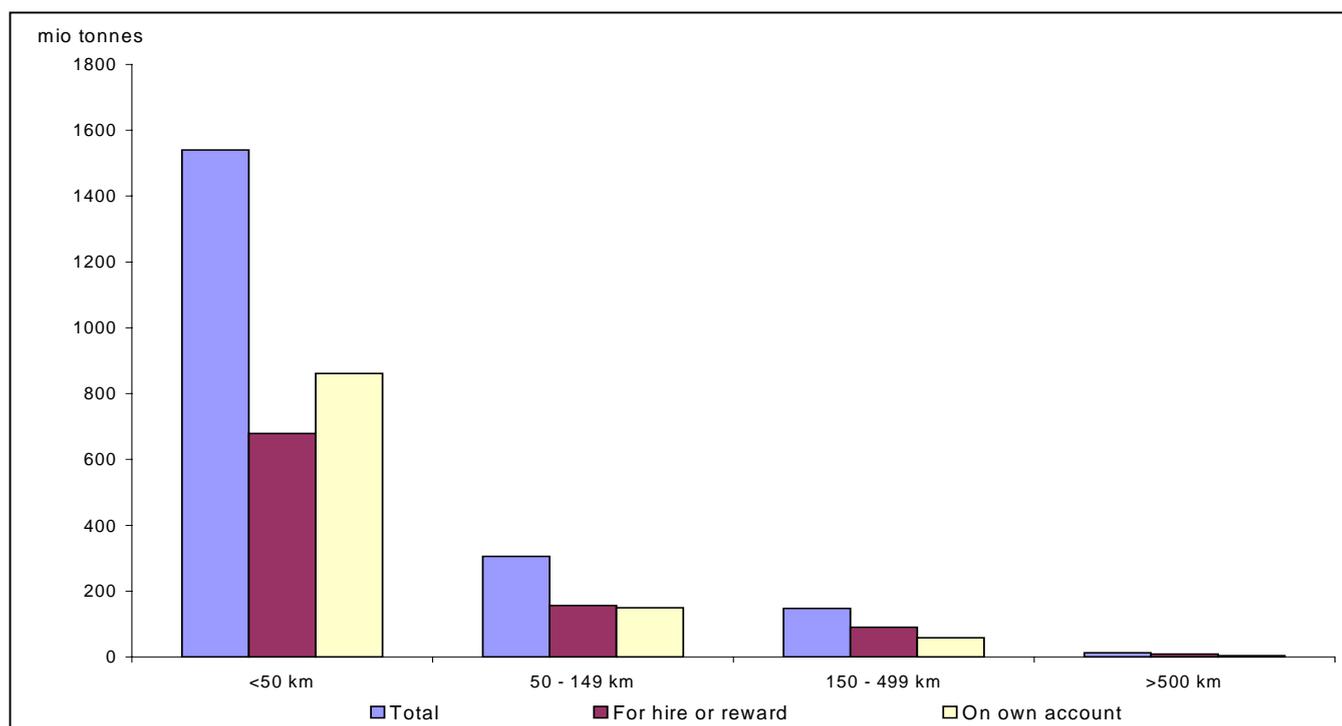


Figure 8: National goods traffic by distance carried, 1997

The main feature of national transport broken down **by distance** and measured in tonnes is that the short distance of less than 50 km is the more frequently travelled by vehicles and therefore the share shown by countries is 77 % (see Figure 8). According to the figures, the goods carried over the distance of more than 500 km represented the share only of 1%. The structure of this proportion in terms of type of transport (for hire or reward and own account) is in the same tendency with the predominant share of short distance of less than 50 km.

Among the PHARE countries, Poland is the country with the largest share of the transport traffic over the long distance travelled – 10154 thousand tonnes and 5519 million tkm and two other countries as Albania and Lithuania have not carried

goods over more than 500 km distance. The main point outlined in the comparison between the distance travelled and NST/R chapters, is **that the farthest transported goods by NST/R chapters**, measured in tonnes, are the machinery and manufactured articles (28% from the total amount of goods transported over 500 km) and foodstuffs and animal fodder (26%).

PHARE countries represented the **rigid vehicles** as the mainly used type of vehicle in goods carriages, estimated as proportion in total goods carried in tonnes (83%).

In terms of **body type**, estimated in tonnes, the tipper (55%) and open box (flat/drop-sided) (22%) are the most used types of body, and the proportion kept the same structure in breaking down of the vehicles into articulated and rigid. However, the distribution of the

vehicles by tonnes-kilometres performed described the different picture – open box type of body covered a share of 39% of total tonne-kilometres performed and tipper – 25%.

On the base of the available information for nine PHARE countries, the **flammable liquids and solids and other dangerous goods** are the most frequently carried dangerous goods. Virtually no radioactive materials are transported by road. A much larger tonnage of dangerous goods were transported in the Czech Republic than in other PHARE countries.

**Bulk goods** is the commonest mode of appearance.

(1000 mio tkm)

	Total	International traffic			Cross-trade traffic	National traffic
		EU Member States	PHARE countries	Other countries		
<b>All countries</b>	<b>161.39</b>	<b>50.51</b>	<b>6.62</b>	<b>8.56</b>	<b>9.08</b>	<b>86.62</b>
Albania	0.81	0.09	0.02	0.00	0.00	0.69
Bulgaria	6.28	0.82	0.39	2.10	0.08	2.90
Czech Republic	40.64	18.26	1.58	1.28	2.47	17.05
Estonia	2.23	0.66	0.24	0.26	0.30	0.77
Hungary	18.51	5.34	0.48	0.64	0.46	11.59
Latvia	3.35	0.79	0.27	0.67	0.43	1.19
Lithuania	4.66	1.19	0.36	0.73	0.96	1.42
Poland	63.45	16.50	1.89	1.52	2.28	41.26
Romania	9.18	2.32	0.16	0.28	0.05	6.37
Slovak Republic	7.27	2.66	0.92	0.52	1.47	1.71
Slovenia	5.01	1.89	0.31	0.58	0.57	1.67

Table 2: Goods transport data summary, 1997

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

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Data used as a basis for the analysis in this issue of "Statistics in focus" were collected during the PHARE pilot surveys on transport of goods by road in 1997-1998. Data received from countries refer to 1997, excluding data from Hungary, Slovak Republic and Slovenia which refer to quarters 3 and 4 of 1997 and quarters 1 and 2 of 1998. Eleven central European countries took part in the surveys and supplied the results to Eurostat.

The pilot surveys on transport of goods by road have been conducted according to the requirements laid down in the Council Directives on statistical returns in respect of the carriage of goods by road (78/546/EEC and 89/462/EEC). The surveys were the first attempt for these PHARE countries to collect information according to the principles applied in Member States. The supplied information covered the whole freight transport performed by vehicles registered in each PHARE country.

The classification of goods is according to the NST/R chapters (see Table 1).

The categories of hazardous goods are defined by the European Agreement concerning the International carriage of Dangerous Goods by Road (ADR).

'Cross-trade' means the transport of goods by road between two countries other than the country where the vehicle has been registered. Breakdown by type of goods is not available for cross-trade.

The data presented here are published in the Eurostat publication "Statistics on transport of goods by road in the central European countries".

This publication was prepared by Boriana Miloucheva (National Statistical Institute, Bulgaria) and Valentina Venckute (Lithuanian Department of Statistics), on secondment to Eurostat within the PHARE programme.

# Further information:

## ➤ Reference publications

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## For information on methodology

John Allen, Eurostat/C2, L-2920 Luxembourg

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