

Germany: largest absolute growth in international road freight transport demand, 2007

Flows in international road freight transport

Germany, Spain, France, UK, Italy and Poland dominated the demand for road freight transport (tonnes loaded and unloaded) in 2007, accounting for 70% of the European total. Germany was the main partner in all types of transport.

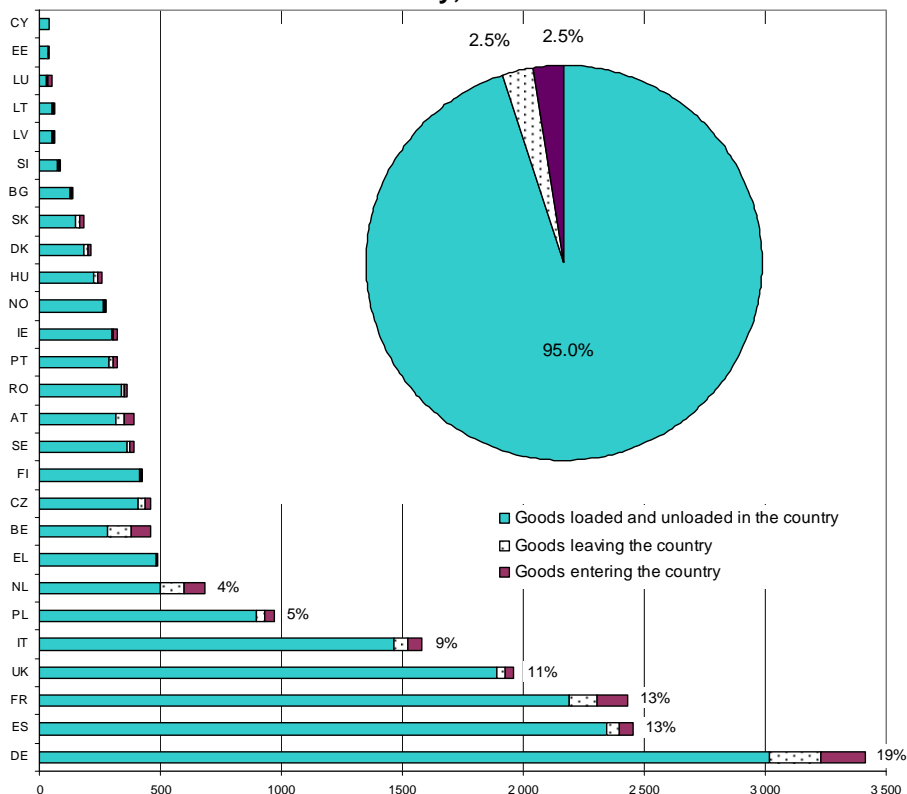
International transport flows accounted for 5% of the total and Germany showed the biggest absolute growth in international road freight transport. The fast relative growth in Poland (17%) was outstripped by even stronger rises in some of the other new Member States, notably Slovakia, Latvia and Hungary.

Germany and France appeared in 14 of the top 18 intra EU-27 country to country flows. The Netherlands and Belgium with their major ports were also big players. Polish hauliers emerged as strong competitors, appearing as the main third country hauliers in 8 of the top 18 country to country flows.

Outside the EU-27, Switzerland, Norway and Russia were the main markets. Sweden and Finland were important actors in this arena.

A complete overview of statistics on road freight transport is available in Eurostat's free dissemination database (see last page).

Graph 1: Goods moved on the countries' territory, 2007 – million tonnes and % in total EU



Source: Eurostat ([road_go_ia_ugett](#), [road_go_ia_lgtt](#) and [road_go_cta_gtt](#))

Strong absolute growth in the demand for international transport in Germany and Poland

