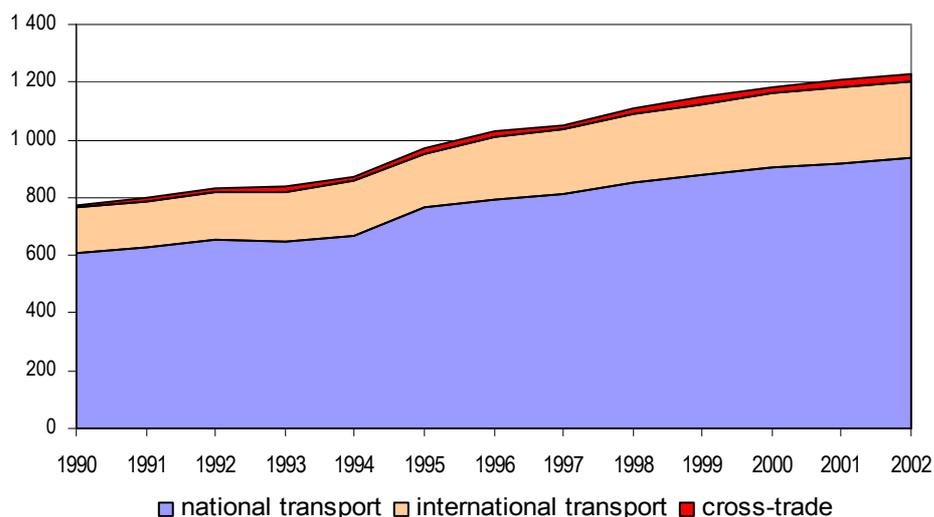


Trends in road freight transport 1990-2002

Benelux and Austrian hauliers rely increasingly on foreign transport markets

Figure 1: Trend of the contribution of national, international and cross-trade road transport 1990-2002*, in billion tkm



* Data for BE, DK, DE, ES, FR, IT, NL, PT, UK – see also methodological notes.

Main Trends

The total volume of road transport undertaken by hauliers registered in the European Union in 2002 was 1 347 billion tonne-kilometres, an increase of 2.2 % compared to the previous year. National transport accounted for 74 % of the total, international transport 22 %, cross-trade transport 3 % and cabotage transport 1 %.

In national transport, both Spain and Portugal have recorded considerable increases for the period 1995-2002 (64 % and 55 % respectively) whereas national transport in the United Kingdom has little changed. Over the same period, the share of national transport in total road transport activities varied substantially between Member States: from 40 % to 50 % in Belgium, Denmark and the Netherlands to around 90 % in Finland, Sweden and the United Kingdom.

In recent years, there have been marked differences in the development of international transport. Spain, Ireland and Sweden recorded strong increases whereas Denmark, the Netherlands, France and the United Kingdom reported declines, substantial for the latter two countries. Within international transport, intra-EU traffic is by far the largest element for Member States. Transport to and from the New central and eastern European Member States and the candidate countries was mainly performed by hauliers registered in those countries. Only Finland and Sweden recorded sizeable shares in transport to and from countries other than EU, New Member States or candidate countries.

Cross-trade and cabotage transport in 2002 was of considerable importance for hauliers registered in the Benelux countries, which, together with Germany, continue to dominate this market. Luxembourg, with a share of 68 % in total for the two categories, stood out while Belgium and the Netherlands recorded shares of 14 % and 13 % respectively. Austria's hauliers also rely on foreign transport markets (share of 18 %, mainly obtained in cross-trade transport, with rather less in cabotage).

Note: Data in this publication refers to the European Union before 1 May 2004 and therefore only includes 15 Member States.

