



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 6.6.2005
COM(2005) 242 final

**REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT
AND THE COUNCIL**

**on experience acquired in the work carried out pursuant to Council Regulation (EC)
No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by
road**

TABLE OF CONTENTS

1	INTRODUCTION.....	4
1.1	OBJECTIVES	4
1.2	POLICY CONTEXT.....	6
1.3	IMPLEMENTING RULES.....	6
1.4	COVERAGE OF MEMBER STATES AND OTHER COUNTRIES	7
2	IMPLEMENTATION OF THE REGULATION	8
2.1	ISSUES ENCOUNTERED	8
2.1.1	Interpretation of the Regulation	8
2.1.2	Measures relating to non-respect of legal obligation	8
2.1.3	Transitional arrangements.....	9
2.2	FINANCIAL SUPPORT TO MEMBER STATES	9
2.3	RESULTS ACHIEVED	11
2.3.1	Data transmission to Eurostat.....	11
2.3.2	Methodological guidance given by Eurostat to Member States.....	13
2.3.3	Data disseminated by Eurostat.....	13
3	CONCLUSIONS.....	14
3.1	SHORT TERM FUTURE DEVELOPMENTS	14
3.2	LONG TERM FUTURE DEVELOPMENTS	15
3.2.1	Coverage of vehicles under the thresholds.....	15
3.2.2	Coverage of non-EU road vehicles	15

INDEX OF TABLES

Table 1: Grants paid for the implementation of Council Regulation 1172/98 for there reference period 1999-2002 (in €)	10
Table 2: Data availability per 3.11.2004 (% of records loaded)	11
Table 3: National transport, 1999-2003 – in million tkm	16
Table 4: Total international transport (loaded and unloaded, cross-trade and cabotage transport), 1999-2003 – in million tkm	17
Table 5: International transport loaded and unloaded (excluding cross-trade and cabotage transport), 1999-2003 – in million tkm	18
Table 6: Cross-trade transport performed by hauliers from reporting countries, 1999-2003 – in million tkm	19
Table 7: Cabotage performed inside the EU by hauliers registered in Member States in 2003 – in 1000 tkm	20
Table 8: Cabotage performed outside the EU by hauliers registered in Member States in 2003 – in 1000 tkm	21
Table 9: Cabotage performed by hauliers from reporting countries, 1999-2003 – in million tkm	22
Table 10: Cabotage performed by hauliers from all EU Member States* by country in which cabotage takes place, 1999-2003 - in million tkm	23
Table 11: Transport of dangerous goods by reporting country, 1999-2003 – in million tkm	24
Table 12: Transport of dangerous goods of all EU Member States*, by type of dangerous goods, 1999-2003 – in million tkm	25
Figure 1: Transport of dangerous goods, EU-15*, share by type of dangerous goods, 2003 - in tkm	26

REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL

on experience acquired in the work carried out pursuant to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road

EXECUTIVE SUMMARY

Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road specifies in its article 7 that a report to the European Parliament and the Council be established by the Commission describing the experience acquired in the work carried out pursuant to this Regulation.

This report provides these details. After a general description of the policy context and the objectives of the legal act, issues linked to the implementation are discussed. The report also presents information on financial support to Member States and the main results achieved. Finally, the annex provides tables and graphs with information on European road freight transport collected on the basis of Council Regulation (EC) No 1172/98.

The implementation of this Regulation has led to a substantial increase in the availability of detailed information on European road freight transport. The statistics are of high quality. Member States have made considerable investments and efforts to fulfil the requirements of the Regulation and most are respecting the set deadlines. A number of implementing measures have been adopted via the Committee procedure.

1 INTRODUCTION

1.1 OBJECTIVES

The adoption of Council Regulation 1172/98 in May 1998 marked an important step forward in the evolution of Community transport statistics in the European Union. This Regulation provided a legal basis for the collection of a wide range of data on road freight transport. In addition, by providing for the transmission to Eurostat of micro-data from surveys of road freight operators, it laid the emphasis on quality and comparability of statistical information.

