Transport

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Modal Split of freight transport according to the territoriality principle (2008-2009)

Polish, German, Spanish and Dutch hauliers together were responsible for 50% of total international road transport performance on EU territory in 2009

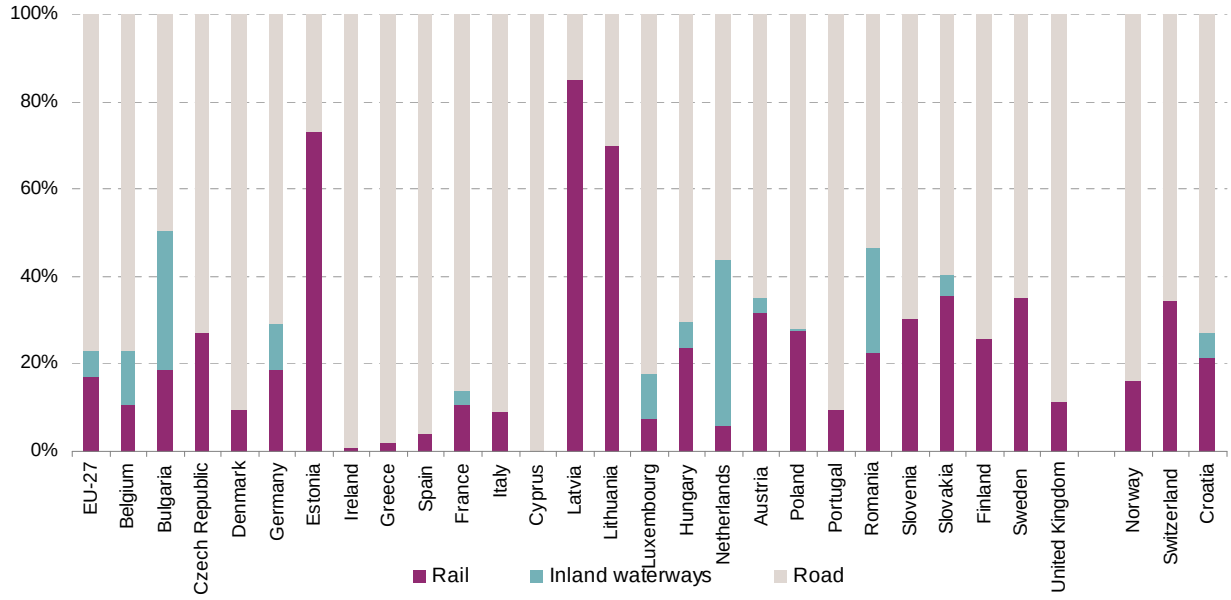
The modal split of freight transport expresses the share taken by each inland transport mode in total inland transport. Data reported by EU Member States in the framework of statistical legal acts respect the territoriality principle for rail and inland waterway transport.

Territorialising the international road freight performance data of 2009 has revealed that Polish hauliers are by far the most active in international road freight transport (19% of the EU total), ahead of German, Spanish and Dutch hauliers. Less surprising: due to its central position in Europe, 25% of total international road transport in the EU was performed on German roads.

By adjusting road for territoriality, it appears that compared to the non-adjusted data, the share of road is considerably reduced in a number of smaller and peripheral EU Member States, above all the Baltic countries (see Figure 1). In Latvia and Lithuania, for instance, the share of road is reduced by half, to attain 15.0% and 30.0% respectively (30.2% and 59.9% respectively for the non-adjusted data). The shares of the other modes subsequently increase.

This publication explains the principles of the modal split for the inland transport modes and the adjustments applied to the road freight data in order to allow a comparison of the shares

Figure 1: Modal Split of inland transport modes in 2009, adjusted for territoriality (%)



Source: Eurostat (online data codes: road_go_na_tgtt, road_go_ca_c, rail_go_typeall, iww_go_atygo)

taken by each mode in the transport performance on a given country's territory.

Data for rail and inland waterway transport are reported to Eurostat according to the transport performed on the declaring country's territory, regardless of the nationality of the freight forwarder who performs this transport. In contrast, data for international road freight transport is declared on the basis of the nationality of the haulier, regardless of where this transport is being performed. For instance, the transport performance of a Belgian haulier, performing a journey from Antwerp to Vienna will be entirely attributed to Belgium, even if the vast majority of this journey will be performed on territories outside Belgium.

