

# Road freight transport 2000-2004: Average vehicle load and regional aspects

*Almost 13 tonnes carried on average by  
European lorries in 2004*

## Statistics in focus

TRANSPORT

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Authors

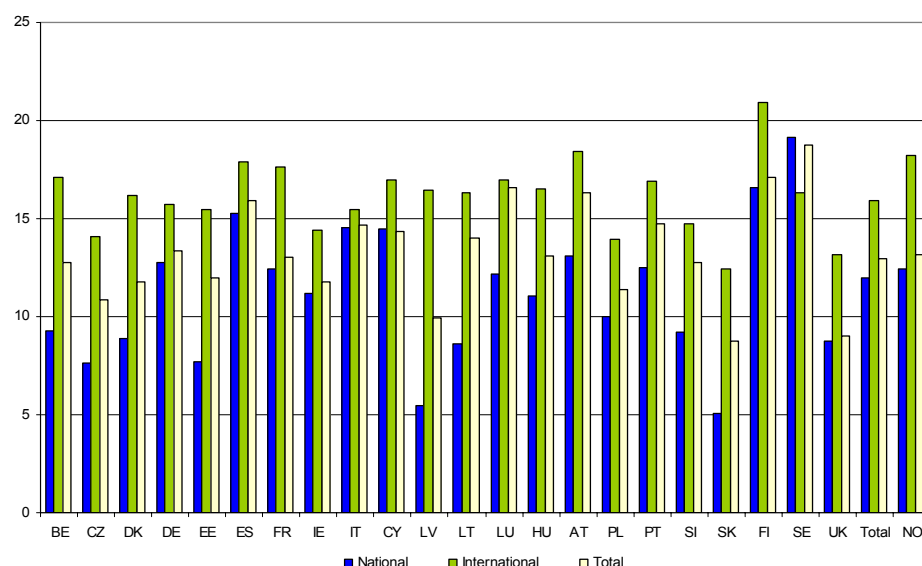
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Graph 1: Average vehicle loads for national, international and total transport, 2004 - tonnes



Data availability: See 'Methodological notes'.

Average vehicle load is the average distance weighted load: See 'Methodological notes'

## Highlights

The average road freight vehicle load at EU level in 2004 was 12.9 tonnes. For international transport in the same year, the average load was 15.9 tonnes compared to 12.0 tonnes for national transport as illustrated in Graph 1 above. At individual country level, the only exception to this pattern was Sweden where higher loads were reported for national transport than for international transport.

Within the overall total in 2004, there was a wide range in average loads at individual country level. In Sweden, Finland, Luxembourg, Austria and Spain, the average load was more than 20% above the EU average while, in the Slovak Republic, the UK and Latvia, it was more than 20% below the average.

At the EU level, average vehicle loads increased with permitted vehicle load capacity. At the individual country level, Germany and Austria were exceptions to this rule.

Average vehicle loads also increased with journey lengths at the EU level but with much more variability at individual country level. Some countries recorded declines in average loads as journey length increases.

Six of the top ten NUTS 3 regions for goods loaded and unloaded in national transport in 2004 were Spanish. At the NUTS 1 level, there was a strong correlation between goods loaded and unloaded in each region.



## Average vehicle loads

**Table 1: Average vehicle loads for total transport - tonnes**

	2000	2001	2002	2003	2004	% change 2000-2004
BE	12.7	12.3	12.6	13.1	12.8	0.8%
CZ	7.9	9.9	10.0	9.7	10.9	36.9%
DK	11.6	11.0	11.3	11.5	11.8	1.5%
DE	13.0	13.1	13.2	13.4	13.4	2.8%
EE	:	:	:	10.4	12.0	:
ES	15.8	15.7	15.7	15.7	15.9	1.2%
FR	12.9	13.1	12.8	13.1	13.0	1.5%
IE	11.8	11.9	11.8	11.9	11.8	0.2%
IT	16.2	16.4	17.0	15.7	14.7	-9.2%
CY	:	:	11.2	12.2	14.3	:
LV	:	:	9.6	8.6	10.0	:
LT	:	:	:	13.5	14.0	:
LU	17.0	16.0	16.3	16.6	16.6	-2.5%
HU	:	5.8	8.1	12.7	13.1	:
NL	9.1	8.6	7.8	11.7	:	:
AT	15.9	16.1	16.3	16.3	16.3	2.6%
PL	:	:	:	:	11.4	:
PT	12.8	13.3	13.5	13.1	14.8	15.3%
SI	:	:	:	:	12.8	:
SK	:	:	:	8.1	8.7	:
FI	17.5	16.8	17.3	16.7	17.1	-2.1%
SE	18.0	17.4	18.3	18.5	18.8	4.1%
UK	8.2	8.4	8.4	8.6	9.0	9.6%
Total	12.3	12.3	12.4	12.8	12.9	:
NO	13.4	13.6	13.9	13.3	13.2	-1.8%

