

Rail freight transport: growth of 6.8 % between 2005 and 2006 in EU-25.

The total performance of rail freight transport in the EU-25 was at 419 billion tkm in 2006, representing a growth of 6.8% compared to 2005. In absolute terms, the main growth between 2005 and 2006 was registered in Germany (+ 11.6 billion tkm), while Latvia recorded the largest absolute decrease (- 2.9 billion tkm).

The average weight of goods loaded onto trains in the EU-25 was estimated at 516 tonnes in 2006. This average was however above 1 400 tonnes in three Baltic countries.

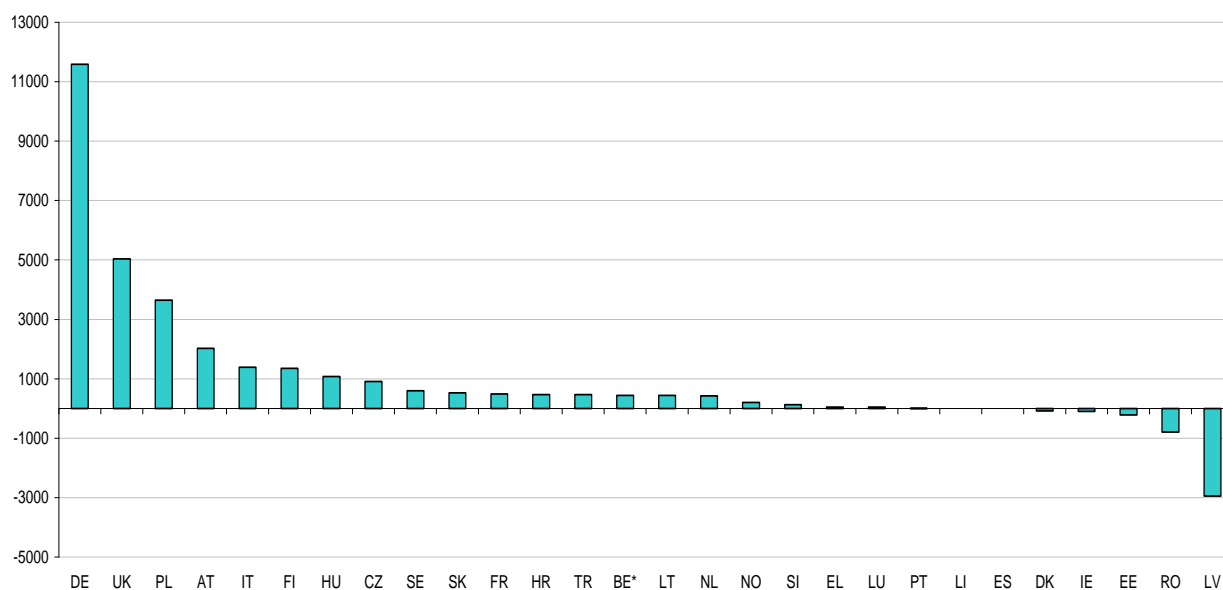
The highest shares of international freight transport in the total freight transport were observed in Estonia (94%) and in Latvia (87%).

This share was between 50% and 60% for Luxembourg, Hungary, Austria, Croatia, Slovenia and Greece, whereas it was equal to 40% for the EU-25 as a whole.

As far as rail transport of goods is concerned, products belonging to "Machinery, transport equipment, manufactured and miscellaneous goods" were by far the most forwarded in 2006 in the EU-25 Member States.

As regards intermodal transport units, and more specifically rail transport by containers and swap bodies, the average distance performed has decreased between 2005 and 2006 within the EU-25 from 412 km to 407 km.

Graph 1: The development of rail transport: change between 2005 and 2006 (in million tkm)



*For Belgium, only data based on detailed reporting are presented; 2006 data are provisional

Total freight transport

The 27 Member States (excluding Cyprus and Malta which have no railways), Liechtenstein, Norway, Turkey and Croatia currently provide statistics on freight and passenger rail transport and rail accidents. Bulgaria and Romania began to supply data starting from 2006 and 2004 respectively.

This publication presents the evolution of rail freight transport between 2005 and 2006. The data have been collected according to both detailed and simplified reporting (see Methodological notes) and, in principle, all railway undertakings are covered. Rail freight statistics are broken down by national, international and transit transport. Countries only report data concerning rail transport performed on their own territory.

Table 1 shows the evolution of total rail freight transport between 2005 and 2006. Rail freight

transport increased by 6.8% in the EU-25 over this period, representing a volume of 26 834 million tkm. Total freight transport was in 2006 around 419 billion tkm in the EU-25 and more than 440 billion tkm in the EU-27.

The highest growth rates were registered in the United Kingdom (+22.6%), Finland (+13.9%) and Luxembourg (+12.6%). These countries were followed by the largest contributing country to the EU total, Germany (see Graph 1), with an annual growth of 12.1%, representing the largest absolute growth (+11 587 million tkm). Meanwhile, Ireland – the lowest contributor to the EU total – and Latvia recorded the largest relative decreases with -32.5% and -14.9% respectively. In terms of absolute figures, the country registering the largest decrease was Latvia, with a fall of 2 947 million tkm.

