

Trends in road freight transport 1999-2007 – freight grew by 4% in 2007

In brief

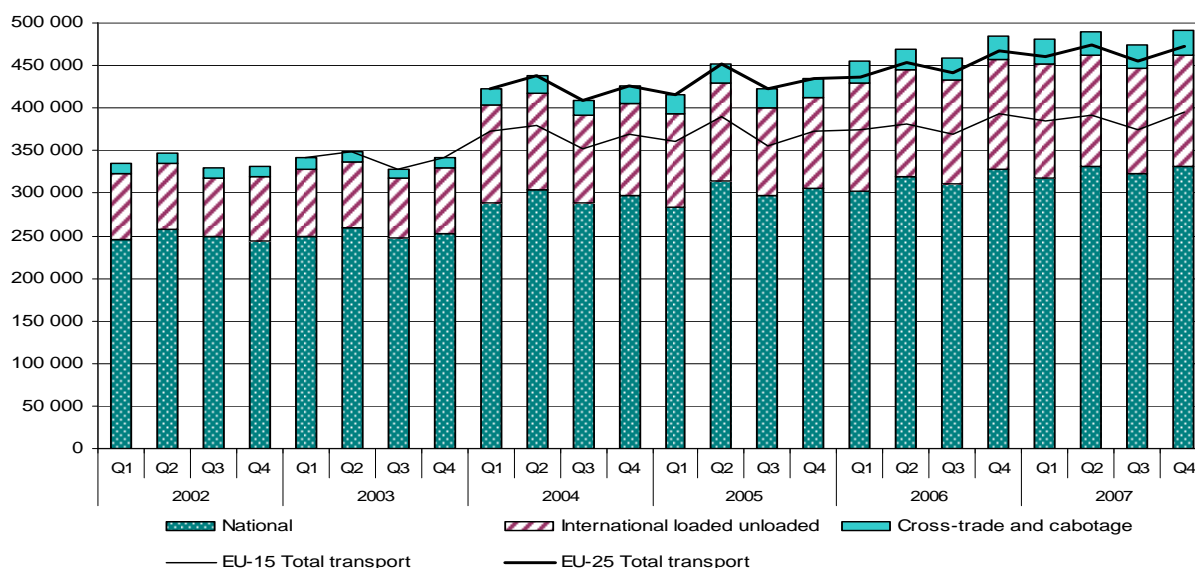
EU-27 road freight transport grew by 4% in 2007 compared with 2006. Growth slowed during the year from 6% in the first quarter to 1% in the fourth.

The five major economies, Germany, Spain, France, Italy and the United Kingdom dominated total and national transport. For international transport, Poland, the Netherlands and Romania followed Germany and Spain in the top five. Poland was the leading country for cross-trade, followed by Germany and Slovakia. For cabotage, Germany was in the lead, followed by Luxembourg, the Netherlands and Belgium. Belgium, Austria, France and Denmark had cabotage penetration rates of more than 2%. Penetration rates in the 12 Member States that joined the EU in 2004 and 2007 were well below 1%.

Figure 1 illustrates the impact that the enlargements of the EU in 2004 and 2007 had in producing a strong upward trend in EU road freight transport. Even within the EU-15, the 2004 enlargement generated a step change in the level of activity. Since then, EU-15 transport has largely stagnated with all the growth coming from the 12 Member States that joined the EU in 2004 and 2007.

The rate of growth slowed down during 2007. For the EU-15, the growth of total road freight was still strong during the first quarter but decreased by the end of the year, with EU-15 international transport of all kinds in decline while national transport continued to grow.

Figure 1: Quarterly road freight transport, 2002-2007 - million tkm



Note: See Methodological notes for details on data availability and estimates.

General development

Table 1: National, international loaded and unloaded, cross-trade and cabotage transport in 2006 and 2007 - million tkm and percentage change