Table 1 shows that, in 2004, the average load carried by EU hauliers, was 12.9 tonnes. Within the 2004 total, the average load varied from 18.8 tonnes for Sweden and 17.1 tonnes for Finland to 8.7 tonnes for the Slovak Republic and 9 tonnes for the UK.

Table 2 breaks the total average load down by national and international transport. At EU level, higher average loads were recorded in 2004 for international transport, 15.9 tonnes, than national, 12.0 tonnes. All countries bar Sweden had higher average loads for international transport. For some Nordic countries, the large weights permitted in national transport for the movement of, for example, forest products or ores may help to explain these high values in national transport. This applies particularly to Sweden where the average load in national transport was substantially higher than the average for international transport. Table 2 also shows that the differences between average loads for national and international transport have remained relatively stable at individual country level over the period since 2000. Even for Sweden the reverse pattern of higher national loads persisted throughout the 2000 to 2004 period.

Data availability: See 'Methodological notes'.

Average vehicle load is the average distance weighted load: See 'Methodological notes'.

**Table 2: Average vehicle loads for national and international transport - tonnes**

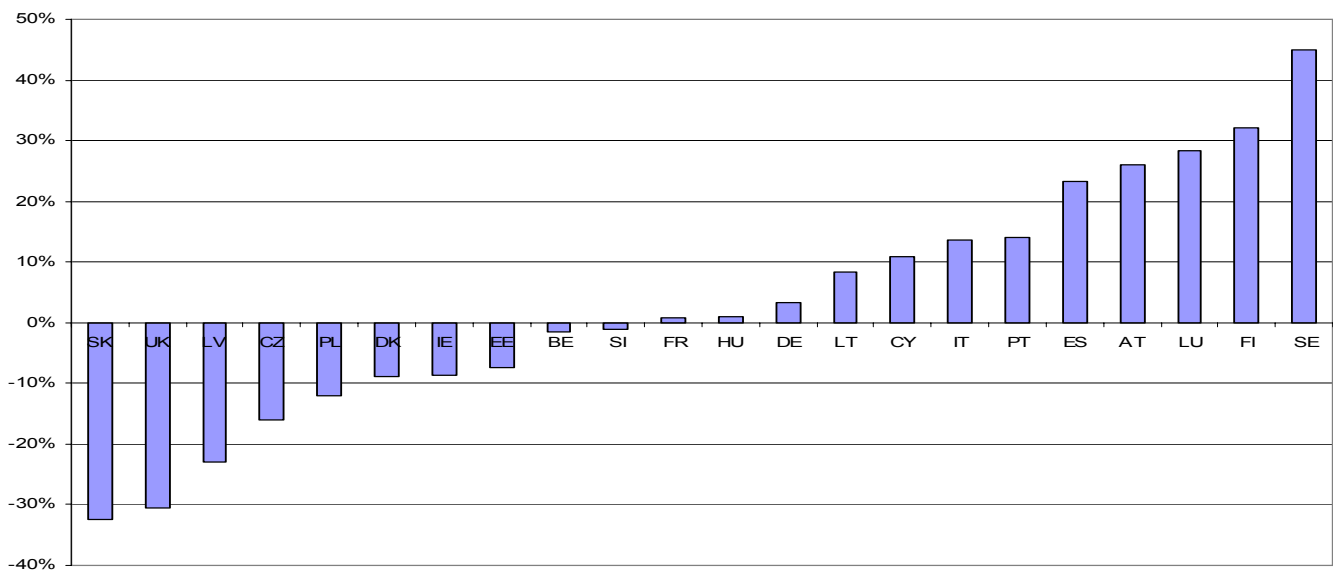
	National					International				
	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
BE	10.0	9.5	9.3	9.7	9.3	15.2	15.1	16.1	16.8	17.1
CZ	4.9	7.1	7.1	7.1	7.6	12.7	13.1	13.4	12.5	14.1
DK	8.7	8.4	8.7	8.7	8.9	16.1	15.7	15.8	16.1	16.2
DE	12.5	12.5	12.7	12.9	12.8	15.5	15.6	15.6	15.5	15.7
EE	:	:	:	6.9	7.7	:	:	:	15.7	15.5
ES	15.2	15.0	15.0	15.1	15.2	17.4	17.5	17.7	17.6	17.9
FR	12.1	12.4	12.2	12.5	12.5	16.9	17.1	17.4	17.7	17.7
IE	10.4	11.2	11.0	11.3	11.2	16.1	14.6	14.8	14.3	14.4
IT	16.0	16.2	16.8	15.5	14.5	17.3	17.1	17.7	16.5	15.5
CY	:	:	11.2	12.1	14.5	:	:	18.5	15.5	17.0
LV	:	:	4.9	4.6	5.4	:	:	17.4	16.0	16.4
LT	:	:	:	7.5	8.6	:	:	:	16.2	16.3
LU	11.2	11.3	11.7	12.0	12.2	17.5	16.4	16.8	17.0	17.0
HU	:	4.7	6.5	11.0	11.1	:	10.4	13.1	16.2	16.5
NL	5.6	5.2	4.6	8.7	:	15.3	15.0	14.3	15.2	:
AT	12.9	13.0	13.2	13.2	13.1	18.1	18.3	18.5	18.4	18.4
PL	:	:	:	:	10.0	:	:	:	:	13.9
PT	10.8	11.4	11.2	10.8	12.5	16.3	16.5	17.0	17.0	16.9
SI	:	:	:	:	9.2	:	:	:	:	14.7
SK	:	:	:	4.8	5.1	:	:	:	11.7	12.4
FI	17.0	16.3	16.9	16.2	16.6	21.5	21.5	20.1	20.8	20.9
SE	18.3	17.6	18.6	18.9	19.1	16.0	15.9	16.2	16.4	16.3
UK	8.1	8.4	8.4	8.6	8.7	8.9	8.8	8.8	9.1	13.2*
Total	11.5	11.4	11.5	11.9	12.0	15.5	15.4	15.7	15.6	15.9
NO	12.6	12.9	13.2	12.5	12.4	18.3	18.3	18.4	18.7	18.2