Table 1: Evolution of total freight transport by rail - change 2005-2006 (in million tkm and in %)

| | 2005 | | | 2006 | | | Change (Mio tkm) | | | Change (%) |
|----------------|--------------------|----------------------|----------------|--------------------|----------------------|----------------|--------------------|----------------------|---------------|------------|
| | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Total |
| Belgium* | 8 130 | : | 8 130 | 8 572 | : | 8 572 | 442 | : | 442 | 5.4 |
| Bulgaria | : | : | : | : | : | 5 396 | : | : | : | : |
| Czech Republic | 14 866 | - | 14 866 | 15 779 | - | 15 779 | 913 | - | 913 | 6.1 |
| Denmark | 1 967 | 9 | 1 976 | 1 885 | 7 | 1 892 | -82 | -2 | -84 | -4.2 |
| Germany | 95 420 | - | 95 420 | 107 007 | - | 107 007 | 11 587 | - | 11 587 | 12.1 |
| Estonia | 10 639 | - | 10 639 | 10 418 | - | 10 418 | -221 | - | -221 | -2.1 |
| Ireland | 303 | - | 303 | 205 | - | 205 | -98 | - | -98 | -32.5 |
| Greece | 613 | - | 613 | 662 | - | 662 | 49 | - | 49 | 7.9 |
| Spain | 11 120 | 515 | 11 635 | 11 105 | 529 | 11 634 | -15 | 14 | -1 | 0.0 |
| France | 40 701 | - | 40 701 | 40 924 | 266 | 41 190 | 223 | 266 | 489 | 1.2 |
| Italy | 20 130 | 2 631 | 22 761 | 20 868 | 3 283 | 24 151 | 738 | 653 | 1 391 | 6.1 |
| Cyprus | - | - | - | - | - | - | - | - | - | - |
| Latvia | 19 779 | - | 19 779 | 16 831 | - | 16 831 | -2 947 | - | -2 947 | -14.9 |
| Lithuania | 12 457 | - | 12 457 | 12 896 | - | 12 896 | 438 | - | 438 | 3.5 |
| Luxembourg | 392 | - | 392 | 441 | - | 441 | 49 | - | 49 | 12.6 |
| Hungary | 8 558 | 532 | 9 090 | 9 279 | 888 | 10 167 | 721 | 356 | 1 077 | 11.8 |
| Malta | - | - | - | - | - | - | - | - | - | - |
| Netherlands | 5 025 | 839 | 5 865 | 5 341 | 948 | 6 289 | 316 | 108 | 424 | 7.2 |
| Austria | 17 062 | 1 895 | 18 957 | 17 871 | 3 109 | 20 980 | 809 | 1 214 | 2 023 | 10.7 |
| Poland | 43 831 | 6 141 | 49 972 | 44 331 | 9 291 | 53 622 | 500 | 3 150 | 3 650 | 7.3 |
| Portugal | 2 422 | - | 2 422 | 2 430 | - | 2 430 | 7 | - | 7 | 0.3 |
| Romania | 15 214 | 1 368 | 16 582 | 14 431 | 1 360 | 15 791 | -783 | -9 | -792 | -4.8 |
| Slovenia | 3 245 | - | 3 245 | 3 373 | - | 3 373 | 128 | - | 128 | 3.9 |
| Slovakia | 9 463 | - | 9 463 | 9 988 | - | 9 988 | 525 | - | 525 | 5.5 |
| Finland | 9 706 | - | 9 706 | 11 060 | - | 11 060 | 1 354 | - | 1 354 | 13.9 |
| Sweden | 21 675 | - | 21 675 | 22 271 | - | 22 271 | 597 | - | 597 | 2.8 |
| United Kingdom | 22 322 | - | 22 322 | 27 365 | - | 27 365 | 5 043 | - | 776 | 22.6 |
| EU-25 | 379 827 | 12 563 | 392 390 | 400 903 | 18 322 | 419 224 | 21 075 | 5 759 | 26 834 | 6.8 |
| EU-27 | : | : | : | : | : | 440 411 | : | : | : | : |
| Croatia | 2 835 | 0 | 2 835 | 3 305 | 0 | 3 305 | 471 | 0 | 471 | 16.6 |
| Turkey | 9 077 | 0 | 9 077 | 9 544 | 0 | 9 544 | 467 | 0 | 467 | 5.1 |
| Liechtenstein | 0 | 17 | 17 | 0 | 18 | 18 | 0 | 2 | 2 | 9.7 |
| Norway | 3 055 | 127 | 3 182 | 3 251 | 101 | 3 351 | 196 | -27 | 169 | 5.3 |

Estimates in italic

**For Belgium, only data based on detailed reporting are presented; 2006 data are provisional*

Relative to the country size, freight transport was clearly important in the three Baltic States. As indicated in Table 1, the volume of freight transport recorded in Latvia (16 831 million tkm) and

Lithuania (12 896 million tkm) was larger than that recorded in Spain (11 634 million tkm), particularly 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) in 2006, the volume of rail freight transport peaked during the fourth quarter (at 100 359 million tkm, not including

BE), the same quarter as in 2005 (peak of 98 342 million tkm). The second busiest period registered was the second quarter for both years. The same pattern could be observed in the previous years as well (SIF 16/2007).