Statistics in focus

TRANSPORT

7/2004

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General development

Table 1: Contribution of national, international, cross-trade and cabotage in total road transport, in 1990, 1995 and 2002 - in million tkm

	1990			1995			2002				total
	national	international	cross-trade	national	international	cross-trade	national	international	cross-trade	cabotage	
Belgium	12 616	19 433	2 298	18 616	22 833	3 799	20 392	25 160	5 109	2 226	52 887
Denmark	9 354	5 145	:	9 327	12 421	543	11 057	10 895	433	132	22 517
Germany	:	:	:	201 299	33 664	2 762	225 474	52 174	5 963	1 602	285 213
Greece	12 485	2 119	4	12 357	867	:	:	:	:	:	:
Spain	69 924	12 271	:	78 744	22 513	373	129 510	52 353	2 101	586	184 550
France	118 200	34 064	2 174	135 300	40 041	2 694	169 742	32 673	1 414	530	204 359
Ireland	3 878	1 008	184	:	:	:	10 731	2 680	445	420	14 276
Italy	115 786	20 498	:	150 301	12 497	186	160 082	31 400	528	671	192 681
Luxembourg	:	:	:	531	3 341	:	583	2 358	4 254	1 984	9 179
Netherlands	22 581	30 896	4 396	26 683	33 901	5 972	30 257	36 782	8 570	1 810	77 419
Austria	:	:	:	11 069	12 474	2 930	12 663	19 002	6 394	440	38 499
Portugal*	10 978	5 152	133	11 119	7 199	468	17 321	<i>13 021</i>	<i>1 868</i>	<i>188</i>	32 398
Finland	:	:	:	21 804	:	:	28 071	3 708	159	30	31 968
Sweden	:	:	:	28 357	3 057	64	31 836	4 080	571	165	36 652
United Kingdom	132 968	10 651	361	146 714	14 415	291	150 920	12 816	213	85	164 034
Total	:	:	:	:	:	:	998 639	299 102	38 022	10 869	1 346 632

* Portugal: see methodological notes. Figures in bold: see methodological notes. Estimates in italic. No cabotage data available for 1990 and 1995

It is estimated that the total volume of road transport performed by hauliers registered in the EU Member States (excl. Greece) was 1 347 billion tkm in 2002, which represented an increase of around 2 % compared to 2001. Almost three quarters (74 %) of this transport consisted of national transport, 22 % international transport, and 3 % cross-trade transport. Cabotage transport, with a total of less than 11 billion tkm, plays only a minor role at EU-level (less than 1 % of the total). Cabotage data prior to 1999

are considered to be unreliable, explaining why they are not presented alongside the other information in Table 1 (cabotage data for the 1999-2002 period are displayed in Table 5).

It should be noted that international transport includes road transport performed by EU-registered hauliers outside the EU. Transport performed by non-EU hauliers in the countries of the EU is excluded.

National transport

With close to 1 000 billion tkm in 2002, the share of national transport remains very important: it contributes 75 % of the entire road transport activity at EU level. The relative weight of national transport at country-level is however very different: not considering cabotage transport, national transport has a share of around 90 % in countries like Finland, Sweden and United Kingdom but only between 40 % and 50 % in countries like Belgium, Denmark and the Netherlands. The lowest value was recorded for Luxembourg, where – due to the limited size of the country – only 6 % of the performance of

Luxembourg-registered hauliers consisted of transport in their own country.

The larger and densely populated Member States obviously recorded the highest absolute values. Germany registered 225 billion tkm, a decline of 2 % compared to the previous year but an increase of 12 % compared to 1995. Both Spain and Portugal show a strong positive trend with increases of 64 % and 56 % in transport performance over the period 1995-2002. The activities of UK hauliers remained relatively stable throughout the period observed.