	2006					2007					Change 2006-2007 (%)				
	National	International	Cross-trade	Cabotage	Total	National	International	Cross-trade	Cabotage	Total	National	International	Cross-trade	Cabotage	Total
BE	19 615	18 974	2 877	1 552	43 018	19 650	18 090	2 815	1 529	42 084	0.2	-4.7	-2.2	-1.5	-2.2
BG	5 806	6 368	1 387	204	13 765	5 890	6 834	1 822	78	14 624	1.4	7.3	31.4	-61.8	6.2
CZ	16 082	25 475	8 733	86	50 376	15 831	23 849	8 214	248	48 142	-1.6	-6.4	-5.9	188.4	-4.4
DK	11 495	9 151	370	239	21 255	11 800	8 468	400	293	20 961	2.7	-7.5	8.1	22.6	-1.4
DE	251 379	67 671	8 693	2 273	330 016	261 440	70 717	8 743	2 546	343 446	4.0	4.5	0.6	12.0	4.1
EE	1 979	2 869	598	102	5 548	1 942	3 558	754	163	6 417	-1.9	24.0	26.1	59.8	15.7
IE	13 832	2 624	564	434	17 454	14 428	3 731	443	418	19 020	4.3	42.2	-21.5	-3.7	9.0
EL	26 137	7 680	96	89	34 002	21 729	5 895	102	65	27 791	-16.9	-23.2	6.3	-27.0	-18.3
ES	174 588	64 465	1 882	854	241 789	190 611	65 547	1 892	825	258 875	9.2	1.7	0.5	-3.4	7.1
FR	182 753	27 440	729	523	211 445	191 388	26 478	777	569	219 212	4.7	-3.5	6.6	8.8	3.7
IT *	160 000	30 000	800	1 100	191 900	160 000	30 000	800	1 100	191 900
CY	1 145	20	-	-	1 165	1 184	17	-	-	1 201	3.4	-15.0	-	-	3.1
LV	2 718	5 459	2 547	30	10 754	3 006	6 644	3 514	39	13 203	10.6	21.7	38.0	30.0	22.8
LT	2 232	8 917	6 920	66	18 135	2 704	9 465	8 041	69	20 279	21.1	6.1	16.2	4.5	11.8
LU	544	2 522	3 608	2 133	8 807	548	2 638	4 129	2 248	9 563	0.7	4.6	14.4	5.4	8.6
HU	12 425	14 019	3 954	80	30 478	13 186	15 897	6 597	126	35 806	6.1	13.4	66.8	57.5	17.5
NL	31 009	41 001	9 012	2 172	83 194	30 686	37 830	7 407	1 999	77 922	-1.0	-7.7	-17.8	-8.0	-6.3
AT	14 437	18 254	5 780	717	39 188	14 744	17 172	4 800	686	37 402	2.1	-5.9	-17.0	-4.3	-4.6
PL	59 420	50 198	17 425	1 273	128 316	65 769	62 424	21 589	1 098	150 880	10.7	24.4	23.9	-13.7	17.6
PT	17 540	22 945	3 636	714	44 835	18 319	23 368	3 589	927	46 203	4.4	1.8	-1.3	29.8	3.1
RO	22 723	34 406	144	14	57 287	23 932	35 479	51	61	59 523	5.3	3.1	-64.6	335.7	3.9
SI	2 279	7 189	2 380	264	12 112	2 573	7 608	3 303	250	13 734	12.9	5.8	38.8	-5.3	13.4
SK	5 203	10 230	6 654	125	22 212	5 617	13 085	8 241	216	27 159	8.0	27.9	23.9	72.8	22.3
FI	25 465	4 052	110	88	29 715	25 956	3 624	84	147	29 811	1.9	-10.6	-23.6	67.0	0.3
SE	35 474	3 776	503	164	39 917	36 395	3 563	430	152	40 540	2.6	-5.6	-14.5	-7.3	1.6
UK	154 473	11 063	170	230	165 936	160 425	10 574	194	285	171 478	3.9	-4.4	14.1	23.9	3.3
EU-25	1 222 224	455 994	88 041	15 308	1 781 567	1 269 931	470 242	96 858	15 998	1 853 029	3.9	3.1	10.0	4.5	4.0
EU-27	1 250 753	496 768	89 572	15 526	1 852 619	1 299 753	512 555	98 731	16 137	1 927 176	3.9	3.2	10.2	3.9	4.0
LI	.	80	241	18	339	.	80	235	23	338	.	0.0	-2.5	27.8	-0.3
NO	15 310	4 025	33	19	19 387	15 427	3 869	37	42	19 375	0.8	-3.9	12.1	121.1	-0.1

*IT: 2006 and 2007 data have been estimated by Eurostat.

Note: Total transport presented in this table is recalculated as a sum of national, international, cross-trade and cabotage transport. It might slightly differ from the total transport published in the online database due to the rounding effects.

In 2007, of the total of more than 1 900 billion tkm of transport, 1 300 billion were national transport, 500 billion were international transport loaded or unloaded in the reporting countries, 100 billion cross-trade with the remainder cabotage. The importance of national and international transport means that the five major economies, Germany, Spain, France, Italy and the UK, with their large national markets and strong export potential, dominate the transport sector. Spain with a growth of 7% in total transport between 2006 and 2007 and Germany with 4% outpaced or equalled the 4% growth for the EU-27 as a whole. Both France and the UK experienced lower growth while no recent figures are available for Italy. The main increases took place in the Member States that

joined the EU in 2004, particularly Latvia and Slovakia with growth rates of over 20%, Poland (18%), Hungary (17%), Estonia (16%), Slovenia (13%) and Lithuania (12%). Greece met with the biggest decline in 2007, recording a fall of 18%. Norway and Liechtenstein showed little change in 2007 compared to 2006.

Countries differ substantially in the distribution of their transport between national, international, cross-trade and cabotage. In general, hauliers in smaller countries rely more on international and cross-trade. This is particularly the case for the three Baltic States, Luxembourg, Slovenia and Slovakia. In contrast, UK hauliers focus more on national transport.

National transport

Developments in national transport are shown in Table 2. The EU-27 recorded growth of 4% in 2007 compared with 2006. Very high growths were achieved by Lithuania (21%), Slovenia (13%), Poland and Latvia (11% each). Except for Poland, these were all from relatively low bases.