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

| | 2005 | | | | | 2006 | | | | |
|----------------|-------------|-------------|-------------|-------------|---------|-------------|-------------|-------------|-------------|---------|
| | 1st quarter | 2nd quarter | 3rd quarter | 4th quarter | Annual | 1st quarter | 2nd quarter | 3rd quarter | 4th quarter | Annual |
| Belgium | 1 657 | 2 080 | 2 212 | 2 084 | 8 033 | : | : | : | : | : |
| Bulgaria | : | : | : | : | : | : | : | : | : | : |
| Czech Republic | 3 463 | 3 686 | 3 705 | 4 011 | 14 865 | 3 666 | 3 755 | 4 074 | 4 284 | 15 779 |
| Denmark | 484 | 519 | 461 | 504 | 1 968 | 472 | 466 | 458 | 490 | 1 886 |
| Germany | 22 287 | 24 394 | 23 751 | 24 988 | 95 420 | 25 794 | 26 328 | 26 814 | 28 072 | 107 008 |
| Estonia | 3 103 | 2 713 | 2 488 | 2 671 | 10 975 | 2 644 | 2 616 | 2 469 | 2 687 | 10 416 |
| Ireland | 73 | 94 | 52 | 84 | 303 | 53 | 71 | 43 | 29 | 196 |
| Greece | 150 | 158 | 142 | 163 | 613 | 149 | 144 | 144 | 160 | 597 |
| Spain | 2 661 | 2 872 | 2 640 | 2 898 | 11 071 | 2 896 | 2 794 | 2 552 | 2 713 | 10 955 |
| France | 10 331 | 10 901 | 9 924 | 9 545 | 40 701 | 10 579 | 10 329 | 9 719 | 10 287 | 40 914 |
| Italy | 4 771 | 5 270 | 4 924 | 5 164 | 20 129 | 5 246 | 5 429 | 4 897 | 5 292 | 20 864 |
| Cyprus | - | - | - | - | - | - | - | - | - | - |
| Latvia | 5 200 | 4 979 | 4 698 | 4 901 | 19 778 | 4 432 | 4 417 | 4 055 | 3 927 | 16 831 |
| Lithuania | 3 007 | 2 648 | 3 244 | 3 559 | 12 458 | 3 288 | 3 143 | 3 159 | 3 306 | 12 896 |
| Luxembourg | 89 | 97 | 100 | 106 | 392 | 107 | 109 | 107 | 118 | 441 |
| Hungary | 1 596 | 2 281 | 2 142 | 2 539 | 8 558 | 1 943 | 2 356 | 2 280 | 2 700 | 9 279 |
| Malta | - | - | - | - | - | - | - | - | - | - |
| Netherlands | 1 235 | 1 226 | 1 267 | 1 283 | 5 011 | 1 345 | 1 315 | 1 331 | 1 330 | 5 321 |
| Austria | 3 748 | 4 581 | 4 218 | 4 515 | 17 062 | 3 932 | 4 585 | 4 522 | 4 832 | 17 871 |
| Poland | 10 033 | 10 880 | 11 276 | 11 643 | 43 832 | 9 499 | 11 215 | 11 878 | 11 739 | 44 331 |
| Portugal | 590 | 596 | 624 | 612 | 2 422 | 620 | 615 | 597 | 598 | 2 430 |
| Romania | 3 696 | 3 669 | 4 060 | 3 789 | 15 214 | 3 410 | 3 683 | 3 669 | 3 669 | 14 431 |
| Slovenia | 726 | 841 | 784 | 894 | 3 245 | 799 | 815 | 817 | 942 | 3 373 |
| Slovakia | 2 379 | 2 436 | 2 120 | 2 438 | 9 373 | 2 241 | 2 551 | 2 616 | 2 654 | 10 062 |
| Finland | 2 671 | 2 127 | 2 281 | 2 625 | 9 704 | 2 740 | 2 758 | 2 722 | 2 839 | 11 059 |
| Sweden | 5 384 | 5 690 | 5 210 | 5 390 | 21 674 | 5 623 | 5 648 | 5 363 | 5 636 | 22 270 |
| United Kingdom | 5 593 | 5 739 | 5 583 | 5 723 | 22 638 | 5 906 | 5 868 | 5 600 | 5 724 | 23 098 |
| EU-25 | 91 233 | 96 809 | 93 846 | 98 342 | 380 230 | : | : | : | : | : |
| EU-27 | : | : | : | : | : | : | : | : | : | : |
| Croatia | 566 | 735 | 705 | 828 | 2 834 | 709 | 785 | 844 | 967 | 3 305 |
| Turkey | 2 032 | 2 225 | 2 510 | 2 309 | 9 076 | 2 134 | 2 464 | 2 379 | 2 567 | 9 544 |
| Liechtenstein | - | - | - | - | - | - | - | - | - | - |
| Norway | 689 | 769 | 765 | 819 | 3 042 | 790 | 779 | 794 | 888 | 3 251 |

*This table contains information coming from detailed reporting only. The totals made of the quarterly data may differ from annual data provided in other tables.