Table 2: National transport – in million tkm

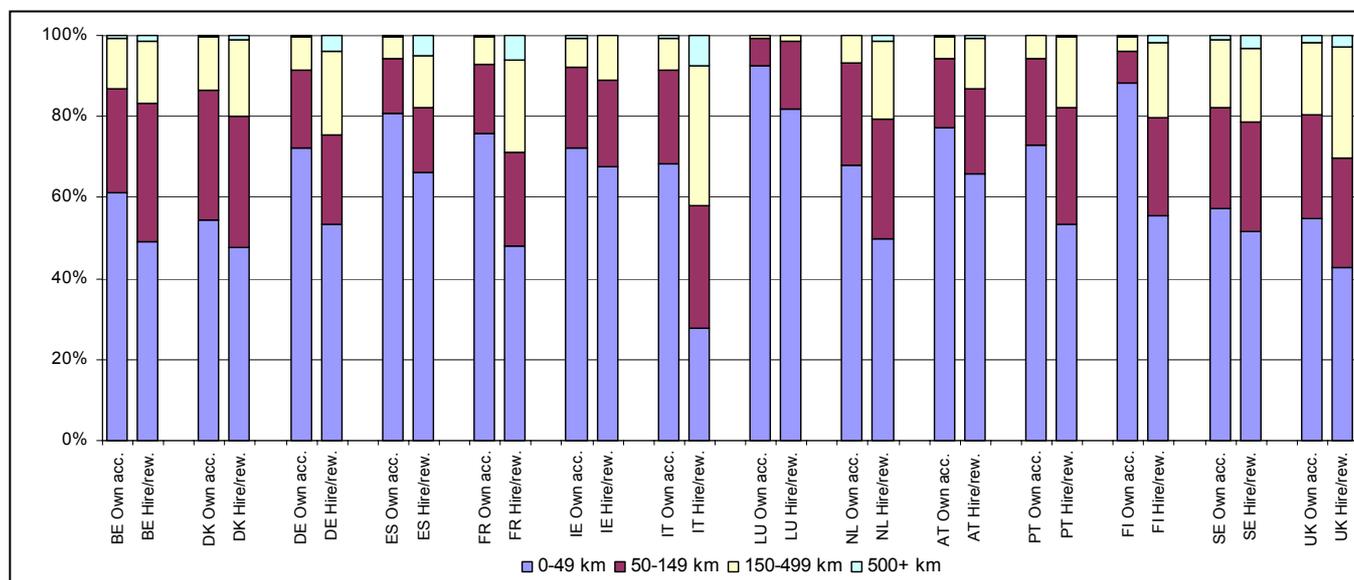
	1990	1995	1996	1997	1998	1999	2000	2001	2002
Belgium	12 616	18 616	16 615	18 426	16 693	15 758	19 754	20 565	20 392
Denmark	9 354	9 327	9 432	9 712	10 108	10 421	11 000	10 887	11 057
Germany	:	201 299	199 195	203 119	210 402	226 887	226 529	230 016	225 474
Greece	12 485	12 357	15 056	16 394	19 322	:	:	:	:
Spain	69 924	78 744	76 257	80 634	91 329	98 134	106 936	114 004	129 510
France	118 200	135 300	136 502	138 960	145 459	159 026	163 163	168 572	169 742
Ireland	3 878	:	:	:	:	7 737	8 337	9 122	10 731
Italy	115 786	150 301	151 025	153 600	164 151	151 967	158 250	154 749	160 082
Luxembourg	:	531	392	394	395	377	415	487	583
Netherlands	22 581	26 683	27 303	27 384	28 240	32 682	31 538	31 000	30 257
Austria	:	11 069	11 444	11 559	11 715	12 280	12 389	12 454	12 663
Portugal*	10 978	11 119	13 994	14 443	14 693	14 309	<i>15 356</i>	<i>20 045</i>	<i>17 321</i>
Finland	:	21 804	22 185	23 508	25 611	25 806	27 717	26 678	28 071
Sweden	:	28 357	30 288	32 176	30 369	30 422	31 451	29 967	31 836
United Kingdom	132 968	146 714	150 195	152 502	155 431	149 019	150 337	149 760	150 920
Total	:	:	:	:	:	934 825	963 172	978 306	998 639

*Portugal: see methodological notes. Figures in bold: see methodological notes. Estimates in italic.

Considering only the short-term evolution (2001-2002), it appears that noticeable increases were recorded for Spain (+14 %), Ireland (+18 %) and Luxembourg (+20 %), whereas Portugal – after a strong increase in the preceding years – declined by 14 %.

Only a slight decline was registered in Germany (-2.0 %) the Netherlands (-2.4 %) and Belgium (-0.8 %). The remaining countries displayed moderate increases between 0.7 % (France) and 6.2 % (Sweden).