Council Regulation 1172/98 was designed to provide the Commission, other EU Institutions and national governments with comparable, reliable, harmonised, regular and comprehensive statistical data on the scale and development of the carriage of goods by road. These data were needed for framing, monitoring, controlling and evaluating EU policy. This aim was achieved by expanding certain essential aspects of the data previously collected under the two Council Directives on road goods transport statistics (78/546/EEC and 89/462/EEC).

The major changes between the previous Directives and Council Regulation 1172/98 in the data collected were that the new Regulation provides:

- The description of the regional origin and destination of intra-EU road transport. This is important for the planning and evaluation of the Trans European Transport Networks (TEN-T) and for infrastructure policy in general;
- Information on empty journeys (vehicle kilometres and number) carried out by vehicles in national and international transport;
- The link between the carriage of goods and the vehicle journeys by measuring the degree of utilisation of vehicles carrying out this transport. This is important in the study of intermodal transport, as well as for evaluating transport costs;
- Information on the load capacity, maximum permissible weight, axle configuration and age of vehicles;
- Information on the cargo type of goods and, where relevant, on the category of dangerous goods. This is relevant to safety and environmental policies;
- Information on the economic activity (according to NACE Rev. 1) of the enterprise to which the vehicle belongs. This is important for creating a link with enterprise statistics and also for evaluating the impacts of transport on the environment, by allocating the impacts to economic activities;
- Information on road cabotage operations. In the past, statistics on road cabotage operations have been compiled from administrative data. They were based on the record books specified in Council Regulation 3118/93. Vehicle operators were required to maintain these record books for all vehicles authorised to carry out cabotage operations. Under Regulation 3118/93, authorisations were no longer needed with effect from 1 July 1998 for cabotage operations and there was no longer an obligation to maintain record books and to supply data to the Commission. Statistics on cabotage operations are now collected and disseminated as part of the regular road transport statistics surveys, in accordance with Council Regulation 1172/98.

The information is transmitted by Member States to Eurostat in the form of micro-data, rather than tabulated data as in the past. This gives Eurostat the ability, subject to safeguards on confidentiality, to provide users with statistical tables containing many different combinations of variables.

Council Regulation 1172/98 thus allows a more complete monitoring and evaluation of road freight transport in the context of the Common Transport Policy, in relation to infrastructure, the environment, energy use, and the deregulation and liberalisation of the road freight market. Lastly, this system improves the comparability of the various modes of transport.

Council Regulation 1172/98 has been conceived so as to limit as much as possible the burden on transport enterprises. The data collection is based on a sample survey. Information is thus requested only for a sample of transport vehicles, and for a limited amount of time (generally a week). Most of the variables required are already collected by Member States, and the extra time required to complete the questionnaire for the new variables demanded is very limited. Member States can, furthermore, exclude from the survey the transport operations undertaken by vehicles below certain thresholds.

A further advantage of Council Regulation 1172/98 is the flexibility built into it by the committee procedure, which allows implementing measures and future adaptations to the annexes to be adopted by the Commission, subject to approval by the Statistical Programme Committee.

1.2 POLICY CONTEXT

The development of the Common Transport Policy requires the best possible knowledge of the extent and evolution of road freight transport.

The Community Transport Policy originally aimed at completion of the internal market through the elimination of regulatory barriers to the provision of transport services. This has now evolved to a wider policy, as set out in the White Paper *European transport policy for 2010: time to decide*¹ designed to maintain the efficient functioning of the EU's transport systems, based on the internal market philosophy, while also taking account of new challenges facing transport services.

Council Regulation 1172/98 also allows the collection of data on cabotage operations. This is important, after the opening of the market on 1 July 1998 (and the ending of the application of Council Regulation 3118/93, which collected data on cabotage), as it allows continued analysis of this operation, and in general of the evolution of road transport.