Table 1: Goods leaving or entering a country, 2006 and 2007 - million tonnes

	Goods leaving the country		Goods entering the country		Total		Change 2006-2007	% change 2006-2007
	2006	2007	2006	2007	2006	2007		
Belgium (BE)	95.1	99.5	81.4	83.8	176.5	183.4	6.9	3.9
Bulgaria (BG)	4.3	3.7	2.9	2.9	7.2	6.6	-0.6	-8.3
Czech Republic (CZ)	28.6	28.3	23.9	24.6	52.5	52.8	0.3	0.6
Denmark (DK)	14.7	14.4	17.0	16.6	31.7	31.0	-0.7	-2.2
Germany (DE)	198.6	210.3	176.8	182.3	375.5	392.6	17.1	4.6
Estonia (EE)	2.5	2.7	2.5	3.0	5.0	5.7	0.7	14.0
Ireland (IE)	6.8	7.8	15.9	13.3	22.7	21.1	-1.6	-7.0
Greece (EL)	4.8	4.0	5.1	3.9	10.0	7.9	-2.1	-21.0
Spain (ES)	51.4	53.9	50.6	54.1	101.9	107.9	6.0	5.9
France (FR)	110.6	111.1	121.6	129.7	232.2	240.8	8.6	3.7
Italy (IT)	56.0	55.3	57.9	55.7	113.9	111.1	-2.8	-2.5
Cyprus (CY)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	:
Latvia (LV)	4.5	5.0	3.6	4.7	8.1	9.7	1.6	19.8
Lithuania (LT)	4.9	5.9	5.3	6.1	10.2	12.0	1.8	17.6
Luxembourg (LU)	9.3	9.9	12.3	12.9	21.6	22.8	1.2	5.6
Hungary (HU)	13.7	16.9	13.3	15.5	26.9	32.4	5.5	20.4
Malta (MT)	:	:	:	:	:	:	:	:
Netherlands (NL)	94.6	96.8	86.9	88.4	181.6	185.2	3.6	2.0
Austria (AT)	33.0	35.7	38.3	39.9	71.4	75.6	4.2	5.9
Poland (PL)	32.8	36.6	30.6	37.7	63.4	74.4	11.0	17.4
Portugal (PT)	15.1	17.1	16.6	17.4	31.7	34.5	2.8	8.8
Romania (RO)	11.5	11.5	10.8	11.9	22.3	23.4	1.1	4.9
Slovenia (SI)	6.9	7.7	7.3	8.7	14.2	16.4	2.2	15.5
Slovakia (SK)	12.7	16.1	11.4	14.2	24.1	30.3	6.2	25.7
Finland (FI)	4.5	4.4	4.6	4.9	9.1	9.4	0.3	3.3
Sweden (SE)	16.3	15.1	14.6	14.9	30.9	29.9	-1.0	-3.2
United Kingdom (UK)	33.1	30.2	34.3	34.3	67.3	64.5	-2.8	-4.2
Liechtenstein (LI)	0.1	0.2	0.2	0.2	0.3	0.4	0.1	:
Norway (NO)	6.3	6.5	8.8	8.3	15.1	14.7	-0.4	-2.6

Note: Small amount of goods leaving or entering Cyprus and Liechtenstein does not ensure sufficient precision to publish yearly percentage change.

Source: Eurostat ([road_go_ia_ugtt](#), [road_go_ia_lggt](#) and [road_go_cta_gtt](#))

Germany, Spain, France, UK, Italy and Poland dominated demand for European road transport in 2007, measured in tonnes loaded and unloaded. They accounted for 70% of the total with Germany on its own taking 19% (Graph 1). Considering international transport only, goods entering or leaving the country, among the larger economies there were major variations in growth between 2006 and 2007 (Table 1). Germany, France and Spain recorded growth of between 3% and 6% while UK and Italy recorded falls of 4% and 2.5% respectively. Poland achieved a high 17% growth rate between the two years, but in tonnes international road freight grew even more in Germany. A number of other newer Member States that joined the EU in 2004 also recorded rapid growth. Cyprus – from a very small base and based on few observations – Latvia, Lithuania, Hungary, Slovenia and Slovakia all recorded growth rates of more than 15%. If the growth in the demand for a country's international road freight transport were to be used as an indicator of its integration, these figures suggest that the process within the EU

continued rapidly in 2007. It may also be seen as an indication of how the economies of the newer Member States have benefited from accession.

Table 1 also shows the tonnage of goods entering and leaving each country. In most cases the differences are relatively small. The largest imbalances in absolute terms are for Belgium and Germany, both recorded surpluses for goods leaving compared with those entering, and France where there was a deficit. Considered in percentage terms, the major imbalances were for Ireland and Norway, both peripheral countries, and Luxembourg.