Greece recorded the biggest decrease, with a fall of 17%, though its figures are rather imprecise because of unexplained variability in the Greek vehicle register data over recent years. These figures confirm Poland's place as the sixth largest national transport market in the EU-27.

Table 2: National transport - million tkm

	1999	2000	2001	2002	2003	2004	2005	2006	2007
BE	15 758	19 754	20 565	20 392	19 584	19 416	19 283	19 615	19 650
BG	:	:	:	:	:	:	:	5 806	5 890
CZ	:	15 986	16 082	17 411	17 362	16 046	15 518	16 082	15 831
DK	10 421	11 000	10 887	11 057	11 012	10 538	11 058	11 495	11 800
DE	226 887	226 529	230 016	225 474	227 205	232 303	237 617	251 379	261 440
EE	:	:	:	:	1 568	1 478	1 847	1 979	1 942
IE	7 737	8 337	9 122	10 731	11 935	13 216	13 983	13 832	14 428
EL	:	:	:	:	15 276	31 745	19 610	26 137	21 729
ES	98 134	106 936	114 004	129 510	138 413	155 014	166 386	174 588	190 611
FR	159 026	163 163	168 572	169 742	170 896	179 183	177 331	182 753	191 388
IT*	151 967	158 250	154 749	160 082	143 184	158 172	171 587	160 000	160 000
CY	:	:	:	1 286	1 370	1 102	1 374	1 145	1 184
LV	:	:	:	1 967	2 365	2 380	2 734	2 718	3 006
LT	:	:	:	:	1 958	2 213	2 137	2 232	2 704
LU	377	415	487	583	565	549	494	544	548
HU	:	:	11 835	11 166	10 670	10 977	11 394	12 425	13 186
NL	32 682	31 538	31 000	30 257	31 785	33 938	31 827	31 009	30 686
AT	12 280	12 389	12 454	12 663	13 036	12 376	12 514	14 437	14 744
PL	:	:	:	:	:	58 825	60 940	59 420	65 769
PT	14 309	14 220	16 351	14 916	14 199	17 435	17 445	17 540	18 319
RO	:	:	:	:	:	:	:	22 723	23 932
SI	:	:	1 927	1 945	1 995	2 267	2 361	2 279	2 573
SK	:	:	:	:	5 204	5 422	5 621	5 203	5 617
FI	25 806	27 717	26 678	28 071	26 896	27 331	27 815	25 465	25 956
SE	30 422	31 451	29 967	31 836	31 467	32 691	34 701	35 474	36 395
UK	149 019	150 337	149 760	150 920	153 933	154 157	154 396	154 473	160 425
EU-25	:	:	:	:	:	1 178 774	1 199 973	1 222 224	1 269 931
EU-27	:	:	:	:	:	:	:	1 250 753	1 299 753
NO	11 742	12 114	12 392	12 721	13 522	14 453	15 352	15 310	15 427
LI	:	:	:	:	:	:	:	:	:

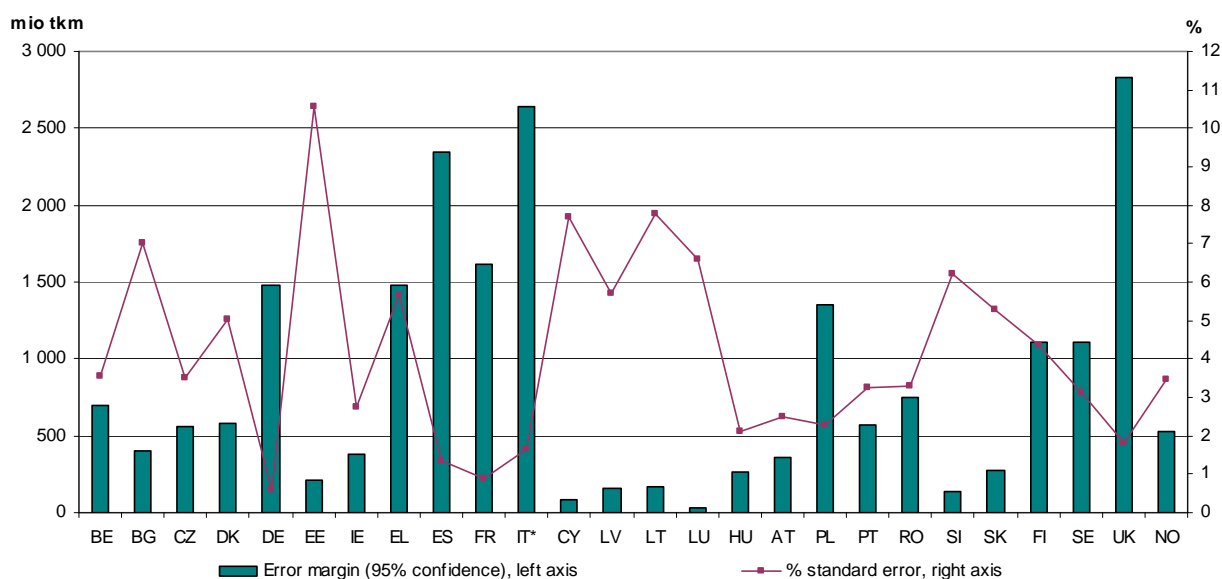
* IT: 2006 and 2007 data have been estimated by Eurostat; UK: 2005 data under revision.

