

## Decline in European road freight transport in 2011 reflecting the economic climate

### Analysis of trends in EU road freight transport

European road freight transport declined by 1% in 2011 in terms of tonne-kilometres (tkm) after slight recovery in 2010, reflecting the economic climate. However, there was a small rise in tonnage terms.

National, international and cross trade transport all declined, while cabotage recorded a slight increase.

Latvia, Lithuania and Bulgaria recorded a strong rise in tkm performed, while Italy registered a significant decline.

Household and office removals transport rose sharply in 2011.

Construction industry related products are the major group in tonnage terms; food dominates transport in tkm.

European road freight transport under 300 km decreased by 9% between 2007 and 2011.

Poland achieved growth in all distance classes in 2011, while Bulgaria saw growth in all but the very shortest distances, i.e. less than 50 km.

Tkm in movements over 1 000 km are 16% below 2007 levels.

Figure 1: EU-27 quarterly road freight transport (billion tkm)



(<sup>1</sup>) EL: Q3 and Q4 2010 instead of Q3 and Q4 2011; UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_tq\\_tot](#))

## Cabotage continued its growth in 2011

**Table 1: Road freight transport by type of operation (million tkm)**

	2010					2011					Change 2010-2011				
	National	International	Cross-trade	Cabotage	Total	National	International	Cross-trade	Cabotage	Total	National	International	Cross-trade	Cabotage	Total
<b>EU-27</b>	1 172 144	438 622	115 023	20 489	1 746 281	1 165 867	430 456	114 115	20 552	1 730 986	-0.5%	-1.9%	-0.8%	0.3%	-0.9%
<b>BE</b>	17 755	13 918	1 964	1 363	35 002	17 750	12 555	1 704	1 099	33 107	0.0%	-9.8%	-13.2%	-19.4%	-5.4%
<b>BG</b>	6 120	6 969	5 477	867	19 433	6 518	9 005	4 926	764	21 214	6.5%	29.2%	-10.1%	-11.9%	9.2%
<b>CZ</b>	14 762	25 183	11 341	545	51 832	14 985	27 034	11 874	937	54 830	1.5%	7.4%	4.7%	71.9%	5.8%
<b>DK</b>	10 573	3 502	634	310	15 018	12 025	3 177	547	371	16 120	13.7%	-9.3%	-13.7%	19.7%	7.3%
<b>DE</b>	252 462	52 847	5 819	1 975	313 104	265 025	51 461	5 319	2 028	323 833	5.0%	-2.6%	-8.6%	2.7%	3.4%
<b>EE</b>	1 388	2 832	1 127	268	5 614	1 561	2 914	1 165	273	5 912	12.5%	2.9%	3.4%	1.9%	5.3%
<b>IE</b>	8 221	2 028	342	348	10 939	7 470	1 969	352	318	10 108	-9.1%	-2.9%	2.9%	-8.6%	-7.6%
<b>EL<sup>(1)</sup></b>	25 256	4 538	19	2	29 815	19 884	4 154	24	14	24 075	-21.3%	-8.5%	26.3%	600.0%	-19.3%
<b>ES</b>	146 194	59 415	2 774	1 685	210 068	142 323	59 362	3 326	1 832	206 843	-2.6%	-0.1%	19.9%	8.7%	-1.5%
<b>FR</b>	164 325	17 138	383	347	182 193	168 242	16 753	377	313	185 685	2.4%	-2.2%	-1.6%	-9.8%	1.9%
<b>IT</b>	149 248	25 288	701	538	175 775	127 723	14 514	237	412	142 885	-14.4%	-42.6%	-66.2%	-23.4%	-18.7%
<b>CY</b>	1 066	20	-	-	1 087	923	17	-	-	941	-13.4%	-15.0%	-	-	-13.4%
<b>LV</b>	2 561	4 625	3 187	217	10 590	2 646	5 933	3 291	259	12 131	3.3%	28.3%	3.3%	19.4%	14.6%
<b>LT</b>	2 292	8 891	8 141	74	19 398	2 320	10 181	8 929	82	21 512	1.2%	14.5%	9.7%	10.8%	10.9%
<b>LU</b>	574	2 301	3 748	2 072	8 694	650	2 484	3 856	1 845	8 835	13.2%	8.0%	2.9%	-11.0%	1.6%
<b>HU</b>	11 329	13 786	8 186	421	33 721	10 534	14 803	8 642	550	34 529	-7.0%	7.4%	5.6%	30.6%	2.4%
<b>NL</b>	33 782	31 823	7 503	2 674	75 783	34 578	30 250	6 071	2 435	73 333	2.4%	-4.9%	-19.1%	-8.9%	-3.2%
<b>AT</b>	13 914	11 233	2 903	609	28 659	14 475	11 162	2 408	498	28 542	4.0%	-0.6%	-17.1%	-18.2%	-0.4%
<b>PL</b>	82 218	86 183	29 987	3 920	202 308	89 734	86 314	27 806	3 797	207 651	9.1%	0.2%	-7.3%	-3.1%	2.6%
<b>PT</b>	12 881	17 878	3 956	653	35 368	12 673	18 863	4 093	824	36 453	-1.6%	5.5%	3.5%	26.2%	3.1%
<b>RO</b>	12 096	12 297	1 429	66	25 889	11 858	11 764	2 520	207	26 349	-2.0%	-4.3%	76.3%	213.6%	1.8%
<b>SI</b>	2 288	8 054	5 182	407	15 931	2 177	7 914	5 845	503	16 439	-4.9%	-1.7%	12.8%	23.6%	3.2%
<b>SK</b>	5 198	12 434	9 415	528	27 575	4 906	13 676	9 951	646	29 179	-5.6%	10.0%	5.7%	22.3%	5.8%
<b>FI<sup>(2)</sup></b>	25 156	4 099	139	138	29 532	23 732	2 759	254	118	26 863	-5.7%	-32.7%	82.7%	-14.5%	-9.0%
<b>SE</b>	32 732	2 990	366	179	36 268	33 402	3 088	298	144	36 932	2.0%	3.3%	-18.6%	-19.6%	1.8%
<b>UK<sup>(3)</sup></b>	137 753	8 350	300	283	146 685	137 753	8 350	300	283	146 685	0.0%	0.0%	0.0%	0.0%	0.0%
<b>LI</b>	-	68	221	14	303	-	60	232	19	312	-	-11.8%	5.0%	35.7%	3.0%
<b>NO</b>	16 344	3 362	6	39	19 751	16 131	2 994	31	31	19 188	-1.3%	-10.9%	416.7%	-20.5%	-2.9%
<b>CH</b>	9 550	2 880	530	277	13 237	9 958	3 104	405	360	13 828	4.3%	7.8%	-23.6%	30.0%	4.5%
<b>HR</b>	4 547	3 465	765	3	8 780	4 375	3 817	735	-	8 926	-3.8%	10.2%	-3.9%	-	1.7%