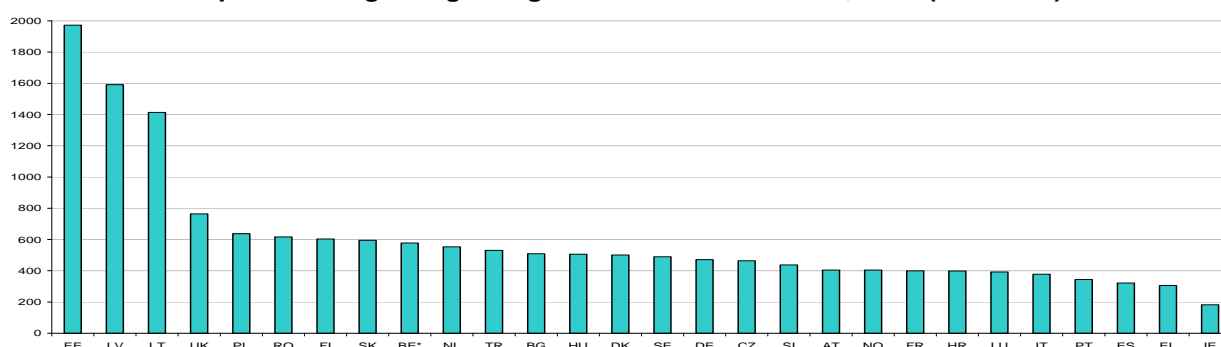
These increased volumes can possibly be explained by cyclical demand in products such as fuel for the winter and slowdown of freight transport during the holiday season. However, this pattern did not apply to all Member States nor was it consistent between 2005 and 2006. For example, in 2006, some countries (such as Ireland, Italy, Romania) registered the highest performance during the second quarter. On the other hand, the first quarter of 2006 was the busiest for France, the United Kingdom, Spain, Latvia, the Netherlands and Portugal while, in Poland, the peak occurred for the third quarter.

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

efficiency of rail freight transport – is obtained by dividing the volume in tkm by the number of train-km. The average weight of goods loaded onto trains throughout the EU-25 was estimated at 516 tonnes in 2006.

The Baltic States stand out again, since Estonia, Latvia and Lithuania carried an average of three times or more this average weight, with 1 972, 1 591 and 1 414 tonnes respectively. This most probably reflects the importance of 'heavy trains' carrying for example liquid hydrocarbons. By contrast, the lightest average loads were recorded in Greece (306 tonnes) and Ireland (182 tonnes).

Graph 2: Average weight of goods loaded onto trains, 2006 (in tonnes)



*For Belgium, only data based on detailed reporting are presented; 2006 data are provisional

National freight transport

Table 3: Evolution of national freight transport by railways - change 2005-2006 (in million tkm and in %)

| | 2005 | | | 2006 | | | Change (Mio tkm) | | | Change (%) |
|----------------|--------------------|----------------------|----------------|--------------------|----------------------|----------------|--------------------|----------------------|---------------|------------|
| | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Total |
| Belgium* | 2 353 | ic | 2 353 | 2 376 | ic | 2 376 | 24 | ic | 24 | 1.0 |
| Bulgaria | : | : | : | ic | ic | 4 136 | : | : | : | : |
| Czech Republic | 6 222 | - | 6 222 | 6 912 | - | 6 912 | 690 | - | 690 | 11.1 |
| Denmark | 433 | 9 | 442 | 252 | 7 | 259 | -181 | -2 | -183 | -41.3 |
| Germany | 44 412 | - | 44 412 | 50 524 | - | 50 524 | 6 111 | - | 6 111 | 13.8 |
| Estonia | 747 | - | 747 | 674 | - | 674 | -73 | - | -73 | -9.8 |
| Ireland | 303 | - | 303 | 205 | - | 205 | -98 | - | -98 | -32.5 |
| Greece | 149 | - | 149 | 129 | - | 129 | -20 | - | -20 | -13.2 |
| Spain | 9 060 | 515 | 9 574 | 9 161 | 529 | 9 690 | 101 | 14 | 115 | 1.2 |
| France | 24 558 | - | 24 558 | 24 404 | 171 | 24 575 | -154 | 171 | 17 | 0.1 |
| Italy | 11 854 | 167 | 12 021 | 12 665 | 290 | 12 955 | 811 | 123 | 934 | 7.8 |
| Cyprus | - | - | - | - | - | - | - | - | - | - |
| Latvia | 509 | - | 509 | 475 | - | 475 | -34 | - | -34 | -6.6 |
| Lithuania | 3 424 | - | 3 424 | 3 157 | - | 3 157 | -268 | - | -268 | -7.8 |
| Luxembourg | 68 | - | 68 | 75 | - | 75 | 7 | - | 7 | 9.9 |
| Hungary | 1 562 | 84 | 1 645 | 1 448 | 43 | 1 491 | -114 | -41 | -154 | -9.4 |
| Malta | - | - | - | - | - | - | - | - | - | - |
| Netherlands | 1 067 | 6 | 1 073 | 1 103 | 13 | 1 116 | 36 | 6 | 43 | 4.0 |
| Austria | 4 085 | 409 | 4 494 | 4 230 | 420 | 4 650 | 145 | 11 | 156 | 3.5 |
| Poland | 29 870 | 5 922 | 35 792 | 27 275 | 8 770 | 36 045 | -2 595 | 2 848 | 253 | 0.7 |
| Portugal | 2 131 | - | 2 131 | 2 127 | - | 2 127 | -4 | - | -4 | -0.2 |
| Romania | 11 609 | 1 368 | 12 978 | 10 765 | 1 360 | 12 125 | -844 | -9 | -853 | -6.6 |
| Slovenia | 620 | - | 620 | 650 | - | 650 | 30 | - | 30 | 4.9 |
| Slovakia | 1 281 | - | 1 281 | 1 184 | - | 1 184 | -98 | - | -98 | -7.6 |
| Finland | 6 607 | - | 6 607 | 7 375 | - | 7 375 | 768 | - | 768 | 11.6 |
| Sweden | 14 125 | - | 14 125 | 14 894 | - | 14 894 | 770 | - | 770 | 5.5 |
| United Kingdom | 19 964 | - | 19 964 | 25 007 | - | 25 007 | 5 043 | - | 5 043 | 25.3 |
| EU-25 | 185 404 | 7 112 | 192 516 | 196 301 | 10 243 | 201 501 | 10 898 | 3 130 | 14 028 | 4.7 |
| EU-27 | : | : | : | : | : | 217 762 | : | : | : | : |
| Croatia | 630 | - | 630 | 686 | - | 686 | 56 | - | 56 | 8.9 |
| Turkey | 7 997 | - | 7 997 | 8 226 | - | 8 226 | 230 | - | 230 | 2.9 |
| Liechtenstein | - | - | - | - | - | - | - | - | - | - |
| Norway | 2 203 | 45 | 2 248 | 2 356 | 18 | 2 374 | 153 | -27 | 126 | 5.6 |