Figure 2 shows the precision achieved in road freight surveys for the estimates of national transport supplied by countries, in both percentage terms and in million tkm: for example, in 2006 the national transport of Belgium is equal to 19 615 tkm \pm 3.5% or to 19 615 tkm \pm 695 tkm, with a probability of 95%.

The figure provides a contrast between relatively small % standard errors for the major economies and the corresponding 95% error margins in million tkm. This is particularly the case for the UK where

a 2% standard error translates into nearly 3 billion tkm error margin when compared with the 154 billion tkm national road freight. Only Italy and Spain approach the same level. In contrast, an 11% standard error for Estonia translates into less than 300 million tkm, reflecting the small size of Estonia's national transport market. This analysis of error margins suggests that the estimator for the EU-27 aggregate of national transport is reliable at two-digit level and can be rounded to 1300 billion tkm in 2006.

Figure 2: National transport: % standard error and error margin (95% confidence) in million tkm, 2006



* IT: 2005 data have been used.

International transport loaded and unloaded

Table 3: International transport loaded and unloaded - million tkm

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2007** - share in total		
										International intra-EU27	CC and EFTA	Other international
BE	17 250	25 320	26 501	25 160	23 867	22 113	19 555	18 974	18 090	98.9%	1.1%	0.0%
BG	:	:	:	:	:	:	:	6 368	6 834	86.2%	5.7%	8.1%
CZ	:	20 528	22 202	23 946	26 025	25 620	21 810	25 475	23 849	95.3%	2.6%	2.1%
DK	12 276	12 166	10 510	10 895	11 208	11 763	11 643	9 151	8 468	86.7%	13.2%	0.1%
DE	45 652	48 684	52 150	52 174	56 068	62 938	62 545	67 671	70 717	94.0%	5.7%	0.3%
EE	:	:	:	:	2 215	3 424	3 122	2 869	3 558	72.5%	2.6%	24.9%
IE	1 699	2 650	2 295	2 680	2 927	3 069	3 017	2 624	3 731	99.6%	0.4%	0.0%
EL	:	:	:	:	3 973	4 924	4 050	7 680	5 895	97.6%	0.7%	1.7%
ES	35 066	40 472	45 323	52 353	51 515	62 707	63 662	64 465	65 547	98.8%	0.8%	0.4%
FR	41 975	37 863	35 917	32 673	31 316	31 334	26 745	27 440	26 478	96.9%	3.0%	0.1%
IT*	24 465	25 742	30 553	31 400	29 510	36 861	37 871	30 000	30 000	95.7%	3.1%	1.2%
CY	:	:	:	37	30	17	19	20	17	100.0%	0.0%	0.0%
LV	:	:	:	3 142	3 360	3 809	3 839	5 459	6 644	74.1%	3.1%	22.8%
LT	:	:	:	:	6 295	6 656	7 700	8 917	9 465	77.9%	2.2%	19.9%
LU	1 461	1 529	2 009	2 358	2 487	2 460	2 412	2 522	2 638	98.7%	1.3%	0.0%
HU	:	:	6 324	6 298	7 086	8 210	11 237	14 019	15 897	96.4%	1.8%	1.7%
NL	41 005	37 876	37 470	36 782	37 517	42 138	40 788	41 001	37 830	96.4%	3.2%	0.4%
AT	15 653	16 712	18 623	19 002	19 777	19 915	17 802	18 254	17 172	96.5%	3.3%	0.2%
PL	:	:	:	:	:	38 495	39 588	50 198	62 424	92.3%	2.0%	5.6%
PT	10 990	11 792	12 135	12 870	11 212	19 278	20 701	22 945	23 368	98.7%	1.2%	0.1%
RO	:	:	:	:	:	:	:	34 406	35 479	98.3%	1.6%	0.1%
SI	:	:	4 399	3 989	4 289	5 348	6 400	7 189	7 608	88.7%	4.1%	7.2%
SK	:	:	:	:	8 816	8 994	11 043	10 230	13 085	95.8%	1.1%	3.2%
FI	3 712	3 977	3 671	3 708	3 907	4 806	3 909	4 052	3 624	70.5%	8.1%	21.4%
SE	2 721	3 732	3 681	4 080	4 294	3 666	3 193	3 776	3 563	56.5%	43.2%	0.3%
UK	16 905	14 951	13 208	12 816	12 873	13 246	12 608	11 063	10 574	95.9%	2.4%	1.7%
EU-25	:	:	:	:	:	441 791	435 259	455 994	470 242	94.3%	3.2%	2.5%
EU-27	:	:	:	:	:	:	:	496 768	512 555	94.5%	3.1%	2.4%
LI	:	:	:	:	:	:	86	80	80	100.0%	0.0%	0.0%
NO	3 074	2 953	2 722	2 652	2 971	2 951	2 852	4 025	3 869	98.4%	0.6%	1.0%

* IT 2006 and 2007 data have been estimated by Eurostat; ** IT: 2005 data; UK: 2005 data under revision.