As well as signalling the impact of accession, the road transport industry in the newer Member States also profited from the opportunities that have opened up. Table 2 shows for each Member State in 2007 what proportion of the goods entering and leaving the country were carried by the Member State's own hauliers and those from other Member States, split between the EU-15 and the newer members. Among the EU-15 countries, hauliers from the newer Member States took a fifth or more

of international movements in Sweden, Greece Italy, Finland and Austria and over a sixth of the crucial German international market.

Table 2 also gives some indication of the competitiveness of each country's hauliers. For France, Italy and Sweden, the national hauliers accounted for less than a third of international

movements with the main competition coming from other EU-15 Member States. The same applied to the UK, Belgium and Ireland for goods entering the country with less than a third being handled by national hauliers against competition from other EU-15 hauliers.

Table 2: Goods leaving or entering a country, by nationality of hauliers, 2007 - million tonnes

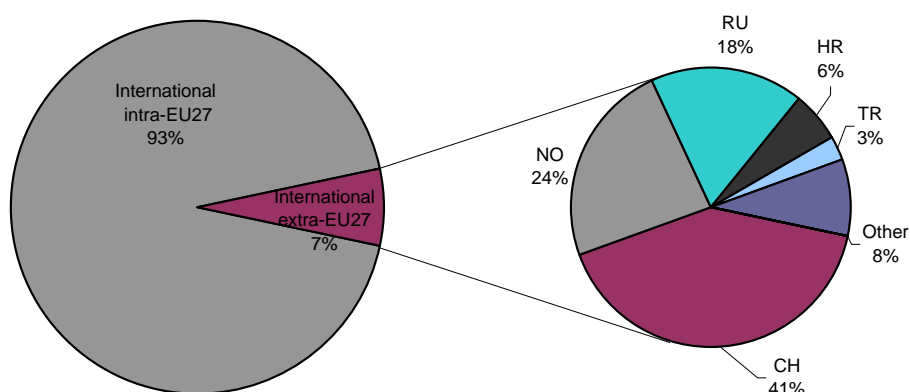
	Goods leaving the country				Goods entering the country			
	Total	Share in %			Total	Share in %		
		National hauliers	Other EU15 hauliers	Other new MS hauliers		National hauliers	Other EU15 hauliers	Other new MS hauliers
BE	99.5	37	59	4	83.8	29	68	3
BG	3.7	87	4	9	2.9	76	10	15
CZ	28.3	69	13	18	24.6	68	13	19
DK	14.4	46	47	7	16.6	37	53	10
DE	210.3	43	40	16	182.3	37	45	18
EE	2.7	74	4	23	3.0	58	7	35
IE	7.8	60	39	1	13.3	31	68	1
EL	4.0	59	12	29	3.9	50	20	30
ES	53.9	57	37	6	54.1	55	41	4
FR	111.1	28	67	6	129.7	25	70	5
IT	55.3	31	49	20	55.7	27	52	21
CY	0.0	71	29	0	0.0	47	53	0
LV	5.0	72	7	21	4.7	62	6	31
LT	5.9	67	2	31	6.1	55	7	38
LU	9.9	57	41	2	12.9	46	53	1
HU	16.9	60	11	29	15.5	56	14	30
MT	:	:	:	:	:	:	:	:
NL	96.8	62	33	5	88.4	57	39	4
AT	35.7	45	36	19	39.9	40	42	19
PL	36.6	86	5	9	37.7	85	7	8
PT	17.1	73	26	1	17.4	65	34	1
RO	11.5	87	3	10	11.9	70	8	21
SI	7.7	79	9	12	8.7	76	14	11
SK	16.1	64	8	29	14.2	60	10	30
FI	4.4	71	9	20	4.9	74	10	16
SE	15.1	25	44	31	14.9	15	53	32
UK	30.2	47	47	7	34.3	28	63	9
LI	0.2	37	59	4	0.2	49	42	0
NO	6.5	54	39	7	8.3	37	57	7

Note: Figures are aggregates of all reporting countries (EU Member States plus Liechtenstein and Norway); transport performed by hauliers from other countries is not included (data are not available).