The data collected in the framework of Council Regulation 1172/98 are also extremely valuable for professional organisations in the field of road transport, as an in-depth knowledge of the market will improve the competitiveness of the enterprises in the sector.

1.3 IMPLEMENTING RULES

Council Regulation 1172/98 confers implementing powers on the Commission, which are to be exercised via a committee procedure as set out in Articles 9 and 10.

Eurostat is using this committee procedure gradually in order to adopt a set of rules covering different aspects of the implementation of the Regulation, taking account of previous practical experience. These rules are adopted in the form of Commission Regulations.

The first of these implementing regulations, Commission Regulation 2691/1999², clarified the provisions of Council Regulation 1172/98 on country codes (where there had been an inconsistency in the original text).

A second implementing regulation, Commission Regulation 2163/2001³, defined rules on the technical arrangements for data transmission, including the structure of the data files, the record formats and the transmission methods. Provision was made for implementing rules on this subject in Article 5(2) of Council Regulation 1172/98.

¹ European Commission: White Paper- European Transport Policy for 2010 – Time to decide; Luxembourg, 2001, ISBN 92-894-0341-1.

² Commission Regulation (EC) No 2691/1999 of 17 December 1999 on rules for implementing Council Regulation (EC) No 1172/98 on statistical returns in respect of the carriage of goods by road, OJ L 326/39.

³ Commission Regulation (EC) No 2163/2001 of 7 November 2001 concerning the technical arrangements for data transmission for statistics on the carriage of goods by road, OJ L291/13

A third implementing regulation, Commission Regulation 6/2003⁴, set out the rules for dissemination, including the structure and contents of the results to be disseminated. Implementing rules on this subject were provided for in Article 6 of Council Regulation 1172/98.

The most recently adopted implementing regulation, Commission Regulation 642/2004⁵ specified details on precision calculations for the data collected by Member States on road freight transport. Provision is made for implementing rules on this subject in Article 4 of Council Regulation 1172/98.

A proposal for the ending of the transitional period for the full regional coding has also been prepared, to ensure that international road freight data become available at regional level. It has not yet been possible to submit this proposal to the SPC as the necessary technical tools are not yet available. Implementing rules on this subject are provided for in Article 5(5) of Council Regulation 1172/98.

1.4 COVERAGE OF MEMBER STATES AND OTHER COUNTRIES

Council Regulation 1172/98 applies directly and in full to all Member States. It does not have to be transposed into national legislation. Furthermore, the Regulation does not provide for any derogation.

In 2002, Council Regulation 1172/98 was formally incorporated into Annex XXI (Statistics) of the EEA Agreement by a Decision of the EEA Joint Committee⁶. According to this Decision:

- Iceland is exempted from transmitting the data required by this Regulation. The first transmission period for Norway is the first quarter of 2002.
- Liechtenstein is to provide the data as required by the Regulation, but the data collection methods are to be adapted to the structural characteristics of road transport in the country, in agreement with Eurostat. In particular, Liechtenstein may transmit data covering only vehicles which regularly carry out road freight transport operations on the territory of EEA Member States. The first transmission period for Liechtenstein is the first quarter of 2003.

Before the enlargement in 2004, the 10 new Member States had all declared their willingness to comply fully with Council Regulation 1172/98 on accession. No derogations were requested. The pre-accession period can in effect be considered as a transitional period. For many new Member States this has meant establishing completely new surveys of road freight transport, following a round of pilot surveys in 1997, which were supported by the Phare programme. A detailed analysis has shown that most surveys now cover almost all obligatory variables, and that the

⁴ Commission Regulation (EC) No 6/2003 of 30 December 2002 concerning the dissemination of statistics on the carriage of goods by road, OJ L1/45

⁵ Commission Regulation (EC) No 642/2004 of 6 April 2004 on precision requirements for data collected in accordance with Council Regulation (EC) No 1172/98 on statistical returns in respect of the carriage of goods by road, OJ L 102/26

⁶ Decision of the EEA Joint Committee No 64/2002 of 31 May 2002 amending Annex XXI (Statistics) to the EEA Agreement, OJ No L 238, 5.9.2002, p. 34.

sampling methodology is appropriate. By the end of 2004, all new Member States but one had submitted data for at least one period which could be treated successfully (see table 2).