For international transport, a picture very different from that for national transport emerges (Table 3). While Germany and Spain are the major providers of international transport, Poland is in third place and the Netherlands in fourth. Romania has quickly established itself in fifth place. The total for international transport is also broken down by area of partner country, i.e. 1) intra EU-27, 2) Candidate Countries and EFTA and 3) Other. Most countries have levels of intra EU-27 transport of 95% or more but a significant minority show diverging patterns.

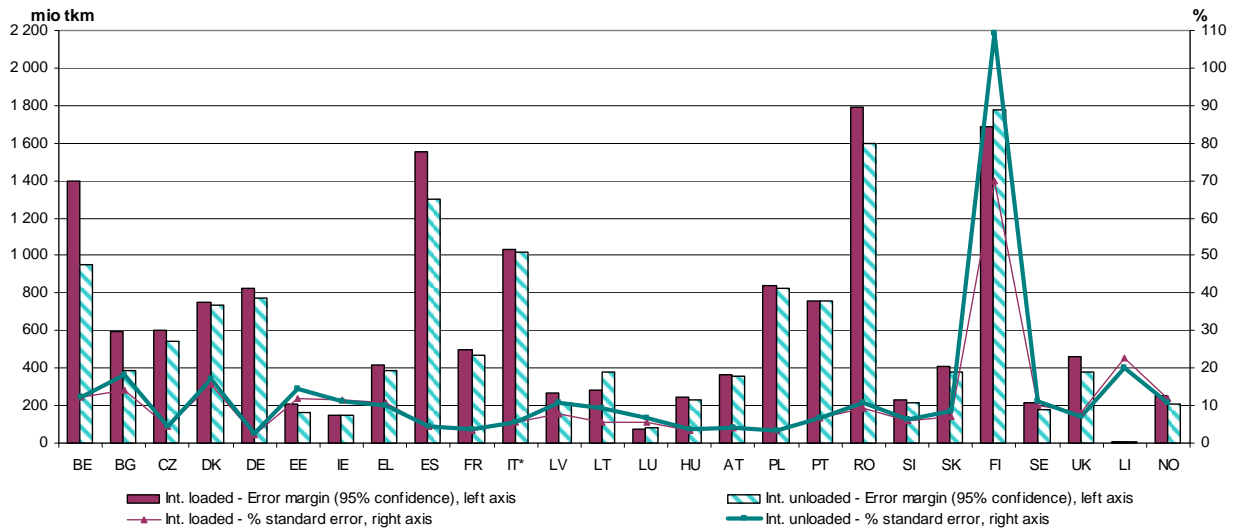
Those with borders with EFTA or candidate countries show high levels in this category. This applies to the three Nordic countries with their trade with Norway. Bulgaria with its borders with Turkey and the former Yugoslav Republic of Macedonia records 5.7%, the same as Germany with its strong general export performance. The Baltic States and Finland with their borders with Russia and Belarus all have around 20% of their transport with other countries. This also applies to a lesser extent to Bulgaria and Slovenia but with different partners.

Within the overall EU-27 growth of 3% between 2006 and 2007, the fastest growth was shown by Ireland and Slovakia, although the Irish data are

showing volatile behaviour from one year to another (Table 1 and Table 3). More significant was Poland in third place in the growth ranking at 24%. Estonia and Latvia were fourth and fifth respectively in growth terms. Indeed all the 12 Member States that joined the EU in 2004 and 2007, with the exceptions of the Czech Republic and Cyprus, have expanded their international transport.

The precision for international transport at country level is shown in Figure 3. Here the problems of conducting surveys in this area become apparent. With a small population of international journeys compared to national transport, many countries, especially the smaller ones, find it hard to generate a sample large enough to keep the % standard errors under control. This is the case for Finland, Denmark and Bulgaria. Spain, because of its major role in international transport and despite a relatively low % standard error, makes a substantial contribution in billion tkm terms, as well as Romania. A reliable estimate for the EU-27 aggregate of international road freight can be expressed at one digit only, being 500 billion tkm for 2006.

Figure 3: International transport loaded and unloaded: % standard error and error margin (95% confidence) in million tkm, 2006



* IT: 2005 data have been used.

Cross-trade and cabotage transport

Table 4: Cross-trade transport performed by hauliers from reporting countries - million tkm