Figure 2: National transport, share by distance class and type of transport, on the basis of tonnes forwarded – 2002*



* Portugal: 1999.

Figure 2 shows, separately for 'own account' and 'hire or reward' transport, the relative share of the length of the journeys according to 4 distance-classes. Only national journeys have been taken into account, explaining the sometimes small or even inexistent share of journeys over 500 kilometres in geographically small countries like Belgium, Denmark, Ireland, Luxembourg and the Netherlands.

In 2002, the share of the "0-49 km" journeys continues to be dominant for nearly all countries, both in 'own account' transport and in transport for 'hire or reward'. This underlines the flexibility and rapidity of road goods transport for short distances. In rail goods transport, the two highest categories are usually the dominant categories. Only in Italy did the "150-499 km" category constitute the highest share, but only with regards to transport for 'hire or reward'.

In general, transport over long distances tends to be performed by road haulage companies that work for 'hire or reward', since the "150-499 km" and "over 500 km" classes are higher in 'hire or reward' transport than in 'own account'

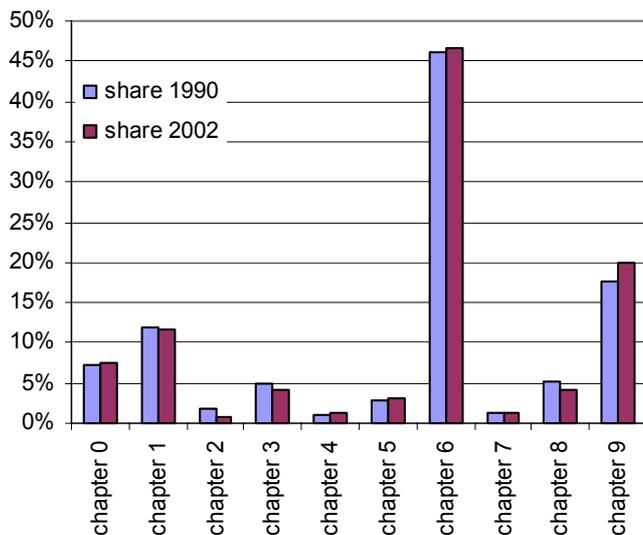
transport.

Figure 3 on the next page outlines the relative share of the various categories of goods (according to the NST/R chapters – for the description, see separate box) in national transport. These datasets are expressed in tonnes and thus do not take into account the notion of 'weight-over-distance' (tkm). On the basis of the number of tonnes forwarded, it appears that over the last decade, there have been no major shifts between the various categories of goods.

Crude and manufactured minerals, building materials (chapter 6) continue to represent by far the most important category, and its share in the total increased slightly, from 46 % in 1990 to 46.5 % in 2002.

Conversely, the share of chapter 9 (Machinery, transport equipment, manufactured articles and miscellaneous articles) has increased from 17.5 % to 20 %. This increase is however partly due to goods packed in containers, for which the content is often not exactly known. Reporting authorities often allocate these goods to chapter 9, the category that also incorporates 'miscellaneous articles'.

Figure 3: National transport, share of goods groups by NST/R chapter – 2002 compared to 1990 (based on tonnes)



Note: Data for BE, DK, DE, ES, FR, IE, IT, NL, PT, UK.

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

For detailed information on the NST/R classification, please refer to "Ramon", Eurostat's Classification Server (www.europa.eu.int/comm/eurostat/ramon).