\* Figure not comparable with previous years: under revision

Data availability: See 'Methodological notes'.

Average vehicle load is the average distance weighted load: See 'Methodological notes'.

**Graph 2: Variation of each country's average vehicle loads from EU average in total transport, 2004 - % in tonnes**



Data availability: See 'Methodological notes'.

Graph 2 shows how the average load by individual Member States compares with the EU average in 2004. There were five countries more than 20% higher than the EU average, Sweden, Finland, Luxembourg, Austria and Spain. Indeed, Sweden is 45% higher than the EU average and Finland 32% higher. At the other extreme, three

countries presented average loads more than 20% lower, the Slovak Republic, the UK and Latvia, with the Slovak Republic and the UK more than 30% below the EU average. Germany, Hungary, France, Slovenia and Belgium were close to the EU average.

**Table 3: Average vehicle loads for total transport by reporting country and load capacity, 2004 - tonnes**

Tonnes	0 - 9.5	9.6 - 20.5	20.6 - 30.5	> 30.5	Total
BE	2.1	7.4	17.4	19.8	12.8
CZ	2.5	10.8	17.1	19.5	10.9
DK	2.5	6.2	15.1	17.2	11.8
DE	3.6	8.6	16.5	13.4	13.4
EE	1.8	12.2	19.5	21.3	12.0
ES	3.7	9.6	19.2	21.4	15.9
FR	0.9	2.1	14.2	-	13.0
IE	1.6	8.3	16.6	18.2	11.8
IT	4.4	16.9	27.9	51.5	14.7
CY	4.4	11.4	21.6	-	14.3
LV	1.0	11.3	18.4	20.6	10.0
LT	4.9	14.2	18.3	22.7	14.0
LU	8.1	13.7	16.0	17.9	16.6
HU	3.8	9.2	17.8	18.5	13.1
AT	3.9	10.9	18.9	17.1	16.3
PL	2.9	9.9	18.0	21.5	11.4
PT	2.6	10.4	18.3	19.1	14.8
SI	3.0	9.8	17.3	18.2	12.8
SK	2.0	10.5	17.9	21.2	8.7
FI	1.6	8.6	15.5	26.9	17.1
SE	3.3	6.8	14.4	24.5	18.8
UK	1.7	7.1	15.7	18.3	9.0
<b>Total</b>	<b>2.7</b>	<b>11.4</b>	<b>16.6</b>	<b>19.6</b>	<b>12.9</b>
NO	3.8	7.8	16.6	20.7	13.2

Data availability: See 'Methodological notes'.