Note: In this table, international transport corresponds to international transport loaded and unloaded.

(<sup>1</sup>) EL: 2011 estimated (Q1-Q2 2011 and Q3-Q4 2010).

(<sup>2</sup>) FI: Break in time series in 2011 due to a change in methodology.

(<sup>3</sup>) UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_tot](#))

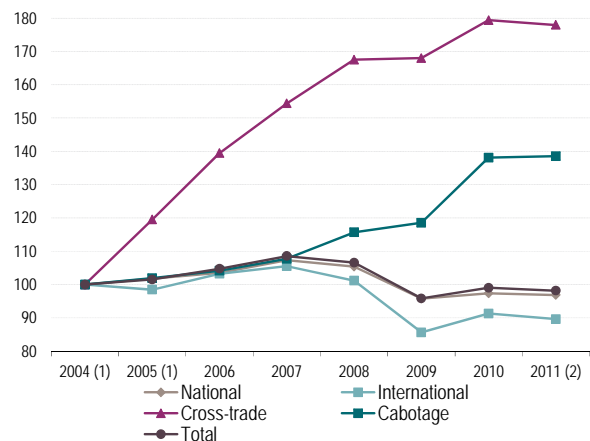
National, international and cross-trade transport all fell in 2011, with international declining by 2%, cross-trade by 1% and national by 0.5%. In contrast, cabotage recorded a slight increase of 0.3% (see Table 1 and Figure 2).

At country level, Latvia saw growth of 15%, and Lithuania 11%. For Latvia, this reflected particularly strong growth in international and cabotage transport while Lithuania saw strong growth for all forms of international transport. In both cases, national transport was relatively subdued. Bulgaria recorded a rise of 9%, mainly reflected in international and national transport. In all three countries, national transport was not a dominant element of total transport.

Italy saw a significant decline in its road transport. National transport was down 14%, international by over 40%, cross-trade by around two thirds and cabotage by nearly a quarter. Overall, Italian road freight transport fell by nearly 19%.

Among the other countries with a large road transport industry, Spain saw a fall of 1.5%, largely the result of a decline in national transport. In contrast, Germany, France and Poland all recorded small increases, mainly the result of growth in national transport, particularly for Poland.

**Figure 2: Evolution of EU-27 road freight transport (based on tkm, 2004=100)**



(<sup>1</sup>) BG and RO: 2006 instead of 2004 and 2005.