	1999	2000	2001	2002	2003	2004	2005	2006	2007
BE	3 338	4 606	4 481	5 110	5 225	4 533	3 413	2 877	2 815
BG	:	:	:	:	:	:	:	1 387	1 822
CZ	:	2 568	1 975	3 720	3 147	4 339	6 087	8 733	8 214
DK	436	607	573	432	598	558	468	370	400
DE	4 355	4 087	5 109	5 964	5 907	6 566	7 685	8 693	8 743
EE	:	:	:	:	134	140	717	598	754
IE	354	562	371	445	296	354	448	564	443
EL	:	:	:	:	76	88	96	96	102
ES	791	1 063	1 368	2 101	1 919	2 070	2 123	1 882	1 892
FR	2 957	2 158	1 774	1 414	846	1 059	788	729	777
IT*	509	412	610	528	835	1 100	1 248	800	800
LV	:	:	:	1 070	1 066	1 183	1 785	2 547	3 514
LT	:	:	:	:	3 188	3 382	6 021	6 920	8 041
LU	3 436	4 436	4 647	4 254	4 548	4 303	3 757	3 608	4 129
HU	:	:	229	366	393	1 330	2 420	3 954	6 597
NL	8 245	8 455	8 020	8 570	8 123	10 748	8 815	9 012	7 407
AT	5 827	5 676	6 006	6 393	6 289	6 504	6 155	5 780	4 800
PL	:	:	:	:	:	4 982	10 645	17 425	21 589
PT	688	784	1 333	1 751	1 695	3 398	3 715	3 636	3 589
RO	:	:	:	:	:	:	:	144	51
SI	:	:	678	578	648	1 260	2 123	2 380	3 303
SK	:	:	:	:	2 653	4 022	5 815	6 654	8 241
FI	103	231	82	159	98	84	80	110	84
SE	54	318	348	571	646	421	495	503	430
UK	293	223	238	214	269	234	322	170	194
EU-25	:	:	:	:	:	62 658	75 221	88 041	96 858
EU-27	:	:	:	:	:	:	:	89 572	98 731
LI	:	:	:	:	:	:	282	241	235
NO	76	61	55	42	80	44	28	33	37

* IT: 2006 and 2007 data have been estimated by Eurostat.
UK: 2005 data under revision.

Cross-trade and cabotage are more specialised areas. For cross-trade, Poland is by far the major actor, achieving average annual growth rates of over 60% since its entry into the EU. After Poland come Germany, Slovakia, the Czech Republic and Lithuania, all closely grouped. This seems a category where the hauliers in the 12 Member States that joined the EU in 2004 and 2007 are able to make their competitive advantages felt, with annual average growth rates since entry uniformly high. Romania is an exception to this rule.

In contrast, cabotage remains a preserve of the EU-15 Member States.

Germany is the main cabotage performer, followed by Luxembourg, the Netherlands and Belgium.

Table 5: Cabotage performed by hauliers from reporting countries - million tkm

	1999	2000	2001	2002	2003	2004	2005	2006	2007
BE	938	1 366	1 635	2 226	1 867	1 816	1 597	1 552	1 529
BG	:	:	:	:	:	:	:	204	78
CZ	:	:	1	:	:	32	33	86	248
DK	102	248	187	132	191	254	129	239	293
DE	1 533	1 408	1 688	1 602	1 565	1 944	2 257	2 273	2 546
EE	:	:	:	:	57	57	138	102	163
IE	416	725	537	420	491	505	462	434	418
EL	:	:	:	:	15	17	5	89	65
ES	271	246	350	586	749	1 031	1 059	854	825
FR	756	815	607	530	551	624	421	523	569
IT*	350	273	599	671	559	847	1 098	1 100	1 100
LV	:	:	:	20	17	10	36	30	39
LT	:	:	:	:	21	28	50	66	69
LU	1 039	1 230	1 556	1 984	2 044	2 262	2 141	2 133	2 248
HU	:	:	99	82	59	92	100	80	126
NL	1 632	1 697	2 002	1 810	2 339	2 871	2 733	2 172	1 999
AT	222	345	449	440	455	390	573	717	686
PL	:	:	:	:	:	506	653	1 273	1 098
PT	99	40	148	187	319	708	747	714	927
RO	:	:	:	:	:	:	:	14	61
SI	:	:	31	98	107	132	149	264	250
SK	:	:	:	:	74	89	87	125	216
FI	35	49	46	30	25	70	54	88	147
SE	:	119	164	165	230	170	186	164	152
UK	44	110	59	85	68	203	207	230	285
EU-25	:	:	:	:	:	14 631	14 916	15 308	15 998
EU-27	:	:	:	:	:	:	:	15 526	16 137
LI	:	:	:	:	:	:	23	18	23
NO	24	4	9	11	16	12	14	19	42

* IT: 2006 and 2007 data have been estimated by Eurostat.
UK: 2005 data under revision.

However, as Figure 4 shows, the data for both cross-trade and cabotage need to be regarded with caution as the % standard errors are very substantial and make interpretation of any changes doubtful. The problems of obtaining a sufficient sample of international journeys are exacerbated

by the even smaller populations of cross-trade and cabotage journeys. Finland had the highest % standard error followed by Denmark, Norway and the UK. Bulgaria also had a high % standard error for cabotage.

Regarding 95% error margins in billion tkm, Belgium at nearly one billion tkm for cross-trade recorded the highest figure. Poland was not far behind with the Czech Republic a little further back. For cabotage, Belgium recorded the highest figure at 0.5 billion tkm. Of the rest, only Denmark exceeded 0.2 billion tkm.

The 2006 EU-27 aggregate of cross-trade can be reliably estimated at 100 billion tkm, and the EU-27 aggregate for cabotage is between 10 and 20 billion tkm.