Bulgaria and Romania have also declared their willingness to comply fully with Council Regulation 1172/98. Corresponding surveys are being set up.

It is expected that data according to the Regulation will be transmitted by Switzerland under the planned EU-Switzerland Agreement on statistics, which is currently being negotiated.

2 IMPLEMENTATION OF THE REGULATION

2.1 ISSUES ENCOUNTERED

2.1.1 Interpretation of the Regulation

As mentioned above, the statistics for Council Regulation 1172/98 are transmitted in the form of micro-data, and not aggregated tabulated data as was the case with the former Directive.

The collection of micro-data has the great advantage of allowing more complex analyses than those which were possible when aggregated data were transmitted to Eurostat, as the variables can be cross-tabulated and analysed in many different combinations. The availability of micro-data at Eurostat permits more complete checking of the quality of the data than was possible in the past. In addition, the tables calculated at Eurostat use a common algorithm for all Member States, which was not the case when Member States compiled the tables themselves.

The transmission of micro-data also means, however, that a very large volume of confidential data is received and processed at Eurostat. This imposes significant additional human resources compared to the former Directive. In addition, a new computer application had to be developed to load and validate the data and to generate tables for dissemination.

Each of these stages has involved a great deal of fine-tuning. Eurostat provided Member States with detailed recommendations on data coding, but most of the data files initially received did not conform completely to the recommended specification. Data transmission has since improved considerably for most Member States both in terms of efficiency and delays.

The validation and aggregation of the micro-data have meant that a whole series of methodological issues had to be considered. In particular, comparisons between aggregated tables calculated by Eurostat and the tables calculated by Member States from the same underlying survey data revealed a number of inconsistencies due to different approaches on various issues.

2.1.2 Measures relating to non-respect of legal obligation

One Member State (Greece) has failed to transmit to Eurostat the data specified in the Regulation. In October 2002 the Commission accordingly started an infringement

procedure. Subsequently the Commission has brought an action before the Court of Justice against Greece for failure to fulfil the obligation, which has been registered on 11 March 2004 under case n° C-130/04.

2.1.3 *Transitional arrangements*

2.1.3.1 Optional variables

Annex A of the Regulation includes a number of variables for which reporting is optional. The Commission's intention is to propose in due course that some of these variables should become compulsory, through the committee procedure of Article 9, as Member States adapt their surveys to the collection of these variables.

2.1.3.2 Regional coding of place of loading and unloading:

Council Regulation 1172/98 provides for the coding of places of loading and unloading within the EEA to NUTS 3. However, Article 5 provides for a transitional period during which the full regional coding is required only for national journeys. This transitional period should end when "the technical conditions exist to enable an effective system of regional coding to be used for both national and international transport". The date on which the transitional period ends is to be fixed via the committee procedure. The Commission will make a proposal about ending the transitional period when Member States have successfully implemented the regional coding. Until then, Eurostat is providing technical support to Member States for this regional coding.

2.2 **FINANCIAL SUPPORT TO MEMBER STATES**

Article 8 of the Regulation provides for financial contributions to Member States towards the cost of implementation, for an initial three year period.

A total of €832 148 was paid to Member States for the period 1999-2002. Table 1 shows the breakdown by Member State. Belgium, Spain, Luxembourg and the United Kingdom did not request any financial contributions during the entire reference period. For those Member States which received grants, the average amount per grant was €30 820.

Under Article 8, the Commission may propose to make further financial contributions for an additional three-year period. However, in view of the rapid progress made in implementing the Regulation, and of the disproportionate workload for Eurostat and for Member States in the administration of relatively small grants, the Commission does not intend to make any further financial contributions under Article 8.