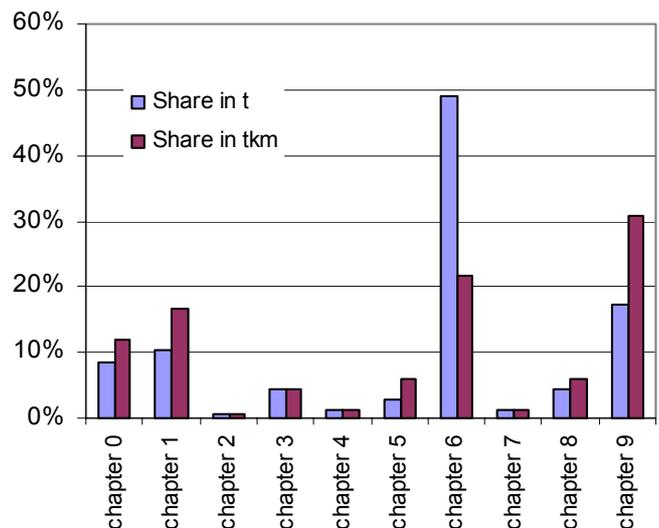
Figure 4 refers only to the year 2002 and shows, for each category of goods, the relative share in the total volume of goods (total weight lifted in tonnes), and the relative share in the distance this load was carried (tonne-kilometres).

It appears that whereas chapter 6 has a share of 49 % when expressed in tonnes, it only has a share of 22 % when expressed in tkm: 'weight-wise' dominant, minerals and building materials are carried over a relatively short distance.

The opposite situation – albeit at a lesser degree – occurs when looking at chapter 9, where a share of 17 % in weight contrasts with a share of 31 % in tonne-kilometres. 'Machinery, transport equipment, manufactured and miscellaneous articles' are thus carried over a much longer distance. A similar situation applies to chapter 0, 1 and 5.

It should be noted that the share in tonnes in 2002 presented in Figure 4 is not identical to the information displayed in Figure 3 since a different group of countries has been taken into account due to 1990 data availability.

Figure 4: National transport, share of goods groups by NST/R chapter – tonnes and tonne-kilometres, 2002



Note: Data for all Member States except Greece and United Kingdom.

International transport

At 299 billion tkm in 2002, the share of 'regular' international transport (i.e. without cross-trade and cabotage transport) in overall goods road transport at EU-level (excluding Greece) amounts to 22 %.

This figure is the cumulated performance of all EU registered hauliers in international transport and obviously does not include transport activities of non-EU road vehicles on EU territory.

Between 1999 and 2002, 'regular' international transport has increased by 10.4 % at EU-level (not considering Greece); in particular, Spain, Luxembourg, Ireland and Sweden display a dynamic trend as their transport performance registered an increase between 50 % and 60 %.

Hauliers registered in Denmark and the Netherlands however reported a decline of around 10% in the tkm performed over the same period. The decline was even greater for French road transport enterprises (-22%) and for those of the United Kingdom (-24%).

When only the period 2001-2002 is taken into account, the same trends prevail, except that for Denmark, a slight increase (+3.7 %) was registered.

To a very large extent, international road transport takes place within the countries of the European Union. In 12 out of 14 Member States (no data available for Greece), the share of intra-EU transport is close to or more than 90 % (in five countries the share is over 97 %).

Table 3: International transport (excluding cross-trade and cabotage transport) – loaded and unloaded - in million tkm

	1990	1995	1996	1997	1998	1999	2000	2001	2002	2002 - share in total		
										International intra-EU	New MS + CC	Other international
Belgium	19,433	22,833	21,084	21,920	19,900	17,250	25,320	26,501	25,160	97.7%	0.7%	1.6%
Denmark	5,145	12,421	11,344	11,226	10,796	12,276	12,166	10,510	10,895	89.6%	1.9%	8.5%
Germany	:	33,664	33,887	38,751	42,173	45,652	48,684	52,150	52,174	89.0%	5.7%	5.3%
Greece	2,119	867	841	1,734	1,272	:	:	:	:	:	:	:
Spain	12,271	22,513	25,250	28,348	32,814	35,066	40,472	45,323	52,353	97.7%	1.0%	1.3%
France	34,064	40,041	40,333	39,439	40,291	41,975	37,863	35,917	32,673	95.9%	0.7%	3.4%
Ireland	1,008	:	:	:	:	1,699	2,650	2,295	2,680	98.6%	1.0%	0.4%
Italy	20,498	12,497	23,940	19,754	:	24,465	25,742	30,553	31,400	91.3%	4.3%	4.4%
Luxembourg	:	3,341	:	1,213	1,245	1,461	1,529	2,009	2,358	97.5%	0.4%	2.1%
Netherlands	30,896	33,901	35,147	35,999	36,809	41,005	37,876	37,470	36,782	94.8%	2.3%	2.9%
Austria	:	12,474	13,103	13,613	14,610	15,653	16,712	18,623	19,002	91.2%	5.7%	3.1%
Portugal*	5,152	7,199	8,846	10,046	10,188	10,990	<i>11,855</i>	<i>12,228</i>	<i>13,021</i>	97.7%	0.4%	2.0%
Finland	:	:	2,570	2,122	2,413	3,712	3,977	3,671	3,708	66.9%	1.1%	32.0%
Sweden	:	3,057	2,827	2,662	2,916	2,721	3,732	3,681	4,080	67.0%	2.2%	30.9%
United Kingdom	10,651	14,415	15,523	16,263	16,122	16,905	14,951	13,208	12,816	94.1%	1.0%	4.9%
Total	:	:	:	:	:	270,830	283,529	294,139	299,102	93.3%	2.6%	4.1%