Table 6 summarises the impact of cabotage on countries where it takes place in terms of a penetration rate. The rate is the percentage of the domestic market of a country (national transport plus cabotage in that country) formed by that cabotage. The countries most penetrated by cabotage were Belgium, Austria, France and Denmark with penetration rates of over 2%. In contrast, all of the 12 Member States that joined the EU in 2004 and 2007 had penetration rates well below 1%.

Given the uncertainty about the accuracy of the figures for cabotage discussed above, it is no surprise that the penetration rates are erratic over time. However, trends are emerging for a number of countries. 2007 was a record high in penetration terms for Austria (2.5%), Denmark (2.2%), Sweden (1.7%), Ireland (1.3%), Slovakia (0.8%) and Greece (0.7%). The figure for Slovakia was the

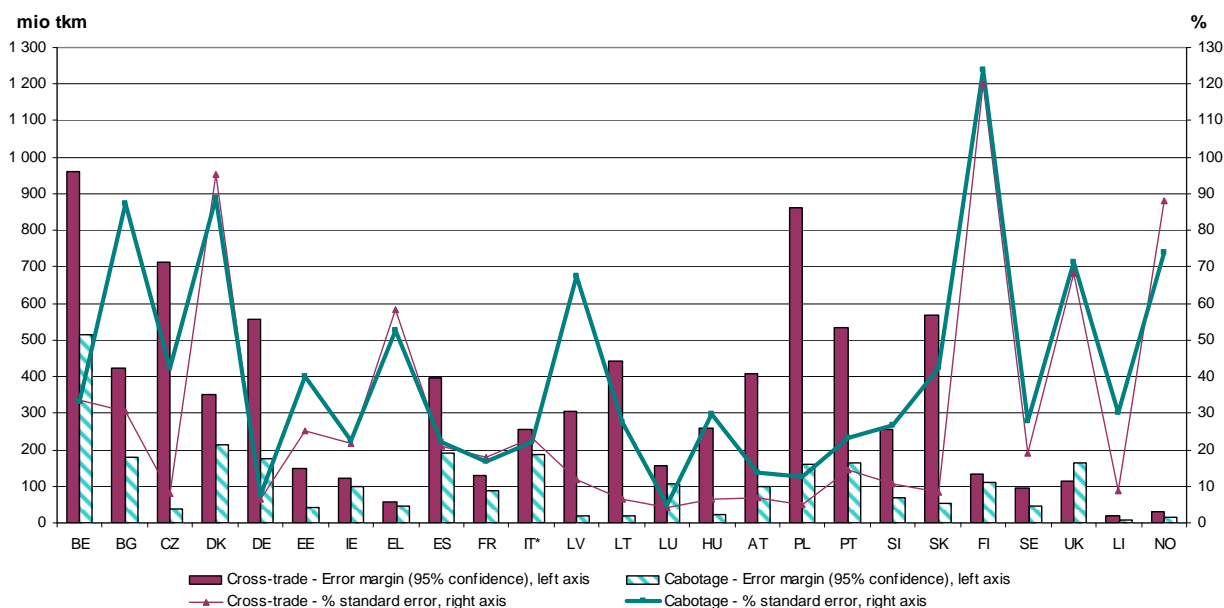
highest for any of the 12 Member States that joined the EU in 2004 and 2007. In contrast, there have been signs of a decline in penetration in Germany and the UK.

Table 6: Cabotage penetration rate by country in which cabotage takes place (based on tkm)

	1999	2000	2001	2002	2003	2004	2005	2006	2007
BE	2.59	2.31	2.89	2.10	2.67	2.87	2.96	3.45	2.88
BG	:	:	:	:	:	:	:	0.26	0.28
CZ	:	0.10	0.10	0.08	0.17	0.17	0.22	0.42	0.55
DK	0.39	0.47	0.92	0.98	1.17	1.72	1.90	1.74	2.21
DE	1.11	1.12	1.16	1.35	1.31	1.61	1.52	1.27	1.15
EE	:	:	:	:	0.004	0.002	0.05	0.10	0.03
IE	0.06	0.29	0.11	0.13	0.07	0.92	1.04	1.26	1.34
EL	:	:	:	:	0.30	0.19	0.37	0.52	0.68
ES	0.54	0.38	0.53	0.50	0.51	0.60	0.69	0.59	0.57
FR	0.93	1.26	1.55	1.91	2.06	2.50	2.55	2.28	2.30
IT*	0.61	0.45	0.59	0.50	0.66	0.63	0.51	0.64	0.66
LV	:	:	:	0.001	0.44	0.82	0.05	0.08	0.04
LT	:	:	:	:	0.02	0.23	0.28	0.17	0.08
LU	2.90	2.20	3.23	3.96	1.30	1.99	5.22	3.20	1.34
HU	:	:	0.19	0.19	0.22	0.26	0.24	0.27	0.05
NL	0.52	0.71	0.88	0.97	0.68	0.75	0.87	1.25	1.31
AT	1.15	1.72	2.40	1.75	1.70	1.94	1.92	1.93	2.51
PL	:	:	:	:	:	0.07	0.06	0.04	0.03
PT	0.21	0.30	0.18	0.24	0.28	0.39	0.32	0.13	0.23
RO	:	:	:	:	:	:	:	0.11	0.09
SI	:	:	0.30	0.29	0.05	0.07	0.39	0.00	0.08
SK	:	:	:	:	0.06	0.13	0.69	0.42	0.83
FI	0.00	0.01	0.12	0.01	0.10	0.05	0.08	0.10	0.18
SE	0.84	0.67	0.76	0.67	0.80	1.08	1.47	1.44	1.75
UK	0.48	0.87	0.86	0.97	1.05	1.19	1.20	1.08	0.92
EU-25	:	:	:	:	:	1.19	1.20	1.29	1.26
EU-27	:	:	:	:	:	:	:	1.26	1.23
NO	0.10	0.41	0.41	0.65	0.97	1.34	0.46	0.98	0.96