Table 1: Grants paid for the implementation of Council Regulation 1172/98 for there reference period 1999-2002 (in €)

Country	1999	2001	2002	Total
BE	no grant requested	no grant requested	no grant requested	no grant requested
DK	15600	12100	50000	77700
DE	55800	37900	50000	143700
EL	18500	no grant requested	no grant requested	18500
ES	no grant requested	no grant requested	no grant requested	no grant requested
FR	30000	88000	no grant requested	118000
IE	no grant requested	13300	no grant requested	13300
IT	54200	36721	51871	142792
LU	no grant requested	no grant requested	no grant requested	no grant requested
NL	no grant requested	13600	40000	53600
AT	18400	13900	49000	81300
PT	21200	34037	32624	87861
FI	16300	22465	11155	49920
SE	16700	19050	9725	45475
UK	no grant requested	no grant requested	no grant requested	no grant requested
Total	246700	291073	294375	832148

2.3 RESULTS ACHIEVED

2.3.1 Data transmission to Eurostat

Article 5 requires transmission of the data for each quarterly period of observation to take place within five months of the end of the relevant quarter. The deadline was not respected at the beginning of the implementation process, when Member States were adapting their surveys to the new Regulation. By 2003, however, most Member States had made considerable efforts for the implementation of the Regulation and now transmit data within the deadline.

The technical details on how the data are to be transmitted are specified in Commission Regulation (EC) 2163/2001 referred to above. Data are transmitted to Eurostat in electronic format, and processed in a secure environment with restricted access. Detailed validation procedures are applied in order to analyse the quality of the transmitted data. Validation reports are sent to Member States presenting the main errors and requesting the transmission of corrected datasets. Data passing the validation checks are then loaded in the database. This process may be repeated until all errors are corrected. The validation procedures are subject to continual improvements. The current situation of data reception and loading is given in Table 2.

Table 2: Data availability per 3.11.2004 (% of records loaded)

	1999	2000	2001	2002	2003	2004	
	Q1-Q4	Q1-Q4	Q1-Q4	Q1-Q4	Q1-Q4	Q1	Q2
BE	OK	OK	OK	OK	OK		
CZ		OK	OK	OK	OK	OK	
DK	OK	OK	OK	OK	OK	99%	99%
DE	OK	OK	OK	OK	OK	OK	OK
EE					OK	OK	
EL							
ES	OK	OK	OK	OK	OK	OK	OK
FR	OK	OK	OK	OK	OK	99%	
IE	OK	OK	OK	OK	OK	OK	
IT	OK	OK	OK	OK	OK		
CY				OK	OK	OK	R
LV				OK	OK	OK	

LT					OK	OK	
LU	OK	OK	OK	OK	OK	99%	
HU			OK	OK	OK	OK	OK
MT			Q3 99%				
NL	OK	OK	OK	OK	Q1 OK Q4 99%	R	
AT	OK	OK	OK	OK	OK		
PL						OK	
PT	OK	OK	OK	OK	R	OK	
SI			R	R	Q1 OK	OK	
SK					OK	99%	99%
FI	OK	OK	OK	OK	OK	OK	
SE	AD	OK	OK	OK	OK	OK	
UK	OK	OK	OK	OK	OK	OK	
LI							
NO	OK	OK	OK	OK	R		

R Data rejected (under threshold of 99%) due to errors found

OK Data completely (100%) loaded in production data base (PERT)

AD Data submitted according to former Directives

The validated micro-data are then aggregated in order to produce statistical tables for dissemination.

As a further validation check, it was decided to undertake comparisons between tables produced from the aggregates obtained in Eurostat and those with national aggregates. This exercise, by revealing further inconsistencies, has clarified a number of methodological problems that still existed in the national data collections, and has improved considerably the quality of the statistics produced from the Regulation.