*For Belgium, only data based on detailed reporting are presented; 2006 data are provisional
Estimates in italics, see methodological notes

The share of national freight transport in total transport varied drastically among the countries considered. This share was only 2.8% and 6.5% respectively in Latvia and Estonia, while on the other hand, Ireland and Portugal registered 100% and 87.6% respectively (see Tables 1 and 3).

In 2006, the total volume forwarded in national freight transport within the EU-25 countries reached 202 billion tkm, representing an increase of 4.7% compared to 2005.

The highest volumes of national rail freight in 2006 were recorded in Germany (51 billion tkm) and Poland (36 billion tkm). Volumes remain stable in Poland with an increase of 0.7% despite a large increase in the activity of small operators. Out of the 13 Member States registering an increase between 2005 and 2006, the largest relative growth

occurred in the United Kingdom (+25.3%), Germany (+13.8%) and Finland (+11.6%).

Ten Member States saw their number of tkm decrease, among which the absolute decline of 853 million tkm in Romania was the most important.

In relative terms, however, the largest decrease was observed in Denmark (-41.3%). According to the Danish Statistical Authorities, the reason is that transport of goods by rail faces strong competition particularly from road transport. The second most significant fall was registered in Ireland (-32.5%). For this latter country, this significant decrease can mainly be explained by the fact that a railway company operating on the Irish territory has lost a transport contract at the end of 2005 (according to Irish Statistical Authorities).

International freight transport

In 2006, international freight transport by rail (excluding transit) was higher than other types of rail freight transport in about half of the EU Member States. The highest shares were 93.5% in Estonia, 86.6% in Latvia, and between 50% and 60% in Luxembourg, Hungary, Austria, Croatia, Slovenia and Greece. Belgium ranks between those two groups with a share of 67.2% in the total freight transport.

For 2005, international freight transport by rail accounted for about 161 billion tkm in the EU-25 (Table 4) while the estimated total for 2006 was slightly higher at 170 billion tkm.

As for national freight transport, Germany was the largest contributor to EU-25 international freight transport, with 45 033 million tkm. Poland was second with a total of 14 918 million tkm, closely followed by Latvia with 14 570 million tkm,

highlighting the importance of the Baltic States in terms of international rail freight transport (especially between Russia and Western Europe),

with their seaports also acting as important intermodal gateways.

Table 4: Evolution of international freight transport by railways - change 2005-2006 (in million tkm and in %)