Source: Eurostat ([road go ia ugtt](#), [road go ia lggt](#) and [road go cta gtt](#))

Belgium and the Netherlands strong in international road freight transport

Graph 2: International transport by partner country, 2007 - % in tonnes



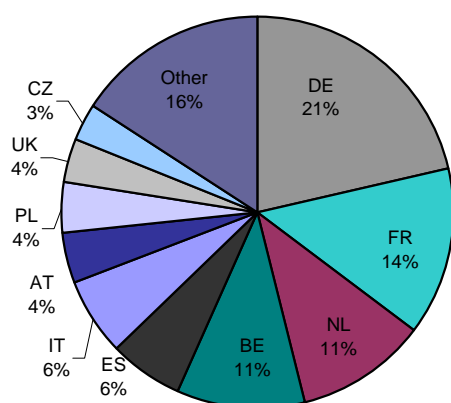
Source: Eurostat ([road go ia ugtt](#), [road go ia lggt](#) and [road go cta gtt](#))

Graph 2 shows the split between intra-EU-27 and extra-EU-27 transport. In 2007, 93% of international traffic handled by EU-27 hauliers was intra-EU-27 and 7% extra-EU-27. Switzerland with 41% of the total was the largest market, followed by Norway (24%) and Russia (18%). Croatia at 6% was the largest of the remaining countries served.

Graph 3 shows the main origins and destinations for intra EU-27 transport in 2007. The main difference compared with total transport is the emergence of the Netherlands and Belgium. With their major ports, they are strong players in this area. While Germany was again the major partner (with 21%) followed by France (14%), the Netherlands (11%) and Belgium (11%) took third and fourth places respectively. Spain and Italy retained their positions in the top 6 countries. The top 6 countries accounted for a little less than 70% of the total.

Graph 3: Share of each country as origin or destination in the total amount of goods transported across borders within the EU-27, 2007 - % in tonnes

Total intra EU-27 transport: 854 million tonnes

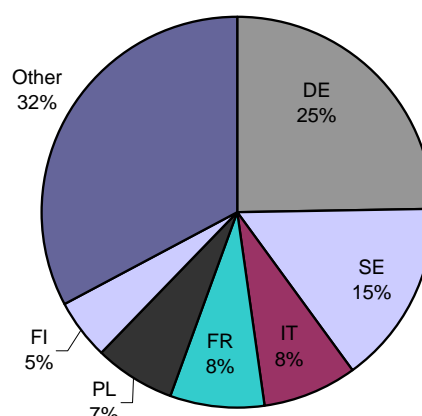


Source: Eurostat ([road_go_ia_ugtt](#), [road_go_ia_lggt](#) and [road_go_cta_gtt](#))

Graph 4 repeats the analysis for extra EU-27 transport. While Germany with 25% remained by far the largest origin and destination, Sweden, with its trade with Norway, emerged in second place with 15%, followed by Italy and France, with transport to Switzerland, on 8%. Poland and Finland made up the final two entrants into the top 6 at 7% and 5% respectively, reflecting their trade with countries further east, particularly Russia for Finland. The top 6 countries accounted for 70% of the total.

Graph 4: Share of each country as origin or destination in the total amount of goods transported across borders outside the EU-27, 2007 - % in tonnes

Total extra EU-27 transport: 62 million tonnes



Source: Eurostat ([road_go_ia_ugtt](#), [road_go_ia_lggt](#) and [road_go_cta_gtt](#))

At the more detailed country to country level (Table 3), five extra EU-27 states emerged as main trading partners, Switzerland, Norway, Russia, Croatia and Turkey. With one exception all the trading was with close neighbours. Switzerland's traffic was with Germany (19.4% of the total extra EU-27 transport), France, Italy and Austria, while Norway had links with both Sweden and Denmark. There was a significant trade between Slovenia and Croatia while Russia traded with Finland, Poland and Lithuania. Russia's trade with Germany was the only main country to country flow not to be between near neighbours.