(<sup>2</sup>) EL: 2011 estimated (Q1-Q2 2011 and Q3-Q4 2010); UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_tot](#))

## Construction materials dominate tonnages while food is the key product for tkm

In terms of tonnage, European freight transport recorded a small increase between 2011 and 2010. The major product groups were mining and quarrying products (29% of the total), other non-metallic mineral products (14%), food, beverages and tobacco (11%) and agricultural products (8%) (see Table 2 and Figure 3). Coke and refined petroleum (-5%), coal, crude oil and natural gas (-4%) and wood, paper and printed matter (-3%) all recorded marked falls. Goods moved in the course of household and office removals rose by over 40% and transport equipment by 7%.

In terms of tonne km, the major product groups were food, beverages and tobacco (16% of the

total), agricultural products (10%), other non-metallic mineral products (9%), chemicals (8%) and metal products (7%). There were falls of a little under 5% for wood, paper and printed products and furniture. Substantial rises were recorded in goods moved in the course of household and office removals (+32%), coal, crude oil and natural gas (+4%) and other non-metallic mineral products (+2%).

The case of coal, crude oil and natural gas is interesting in that a decline in tonnage terms was matched by a rise in tkm. The implication of this change is that distances in this category have become longer between the two years.

**Table 2: EU-27 road freight transport by group of goods (NST 2007)**

NST2007	Thousand Tonnes					Million Tonne-kilometres				
	2009	2010	2011 <sup>(1)</sup>	Share in total 2011	Change 2010-2011	2009	2010	2011 <sup>(1)</sup>	Share in total 2011	Change 2010-2011
01 Products of agriculture, hunting, and forestry; fish and other fishing products	1 169 075	1 205 374	1 225 470	8.2%	1.7%	174 782	179 575	180 202	10.4%	0.3%
02 Coal and lignite; crude petroleum and natural gas	140 579	160 585	153 910	1.0%	-4.2%	11 479	11 317	11 708	0.7%	3.5%
03 Metal ores and other mining and quarrying products; peat; uranium and thorium	4 380 988	4 278 106	4 317 018	28.9%	0.9%	139 174	141 151	142 194	8.2%	0.7%
04 Food products, beverages and tobacco	1 627 604	1 628 663	1 603 682	10.7%	-1.5%	290 132	293 083	285 287	16.5%	-2.7%
05 Textiles and textile products; leather and leather products	73 584	70 089	69 753	0.5%	-0.5%	20 224	18 874	18 699	1.1%	-0.9%
06 Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	621 226	620 447	600 813	4.0%	-3.2%	125 096	129 964	124 044	7.2%	-4.6%
07 Coke and refined petroleum products	556 946	546 737	519 315	3.5%	-5.0%	51 465	52 581	51 839	3.0%	-1.4%
08 Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel	662 825	585 657	591 099	4.0%	0.9%	128 748	131 397	130 520	7.5%	-0.7%
09 Other non metallic mineral products	2 028 790	2 064 023	2 091 880	14.0%	1.3%	154 217	151 857	155 574	9.0%	2.4%
10 Basic metals; fabricated metal products, except machinery and equipment	515 188	578 004	586 280	3.9%	1.4%	115 005	127 485	128 709	7.4%	1.0%
11 Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks	278 031	295 377	294 861	2.0%	-0.2%	57 791	59 835	59 782	3.5%	-0.1%
12 Transport equipment	223 275	221 867	237 338	1.6%	7.0%	57 443	62 769	63 973	3.7%	1.9%
13 Furniture; other manufactured goods n.e.c.	123 801	113 713	111 977	0.7%	-1.5%	31 493	32 304	30 769	1.8%	-4.8%
14 Secondary raw materials; municipal wastes and other wastes	1 304 516	1 044 601	1 031 845	6.9%	-1.2%	61 183	62 252	61 682	3.6%	-0.9%
15 Mail, parcels	128 564	172 314	173 136	1.2%	0.5%	26 829	34 430	35 188	2.0%	2.2%
16 Equipment and material utilized in the transport of goods	216 858	222 056	221 890	1.5%	-0.1%	33 745	33 830	33 707	1.9%	-0.4%
17 Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non market goods n.e.c.	72 058	76 691	108 298	0.7%	41.2%	7 091	7 747	10 206	0.6%	31.7%
18 Grouped goods: a mixture of types of goods which are transported together	417 884	527 031	549 451	3.7%	4.3%	100 883	127 783	133 462	7.7%	4.4%
19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16	352 501	253 029	249 289	1.7%	-1.5%	58 738	37 511	35 111	2.0%	-6.4%
20 Other goods n.e.c.	243 859	228 496	201 304	1.3%	-11.9%	37 577	44 735	38 427	2.2%	-14.1%

<sup>(1)</sup> EL and UK: 2010 instead of 2011.