Eurostat has therefore adjusted international road freight transport for territoriality.

Modal split of inland modes on the basis of reporting according to EU legal acts

The data for the reference years 2008 and 2009 as reported by the EU Member States in the framework of the statistical legal acts are shown in Table 1. Certain countries show a zero for inland waterways, as these countries do not feature this mode of transport. Cyprus does not have any railways. Malta, due to its size and its particular geographical location with regard to freight transport, has been disregarded in this publication.

Table 1: Transport performance of inland modes in 2008 and 2009, million tkm (based on declarations from the EU legal acts)

	2008				2009			
	Rail	Inland waterways	Road	Total	Rail	Inland waterways	Road	Total
EU-27	**439 067**	**144 967**	**1 880 251**	**2 464 285**	**360 655**	**129 553**	**1 690 081**	**2 180 289**
Belgium	8 927	8 746	38 356	56 029	6 374	7 087	36 174	49 635
Bulgaria	4 693	2 890	15 322	22 905	3 145	5 436	17 742	26 323
Czech Republic	15 437	28	50 877	66 342	12 791	33	44 955	57 779
Denmark	1 866	0	19 480	21 346	1 700	0	16 876	18 576
Germany	115 652	64 056	341 532	521 240	95 834	55 652	307 547	459 033
Estonia	5 943	0	7 354	13 297	5 947	0	5 340	11 287
Ireland	103	0	17 402	17 505	79	0	11 687	11 766
Greece	786	0	28 850	29 636	545	0	28 585	29 130
Spain	10 475	0	242 983	253 458	7 567	0	211 895	219 462
France	40 548	8 910	206 304	255 762	32 130	8 711	173 621	214 462
Italy	23 831	64	180 461	204 356	17 791	54	167 627	185 472
Cyprus	0	0	1 308	1 308	0	0	963	963
Latvia	19 581	0	12 344	31 925	18 725	0	8 115	26 840
Lithuania	14 748	12	20 419	35 179	11 888	3	17 757	29 648
Luxembourg	279	367	9 382	10 028	200	279	8 400	8 879
Hungary	9 874	2 250	35 759	47 883	7 673	1 831	35 373	44 877
Netherlands	6 984	45 296	78 159	130 439	5 578	35 656	72 675	113 909
Austria	21 915	2 359	34 313	58 587	17 767	2 003	29 075	48 845
Poland	52 043	277	164 930	217 250	43 445	202	180 742	224 389
Portugal	2 549	0	39 091	41 640	2 174	0	35 808	37 982
Romania	15 236	8 687	56 386	80 309	11 088	11 765	34 269	57 122
Slovenia	3 520	0	16 261	19 781	2 817	0	14 762	17 579
Slovakia	9 299	1 101	29 276	39 676	6 964	899	27 705	35 568
Finland	10 777	80	31 036	41 893	8 872	61	27 805	36 738
Sweden	22 924	0	42 370	65 294	20 389	0	35 047	55 436
United Kingdom	21 077	149	160 296	181 522	19 171	155	139 536	158 862
Norway	3 621	0	20 595	24 216	3 506	0	18 447	21 953
Switzerland	12 265	0	13 911	26 176	10 565	0	13 174	23 739
Croatia	3 312	842	11 042	15 196	2 641	727	9 426	12 794

Source: Eurostat (online data codes: road_go_na_tgtt, road_go_ca_c, rail_go_typeall, iww_go_atygo).