* Portugal: see methodological notes.

Figures in bold: see methodological notes. Estimates in italic.

EU hauliers do not perform substantial transport to and from the New Member States and candidate countries: a noticeable share was only recorded for Germany and Austria (both 5.7 %) and Italy (4.3 %).

The Scandinavian countries, and in particular Finland and Sweden, display a considerable share with 'other countries'. For Denmark and especially Sweden, this share can largely be attributed to journeys to and from Norway.

Cross-trade transport

As shown in Table 1, cross-trade transport (transport from country A to country B by a haulier registered in country C) takes a relatively small share (less than 3 % of the total transport performance at EU-level in 2002, including cabotage). Compared to the previous year, cross-trade registered a 9 % increase in 2002 (and a 21 % increase compared to 1999).

More interesting is the relative importance of cross-trade transport at country level: smaller Member States with a geographically central location have a high proportion of cross-trade transport, due to limited home markets and the closeness of opportunities abroad, very much like cabotage transport (see next section).

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

	1990	1995	1996	1997	1998	1999	2000	2001	2002
Belgium	2 298	3 799	3 746	2 933	3 848	3 339	4 606	4 481	5 109
Denmark	:	543	432	478	390	436	606	573	433
Germany	:	2 762	2 656	3 293	3 855	4 354	4 086	5 109	5 963
Greece	4	:	:	:	:	:	:	:	:
Spain	:	373	454	495	703	791	1 064	1 369	2 101
France	2 174	2 694	2 911	2 795	2 811	2 957	2 157	1 775	1 414
Ireland	184	:	:	:	:	354	563	371	445
Italy	:	186	237	:	:	509	411	610	528
Luxembourg	:	:	1 767	2 594	2 710	3 436	4 436	4 647	4 254
Netherlands	4 396	5 972	6 269	6 493	7 014	8 246	8 455	8 020	8 570
Austria	:	2 930	3 202	3 390	3 798	5 827	5 676	6 006	6 394
Portugal*	133	468	361	332	352	688	830	1 393	1 868
Finland	:	:	153	21	74	102	231	83	159
Sweden	:	64	50	70	26	17	318	347	571
United Kingdom	361	291	401	392	403	292	223	238	213
Total	:	:	:	:	:	31 348	33 662	35 022	38 022

* Portugal: see methodological notes.

Figures in bold: see methodological notes. Estimates in italic.

Luxembourg has the highest relative share in cross-trade, nearly 46 % of the entire transport activities of Luxembourg-registered transport enterprises. The equivalent figure for Austria is close to 17 %, followed by the Netherlands and Belgium (with a share of 11 % and 10 % respectively).

In absolute terms and by a large margin, Dutch hauliers display the highest performance figures over the entire

period covered. When looking at the 2002 figures, the Netherlands are followed by Austrian, German and Belgian hauliers. In recent years, Swedish, Portuguese and Spanish road transport enterprises have become increasingly active in cross-trade transport.

Conversely, hauliers registered in France seem to have lost ground in cross-trade transport, as they display declining tkm figures since 1999.