Table 3: Main country to country flows in extra EU-27 road goods transport, 2007 - million tonnes

Rank	Pair of countries	Total Tonnes	% in total extra EU-27 transport
1	DE CH	12.1	19.4
2	SE NO	9.3	15.0
3	FR CH	4.2	6.7
4	IT CH	3.5	5.6
5	FI RU	2.6	4.2
6	PL RU	2.0	3.3
7	DK NO	1.8	2.9
8	SI HR	1.6	2.6
9	AT CH	1.5	2.4
10	LT RU	1.3	2.1
11	NL CH	1.2	2.0
12	DE RU	1.1	1.8

Source: Eurostat ([road_go_ia_ugtt](#), [road_go_ia_lggt](#) and [road_go_cta_gtt](#))

Table 4: Country to country flows in intra EU-27 international road goods transport, 2007 - million tonnes

Country of unloading	Country of loading																										
	BE	BG	CZ	DK	DE	EE	IE	EL	ES	FR	IT	CY	LV	LT	LU	HU	NL	AT	PL	PT	RO	SI	SK	FI	SE	UK	Total
BE		0.1	0.5	0.3	22.0	0.0	0.1	0.1	1.5	24.8	1.2	-	0.1	0.1	1.8	0.2	26.2	0.5	1.0	0.2	0.3	0.1	0.2	0.0	0.2	2.1	83.5
BG	0.0		0.2	-	0.3	-	0.0	0.8	0.0	0.1	0.2	0.0	-	-	-	0.1	0.0	0.1	0.1	-	0.3	0.1	0.0	-	0.0	0.1	2.5
CZ	0.9	0.1		0.1	8.8	0.0	0.0	0.1	0.7	0.9	1.1	-	0.1	0.1	0.0	0.9	0.9	1.6	2.6	0.1	0.3	0.2	4.2	0.1	0.3	0.3	24.2
DK	0.4	-	0.2		8.1	0.0	0.0	0.0	0.2	0.7	0.4	-	0.0	0.0	0.0	0.1	1.4	0.2	0.7	0.0	0.1	0.1	0.2	0.1	2.6	0.1	15.7
DE	21.2	0.4	10.8	6.9		0.2	0.2	0.8	6.0	25.1	12.9	0.0	0.5	0.7	3.1	2.6	41.1	14.9	13.4	0.8	3.0	1.0	2.1	0.2	2.0	2.9	172.6
EE	0.0	-	0.0	0.0	0.2		-	-	0.1	0.0	0.1	-	1.0	0.3	-	0.0	0.1	0.0	0.2	-	-	0.0	0.0	0.4	0.2	0.0	2.7
IE	0.1	-	0.0	0.0	0.2	-		0.0	0.1	0.2	0.1	-	0.0	0.0	0.0	0.0	0.3	-	0.1	-	0.0	0.0	0.0	-	0.0	12.2	13.3
EL	0.1	0.7	0.0	0.0	0.9	0.0	0.0		0.1	0.3	1.0	0.0	0.0	0.0	-	0.1	0.2	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	3.9
ES	2.6	0.0	0.4	0.2	6.6	0.0	0.1	0.1		20.1	4.5	-	0.1	0.0	0.1	0.3	2.2	0.4	0.7	12.8	0.4	0.1	0.2	0.0	0.1	1.5	53.6
FR	37.9	0.3	1.0	0.6	29.4	0.1	0.3	0.2	18.6		11.6	0.0	0.1	0.2	3.5	0.4	10.5	1.1	2.2	1.7	1.3	0.3	0.6	0.0	0.2	5.7	127.8
IT	1.6	0.4	1.1	0.4	12.6	0.1	0.0	0.8	4.0	11.2		-	0.2	0.2	0.2	2.4	1.9	7.7	1.7	0.7	2.4	2.4	1.0	0.0	0.1	1.0	54.3
CY	-	-	-	-	0.0	-	-	0.0	-	-	0.0		-	-	-	-	0.0	0.0	0.0	-	-	-	-	-	-	0.0	0.0
LV	0.1	-	0.1	0.0	0.5	0.6	-	-	0.1	0.0	0.1	-		1.7	0.0	0.0	0.1	0.0	0.6	-	0.0	0.0	0.0	0.1	0.1	0.0	4.3