* IT: 2006 and 2007 data have been estimated by Eurostat.
UK: 2005 data under revision.

Figure 4: Cross-trade and cabotage transport: % standard error and error margin (95% confidence) in million tkm, 2006



* IT: 2005 data have been used.

ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The data presented in this publication were collected in the frame of Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road. These data are based on sample surveys carried out in the reporting countries, i.e. EU Member States, Liechtenstein and Norway and record the road goods transport undertaken by vehicles registered in these countries.

Member States use their own national surveys for the collection of data based on returns from road hauliers. The results are micro-data referring to vehicles and their linked journeys providing detailed information on goods transported. On European level, common aggregation procedures were used that might diverge from national practices. Therefore differences might occur between figures in this publication and national values. For the distinction between national and international transport, journey related information is used on the European level, which might cause differences in corresponding values from those countries that are using goods related information for these statistics.

Bulgaria and Romania: While Bulgaria and Romania had no obligation to report for years prior their accession in 2007, they started to report data for the reference year 2006.

Denmark, Finland and the United Kingdom: The results of error calculation of international, cross-trade and cabotage transport were multiplied by 2 (design factor). These countries had separate surveys of international transport where a list of undertakings was used as a sampling frame. Therefore the selection of vehicles that reported might not have been random.

Spain: National transport: since the first quarter of 2002, transport of goods within the same municipality has been included in the survey. This has brought about a very significant increase in the tonnage figures. Due to the relatively short distances, the tonne-km (tkm) figures are far less affected.

Italy: Due to a change in the methodology, there is a break in the time series 2003-2004. Data for 2006 and 2007 have not been fully reported yet, therefore estimates have been used.

Malta: Malta has not reported any road transport data.

The Netherlands: A change in the methodology occurred between 2002 and 2003.

Data on survey methodology (B-tables) for 2006 have not been provided; therefore standard errors could not be calculated.

Portugal: Since 2004 the response rate has improved and therefore the number of vehicles transporting goods has increased by about 25%. This has caused an enormous increase of road freight transport between 2003 and 2004, resulting in a break in time series.

Sweden: Sweden reported 1999 data according to the former Directives.

EU-27 totals calculated in this publication refer to the transport reported by the 27 Member States excluding Malta which is not reporting road freight data.

International transport loaded and unloaded

International transport as presented in this publication is based on goods loaded and unloaded in the reporting Member States. Double counting is avoided since reporting relates only to resident carriers of the reporting countries: the figures sum up the goods dispatched from resident carriers to all countries of the world and the goods brought into the reporting country by resident carriers from all countries of the world.

Cross-trade transport

Cross-trade transport is defined as international road transport performed by a road motor vehicle registered in a third country (movement of goods by road from country A to country B by hauliers registered in country C). Figures presented in Table 5 take into account cross-trade transport by hauliers of the reporting countries. Thus, figures do not express where this type of operation has taken place but by whom it was performed.

Cabotage transport

Cabotage is declared by Member States for hauliers registered in their country performing transport on the national territory of another country.

Sample standard errors of the survey

Detailed information on the calculation of percentage standard error for stratified samples is available in the Reference Manual for [road freight transport methodology](#) – Chapter 3 and Chapter 7 §7.3

Error margin (e.m.) corresponds to half of the 95% confidence interval for the estimate of tkm performed in road freight transport and is calculated as follows:
$$e.m. = \text{transport performance [tkm]} * \% \text{ standard error} / 100$$
Even if data are available for 2007, the most recent precision calculation has been carried out for 2006.

Data availability

The figures presented in this publication have all been taken from Eurostat's free dissemination database and reflect the state of data availability as of 15th October 2008.

Estimates are presented in italic. In tables 1, 2, 3, 5 and 6, 2006 and 2007 data for Italy were estimated on the basis of recent trend.

Figures appearing in bold refer to revisions made by Member States in the frame of the validation of the content of recent publications.

In this publication:

- 1 billion = 1 000 000 000
- not applicable
- : not available

This publication was produced with the assistance of Richard Butchart and Marie-Noëlle Dietsch.

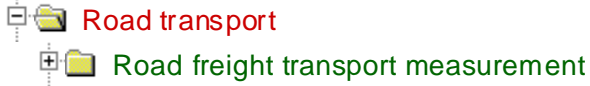
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Data: [Eurostat Website:](#)

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