| | 2005 | | | 2006 | | | Change (Mio tkm) | | | Change (%) |
|----------------|--------------------|----------------------|----------------|--------------------|----------------------|----------------|--------------------|----------------------|--------------|------------|
| | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Detailed reporting | Simplified reporting | Total | Total |
| Belgium* | 5 315 | :c | 5 315 | 5 757 | :c | 5 757 | 442 | :c | 442 | 8,3 |
| Bulgaria | : | : | : | 778 | :c | 778 | : | : | : | : |
| Czech Republic | 6 922 | - | 6 922 | 7 012 | - | 7 012 | 90 | - | 90 | 1,3 |
| Denmark | 468 | - | 468 | 518 | - | 518 | 50 | - | 50 | 10,7 |
| Germany | 40 088 | - | 40 088 | 45 033 | - | 45 033 | 4 944 | - | 4 944 | 12,3 |
| Estonia | 9 893 | - | 9 893 | 9 745 | - | 9 745 | -148 | - | -148 | -1,5 |
| Ireland | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | - |
| Greece | 464 | - | 464 | 388 | - | 388 | -76 | - | -76 | -16,4 |
| Spain | 2 060 | - | 2 060 | 1 679 | - | 1 679 | -382 | - | -382 | -18,5 |
| France | 11 937 | - | 11 937 | 12 071 | 95 | 12 166 | 134 | - | 134 | 1,9 |
| Italy | 8 262 | 2 463 | 10 726 | 8 186 | 2 993 | 11 179 | -77 | 530 | 453 | 4,2 |
| Cyprus | - | - | - | - | - | - | - | - | - | - |
| Latvia | 17 145 | - | 17 145 | 14 570 | - | 14 570 | -2 575 | - | -2 575 | -15,0 |
| Lithuania | 4 315 | - | 4 315 | 4 748 | - | 4 748 | 433 | - | 433 | 10,0 |
| Luxembourg | 208 | - | 208 | 226 | - | 226 | 18 | - | 18 | 8,9 |
| Hungary | 4 523 | 156 | 4 679 | 4 874 | 501 | 5 375 | 350 | 345 | 695 | 14,9 |
| Malta | - | - | - | - | - | - | - | - | - | - |
| Netherlands | 3 959 | 827 | 4 786 | 4 239 | 877 | 5 116 | 280 | 50 | 329 | 6,9 |
| Austria | 9 361 | 250 | 9 610 | 9 693 | 1 508 | 11 201 | 332 | 1 259 | 1 591 | 16,6 |
| Poland | 12 247 | 217 | 12 464 | 14 401 | 517 | 14 918 | 2 154 | 300 | 2 454 | 19,7 |
| Portugal | 291 | - | 291 | 302 | - | 302 | 12 | - | 12 | 4,0 |
| Romania | 3 073 | - | 3 073 | 3 326 | - | 3 326 | 253 | - | 253 | 8,2 |
| Slovenia | 1 844 | - | 1 844 | 1 921 | - | 1 921 | 77 | - | 77 | 4,2 |
| Slovakia | 4 481 | - | 4 481 | 4 533 | - | 4 533 | 52 | - | 52 | 1,2 |
| Finland | 3 099 | - | 3 099 | 3 685 | - | 3 685 | 586 | - | 586 | 18,9 |
| Sweden | 7 364 | - | 7 364 | 7 145 | - | 7 145 | -219 | - | -219 | -3,0 |
| United Kingdom | 2 358 | - | 2 358 | 2 359 | - | 2 359 | 1 | - | 1 | 0,0 |
| EU-25 | 156 603 | 3 913 | 160 516 | 163 083 | 6 492 | 169 574 | 6 480 | 2 578 | 9 058 | 5,6 |
| EU-27 | : | : | : | : | : | 173 679 | : | : | : | : |
| Croatia | 1 562 | - | 1 562 | 1 805 | - | 1 805 | 243 | - | 243 | 15,6 |
| Turkey | 1 030 | - | 1 030 | 1 291 | - | 1 291 | 260 | - | 260 | 25,3 |
| Liechtenstein | - | - | - | - | - | - | - | - | - | - |
| Norway | 852 | 82 | 934 | 895 | 82 | 978 | 44 | 0,2 | 44 | 4,7 |

*For Belgium, only data based on detailed reporting are presented; 2006 data are provisional
Estimates in italics, see methodological notes

Rail transport by type of goods

Table 5 shows rail freight transport in tkm in the various participating countries by NST/R chapters of goods. Based on the data available, "Machinery, transport equipment, manufactured articles and miscellaneous articles" (Chapter 9) appear as the most forwarded products with a share of 29%. "Solid mineral fuels" (Chapter 2), "Metal products" (Chapter 5) and "Petroleum products" (Chapter 3) constitute the other major product categories, accounting for 13.4%, 11.1% and 10.4% respectively of the total freight transport, based on all countries available. In contrast, "Foodstuffs and animal fodder" (Chapter 1) and "Fertilizers" (Chapter 7) registered the lowest shares in total freight transport, with around 3% each.

At Member State level, although "Machinery, transport equipment, manufactured articles and miscellaneous articles" (Chapter 9) was the most performing chapter in 12 Member States (including Germany, France, Sweden and Italy), the main chapter differs according to the Member States considered. In the Baltic States and Romania, "Petroleum products" (Chapter 3) registered the highest performance, while "Solid mineral fuels" (Chapter 2) was predominant in the Czech Republic and Poland.

Table 5: Goods transported, by country and NST/R chapter, 2006 (in million tkm)