Cabotage transport

Cabotage is declared by Member States for hauliers registered in their country that performed transport on the territory of another country. From the point of view of the reporting country, it is considered as international transport, but from the point of view of the movements of goods, it could be considered as national transport.

The cumulated cabotage transport (i.e. by hauliers registered in all Member States except Greece for which no data are available) amounted to nearly 11 billion tkm in 2002, an increase of 8.4 % compared to the previous year, but an impressive 25.3 % increase compared to 2000 (see Table 5).

Table 5: Cabotage performed by hauliers from reporting Countries – in million tkm

	1999	2000	2001	2002
Belgium	938	1 366	1 635	2 226
Denmark	102	248	187	132
Germany	1 533	1 408	1 688	1 602
Spain	271	246	350	586
France	756	815	607	530
Ireland	416	725	537	420
Italy	350	273	599	671
Luxembourg	1 039	1 230	1 556	1 984
Netherlands	1 632	1 697	2 002	1 810
Austria	222	345	449	440
Portugal*	99	39	149	188
Finland	35	49	46	30
Sweden	:	119	164	165
United Kingdom	44	110	59	85
Total	:	8 671	10 030	10 869

* Portugal: see methodological notes.

Nevertheless, the share of cabotage transport in the total road transport performance is still very limited: at EU-14 level in 2002, only 0.8 % of all transport activities consisted of cabotage.

For hauliers of smaller Member States with limited home markets or nearby foreign transport markets, cabotage can however be of considerable importance: in 2002, it represented 22 % of all transport activities of Luxembourg hauliers. Cabotage transport made up 4 % of all Belgian and 3 % of all Irish road transport activities.

In absolute terms, the Benelux hauliers continue to be the most active on the cabotage market, as 55% of the total cabotage is carried out by these three countries alone (2002). German hauliers are also quite active with a share of nearly 15 %.

Figure 5: Cabotage transport by country in which cabotage takes place, in 2002 (based on tkm)

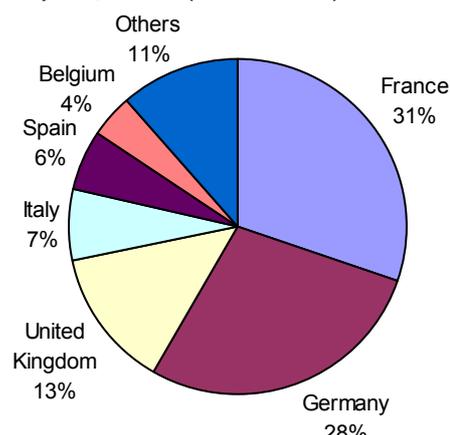


Figure 5 outlines that cabotage essentially took place in France, Germany and the UK. The share of peripheral EU Member States is generally very low.

The real impact of cabotage can be measured by the so-called penetration rate: although Belgian hauliers appear to be the top-‘caboteurs’ in 2002, 2.1 % of their national transport market was being ‘lost’ to foreign hauliers. France and Germany, the most ‘cabotaged’ countries and featuring a substantial national market, give up less than that. At EU-level, just over 1% of the cumulated national transport performance is being performed by non-resident hauliers.

Table 6: Cabotage penetration rate*, by country, based on tonne-kilometres performed.

	1999	2000	2001	2002
Belgium	2.59	2.31	2.89	2.10
Denmark	0.39	0.47	0.92	0.98
Germany	1.11	1.12	1.14	1.33
Spain	0.54	0.38	0.52	0.49
France	0.93	1.26	1.55	1.91
Ireland	0.06	0.29	0.11	0.13
Italy	0.61	0.45	0.57	0.47
Luxembourg	2.90	2.20	3.23	3.96
Netherlands	0.52	0.71	0.85	0.97
Austria	1.15	1.72	2.29	1.69
Portugal**	0.21	0.27	0.15	0.20
Finland	0.00	0.01	0.12	0.01
Sweden	0.84	0.67	0.74	0.67
United Kingd.	0.48	0.87	0.86	0.96
Total	0.77	0.86	0.98	1.04

* Share of cabotage transport in total national transport (where total national transport = national transport and cabotage transport).