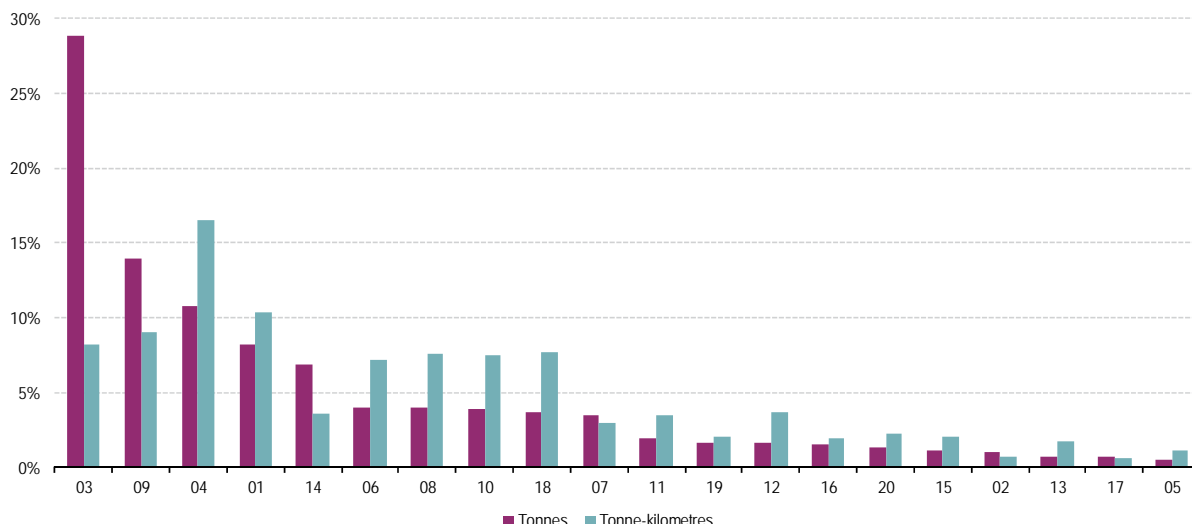
Source: Eurostat (online data code: [road\\_go\\_ta\\_tg](#))

Figure 3 shows the contrast between the importance of individual product groups for transport measured in tonnes and tkm.

In tonnes, two of the dominant groups relate to materials for the construction industry (sand, gravel and cement) and agricultural products. Food, beverages and tobacco and the products of agriculture are the second largest element with secondary raw materials, including municipal wastes, another important group.

In terms of tkm, the most important product groups are food, beverages and tobacco and agricultural products (27% of the total together), both groups being carried for relatively long distances and feeding into the food supply chain. Construction related materials, including wood products, form a second group and make up a combined 26% of the total. These are followed by chemicals (8%) and metal products (7%). One final important category is grouped goods carried together, mainly palletised transport, (8%), an important group to ensure full use is made of road freight capacity.

**Figure 3: EU-27 road freight transport by group of goods (NST 2007, see labels in Table 2), 2011 (1)**



(1) EL and UK: 2010 instead of 2011.

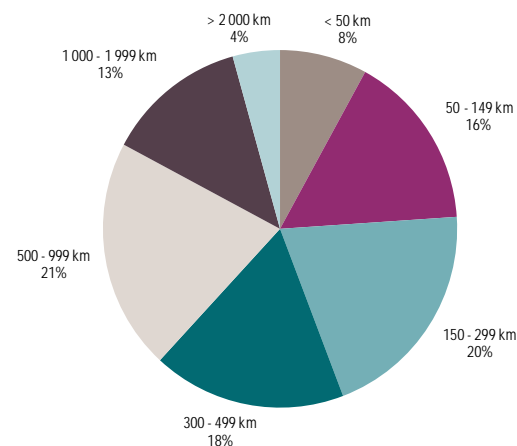
Source: Eurostat (online data code: [road\\_go\\_ta\\_tg](#))

### All distance classes recorded falls compared to 2007

Figure 4 shows the split of tkm between the distance classes travelled by the freight carried. Transport activities below 50 km account for 8% of all tonne-km generated in road freight transport in the EU, those over a distance of more than 2 000 km account for 4% of the total. However, the bulk of transport activity falls between 150 and 1 000 km and transport in these distance classes accounts for almost 60% of the total. A more important consideration for policy purposes is that 56% of freight journeys are over 300 km. For journeys at these longer distances, it may be possible to substitute road transport with more environmentally friendly modes.

Figure 5 shows the trends in transport for broad distance classes since 2007. While transport in all distance classes has fallen since 2007, the decline is sharpest in long distance movements over 1 000 km where it was some 16% below the 2007 figure in 2011. Similarly, short distance movements under 150 km were 12% below the 2007 figure. For the middle distance classes, the decline was much less marked at 5% for movements of over 150 km but less than 300 km and 6% for journeys of between 300 km and 1 000 km.