| | NST/R chapters | | | | | | | | | | Total |
|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| Belgium* | 150 | 211 | 599 | 425 | 537 | 2 540 | 441 | 25 | 690 | 2 957 | 8 572 |
| Bulgaria | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Czech Republic | 1 175 | 184 | 5 644 | 930 | 1 055 | 1 261 | 1 347 | 155 | 783 | 3 244 | 15 779 |
| Denmark | 143 | 85 | 13 | 0 | 0 | 138 | 208 | 7 | 84 | 1 208 | 1 885 |
| Germany | 5 108 | 1 515 | 7 700 | 10 716 | 8 302 | 14 400 | 8 459 | 2 234 | 9 502 | 39 070 | 107 007 |
| Estonia | 452 | 82 | 2 112 | 6 373 | 75 | 215 | 179 | 569 | 316 | 44 | 10 418 |
| Ireland | 46 | 32 | 0 | 0 | 36 | 0 | 61 | 0 | 0 | 29 | 205 |
| Greece | 110 | 12 | 14 | 46 | 23 | 5 | 24 | 18 | 72 | 338 | 662 |
| Spain | 711 | 89 | 485 | 532 | 2 750 | 0 | 916 | 45 | 469 | 5 108 | 11 105 |
| France | 3 546 | 3 903 | 949 | 2 375 | 2 314 | 6 562 | 5 005 | 785 | 2 790 | 12 696 | 40 924 |
| Italy | 1 493 | 1 366 | 102 | 609 | 920 | 3 252 | 1 303 | 115 | 714 | 10 995 | 20 868 |
| Cyprus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Latvia | 669 | 715 | 5 037 | 6 125 | 28 | 779 | 386 | 2 306 | 632 | 152 | 16 831 |
| Lithuania | 542 | 777 | 646 | 5 466 | 147 | 953 | 1 318 | 2 538 | 280 | 230 | 12 896 |
| Luxembourg | 0 | 2 | 1 | 24 | 95 | 153 | 39 | 0 | 9 | 119 | 441 |
| Hungary | 681 | 162 | 1 076 | 570 | 1 373 | 917 | 928 | 106 | 689 | 2 778 | 9 279 |
| Malta | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Netherlands | 24 | 60 | 911 | 120 | 1 206 | 447 | 292 | 3 | 559 | 1 718 | 5 341 |
| Austria | 2 792 | 302 | 1 060 | 1 045 | 1 572 | 1 676 | 1 178 | 179 | 1 364 | 6 703 | 17 871 |
| Poland | 1 598 | 473 | 15 725 | 2 139 | 5 985 | 3 971 | 8 764 | 1 200 | 1 932 | 2 544 | 44 331 |
| Portugal | 176 | 54 | 616 | 45 | 60 | 106 | 665 | 23 | 76 | 609 | 2 430 |
| Romania | 990 | 543 | 2 060 | 3 407 | 944 | 552 | 1 062 | 828 | 1 460 | 2 585 | 14 431 |
| Slovenia | 455 | 73 | 161 | 280 | 816 | 297 | 216 | 34 | 254 | 785 | 3 373 |
| Slovakia | 421 | 100 | 991 | 478 | 1 744 | 617 | 477 | 114 | 384 | 4 662 | 9 988 |
| Finland | 3 061 | 36 | 34 | 676 | 1 739 | 1 053 | 240 | 161 | 1 540 | 2 519 | 11 060 |
| Sweden | 2 352 | 249 | 274 | 310 | 4 927 | 4 972 | 505 | 50 | 1 393 | 7 240 | 22 271 |
| United Kingdom | 0 | 464 | 10 177 | 1 499 | 426 | 2 038 | 3 628 | 0 | 189 | 8 928 | 27 351 |
| EU-25 | 25 708 | 10 942 | 54 327 | 40 785 | 36 128 | 46 352 | 36 577 | 10 666 | 24 722 | 114 680 | 400 889 |
| EU-27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Croatia | 398 | 237 | 122 | 410 | 383 | 543 | 465 | 223 | 251 | 273 | 3 305 |
| Turkey | 54 | 105 | 1 476 | 166 | 3 089 | 236 | 862 | 172 | 12 | 3 372 | 9 544 |
| Liechtenstein | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Norway | 234 | 0 | 19 | 0 | 630 | 0 | 74 | 0 | 37 | 2 257 | 3 251 |

* For Belgium, data are provisional

Estimates in italics. This table contains information coming from detailed reporting only

Rail transport in intermodal transport units

Table 6: Transport of goods in containers and swap bodies by rail (in 1000 tonnes and million tkm) and number and TEUs of the units