LT	0.1	-	0.2	0.0	0.9	0.3	-	0.0	0.1	0.3	0.4	-	1.1		0.0	0.1	0.2	0.0	1.6	-	-	0.0	0.1	0.1	0.1	0.1	5.7
LU	3.6	-	0.0	0.0	5.1	-	0.0	-	0.1	2.8	0.1	-	-	-		0.0	0.8	0.0	0.1	0.0	0.0	0.0	-	0.0	0.0	0.1	12.8
HU	0.4	0.1	1.0	0.1	3.0	0.0	0.0	0.1	0.3	0.4	1.4	-	0.0	0.0	0.0		0.4	1.8	1.2	0.0	1.1	0.5	3.2	0.0	0.1	0.2	15.3
NL	23.5	0.0	0.6	1.0	45.1	0.0	0.2	0.2	2.0	6.7	1.2	0.0	0.2	0.1	0.7	0.3		0.7	1.6	0.3	0.4	0.1	0.2	0.1	0.8	1.7	87.6
AT	0.6	0.2	2.6	0.1	22.2	0.0	0.0	0.1	0.4	0.8	4.8	0.0	0.0	0.1	0.1	2.2	1.0		0.8	-	0.3	1.1	1.2	0.0	0.2	0.3	39.2
PL	1.6	0.1	2.7	0.4	15.7	0.2	0.0	0.2	1.1	2.0	2.4	-	0.3	0.9	0.1	1.3	2.3	1.0		0.1	0.3	0.2	1.9	0.1	0.9	0.9	36.7
PT	0.4	-	0.0	0.0	0.9	0.0	0.0	0.0	13.2	1.4	0.7	-	-	-	0.0	0.0	0.3	0.0	0.1		-	0.0	0.0	0.0	0.0	0.2	17.3
RO	0.1	0.4	0.4	0.1	2.8	0.0	-	0.2	0.4	1.1	2.4	-	-	-	0.0	1.6	0.3	0.6	0.7	0.0		0.1	0.2	-	0.0	0.3	11.7
SI	0.1	0.1	0.2	0.0	1.1	0.0	0.0	0.0	0.1	0.3	2.3	-	-	0.0	0.0	1.0	0.2	1.6	0.2	0.0	0.0		0.2	-	0.0	0.2	7.6
SK	0.3	0.1	4.6	0.1	2.3	0.0	-	0.0	0.2	0.4	0.8	-	0.0	0.0	0.0	2.3	0.2	1.1	1.3	0.0	0.1	0.2		0.0	0.1	0.1	14.1
FI	0.0	0.0	0.0	0.1	0.1	0.3	-	-	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.2	0.0	0.1	-	0.1	-	0.0		1.4	0.0	2.7
SE	0.2	0.0	0.2	2.4	1.9	0.2	0.0	0.0	0.3	0.2	0.2	0.0	0.1	0.1	0.0	0.1	1.2	0.2	0.9	0.0	0.1	0.0	0.1	2.2		0.0	10.7
UK	3.1	0.1	0.5	0.2	4.1	0.0	6.7	0.1	3.0	7.7	1.8	0.0	0.0	0.1	0.1	0.3	3.0	0.4	1.2	0.3	0.5	0.3	0.2	0.0		0.0	33.7
Total	98.7	3.1	27.5	13.2	194.5	2.1	7.8	3.9	52.5	107.3	51.7	0.0	4.0	4.6	9.8	16.3	95.2	34.2	33.4	17.0	11.2	6.9	15.7	3.6	9.6	29.8	853.6

Note: - no transport; 0.0 transport less than 0.05 million tonnes.

Source: Eurostat ([road go ia ugtt](#), [road go ia lgtt](#) and [road go cta gtt](#))

Table 4 shows the detail of the intra EU-27 country to country flows in road goods transport in 2007. As might be expected, the pattern of major flows being between near neighbours, especially those with a shared land border, was largely repeated at the detailed EU-27 level. For example, Belgium recorded major flows with France, the Netherlands, Germany and Luxembourg, its near neighbours.