Average load is the average distance weighted load: See 'Methodological notes'.

Table 3 shows how average vehicle load varied by the weight class of the vehicle in 2004. At the EU level, the overall average of 12.9 tonnes comprises 2.7 tonnes for vehicles with load capacity up to 9.5 tonnes, 11.4 for vehicles with capacity of 9.6 to 20.5 tonnes, 16.6 for the band 20.6 to 30.5 and 19.6 tonnes for the weight band over 30.5 tonnes. The picture was therefore of a rise in average

load as higher permitted weight vehicles were used. This pattern is repeated at individual country level with the exception of Germany and Austria. In the case of German and Austrian hauliers, the highest average load of 16.5 and 18.9 tonnes respectively was carried by vehicles with load capacity of 20.6 to 30.5 tonnes. French hauliers operating vehicles with a load capacity of up to 9.5 tonnes carried on average less than 1 tonne.

**Table 4: Average vehicle loads for total transport by reporting country and distance classes, 2004 - tonnes**

km	< 500	500 - 2000	> 2000	Total
BE	13.0	15.9	16.9	13.9
CZ	7.5	11.9	14.8	9.7
DK	9.6	12.3	13.1	10.7
DE	12.1	15.7	15.5	13.0
EE	8.5	15.3	16.1	12.0
ES	13.3	14.3	15.3	13.9
FR	11.3	11.9	5.9*	11.5
IE	11.4	13.3	15.0	11.7
IT	14.8	14.5	13.9	14.7
CY	14.5	-	12.0	14.3
LV	5.8	15.5	17.8	10.0
LT	8.7	15.4	16.4	13.6
LU	16.2	17.1	18.8	16.6
HU	11.2	16.0	16.7	13.0
AT	12.6	17.0	17.6	14.9
PL	8.7	11.3	14.9	9.9
PT	12.0	15.3	12.9	13.1
SI	9.5	12.9	14.9	11.5
SK	5.0	11.1	14.0	7.9
FI	16.3	16.0	13.5	16.2
SE	16.0	17.9	17.8	16.6
UK	9.5	10.2	9.1	9.6
<b>Total</b>	<b>11.4</b>	<b>13.7</b>	<b>14.5</b>	<b>12.2</b>
NO	9.2	14.5	16.9	10.8

\* This value is based on a small number of observations.

Data availability: See 'Methodological notes'. Average vehicle load is the average distance weighted load: See 'Methodological notes'.

Table 4 shows how average loads varied by distance classes in 2004. Over the three bands, under 500 kms, 500-2000 kms and over 2000 kms, average vehicle loads at the EU level rose from 11.4 tonnes to 13.7 and 14.5 tonnes, suggesting that hauliers made efforts to ensure that their vehicles were as fully loaded as

possible for longer distances. While this held true at the overall level, there was much more variation for individual countries. Portugal and the UK showed a decrease in the average loads over 2000 kms. Italy and Finland both showed a decline in average loads as distance increased.

## Regional road freight transport

**Table 5: Predominant region\* in each reporting country measured by tonnes loaded and unloaded for national transport, 2004 - 1000 tonnes**