Table 2: Modal Split of transport performance of inland modes in 2008 and 2009, % (based on declarations from the EU legal acts)

	2008			2009		
	Rail	Inland waterways	Road	Rail	Inland waterways	Road
EU-27	**17.8**	**5.9**	**76.3**	**16.6**	**5.9**	**77.5**
Belgium	15.9	15.6	68.5	12.8	14.3	72.9
Bulgaria	20.5	12.6	66.9	11.9	20.7	67.4
Czech Republic	23.3	0.0	76.7	22.1	0.1	77.8
Denmark	8.7	0.0	91.3	9.2	0.0	90.8
Germany	22.2	12.3	65.5	20.9	12.1	67.0
Estonia	44.7	0.0	55.3	52.7	0.0	47.3
Ireland	0.6	0.0	99.4	0.7	0.0	99.3
Greece	2.7	0.0	97.3	1.9	0.0	98.1
Spain	4.1	0.0	95.9	3.4	0.0	96.6
France	15.8	3.5	80.7	15.0	4.0	81.0
Italy	11.7	0.0	88.3	9.6	0.0	90.4
Cyprus	0.0	0.0	100.0	0.0	0.0	100.0
Latvia	61.3	0.0	38.7	69.8	0.0	30.2
Lithuania	41.9	0.0	58.1	40.1	0.0	59.9
Luxembourg	2.8	3.7	93.5	2.3	3.1	94.6
Hungary	20.6	4.7	74.7	17.1	4.1	78.8
Netherlands	5.4	34.7	59.9	4.9	31.3	63.8
Austria	37.4	4.0	58.6	36.4	4.1	59.5
Poland	24.0	0.1	75.9	19.4	0.1	80.5
Portugal	6.1	0.0	93.9	5.7	0.0	94.3
Romania	19.0	10.8	70.2	19.4	20.6	60.0
Slovenia	17.8	0.0	82.2	16.0	0.0	84.0
Slovakia	23.4	2.8	73.8	19.6	2.5	77.9
Finland	25.7	0.2	74.1	24.1	0.2	75.7
Sweden	35.1	0.0	64.9	36.8	0.0	63.2
United Kingdom	11.6	0.1	88.3	12.1	0.1	87.8
Norway	15.0	0.0	85.0	16.0	0.0	84.0
Switzerland	46.9	0.0	53.1	44.5	0.0	55.5
Croatia	21.8	5.5	72.7	20.6	5.7	73.7

Source: Eurostat (online data codes: road_go_na_tgtt, road_go_ca_c, rail_go_typeall, iww_go_atygo).

The worldwide economic and financial crisis has had effects on the European transport market. At EU-27 level, total inland transport decreased by 11.5% between 2008 and 2009; rail transport especially experienced a noticeable drop (-17.9%, compared to -10.6% for inland waterways and -10.1% for road).
Table 2 shows the shares in percent of the three transport modes on the basis of the tonne-kilometre data shown in Table 1.

Due to the considerable drop in rail transport, the share of road transport has increased from 76.3% to 77.5% between 2008 and 2009. Countries that in 2009 relied to a high degree (over 90%) on road transport were Denmark, Ireland, Greece, Spain, Italy, Luxembourg and Portugal. The road share of Cyprus is at 100% as no railways nor inland waterways exist. In contrast, the road share was low in Estonia and Latvia, due to the relative importance of rail freight transport.

Correcting for territoriality: the road freight transport situation

In order to be comparable with the other transport modes, road freight transport should also be available on the basis of territoriality. National road freight transport and cabotage transport (transport between two locations in the same country by hauliers registered in another country) are territorial as such and can be taken directly from data reported (EU Regulation

1172/98). In contrast, “classic” international transport and cross trade (transport between country A and country B by a haulier registered in country C) are reported without specifying on what territory this transport was performed.

Eurostat has used the detailed journey-related data (NUTS-3 to NUTS-3 region) and split the total tonne-kilometres declared proportionally to the distance driven on each country’s territory. The Methodological Notes contain a short description on how this was done.
An illustrating example is the transport performance of Luxembourg-registered hauliers. This Member State has a limited market for national transport and foreign transport markets are nearby. The proportion of international transport is high as Luxembourg-registered hauliers drive a lot abroad. The redistribution of the tonne-kilometres accounted for by Luxembourg-registered lorries according to where it was actually performed makes sense as this is in line with the rationale of the modal split, expressing the importance of each transport mode in a given country and the use of its transport infrastructures.