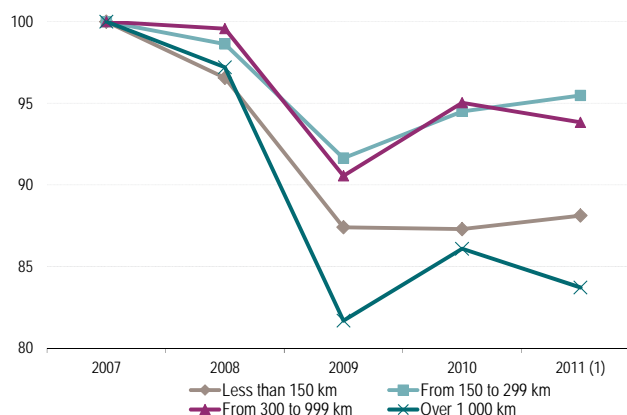
**Figure 4: EU-27 road freight transport by distance class, 2011 (1) (% of tkm)**



(1) EL and UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_dc](#))

**Figure 5: Evolution of EU-27 road freight transport by distance class (based on tkm, 2007=100)**



(1) EL and UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_dc](#))

**Table 3: Road freight transport by distance class (million tkm)**

	Less than 50 km		From 50 to 149 km		From 150 to 299 km		From 300 to 499 km		From 500 to 999 km		From 1 000 to 1 999 km		Over 2 000 km	
	2011	Change 2007-2011	2011	Change 2007-2011	2011	Change 2007-2011	2011	Change 2007-2011	2011	Change 2007-2011	2011	Change 2007-2011	2011	Change 2007-2011
<b>EU-27</b>	138 064	-18.1%	276 081	-8.4%	351 186	-4.5%	305 286	-4.7%	362 607	-7.4%	223 181	-11.5%	74 572	-27.9%
<b>BE</b>	2 538	-18.2%	8 014	-11.3%	8 639	-15.1%	9 406	-11.8%	7 201	-31.1%	1 483	-49.8%	202	-53.5%
<b>BG</b>	1 039	-14.9%	1 678	26.1%	2 370	22.5%	2 827	64.1%	3 207	145.9%	4 451	59.4%	5 653	30.3%
<b>CZ</b>	2 981	-17.7%	5 207	-3.5%	7 054	13.1%	7 065	29.4%	15 921	36.0%	12 982	6.0%	3 588	3.4%
<b>DK</b>	1 407	-23.9%	3 874	-10.8%	4 223	5.5%	3 398	11.5%	1 759	-58.0%	1 310	-55.0%	150	-76.0%
<b>DE</b>	28 091	-5.0%	56 847	-3.8%	72 103	-0.3%	70 808	-4.7%	70 871	-8.9%	13 520	-26.2%	2 758	-24.7%
<b>EE</b>	288	-25.4%	644	-23.0%	774	-11.4%	408	-4.0%	1 106	32.9%	1 290	3.1%	1 391	-25.9%
<b>IE</b>	1 112	-73.9%	2 702	-43.6%	3 415	-28.6%	1 056	-30.2%	787	-43.5%	622	-59.1%	222	-69.0%
<b>EL<sup>(1)</sup></b>	4 932	-2.5%	4 332	-7.2%	5 538	25.7%	4 615	26.6%	6 079	18.3%	2 835	-14.9%	7 182	-36.5%
<b>ES</b>	15 132	-40.2%	21 585	-31.2%	25 665	-18.9%	34 455	-17.3%	56 286	-15.7%	41 268	-10.3%	12 449	-22.4%
<b>FR</b>	21 291	-5.7%	34 038	-4.8%	41 946	-9.0%	39 343	-12.5%	43 149	-26.4%	5 790	-47.6%	147	-15.0%
<b>IT</b>	12 118	-13.5%	26 954	-12.2%	39 886	-2.8%	25 210	-17.4%	28 745	-30.1%	9 495	-52.4%	472	-77.2%
<b>CY</b>	333	-24.5%	575	-17.5%	19	-59.6%	3	-25.0%	1	0.0%	c	-	10	-9.1%
<b>LV</b>	493	-15.9%	1 201	-8.0%	1 212	-1.5%	573	-6.4%	1 239	25.0%	3 312	4.1%	4 001	-23.5%
<b>LT</b>	273	-50.3%	753	-14.5%	1 174	8.9%	1 012	25.1%	2 897	71.8%	8 918	14.2%	6 465	-13.0%
<b>LU</b>	591	11.9%	926	24.6%	1 897	6.6%	2 237	1.1%	2 460	-19.7%	708	-39.8%	c	-
<b>HU</b>	1 482	-31.3%	3 952	-10.2%	5 237	-10.7%	2 892	13.1%	8 213	40.2%	10 811	-4.6%	1 755	-50.2%
<b>NL</b>	4 395	-21.8%	13 716	-3.1%	17 581	-3.3%	13 515	12.6%	16 247	-2.3%	6 452	-32.3%	1 432	-20.8%
<b>AT</b>	3 480	2.2%	4 770	2.8%	5 902	5.6%	3 638	-11.6%	6 586	-34.0%	3 104	-56.0%	371	-60.7%
<b>PL</b>	11 161	28.9%	21 856	37.7%	27 655	44.0%	31 411	41.9%	45 706	54.8%	56 263	32.0%	13 595	5.8%
<b>PT</b>	2 219	-36.2%	4 020	-34.7%	4 488	-28.4%	3 470	-23.2%	5 019	-18.9%	7 912	-11.4%	9 327	-12.0%
<b>RO</b>	1 704	-48.4%	2 590	-43.9%	2 804	-47.6%	2 899	-54.6%	4 231	-18.9%	7 666	-48.6%	4 450	-77.5%
<b>SI</b>	669	-28.8%	1 064	-2.2%	1 372	12.1%	1 678	44.2%	4 619	48.2%	5 782	23.3%	1 203	-17.2%
<b>SK</b>	966	-26.7%	1 992	-0.7%	2 743	14.8%	2 835	15.0%	6 511	33.0%	11 550	1.9%	2 535	-6.8%
<b>FI<sup>(2)</sup></b>	2 731	-26.8%	5 999	-9.6%	7 241	-7.0%	5 114	1.0%	4 358	-10.8%	1 007	-27.9%	413	30.7%
<b>SE</b>	2 813	-12.0%	6 403	-22.8%	7 930	-10.6%	7 581	11.6%	6 903	1.9%	2 145	-5.8%	291	-28.9%
<b>UK<sup>(1)</sup></b>	13 825	-29.7%	40 389	-6.0%	52 318	-12.0%	27 837	-11.6%	12 506	-6.5%	2 505	-32.8%	510	-50.8%
<b>NO</b>	2 709	17.3%	4 147	4.9%	3 295	5.4%	2 436	-13.3%	5 119	7.0%	1 330	-23.0%	151	-77.2%
<b>CH<sup>(3)</sup></b>	3 602	6.6%	4 152	7.8%	2 589	-4.3%	1 158	-17.3%	1 344	-1.0%	493	-1.4%	c	-
<b>HR<sup>(3)</sup></b>	781	-31.8%	1 278	-39.2%	1 558	-18.3%	1 647	-21.2%	1 867	1.6%	1 487	-5.6%	307	-20.5%