Germany's dominance in the European transport market is indicated by its importance to most Member States as either a source or a destination. Hungary had a substantial trade with its neighbour Austria but this was outweighed by transport links with Germany and to a lesser extent with Italy. Romania showed a similar pattern. Again there was a substantial trade with Hungary, its near neighbour, but this was outweighed by transport links with Germany and Italy.

Polish hauliers emerge as a major competitive force in international transport flows

Table 5: Main country to country flows in intra EU-27 road goods transport, 2007 - million tonnes

Rank	Pair of countries	Total Tonnes	% hauliers of first country	% hauliers second country	% all other hauliers	Main other haulier
1	DE NL	86.2	33.6	61.3	5.2	PL
2	BE FR	62.7	51.1	35.9	13.0	LU
3	DE FR	54.5	61.8	20.7	17.6	PL
4	BE NL	49.7	26.6	69.2	4.2	PL
5	BE DE	43.1	26.7	48.6	24.7	NL
6	ES FR	38.7	72.5	17.7	9.8	PT
7	AT DE	37.1	44.5	45.1	10.4	CZ
8	DE PL	29.1	8.4	90.5	1.1	CZ
9	ES PT	26.0	35.0	64.5	0.6	PL
10	DE IT	25.5	45.8	32.5	21.7	AT
11	FR IT	22.8	39.1	50.8	10.1	PL
12	CZ DE	19.6	78.6	16.7	4.8	PL
13	IE UK	18.9	38.1	61.4	0.5	NL
14	FR NL	17.2	11.5	66.3	22.2	BE
15	DE DK	15.0	63.6	29.8	6.6	LU
16	FR UK	13.5	40.0	32.4	27.5	PL
17	DE ES	12.6	26.0	55.7	18.3	PL
18	AT IT	12.5	62.9	17.2	19.8	CZ

Source: Eurostat ([road go ia uggt](#), [road go ia lgtt](#) and [road go cta gtt](#))

Table 5 explores the same area in more detail, highlighting the main intra EU-27 country to country flows with additional information about the balance between hauliers of the two countries and the penetration by hauliers from third countries.

Not unexpectedly, Germany and France, the two main motors of the European economy, appeared in 14 of the top 18 country to country flows. For France, the share of the total taken by French hauliers in any bilateral flow was normally substantially less than a half, dropping to just over 10% for the bilateral France/Netherlands traffic. In contrast, French hauliers took around 40% of the movements with the UK and Italy. The German experience was more mixed. While German hauliers took over 60% of the transport with France and Denmark, they fared much less well in bilateral trades with Poland and Spain.

The penetration of third country hauliers in the main flows varied substantially from around a quarter (France/UK and Belgium/Germany) to less than one per cent (Spain/Portugal and Ireland/UK). The nationality of the main third party hauliers involved in the transport movements was partly a reflection of geography. An example is the transport between Spain and France where the Portuguese hauliers were the most successful third country operators. However, one main message is about the success of Polish hauliers in their entry into third country markets. Poland emerged as the

most successful third country with its hauliers appearing as the main other haulier in 8 of the top 18 country to country markets, including Germany/Netherlands, Germany/France and Belgium/Netherlands. The Czech Republic hauliers were also successful in the Germany/Austria/Poland markets.

Table 6 shows for each country the main destination for goods leaving the country and gives both the tonnage involved and the percentage that forms of the total tonnage leaving. Similar figures are shown for the main origin.

The figures for main destinations could be very concentrated indeed. 86% of the tonnage of Irish goods leaving the country was bound for the UK while 75% of Portugal's transport was destined for Spain. Only for Hungary was the percentage to the main destination (Germany) less than 20%. As for origins, the high concentrations with one country were restricted to the use by France and Germany of the Dutch and Belgium ports. Aside from these very specific cases and the transport between the Netherlands and Belgium, the only other relatively high figures were for French movements into Spain and German transport into Austria.