** Portugal: see methodological notes.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data with regards to the years up to and including 1998 presented in this bulletin were collected in the frame of Council Directive 78/546/EEC on statistical returns in respect of carriage of goods by road, amended by Council Directive 89/462/EEC. Data relating to the years 1999-2002 were collected in the frame of Council Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road, replacing the previous Directives. This publication thus presents statistical results obtained from two different bases. Whereas data collected under Council Directive 78/546/EEC are partially based on declarations from customs authorities, the data collected under Council Regulation (EC) 1172/98 are based on sample-surveys carried out in the various Member States. Although substantial efforts have been made to allow comparability and smooth breaks in series (indicated as a 'bar' behind the figures), certain methodological adjustments might be necessary in future. For this reason, the comments in this publication essentially concentrate on 1999-2002 data.

On European level, common aggregation procedures were used that might diverge from national practices. For some countries, international and cross-trade transport for years prior to 1999 may refer, according to the Directives 78/546 and 89/462, to EC-12 and EU-15 respectively and transport outside the EU is in these cases not included. 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 this definition.

Germany

Presenting pre-1995 data is difficult for two reasons: firstly, 1990 data do not take into account the re-unification of Germany. Calculating transport growth on the basis of that year would thus be misleading. Furthermore, a break in the series occurs between 1994 and 1995 when Germany introduced new sample survey methods. Hence Eurostat prefers not to show German data for the period before 1995. Another break is caused by the fact that as from 1999 formerly exempted transport is now taken into account.

Greece

Since 1999, Greece has not reported any road transport data. Therefore, all the totals published represent the total for the 14 Member States except Greece.

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 (not presented in this publication). Due to the relatively short distances, the tkm figures are far less affected.

Portugal

For 2000 to 2002, Portugal reported 'hire or reward' transport only. Total transport, both for national and international transport, has been estimated on the basis of the 'hire or reward' share in the total transport of 1999. Total cross-trade transport has been estimated on the basis of the 'hire or reward' share in the total

transport of the 4th quarter of 1999.

United Kingdom

Since 1999, the figures published in tables based on goods information over-estimate the tonne-kilometres performed: the distances provided by UK used for the calculation of tkm include empty legs of collection and delivery journeys and it is not possible to apply a common adjustment factor (variation according to the type of goods). Therefore, UK data are not included for Figure 4.

International transport (without cross-trade and cabotage)

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: since 1999, 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. Figures presented in Table 4 take into account cross-trade transport by hauliers of the reporting countries. Thus, figures do not express where this type of transport has taken place but by whom it was performed. Cross-trade data are not complete for the years up to and including 1998. For these figures, two sources have been used: Council Directive 78/546 data and figures from the 'Common Questionnaire' (joint questionnaire from Eurostat, UNECE and ECMT).

Cabotage transport

Cabotage is declared by Member States for hauliers registered in their country performing transport on the national territory of another country. As cabotage data are only considered to be reliable as from 1999 onwards, this publication does not include cabotage data prior to 1999.

Breakdown by goods groups

The information presented in Figure 3 takes into account the Member States that have supplied equivalent datasets for 1992 and 2002. The NST/R classification (Standard Goods Nomenclature for Transport Statistics / Revised) consists of 24 goods groups that have been aggregated at NST/R chapter level. (www.europa.eu.int/comm/eurostat/ramon).

The figures presented in this publication have all been taken from Eurostat's reference database NewCronos and reflect the **state of data availability** as of the end of January 2004. Therefore, the European Union only refers to 15 Member States.

Figures appearing in bold refer to corrections made by Member States in the frame of the validation of the content of recent publications. The underlying detailed values do not necessarily appear in Eurostat's reference database NewCronos, as countries could not provide corresponding updates.

In this publication: 1 billion = 1 000 000 000
: not available

This publication was produced with the assistance of Marie-Noëlle Dietsch (data) and Jelle Bosch (commentaries).

Further information:

➤ Databases

New Cronos, Theme 7, Domain: road

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