2.3.2 *Methodological guidance given by Eurostat to Member States*

Eurostat has produced a Reference Manual⁷ to provide guidance to Member States and candidate countries engaged in the implementation of the Regulation. The Reference Manual will be updated regularly to include the most recent information, documentation or guidelines relevant to the collection of these statistics. Eurostat has also provided bilateral assistance to Member States and Candidate Countries on specific issues related to the implementation which have caused particular problems. These issues have been included in the Manual when they are of general relevance.

The information provided in the Manual is structured as follows:

Part A: Recommendations for sample surveys of the transport of goods by road

Part A of the Manual provides general guidelines for the execution of surveys of the transport of goods by road in order to collect the information required by Council Regulation 1172/98; it covers principles and methods that can be and are being used, and is relevant both for the setting up of new surveys and for the re-design of existing surveys.

Part B: Recommendations for the variables – Definitions and explanatory notes

Part B of the Manual provides a systematic reference for all variables in the Regulation, with definitions, additional explanations and recommendations.

It also provides additional information on items such as precision standards and the coverage of the data.

Part C: Rules for transmission of data to Eurostat and dissemination recommendations

Part C of the Manual provides guidelines on the technical aspects of data transmission to Eurostat. It covers topics such as data structures, record formats, filenames and electronic data transfer. It also provides information on data validation in Eurostat, on the aggregation of data to intermediate and standard tables, and finally on the dissemination of data by Eurostat.

Eurostat has also produced a document *Methodologies used in surveys of road freight transport in Member States and candidate countries*⁸, summarising the information provided by countries on the methodologies used in the surveys on road freight transport, in accordance with Article 7 of the Regulation.

2.3.3 *Data disseminated by Eurostat*

Following the adoption of Commission Regulation 6/2003, which sets out the detailed rules under which data from the Council Regulation may be disseminated, all available data are loaded into the NewCronos reference database as soon as they

⁷ Reference Manual for the implementation of Council Regulation 1172/98 on statistics on the carriage of goods by road, Eurostat, Luxembourg, Collection “Methods and Nomenclatures”, 2003.

⁸ To be published in 2004 in the Collection “Methods and Nomenclatures”

have passed the validation checks. Users may thus obtain statistical tables based on data transmitted under the Regulation, covering the period from 1999 onwards (see Table 2).

Based on statistics collected under the Regulation, Eurostat has also produced five short publications in the series *Statistics in Focus*, covering the following topics:

- general trends in road freight transport
- cabotage operations
- transport of dangerous goods.

This series of publications will continue to appear on a regular basis.

Member States are actively involved in the validation of these publications.

The Annex contains a selection of statistical tables.

3 CONCLUSIONS

The experiences in implementing Council Regulation 1172/98 have in general been positive. A great deal of work and resources has been put into the setting up of a whole new system. All the problems linked to the transmission, loading and validation of data and the interpretation of the Regulation have been addressed and most of them have been solved. The issues concerned with dissemination and the related problems of confidentiality have also been agreed upon, and the dissemination of data has begun.

3.1 SHORT TERM FUTURE DEVELOPMENTS

In the short term, a priority will be the dissemination both of new variables and of the time series of the main variables related to road transport statistics, as well as the implementation of the Regulation by the Acceding Countries. As stated in Section 1.4, it is expected that these countries will be able to implement all provisions of the Regulation on accession.

As mentioned in section 1.3, proposals for Commission Regulations are being prepared on precision standards and on the ending of the transitional period for full regional coding.

As explained in Section 2.2, the Commission does not intend to provide further financial contributions to Member States under Article 8. For the new Member States and for the remaining candidate countries, financial support is in principle available from the resources linked to the enlargement process.