Table 6: Goods leaving the country and goods entering the country by main partner of each country, 2007 - million tonnes

Relation with the main partner						
	Main destination	Tonnes to main destination	% of total leaving	Main origin	Tonnes from main origin	% of total entering
BE	FR	37.9	38	NL	26.2	31
BG	EL	0.7	20	EL	0.8	29
CZ	DE	10.8	38	DE	8.8	36
DK	DE	6.9	48	DE	8.1	49
DE	NL	45.1	21	NL	41.1	23
EE	LV	0.6	21	LV	1.0	33
IE	UK	6.7	86	UK	12.2	92
EL	DE	0.8	21	IT	1.0	24
ES	FR	18.6	34	FR	20.1	37
FR	DE	25.1	23	BE	37.9	29
IT	DE	12.9	23	DE	12.6	23
CY	EL	0.0	:	IT	0.0	:
LV	LT	1.1	22	LT	1.7	36
LT	LV	1.7	29	PL	1.6	27
LU	FR	3.5	36	DE	5.1	40
HU	DE	2.6	15	SK	3.2	21
MT	:	:	:	:	:	:
NL	DE	41.1	42	DE	45.1	51
AT	DE	14.9	42	DE	22.2	56
PL	DE	13.4	37	DE	15.7	42
PT	ES	12.8	75	ES	13.2	76
RO	DE	3.0	26	DE	2.8	23
SI	IT	2.4	31	IT	2.3	26
SK	CZ	4.2	26	CZ	4.6	32
FI	SE	2.2	50	RU	2.1	42
SE	NO	5.3	35	NO	4.1	27
UK	IE	12.2	40	FR	7.7	22
LI	DE	0.1	46	DE	0.1	58
NO	SE	4.1	63	SE	5.3	64

CY percentages are unreliable due to rounding.

Source: Eurostat ([road go ia uggt](#), [road go ia lgtt](#) and [road go cta gtt](#))

METHODOLOGICAL NOTES

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

Member States use their own national surveys for the collection of data based on returns from road hauliers. The results are micro-data referring to vehicles and their linked journeys providing detailed information on goods transported. Origins and destinations in this publication are derived from goods information (dataset A3), except for Italy.

The figures presented in this publication are aggregates of all reporting countries (EU Member States plus Liechtenstein and Norway). Road freight transport performed by other extra-EU operators is not covered, even if it might be significant in relations with Switzerland and Russia, for example.

International transport

In this publication, international road freight transport refers to international transport loaded in the reporting country, international transport unloaded in the reporting country and cross-trade. Cabotage, normally considered as international transport, is not included in this publication.

Double counting is avoided when data are reported to Eurostat since reporting relates only to resident carriers of the reporting countries. The figures total the goods dispatched by such resident carriers to all countries of the world and the goods brought into the reporting country by such resident carriers from all countries of the world.

Cross-trade transport

Cross-trade transport is defined as international road transport performed by a road motor vehicle registered in a third country (movement of goods by road from country A to country B by hauliers registered in country C).

Goods entering a country

The volume of goods entering a country is the sum of international transport and cross-trade unloaded in the country by hauliers from all reporting countries (the declarations from unknown partners are ignored).

Goods leaving a country

The volume of goods leaving a country is the sum of international transport and cross-trade loaded in the country by hauliers from all reporting countries (the declarations to unknown partners are ignored).

'**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'.

Italy

2007 data were estimated on the basis of the first three quarters of the year (data for Q4 2007 are not available yet).

Malta

No road freight transport data have been reported by Malta.

Graph 1

This graph presents volumes moved on the territory of each country if there is loading or unloading of the goods. Transit where neither loading nor unloading takes place in the crossed country, is not included in this graph.

No data are available for national transport for Liechtenstein; therefore Liechtenstein is not included in Graph 1.

The weight of goods in international transport is accounted for both in the country of loading and in the country of unloading. The weight of goods in national transport is accounted for only once. However, in the pie chart of this graph, goods are accounted for only once in all types of transport.

Table 2

New Member States refers to the 10 countries that joined the European Union in May 2004 and to Bulgaria and Romania.

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 15 May 2009.

In this publication:

Country codes are explained in Table 1 (p.2).

: no data available

- not applicable

0 for less than half of the measurement unit

1 billion = 1 000 000 000

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)

LI (Liechtenstein), NO (Norway), CH (Switzerland), RU (Russia)

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

Further information

Data: [Eurostat Website: http://ec.europa.eu/eurostat](http://ec.europa.eu/eurostat)

Data on "Transport statistics":

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

More information about "Transport statistics":

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

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