<sup>(1)</sup> EL and UK: 2010 instead of 2011.

<sup>(2)</sup> FI: Break in time series in 2011 due to a change in methodology.

<sup>(3)</sup> CH and HR: 2008 instead of 2007.

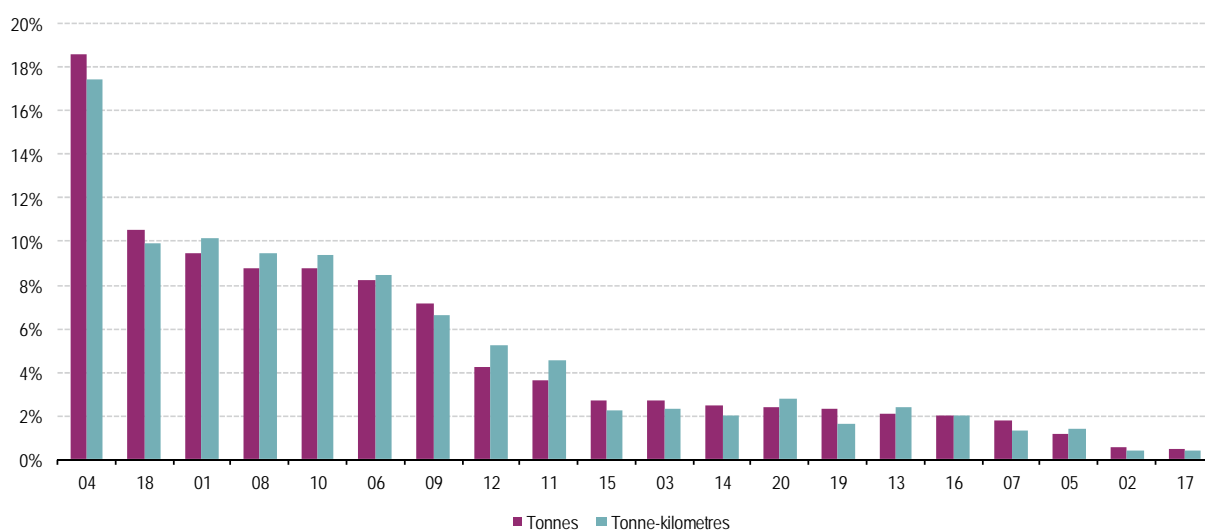
Source: Eurostat (online data code: [road\\_go\\_ta\\_dc](#))

Table 3 shows the change in transport by distance classes between 2007 and 2011 for individual countries. Poland was the only country to record growth in all distance classes between the two years, while Bulgaria achieved rapid growth in all distance classes except the very shortest movements of under 50 km. Many countries recorded falls in all distance classes, particularly

Ireland where there were very sharp falls across the board.