3.2 LONG TERM FUTURE DEVELOPMENTS

3.2.1 Coverage of vehicles under the thresholds

Under Article 1 of the Regulation, road transport by vehicles below fixed weight thresholds may be exempted from the reporting, in order to minimise the cost of the surveys in Member States. Some Member States nevertheless collect part of this information for their own needs. It is known that these smaller road goods vehicles account for a relatively small proportion of transport measured in tonnes and tonne-kilometres, and their exclusion has only a small impact on the quality of these statistics. However, smaller road goods vehicles do account for a high proportion of road traffic (measured in vehicle-km). It will therefore be important in the future to analyse in detail the impact of these thresholds on the quality of all information obtained under the Regulation. It might be desirable to propose some form of regular data collection on vehicles below the current weight thresholds.

3.2.2 Coverage of non-EU road vehicles

In accordance with Article 1, data collection under the Regulation is based on a ‘nationality’ concept, in the sense that it covers vehicles registered in the reporting countries. This concept was necessary in order to permit national surveys and to avoid the collection of data at national borders within the EU. Statistics for other modes of transport, however, are based on a different concept, the ‘territoriality’ concept. For road transport, this would reflect the total flow of goods and vehicles entering, leaving or travelling in a country, irrespective of the nationality of the transport vehicle. Under the Regulation, information on goods transported in the reporting countries by vehicles registered in other countries is only available when these other countries are EU Member States. As more countries join the European Union, Eurostat will be in a position to have a broader view of the goods transported in the European Union, irrespective of the nationality of the transport vehicle, although the picture will never be totally complete. In order to provide a complete view of road freight transport on EU territory, additional measures might be needed to collect data on transport operations by vehicles registered outside the EU.

ANNEX: Selection of statistical tables

Table 3: National transport, 1999-2003 – in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	15 758	19 754	20 565	20 392	19 584	2.43%
DK	10 421	11 000	10 887	11 057	11 012	1.37%
DE	226 887	226 529	230 016	225 474	227 205	28.23%
EL*	:	:	:	:	:	:
ES**	98 134	106 936	114 004	129 510	138 412	17.20%
FR	159 026	163 163	168 572	169 742	170 895	21.23%
IE	7 737	8 337	9 122	10 731	11 935	1.48%
IT	151 967	158 250	154 749	160 082	:	:
LU	377	415	487	583	565	0.07%
NL	32 682	31 538	31 000	30 257	:	:
AT	12 280	12 389	12 454	12 663	13 036	1.62%
PT***	14 309	14 220	16 351	14 916	:	:
FI	25 806	27 717	26 678	28 071	26 896	3.34%
SE	30 422	31 451	29 967	31 836	31 467	3.91%
UK	149 019	150 337	149 760	150 920	153 933	19.12%
Total****	934 825	962 036	974 612	996 234	804 940	100.00%

* Since 1999, no data has been reported from Greece.

** Since 2002, Spain has also included in its survey figures on transport of goods inside the same town which has led to a very significant increase in figures on national transport.

*** Since 2000, Portugal has reported only ‘hire or reward’ transport; the total was estimated on the basis of the ‘own account’ share of 1999.

**** Total without Greece (1999 – 2003) and without Italy, Netherlands and Portugal (2003).

Table 4: Total international transport (loaded and unloaded, cross-trade and cabotage transport), 1999-2003 – in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	21 526	31 293	32 617	32 496	30 959	12.14%
DK	12 814	13 021	11 269	11 459	11 997	4.70%
DE	51 539	54 179	58 948	59 740	63 545	24.91%
EL*	:	:	:	:	:	:
ES	36 128	41 782	47 041	55 039	54 183	21.24%
FR	45 688	40 836	38 298	34 617	32 700	12.82%
IE	2 469	3 938	3 203	3 545	3 715	1.46%
IT	25 324	26 427	31 764	32 600	:	:
LU	5 936	7 195	8 212	8 596	9 079	3.56%
NL	50 882	48 028	47 492	47 161	:	:
AT	21 702	22 733	25 078	25 835	26 520	10.40%
PT**	11 778	12 616	13 616	14 807	:	:
FI	3 850	4 258	3 800	3 897	4 030	1.58%
SE***	2 738	4 169	4 191	4 816	5 171	2.03%
UK	17 241	15 284	13 504	13 115	13 210	5.18%
Total****	309 615	325 759	339 033	347 723	255 109	100.00%

* Since 1999, no data has been reported from Greece.