Table 3: Road freight transport performance 2008 and 2009, by type of transport, in million tkm (adjusted for territoriality)

	2008				2009			
	National	international (incl. cross trade)	Cabotage	Total	National	international (incl. cross trade)	Cabotage	Total
EU-27	**1 259 938**	**555 228**	**17 190**	**1 832 356**	**1 145 700**	**484 028**	**17 543**	**1 647 271**
Belgium	21 657	28 602	876	51 135	20 978	23 337	996	45 311
Bulgaria	7 139	2 025	3	9 167	6 334	1 994	3	8 332
Czech Republic	15 746	22 780	75	38 601	13 479	20 786	71	34 336
Denmark	10 719	7 191	369	18 279	10 006	6 183	306	16 494
Germany	255 869	139 746	4 070	399 684	237 140	124 582	4 572	366 294
Estonia	1 935	953	2	2 891	1 417	756	6	2 180
Ireland	12 887	1 550	170	14 608	8 061	1 351	105	9 517
Greece	24 346	2 051	168	26 564	23 549	1 840	164	25 553
Spain	175 180	43 869	1 185	220 234	151 056	40 172	855	192 083
France	181 896	108 451	5 499	295 845	156 036	94 467	6 162	256 665
Italy	151 819	35 378	1 062	188 258	145 605	31 007	1 271	177 882
Cyprus	1 296	12	0	1 308	944	19	0	963
Latvia	2 482	1 565	9	4 055	2 094	1 210	2	3 305
Lithuania	2 546	3 028	5	5 579	2 618	2 466	14	5 098
Luxembourg	603	1 927	7	2 536	530	1 654	11	2 196
Hungary	12 962	14 475	20	27 457	12 075	10 522	42	22 639
Netherlands	32 007	22 767	449	55 224	31 335	20 656	419	52 410
Austria	13 976	27 262	422	41 660	12 960	23 023	296	36 278
Poland	71 913	37 019	43	108 975	79 204	33 293	42	112 539
Portugal	17 047	6 324	5	23 377	14 386	6 189	55	20 631
Romania	23 174	8 459	15	31 648	20 861	5 055	122	26 038
Slovenia	2 608	4 589	6	7 203	2 252	4 158	4	6 415
Slovakia	6 259	6 782	52	13 093	5 462	6 239	17	11 718
Finland	27 616	1 451	34	29 101	24 395	1 257	67	25 719
Sweden	33 704	9 927	933	44 565	29 324	7 789	709	37 822
United Kingdom	152 552	17 046	1 712	171 311	133 599	14 024	1 231	148 854
Norway	16 657	2 969	203	19 829	15 276	2 812	137	18 226
Switzerland	9 499	11 644	70	21 213	9 460	10 478	71	20 009
Croatia	6 445	4 736	4	11 185	5 125	3 809	3	8 936

Source: Eurostat (online data codes: road_go_na_tgtt, road_go_ca_c).

Table 3 shows the various categories of road freight transport. The column “international incl. cross-trade” has been adjusted for territoriality. The 1 654 million tonne-kilometres displayed for Luxembourg in 2009 refers to the transport performance in international road freight transport on the territory of Luxembourg, regardless of the nationality of the haulier. This includes the tonne-kilometres of international transport of Luxembourg-registered lorries, but only the part carried out on Luxembourg territory (the “national leg” of international transport). By proceeding in such a way for all countries, road transport data become

comparable to rail and inland waterway statistics, which at the basis are "territorial". Comparing the adjusted data of Table 3 (column 'Total') with the non-adjusted data of Table 1 (column 'Road') shows that, for instance, 2 196 million tkm were performed on Luxembourg territory (by all hauliers). Nearly 4 times more (8400 million tkm) were performed by Luxembourg-registered hauliers, but essentially abroad. Austria shows the opposite situation: Austrian roads are used far more by foreign hauliers than Austrian hauliers use roads abroad.

EU-27 figures in Table 3 are lower than the corresponding figures of Table 1, as extra-EU transport performance is excluded, except to/from Norway, Switzerland, Liechtenstein and Croatia.

Who drives where in international road freight transport ?

Table 4 shows that Polish hauliers were the most active in EU-27 international road freight transport in 2009, and this by a large margin. The 97 456 million tkm performed by Polish hauliers correspond to 19.0% of the total performed by all EU-27 hauliers. German and Spanish hauliers held shares of 11.7% and 11.5% respectively. Hauliers from the four main countries (i.e. the three mentioned earlier plus the Dutch hauliers) were responsible for 50% of the EU-27 total.