| | 2005 | | | | | | 2006 | | | | | |
|----------------|--------------------------------------|-------------|--------------------------------------|-----------|------------------------------------|-----------|--------------------------------------|-------------|--------------------------------------|-----------|------------------------------------|-----------|
| | Containers and swap bodies transport | | Number of containers and swap bodies | | TEUs of containers and swap bodies | | Containers and swap bodies transport | | Number of containers and swap bodies | | TEUs of containers and swap bodies | |
| | 1000 tonnes | Million tkm | loaded | empty | loaded | empty | 1000 tonnes | Million tkm | loaded | empty | loaded | empty |
| Belgium | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Bulgaria | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Czech Republic | 4 374 | 1 133 | 313 551 | 103 295 | 479 327 | 130 009 | 4 825 | 1 259 | 353 256 | 114 027 | 541 137 | 151 182 |
| Denmark | 1 663 | 387 | 90 978 | 39 362 | 118 678 | 59 601 | 2 251 | 519 | 158 236 | 31 639 | 204 599 | 47 884 |
| Germany | 46 066 | 23 348 | 2 486 571 | 633 634 | 3 397 902 | 814 425 | 51 898 | 25 992 | 2 785 457 | 722 363 | 3 869 249 | 963 971 |
| Estonia | 89 | 224 | 6 768 | 256 | 10 668 | 400 | 134 | 351 | 9 857 | 686 | 15 182 | 988 |
| Ireland | 372 | 67 | 7 574 | 3 111 | 11 883 | 5 081 | 100 | 29 | 3 030 | 1 245 | 5 454 | 1 950 |
| Greece | 821 | 115 | 18 278 | 5 485 | 32 535 | 9 763 | 936 | 120 | 27 621 | 7 796 | 43 503 | 12 278 |
| Spain | 6 609 | 3 806 | 388 689 | 224 613 | 258 411 | 153 296 | 6 513 | 3 815 | 263 210 | 139 345 | 382 960 | 195 247 |
| France | 10 402 | 6 776 | .. | .. | .. | .. | 10 557 | 6 614 | .. | .. | .. | .. |
| Italy | 27 504 | 8 354 | 1 194 291 | 554 423 | 1 779 725 | 799 073 | 26 917 | 8 447 | 1 193 873 | 561 598 | 1 763 744 | 799 638 |
| Cyprus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Latvia | 217 | .. | 10 762 | 8 453 | 15 408 | 9 787 | 291 | .. | 13 597 | 9 830 | 20 666 | 11 956 |
| Lithuania | 434 | 143 | 23 151 | 9 796 | 25 593 | 14 472 | 618 | 198 | 29 503 | 13 951 | 37 412 | 21 032 |
| Luxembourg | 2 037 | 72 | 86 477 | 19 724 | 132 284 | 29 228 | 3 113 | 111 | 108 504 | 34 477 | 165 526 | 51 322 |
| Hungary | 3 274 | 701 | 213 053 | 65 942 | 333 153 | 95 410 | 3 516 | 712 | 212 947 | 70 339 | 334 056 | 97 918 |
| Malta | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Netherlands | .. | .. | 336 733 | 159 076 | 498 440 | 201 643 | 7 344 | 1 454 | 347 670 | 126 918 | 507 959 | 174 034 |
| Austria | 10 495 | 2 167 | 510 983 | 229 729 | 713 252 | 306 868 | 11 712 | 2 403 | 576 637 | 288 444 | 831 616 | 384 070 |
| Poland | 2 597 | 1 005 | 121 080 | 86 726 | 180 244 | 123 718 | 3 183 | 1 268 | 2 833 766 | 349 592 | 1 132 552 | 135 936 |
| Portugal | 1 116 | .. | 52 711 | 30 681 | 52 711 | 30 681 | 1 477 | .. | 67 154 | 41 718 | .. | .. |
| Romania | 3 953 | 646 | 153 359 | 105 244 | 217 318 | 131 880 | 3 135 | 470 | 240 093 | 108 334 | 355 517 | 168 276 |
| Slovenia | 1 511 | 431 | 65 599 | 26 253 | 102 212 | 36 819 | 1 704 | 510 | 77 984 | 25 820 | 116 007 | 36 426 |
| Slovakia | 1 275 | 152 | 76 781 | 24 854 | 125 921 | 35 004 | 1 311 | 157 | 82 298 | 23 075 | 135 675 | 31 338 |
| Finland | 1 520 | 335 | 65 335 | 74 411 | 108 542 | 120 290 | 1 029 | 302 | 38 571 | 56 345 | 50 141 | 77 769 |
| Sweden | 5 205 | 2 680 | 240 555 | 155 831 | 317 079 | 209 443 | 5 240 | 2 705 | 249 766 | 184 653 | 336 766 | 238 287 |
| United Kingdom | 21 179 | 9 796 | 584 359 | 209 969 | 803 792 | 277 486 | 11 942 | 5 392 | 594 727 | 205 783 | 814 411 | 267 979 |
| EU-25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| EU-27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Croatia | 510 | 68 | 24 017 | 12 861 | 35 081 | 19 224 | 624 | 117 | 25 922 | 12 563 | 39 935 | 19 291 |
| Turkey | 1 284 | 521 | 34 525 | 30 362 | 21 220 | 7 191 | 2 207 | 681 | 49 649 | 44 375 | 101 143 | 92 281 |
| Liechtenstein | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Norway | 2 117 | 1 164 | 227 967 | 104 411 | 242 952 | 35 885 | 2 468 | 1 389 | 254 252 | 33 231 | 269 171 | 44 529 |

Estimates in italics, see methodological notes. This table contains information coming from detailed reporting only

Table 6 highlights figures on intermodal transport units. For availability reasons, the table focuses on freight transport by containers and swap bodies. In terms of volume, EU-25 freight transport by containers and swap bodies increased by 5.3% between 2005 and 2006

compared with 1.1% in tkm (based on available EU-25 countries). This means that the average distance performed by the trains within the EU-25 reporting countries has decreased between 2005 and 2006 from 412 km to 407 km.

METHODOLOGICAL NOTES

Data availability

The figures presented in this publication have been extracted from the Eurostat rail transport database on the 16th October 2008. They include the statistics of the national, international and transit transport of the Member States, collected according to the current Regulation n°91/2003 (that has replaced the Council Directive 80/1177/EEC since 2003).

The data comparison for 2005-2006 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. 2005 data on intermodal transport not provided; 2006 data marked as not available because of revisions expected. |
| BG | Rail data are provided since 2006 reference year. Quarterly and most of the annual data are confidential. |
| IE | Irish rail ceased international freight traffic in 2004. |
| CY, MT | No railway transport. |
| FR | Number and TEUs of intermodal transport units not provided. |
| FI | Underestimated figures for international transport because of a different definition of transit used which includes goods transhipped in the seaports from/to railways wagons to/from ships as transit. |
| LI | This country is not obliged to provide detailed statistics. |

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 annual 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

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. Only the distance on the national territory of the reporting country is taken into account both for national, international and transit transport.

Twenty Foot Equivalent Unit (TEU)

TEU is a standard unit for counting containers of various capacities and for describing the capacities of container ships or terminals. One 20 Foot ISO container equals 1 TEU.

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 is taken into account.

Rail network

All railway lines in a given area.

Container

Special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers. The technical definition of the container is: "Article of transport equipment which is:

- of a permanent character and accordingly strong enough to be suitable for repeated use
- specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading
- fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another
- so designed as to be easy to fill and empty
- stackable
- having an internal volume of 1 m³ or more."

Swap body

Carrying unit strong enough for repeated use, but not enough to be top-lifted or stackable when loaded, designed for intermodal transport of which one leg is road.

EU estimates

The EU aggregates presented in the tables of this publication include estimates for the countries where no data are available.

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

Symbols:

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

This publication was prepared with the assistance of Mathieu Erzar and Anthony Albertinelli.

Further information

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

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Data: [Eurostat Web site/Transport/Railway transport](#)

Transport



Railway transport

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