Besides Poland, all the major transport economies recorded falls across all distance classes but much of the fall occurred in the longer ones. These changes may be an indication of the competitive advantages of the transport sectors in the new Member States, as they gain market share from the established Member States.

**Figure 6: EU-27 road freight transport of 300 km or more by group of goods (NST 2007, see labels in Table 4), 2011<sup>(1)</sup>**



<sup>(1)</sup> EL and UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_dctg](#))

Eurostat introduced recently the 300 km distance class to make available detailed data for short distance transport and better monitor the objectives of the EU white paper on transport.

Table 4 shows transport of goods split between movements of 300 km or more and movements less than 300 km. In tonnage terms, the largest changes between 2010 and 2011 in specific goods are a 9% rise in shorter distance movements of transport equipment and a 5% drop in coke and refined petroleum products. For the longer distances, the changes relate to headings where the individual goods type cannot be determined. One exception to this rule is the 33% rise in household and office

removals, with a 43% rise for shorter distance moves of this category.

Figure 6 shows the percentage distribution by group of goods for movements of 300 km or more. The main groups transported over these longer distances are food (19% of the total in tonnage terms), grouped goods, mainly movements of goods carried on pallets (11%), agricultural products (9%), chemicals (9%), basic metals (9%) and wood products (8%). It is these goods where there is the most scope for a mode shift to more environmentally friendly modes, such as rail or inland waterways.

**Table 4: EU-27 road freight transport by distance class and group of goods (NST 2007) (thousand tonnes)**

NST2007	Less than 300 km				300 km and more			
	2009	2010	2011 <sup>(1)</sup>	Change 2010-2011	2009	2010	2011 <sup>(1)</sup>	Change 2010-2011
01 Products of agriculture, hunting, and forestry; fish and other fishing products	1 017 971	1 047 576	1 071 316	2.3%	150 789	157 647	154 009	-2.3%
02 Coal and lignite; crude petroleum and natural gas	128 018	148 225	142 219	-4.1%	8 727	9 736	9 263	-4.9%
03 Metal ores and other mining and quarrying products; peat; uranium and thorium	4 339 641	4 232 289	4 272 220	0.9%	39 771	44 754	43 601	-2.6%
04 Food products, beverages and tobacco	1 319 941	1 320 194	1 300 032	-1.5%	307 391	308 239	303 494	-1.5%
05 Textiles and textile products; leather and leather products	51 813	50 339	49 913	-0.8%	20 540	19 088	19 176	0.5%
06 Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	487 048	481 321	466 220	-3.1%	133 885	138 945	134 265	-3.4%
07 Coke and refined petroleum products	528 085	515 744	488 481	-5.3%	28 019	30 311	29 247	-3.5%
08 Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel	524 786	439 780	447 699	1.8%	137 730	145 686	143 195	-1.7%
09 Other non metallic mineral products	1 914 222	1 951 572	1 975 035	1.2%	114 380	112 121	116 579	4.0%
10 Basic metals; fabricated metal products, except machinery and equipment	389 329	438 018	443 350	1.2%	125 591	139 790	142 549	2.0%
11 Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks	221 817	236 471	236 197	-0.1%	56 157	58 819	58 522	-0.5%
12 Transport equipment	160 023	153 232	167 527	9.3%	62 751	68 038	68 871	1.2%
13 Furniture; other manufactured goods n.e.c.	89 739	76 997	76 860	-0.2%	33 618	35 722	33 748	-5.5%
14 Secondary raw materials; municipal wastes and other wastes	1 264 904	1 003 135	990 313	-1.3%	38 424	39 912	40 490	1.4%
15 Mail, parcels	91 105	127 145	126 689	-0.4%	34 395	43 238	44 292	2.4%
16 Equipment and material utilized in the transport of goods	184 491	189 672	188 750	-0.5%	31 759	31 900	32 219	1.0%
17 Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non market goods n.e.c.	65 443	69 827	99 617	42.7%	5 446	5 590	7 422	32.8%
18 Grouped goods: a mixture of types of goods which are transported together	290 027	363 155	377 038	3.8%	127 371	163 398	171 909	5.2%
19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16	288 712	210 066	209 593	-0.2%	61 801	40 536	37 246	-8.1%
20 Other goods n.e.c.	205 022	182 736	161 136	-11.8%	37 992	45 089	39 697	-12.0%

<sup>(1)</sup> EL and UK: 2010 instead of 2011.