Turning to the territories most used for international road freight transport in 2009, it appears that the German roads were most frequented: 124 582 million tkm or 25.8% of the EU-27 total (see Table 5). France follows with a share of 19.5%.

Table 4: International transport performance in the EU-27 in 2009, by nationality of haulier, regardless of the territory driven upon

Rank	Country	Transport performance (million tkm)	Share in total (%)
1	Poland	97 456	19.0
2	Germany	60 028	11.7
3	Spain	58 872	11.5
4	Netherlands	39 036	7.6
5	Czech Republic	30 983	6.0
6	Hungary	22 784	4.4
7	Slovakia	21 785	4.3
8	Italy	21 246	4.1
9	Portugal	20 891	4.1
10	Belgium	17 965	3.5
11	France	17 268	3.4
12	Austria	14 797	2.9
13	Lithuania	13 418	2.6
14	Romania	13 186	2.6
15	Slovenia	11 817	2.3
16	Bulgaria	9 903	1.9
17	United Kingdom	7 657	1.5
18	Denmark	6 626	1.3
19	Luxembourg	5 528	1.1
20	Latvia	4 891	1.0
21	Greece	4 336	0.8
22	Estonia	3 362	0.7
23	Ireland	2 957	0.6
24	Finland	2 660	0.5
25	Sweden	2 660	0.5
26	Cyprus	10	0.0

Table 5: International road transport performance in the EU-27 in 2009, by territory on which transport was performed

Rank	Country	Transport performance (million tkm)	Share in EU-27 total (%)
1	Germany	124 582	25.8
2	France	94 467	19.5
3	Spain	40 172	8.3
4	Poland	33 293	6.9
5	Italy	31 007	6.4
6	Belgium	26 337	5.4
7	Czech Republic	20 786	4.3
8	Netherlands	20 656	4.3
9	Austria	19 521	4.0
10	United Kingdom	14 024	2.9
11	Hungary	10 522	2.2
12	Sweden	7 789	1.6
13	Slovakia	6 239	1.3
14	Portugal	6 189	1.3
15	Denmark	6 183	1.3
16	Romania	5 055	1.0
17	Slovenia	4 158	0.9
18	Lithuania	2 466	0.5
19	Bulgaria	1 994	0.4
20	Greece	1 840	0.4
21	Luxembourg	1 654	0.3
22	Ireland	1 351	0.3
23	Finland	1 257	0.3
24	Latvia	1 210	0.3
25	Estonia	756	0.2

Table 6: International road freight transport in 2009: main foreign hauliers* driving on national territory (basis: transport performance in tkm)

Territory driven upon:	Five main countries of registration of lorries performing international transport					
	First	Second	Third	Fourth	Fifth	Cumulated share (%)
Belgium	Netherlands	Germany	Poland	France	Luxembourg	74.0%
Bulgaria	Romania	Poland	Czech Rep.	Greece	Hungary	83.0%
Czech Republic	Poland	Slovakia	Hungary	Germany	Romania	88.5%
Denmark	Germany	Poland	Netherlands	Norway	Sweden	79.7%
Germany	Poland	Netherlands	Czech Rep.	Hungary	Slovakia	71.3%
Estonia	Latvia	Poland	Lithuania	Slovakia	Czech Rep.	95.7%
Ireland	United Kingdom	Poland	Germany	Netherlands	Portugal	97.6%
Greece	Bulgaria	Romania	Germany	Poland	Czech Rep.	87.9%
Spain	Portugal	Poland	Germany	France	Italy	76.4%
France	Spain	Poland	Germany	Belgium	Portugal	67.6%
Italy	Poland	Germany	Spain	Slovenia	Hungary	56.7%
Latvia	Estonia	Lithuania	Poland	Slovakia	Czech Rep.	97.2%
Lithuania	Poland	Latvia	Estonia	Slovakia	Czech Rep.	96.6%
Luxembourg	Germany	Belgium	Netherlands	Poland	France	75.9%
Hungary	Romania	Poland	Slovakia	Bulgaria	Czech Rep.	81.2%
Netherlands	Germany	Poland	Belgium	Czech Rep.	United Kingdom	77.9%
Austria	Hungary	Poland	Slovakia	Germany	Czech Rep.	66.2%
Poland	Lithuania	Latvia	Czech Rep.	Slovakia	Germany	80.5%
Portugal	Spain	Poland	Czech Rep.	Germany	Hungary	94.5%
Romania	Bulgaria	Poland	Hungary	Slovakia	Czech Rep.	86.7%
Slovenia	Hungary	Croatia	Romania	Italy	Bulgaria	74.7%
Slovakia	Poland	Hungary	Czech Rep.	Romania	Bulgaria	93.1%
Finland	Estonia	Poland	Sweden	Slovakia	Latvia	79.4%
Sweden	Finland	Denmark	Norway	Poland	Germany	78.5%
United Kingdom	Poland	Ireland	Netherlands	Spain	Germany	64.1%
Norway	Denmark	Sweden	Netherlands	Poland	Germany	80.4%
Liechtenstein	Germany	Switzerland	Italy	Poland	Czech Rep.	82.1%
Switzerland	Italy	Germany	Poland	France	Czech Rep.	68.8%
Croatia	Slovenia	Hungary	Romania	Bulgaria	Poland	77.7%