	Region of loading		Loaded	% on total national	Region of unloading		Unloaded	% on total national
BE	be211	Arr. Antwerpen	32 492	12.2%	be211	Arr. Antwerpen	28 958	10.8%
CZ	cz020	Stredoceský	67 811	15.8%	cz020	Stredoceský	69 254	16.2%
DK	dk00d	Århus Amt	20 914	12.0%	dk00f	Nordjyllands Amt	20 770	11.9%
DE	de600	Hamburg	54 400	1.9%	de600	Hamburg	53 107	1.9%
EE	ee001	Põhja-Eesti	8 245	36.1%	ee001	Põhja-Eesti	8 318	36.4%
ES	es511	Barcelona	177 410	9.1%	es511	Barcelona	179 028	9.2%
FR	fr301	Nord	71 302	3.6%	fr301	Nord	66 285	3.3%
IE	ie021	Dublin	50 682	19.3%	ie021	Dublin	52 464	19.9%
IT	itc45	Milano	71 372	5.2%	itc45	Milano	78 698	5.7%
CY	cy000	Kypros	43 135	100.0%	cy000	Kypros	43 135	100.0%
LV	lv001	Riga (SRE 2001)*	14 435	33.7%	lv001	Riga (SRE 2001)*	17 925	41.8%
LT	lt002	Kauno (Apskritis)	11 025	24.6%	lt002	Kauno (Apskritis)	10 556	23.6%
LU	lu000	Luxembourg (Grand-Duché)	25 936	100.0%	lu000	Luxembourg (Grand-Duché)	25 936	100.0%
HU	hu102	Pest	34 271	16.5%	hu102	Pest	29 812	14.4%
AT	at312	Linz-Wels	22 546	9.3%	at312	Linz-Wels	21 490	8.9%
PL	pl226	Centralny slaski	82 428	12.0%	pl226	Centralny slaski	74 044	10.7%
PT	pt171	Grande Lisboa	39 725	13.6%	pt171	Grande Lisboa	47 291	16.2%
SI	si00e	Osrednjeslovenska	14 778	23.1%	si00e	Osrednjeslovenska	14 842	23.2%
SK	sk042	Kosický kraj	24 718	15.2%	sk042	Kosický kraj	24 498	15.1%
FI	fi181	Uusimaa	77 532	19.8%	fi181	Uusimaa	77 762	19.8%
SE	se0a2	Västra Götalands län	52 493	15.5%	se0a2	Västra Götalands län	51 638	15.2%
UK	ukj42	Kent CC	47 708	2.6%	ukj42	Kent CC	46 450	2.6%
NO	no012	Akershus	24 666	10.3%	no012	Akershus	24 999	10.4%

\* Regions: NUTS 3 for EU-25 (except LV – Statistical region 2001) and statistical region level 3 for Norway  
Data availability: See 'Methodological notes'.

Table 5 shows the predominant NUTS 3 region in each country for national transport in 2004. With one exception, the same region was predominant for loading and unloading of goods. The exception was Denmark, where Århus Amt was the predominant region for loading while Nordjyllands Amt was the predominant region for unloading. Barcelona in Spain with 177 million tonnes loaded and 179 million tonnes unloaded recorded by far the largest tonnages. Põhja-Eesti in Estonia and Riga in Latvia accounted for more than a third of total national transport tonnages. Kauno (Apskritis) in Lithuania and Osrednjeslovenska in Slovenia accounted for around a quarter of national transport while Dublin in Ireland and Uusimaa in Finland took about a fifth of national transport. At the other extreme were Hamburg in Germany, Kent CC in the UK and Nord in France, which each accounted for less than 5% of national transport tonnages.

Table 6 shows the ranking of the top ten NUTS 3 regions in 2004 and 2003, separately for goods loaded and unloaded in national transport. The list of regions is identical in the two cases with the exception of the region in 10<sup>th</sup> place. For loaded tonnes, the 10<sup>th</sup> region was Nord in France while, for unloaded, it was Stredoceský in the Czech Republic. Three Spanish regions, Barcelona, Madrid and Valencia, come top of the list all recording substantially higher tonnages than the other regions and maintaining the position they held in 2003. Fourth on the "Loaded" list came a new entrant, Centralny Slaski (Poland) and the same region appears on the "Unloaded" list in 9<sup>th</sup> place. The rankings in Table 6 are certainly influenced by the size of the regions, as measured by population or area.

Tables 7 and 8 show the rankings for goods loaded in 2004 where the data have been adjusted to remove size effects. Table 7 shows the ranking for goods loaded per km<sup>2</sup> and Table 8 per inhabitant. Table 7, brought to the fore relatively small regions which host major intermodal transfer points such as seaports, e.g. Southampton in the UK, inland waterway ports, e.g. Ludwigshafen am Rhein in Germany, or rail terminals, e.g. Inner London West. On this measure, seven out of the top ten were UK regions.