Source: Eurostat (online data code: [road\\_go\\_ta\\_dctg](#))

## METHODOLOGICAL NOTES

Data presented in this publication were collected in the framework of [Regulation \(EU\) No 70/2012](#) on statistical returns in respect of the carriage of goods by road (recast). These data are based on sample surveys carried out in the reporting countries, i.e. EU Member States, Croatia, Liechtenstein, Norway and Switzerland, and record the road goods transport undertaken by vehicles registered in these countries.

Reporting countries 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. At the European level, common aggregation procedures have been used that might diverge from national practices. Therefore differences might occur between the figures in this publication and national values. For the distinction between national and international transport, journey information is used at the European level, which might cause differences in corresponding values from those countries that are using goods information for these statistics.

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

**Greece:** As road transport data for Q3 and Q4 2011 have not yet been reported, Q3 and Q4 2010 have been used instead. 2011 annual figures have been estimated by summing up Q1 2011, Q2 2011, Q3 2010 and Q4 2010. 2010 annual data have been used instead of 2011 data in case of breakdowns for which quarterly data are not disseminated.

**Malta:** Reg. 70/2012 does not apply to Malta, so long as the number of Maltese-registered goods road transport vehicles licensed to engage in international transport does not exceed 400 vehicles.

**Finland:** National and international surveys have been harmonised and follow a common methodology from Q1 2011 onwards, leading to a break in time series in 2011.

**United Kingdom:** As road transport data for 2011 have not been reported yet, 2010 data have been used instead.

**Liechtenstein:** Liechtenstein reports only international road freight transport.

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

### Total transport

Total transport includes national transport, international transport of goods loaded in the reporting countries, international transport of goods unloaded in the reporting countries, cross-trade and cabotage transport.

### 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 transported by resident carriers to all other countries of the world and the goods brought into the reporting country by resident carriers from all other countries of the world.

### Cross-trade transport

Cross-trade transport is defined as international road transport between two countries 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).

### Cabotage transport

Cabotage is declared by Member States for hauliers registered in their country performing transport on the national territory of another country. Cabotage was liberalized in 1998 in the EU-15. The cabotage regime was extended to the EFTA states (except Switzerland) following the creation of the EEA (European Economic Area). Cabotage between EU-15 and the new Member States was liberalized in May 2009.

### Breakdown by group of goods

Starting with the reference year 2008, Commission Regulation (EC) No 1304/2007 establishes NST 2007 as the sole classification for goods carried in road freight transport.

For detailed information on the NST 2007 classification, please refer to '[Ramon](#)', Eurostat's Metadata Server.

### Transport by distance class

Eurostat disseminates road freight transport according to the following distance classes: < 50 km; 50-149 km; 150-299 km; 300-499 km; 500-999 km; 1 000-1 999 km; 2 000-5 999 km; ≥ 6 000 km.

More detailed data and metadata are available in the Eurostat dissemination database and on CIRCA:

[http://epp.eurostat.ec.europa.eu/portal/page/portal/statistics/search\\_database](http://epp.eurostat.ec.europa.eu/portal/page/portal/statistics/search_database)

[http://circa.europa.eu/Public/irc/dsis/transport/library?l=/03\\_road&vm=detailed&sb=Title](http://circa.europa.eu/Public/irc/dsis/transport/library?l=/03_road&vm=detailed&sb=Title)

### Data availability

The figures presented in this publication have been extracted from Eurostat's free dissemination database and reflect the state of data availability on the 31/08/2012.

### Country codes

EU-27: European Union of 27 Member States from 1 January 2007: Belgium (BE), Bulgaria (BG), the 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), the Netherlands (NL), Austria (AT), Poland (PL), Portugal (PT), Romania (RO), Slovenia (SI), Slovakia (SK), Finland (FI), Sweden (SE) and the United Kingdom (UK).

EFTA countries: Liechtenstein (LI), Norway (NO), Switzerland (CH).

Acceding country: Croatia (HR).

### In this publication

1 billion = 1 000 000 000

- not applicable

:c confidential

This publication was prepared with the assistance of Richard Butchart and Marianne Doull.

## Further information

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Eurostat website: <http://ec.europa.eu/eurostat>

Data on 'Transport statistics'

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

Select 'Road transport'

Further information about 'Transport statistics'

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### European Statistical Data Support:

With the members of the 'European statistical system', Eurostat has set up a network of support centres in nearly every Member State and in some EFTA countries.

Their role is to provide help and guidance to Internet users of European statistics.

Contact details for this support network can be found on the Eurostat website at:

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