* hauliers from the EU Member States, Norway, Switzerland, Liechtenstein, Croatia.

Table 6 lists the five most important countries of origin of foreign hauliers performing international transport. For instance, Germany's road network is most used for international transport by hauliers registered in Poland, the Netherlands, the Czech Republic, Hungary and Slovakia. Those five countries together are responsible for 71.3% of all tonne-kilometres performed in Germany by foreign hauliers in international transport. Table 6 provides information on foreign hauliers only. Especially in larger countries, national hauliers often take the largest share, this then being the national legs of international transport (data not shown).

The overall transport performance on EU-27 roads remains however underestimated, as the transport activities of non-EU hauliers (except of those from Norway, Liechtenstein, Switzerland and Croatia, which participate in the data collection) are not considered, as these are not reported to Eurostat.

Modal split adjusted for territoriality: changes especially for smaller and peripheral Member States

The adjustments described above give a more correct picture of the modal split (see Figure 1 on the cover page). The change is less visible at EU-27 level, which is normal as it aggregates the road transport performance of the individual countries again.

Table 7: Modal Split of transport performance of inland modes in 2008 and 2009, % (adjusted for territoriality)

	2008			2009		
	Rail	Inland waterways	Road	Rail	Inland waterways	Road
EU-27	**18.2**	**6.0**	**75.8**	**16.9**	**6.0**	**77.1**
BE	13.0	12.7	74.3	10.8	12.1	77.1
BG	28.0	17.3	54.7	18.6	32.1	49.3
CZ	28.5	0.1	71.4	27.1	0.1	72.8
DK	9.3	0.0	90.7	9.3	0.0	90.7
DE	20.0	11.0	69.0	18.5	10.8	70.7
EE	67.3	0.0	32.7	73.2	0.0	26.8
IE	0.7	0.0	99.3	0.8	0.0	99.2
EL	2.9	0.0	97.1	2.1	0.0	97.9
ES	4.5	0.0	95.5	3.8	0.0	96.2
FR	11.7	2.6	85.7	10.8	2.9	86.3
IT	11.3	0.0	88.7	9.1	0.0	90.9
CY	0.0	0.0	100.0	0.0	0.0	100.0
LV	82.8	0.0	17.2	85.0	0.0	15.0
LT	72.5	0.1	27.4	70.0	0.0	30.0
LU	8.8	11.5	79.7	7.5	10.4	82.1
HU	24.9	5.7	69.4	23.9	5.7	70.4
NL	6.5	42.1	51.4	6.0	38.0	56.0
AT	33.2	3.6	63.2	31.7	3.6	64.7
PL	32.3	0.2	67.5	27.8	0.1	72.1
PT	9.8	0.0	90.2	9.5	0.0	90.5
RO	27.4	15.6	57.0	22.7	24.0	53.3
SI	32.8	0.0	67.2	30.5	0.0	69.5
SK	39.6	4.7	55.7	35.6	4.6	59.8
FI	27.0	0.2	72.8	25.6	0.2	74.2
SE	34.0	0.0	66.0	35.0	0.0	65.0
UK	10.9	0.1	89.0	11.4	0.1	88.5
NO	15.4	0.0	84.6	16.1	0.0	83.9
CH	36.6	0.0	63.4	34.6	0.0	65.4
HR	21.6	5.5	72.9	21.5	5.9	72.6