In contrast, ranking by goods loaded per inhabitant - Table 8 - produces a more balanced picture across reporting countries and tends to emphasize regions with very low population density. Here again, the presence of intermodal or other transfer points remains important.

Seaports again were significant e.g. Tilbury in Thurrock. Another possible explanation for a high ranking may be the presence of a major mine or quarry with associated processing plants such as cement works, all with a large requirement for the transport of heavy loads. The Etelä-Karjala region in Finland relies on the loading of wood and crude and manufactured minerals. In Spain, the three regions appearing in the top ten on this measure are Teruel, Segovia and Castellón de la Plana. In all three cases, their appearance in the list may owe much to the presence of a mine or quarry. A single Norwegian region, Sogn og Fjordane, also emerges in the top ten, again a reflection of the presence of a mine and an associated metal plant.

**Table 6: Top-10 regions\* for national transport, 2004 - 1000 tonnes**

Rank in 2004	Region	Loaded	Rank in 2003	Rank in 2004	Region	Unloaded	Rank in 2003
1	es511 Barcelona	177 410	1	1	es511 Barcelona	179 028	1
2	es300 Madrid	139 259	2	2	es300 Madrid	152 814	2
3	es523 Valencia	127 912	3	3	es523 Valencia	125 252	3
4	pl226 Centralny Slaski	82 428	-	4	es521 Alicante	83 221	5
5	es620 Murcia	81 346	4	5	itc45 Milano	78 698	9
6	es618 Sevilla	78 530	20	6	es618 Sevilla	78 160	17
7	fi181 Uusimaa	77 532	7	7	fi181 Uusimaa	77 762	7
8	es521 Alicante	75 173	6	8	es620 Murcia	77 711	6
9	itc45 Milano	71 372	18	9	pl226 Centralny Slaski	74 044	-
10	fr301 Nord	71 302	8	10	cz020 Stredoceský	69 254	11

\* Regions: NUTS 3 for EU-25 and statistical region level 3 for Norway.  
Data availability: See 'Methodological notes'.

**Table 7: Top-10 regions\* measured by 1000 tonnes loaded per km<sup>2</sup> for national transport, 2004**

Rank in 2004	Region	Loaded
1	ukj32 Southampton	254.2
2	ukh32 Thurrock	155.0
3	deb34 Ludwigshafen am Rhein, Kreisfreie Stadt	149.5
4	uke11 City of Kingston upon Hull	143.9
5	ukf14 Nottingham	134.0
6	dea12 Duisburg, Kreisfreie Stadt	114.0
7	ukk11 City of Bristol	109.1
8	ukj31 Portsmouth	107.7
9	uki11 Inner London - West	106.0
10	fr105 Hauts-de-Seine	105.6

\* Regions: NUTS 3 for EU-25 and statistical region level 3 for Norway.  
Data availability: See 'Methodological notes'.

**Table 8: Top-10 regions\* measured by tonnes loaded per inhabitant for national transport, 2004**

Rank in 2004	Region	Loaded
1	ukh32 Thurrock	175.0
2	ukm46 Shetland Islands	139.7
3	fi187 Etelä-Karjala	132.7
4	es242 Teruel	128.6
5	fi182 Itä-Uusimaa	126.7
6	no052 Sogn og Fjordane	126.1
7	es416 Segovia	121.4
8	uke13 North and North East Lincolnshire	115.5
9	dee22 Burgenlandkreis	108.4
10	es522 Castellón de la Plana	107.0

\* Regions: NUTS 3 for EU-25 and statistical region level 3 for Norway.  
Data availability: See 'Methodological notes'.

Table 9: National transport by regions\*, 2004 - 1000 tonnes

Region	Loaded	Unloaded	Region	Loaded	Unloaded	Region	Loaded	Unloaded	Region	Loaded	Unloaded
BE1 Région de Bruxelles-capitale - Brussels Hoofdstedelijk gewest	6 810	7 468	EE0 Eesti	22 846	22 846	ITC Nord-ouest	482 638	474 943	PT1 Continente	292 341	292 343
BE2 Vlaams gewest	182 977	185 272	ES1 Noroeste	213 486	210 006	ITD Nord-est	454 755	462 779	PT2 Região autónoma dos Açores	-	-
BE3 Région wallonne	77 388	74 430	ES2 Noreste	224 551	223 277	ITE Centro	249 180	247 350	PT3 Região autónoma da Madeira	-	-
CZ0 Ceska republika	428 239	428 244	ES3 Comunidad de Madrid	139 259	152 814	ITF Sud	133 352	133 895	SI0 Slovenija	63 858	63 858
DK0 Danmark	174 485	174 486	ES4 Centro	328 252	316 237	ITG Isole	56 917	57 847	SK0 Slovenska republika	162 763	162 764
DE1 Baden-Württemberg	322 361	324 564	ES5 Este	578 776	581 542	CY0 Kypros	43 135	43 135	FI1 Manner-Suomi	392 345	392 347
DE2 Bayern	453 919	458 006	ES6 Sur	426 101	426 509	LV0 Letuvija	42 847	42 847	FI2 Åland	-	-
DE3 Berlin	32 545	36 738	ES7 Canarias	41 775	41 799	LT0 Lietuva	44 741	44 742	SE0 Sverige	339 110	339 115
DE4 Brandenburg	116 312	119 217	FR1 Île de France	192 935	202 336	LU0 Luxembourg (grand-duché)	25 936	25 936	UKC North East	75 825	74 500
DE5 Bremen	30 035	29 252	FR2 Bassin parisien	423 978	420 522	HU1 Közép-Magyarország	55 890	53 731	UKD North West	200 537	209 557
DE6 Hamburg	54 400	53 107	FR3 Nord - Pas-de-Calais	128 687	123 260	HU2 Dunántul	76 633	76 782	UKE Yorkshire & the Humber	219 837	207 683
DE7 Hessen	167 096	169 262	FR4 Est	207 685	206 086	HU3 Alföld és Észak	74 951	76 960	UKF East Midlands	171 330	156 820
DE8 Mecklenburg-Vorpommern	72 866	72 535	FR5 Ouest	355 302	351 445	AT1 Ostösterreich	91 477	89 914	UKG West Midlands	167 766	171 980
DE9 Niedersachsen	272 151	271 330	FR6 Sud-ouest	228 128	233 227	AT2 Südösterreich	52 526	53 895	UKH East of England	196 203	188 268
DEA Nordrhein-Westfalen	582 293	573 739	FR7 Centre-est	250 996	249 911	AT3 Westösterreich	97 725	97 915	UKI London	100 567	113 102
DEB Rheinland-Pfalz	155 416	150 232	FR8 Méditerranée	218 968	219 833	PL1 Centralny	118 441	124 641	UKJ South East	191 381	198 971
DEC Saarland	32 513	35 502	FR9 Départements d'outre-mer	-	-	PL2 Południowy	172 269	168 086	UKK South West	157 165	156 820
DED Sachsen	175 500	175 237	IE0 Ireland	263 039	263 040	PL3 Wschodni	99 051	96 780	UKL Wales	86 147	85 474
DEE Sachsen-Anhalt	133 480	127 762				PL4 Polnocno-Zachodni	129 275	135 183	UKM Scotland	172 880	176 440
DEF Schleswig-Holstein	82 996	84 865				PL5 Południowo-Zachodni	77 729	75 283	UKN Northern Ireland	62 401	62 429
DEG Thüringen	104 938	107 004				PL6 Polnocny	92 770	89 537	NO0 Norge	240 310	240 309

\*Regions: NUTS 1 for EU-25 and statistical region level 1 for Norway.

Note: Possible small differences between loaded and unloaded tonnes recorded at national level may be due to rounding procedures.

Data availability: See 'Methodological notes'.

Table 9 shows goods loaded and unloaded by NUTS 1 region for national transport. The main feature of this table is the remarkable consistency between the figures for goods loaded and unloaded at this level. There is some tendency for those regions with very large cities, including national capitals, to record higher amounts for goods unloaded than loaded.

For example, for the Comunidad de Madrid, 153 million tonnes were unloaded as against 139 million tonnes loaded. This pattern was repeated for Ile de France, London and Brussels. Nordrhein-Westfalen recorded the largest movements with over 500 million tonnes loaded and unloaded. At the other extreme was Brussels with less than 10 million tonnes loaded and unloaded.

## ➤ 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 and Norway and record the road goods transport undertaken by vehicles registered in these countries. For the specific sampling methods and scope of the surveys in Member States, please refer to "Volume 2 Methodologies used in surveys of road freight transport in Member States and Candidate countries" published on the Eurostat website under Publications.