Source: Eurostat (online data code: road_go_na_tgtt, road_go_ca_c, rail_go_typeall, iww_go_atygo)

The slightly lower share of road as compared to the uncorrected data in Table 1 can essentially be explained by the exclusion of tkm performed in extra-EU-27 countries, other than Norway, Switzerland, Liechtenstein and Croatia.

In contrast, Table 7 shows that considerable changes can sometimes be observed at country level. These are caused by high road use of the national road network by foreign hauliers, as for instance in Belgium, Germany, France, Austria, and Switzerland.

In contrast, low activity of foreign hauliers in the country, combined with high transport performance of domestic hauliers abroad will result in a lower share of road. This is the case in the example of Luxembourg as mentioned earlier, where the road share of the modal split decreases from 94.6% to 82.1%, and becomes particularly apparent in the Baltic States, Bulgaria, Slovenia and Slovakia.

➢ METHODOLOGICAL NOTES

The sources for the statistics in this publication are from Eurostat. Statistical data have been reported to Eurostat by EU Member States and a number of other countries in the framework of various EU legal acts. The essential legal acts are the following: Road: Regulation 1172/98; Rail: Regulation 91/2003; Inland waterways: Regulation 1365/2006.
This publication also includes data from Norway (NO), Switzerland (CH) and Liechtenstein (EFTA countries), and Croatia (MK – an EU candidate country), which participate in EU data collections on a voluntary basis. No data for Iceland is included as data needed for the adjustment exercise were not available.

International road freight transport (incl. cross-trade transport) is reported on the basis of the nationality of the haulier, and not on the basis of where this transport has been performed. For example, a haulier from the Netherlands might undertake a journey to Portugal. Whereas only a small part of this journey is performed in the Netherlands, this country is attributed the entire transport performance, as the country of registration of the lorry performing the transport is the Netherlands.

Road freight transport data have been redistributed according to the national territories where the transport has actually been performed. This redistribution took place by modelling the likely journey itinerary and projecting it on the European network. The basis for the latter was the so-called D3 table which is computed by Eurostat on the basis of the detailed national survey data. This D3 table becomes available with a certain delay. For example, a full 2010 dataset will likely be available by mid 2012. The territorialisation of international road freight data makes sense only when datasets of all Member States (plus the earlier-mentioned other countries) have been received.

The ILSE tool (Index of Locations for Statistics in Europe) has been used to redistribute the tonne-kilometre indications available in the D3-table proportionally according to the distance driven on the territories of the individual countries. Transport performance of road freight journeys to non-EU countries has been taken into account by recoding the origin/destination to the likely outermost NUTS region. Therefore, the tonne-kilometre performance figures for these journeys will always be lower compared to the ones declared, as the distance covered on non-EU territory is not considered. The cumulated values of the territorialised transport performance will always be inferior to the ones declared in the framework of the respective EU legal act. Journeys to and from EU-27 regions that are not included in the ILSE tool (islands) were re-coded to the NUTS 3 regions where the main freight ferry terminals are located.

Composition of EU-27
EU-27: European Union composed of 27 Member States: Belgium (BE), Bulgaria (BG), Czech Republic (CZ), Denmark (DK), Germany (DE), Estonia (EE), Ireland (IE), Greece (EL), Spain (ES), France (FR), Italy (IT), Cyprus (CY), Latvia (LV), Lithuania (LT), Luxembourg (LU), Hungary (HU), Malta (MT), Netherlands (NL), Austria (AT), Poland (PL), Portugal (PT), Romania (RO), Slovenia (SI), Slovakia (SK), Finland (FI), Sweden (SE) and United Kingdom (UK).

Further information

Eurostat Website: http://ec.europa.eu/eurostat

Data on 'Transport statistics'
http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database

Further information about 'Transport statistics'
http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction

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