Common aggregation procedures on EU level might divert from national practices. Therefore differences of the figures in this publication might occur when comparing them to national values.

The results are based on surveys and some of the cells, in particular in tables 3 and 4, may be based on a small number of observations and therefore the statistical precision can be low.

### Average vehicle loads

The average vehicle loads used in this publication have been calculated by dividing tonne-kilometres by vehicle-kilometres for laden journeys only. The following table shows an example of the calculation of the average:

Journey	Load	Vkm (Journey length)	Tkm	Tkm/Vkm
1	30	10	300	30
2	10	1 000	10 000	10
Sum		1 010	10 300	10.2

As can be seen, the average produced, 10.2 tonnes, is closer to the load for the longer journey than that for the shorter journey. Since the chance of encountering the vehicle with the 10 tonnes load is much higher because of the time it spends on the road network than it is for the vehicle making the shorter journey, the average produced in this way represents the average load of goods vehicles travelling on European roads.

### Regional data

The regional coding is done according to Regulation (EC) 1059/2003 of the European Parliament and of the Council of 26 May 2003 on the establishment of a common classification of territorial units for statistics (NUTS) and Regulation (EC) 1888/2005 of the European Parliament and of the Council of 26 October 2005 amending Regulation (EC) 1059/2003 on the establishment of a common classification of territorial units for statistics (NUTS) by reason of the accession of the Czech Republic, Estonia, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Slovenia and Slovakia to the European Union.

For Norway, statistical regions as published on RAMON (<http://europa.eu.int/comm/eurostat/ramon>) have been used. Road freight data have been reported at level 3 of NUTS for national transport since 1999.

'Haulier' refers to a transport operator either undertaking road transport for 'hire or reward' (i.e. the carriage of goods for remuneration on behalf of third parties) or transport for 'own account'.

### Czech Republic

Until 2000, the sample of the surveyed vehicles had included all vehicles with load capacity greater than 1 tonne; since 2001 this sample included only vehicles with load capacity greater than 2 tonnes.

### Greece

Since 1999, Greece has not reported any data.

### Malta

No road transport data have been reported by Malta since 2004.

### The Netherlands

Data for 2004 could not be used in this publication because under revision by the country.

### Portugal

Data for 2004 are provisional.

### Table 1 and Table 2

New Member States had no obligation to report for years prior to their accession in 2004. As a result, percentage changes between 2000 and 2004 in Table 1 are shown only where both years were available.

### Table 4

The figures presented in this table are derived from data on goods transported rather than the journey information used in the preceding tables. As a result, there are some differences in the "Total" by country.

### Table 6

Poland started reporting in 2004, hence it was not possible to establish a ranking for Polish regions in 2003.

### Data availability

The figures presented in this publication have been extracted from Eurostat's free dissemination database and reflect the state of data availability as of the middle of September 2005.

### In this publication

- not applicable
- : not available

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

## ***Further information:***

### **Data:**

[Eurostat Website/Home page/Transport/Data/Transport measurement – goods/Total transport/Summary of annual activity by type of operation and type of transport \(1000 T, Mio Tkm, Mio Veh-km\)](#)

[Eurostat Website/Home page/Transport/Data/Transport measurement – goods/Total transport/ Annual transport, by load capacity of vehicle \(Mio Tkm, Mio Veh-km, 1000 Jrnys\)](#)

[Eurostat Website/Home page/Transport/Data/Transport measurement – goods/Total transport/ Annual transport by distance class with breakdown by type of goods \(1000T, Mio Tkm, Mio Veh-km, 1000 BTO\)](#)

[Eurostat Website/Home page/Transport/Data/Transport measurement – goods/National transport/ National annual transport by regions of loading \(NUTS3\) and by group of goods \(1000 T\) - as from 1999](#)

[Eurostat Website/Home page/Transport/Data/Transport measurement – goods/ National transport/ National annual transport by regions of unloading \(NUTS3\) and by group of goods \(1000 T\) - as from 1999](#)

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### **European Statistical Data Support:**

Eurostat set up with the members of the 'European statistical system' a network of support centres, which will exist in nearly all Member States as well as in some EFTA countries.

Their mission is to provide help and guidance to Internet users of European statistical data.

Contact details for this support network can be found on our Internet site: [www.europa.eu.int/comm/eurostat/](http://www.europa.eu.int/comm/eurostat/)

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