** Since 2000, Portugal has reported only 'hire or reward' transport; the total was estimated on the basis of the 'own account' share of 1999.

*** 1999 figures for Sweden do not include cabotage transport.

**** Total without Greece (1999 – 2003) and without Italy, Netherlands and Portugal (2003).

Table 5: International transport loaded and unloaded (excluding cross-trade and cabotage transport), 1999-2003 – in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	17 250	25 320	26 501	25 160	23 867	10.84%
DK	12 276	12 166	10 510	10 895	11 208	5.09%
DE	45 652	48 684	52 150	52 174	56 072	25.46%
EL*	:	:	:	:	:	:
ES	35 066	40 472	45 323	52 353	51 515	23.39%
FR	41 975	37 863	35 917	32 673	31 304	14.21%
IE	1 699	2 650	2 295	2 680	2 927	1.33%
IT	24 465	25 742	30 553	31 400	:	:
LU	1 461	1 529	2 009	2 358	2 487	1.13%
NL	41 005	37 876	37 470	36 782	:	:
AT	15 653	16 712	18 623	19 002	19 777	8.98%
PT**	10 990	11 792	12 135	12 870	:	:
FI	3 712	3 977	3 671	3 708	3 907	1.77%
SE	2 721	3 732	3 681	4 080	4 294	1.95%
UK	16 905	14 951	13 208	12 816	12 873	5.85%
Total***	270 830	283 466	294 046	298 951	220 231	100.00%

* Since 1999, no data has been reported from Greece.

** Since 2000, Portugal has reported only 'hire or reward' transport; the total was estimated on the basis of the 'own account' share of 1999.

*** Total without Greece (1999 – 2003) and without Italy, Netherlands and Portugal (2003).

Table 6: Cross-trade transport performed by hauliers from reporting countries, 1999-2003 – in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	3 338	4 606	4 481	5 110	5 225	19.61%
DK	436	607	573	432	598	2.24%
DE	4 355	4 087	5 109	5 964	5 907	22.17%
EL*	:	:	:	:	:	:
ES	791	1 063	1 368	2 101	1 919	7.20%
FR	2 957	2 158	1 774	1 414	846	3.18%
IE	354	562	371	445	296	1.11%
IT	509	412	610	528	:	:
LU	3 436	4 436	4 647	4 254	4 548	17.07%
NL	8 245	8 455	8 020	8 570	:	:
AT	5 827	5 676	6 006	6 393	6 289	23.61%
PT**	688	784	1 333	1 751	:	:
FI	103	231	82	159	98	0.37%
SE	17	318	348	571	646	2.42%
UK	293	223	238	214	269	1.01%
Total***	31 349	33 618	34 960	37 906	26 641	100.00%

* Since 1999, no data has been reported from Greece.

** Since 2000, Portugal has reported only 'hire or reward' transport; the total was estimated on the basis of the 'own account' share of 1999.

*** Total without Greece (1999 – 2003) and without Italy, Netherlands and Portugal (2003).

Table 7: Cabotage performed inside the EU by hauliers registered in Member States in 2003 – in 1000 tkm

Cabotage performed in:															
Cabotage by hauliers from:	BE	DK	DE	EL	ES	FR	IE	IT	LU	NL	AT	PT	SE	FI	UK
	BE		:C	350 257	:C	35 342	961 018	:C	63 324	3 433	147 706	11 900	:C	3 555	:C
DK	:C		75 485	-	:C	:C	-	:C	-	986	:C	-	51 689	-	9 745
DE	24 362	48 879		41 525	173 076	414 897	-	325 223	1 430	55 195	165 690	:C	110 560	:C	121 493
EL*	:	:	:		:	:	:	:	:	:	:	:	:	:	:
ES	-	-	23 070	-		638 526	-	45 323	-	:C	-	:C	-	-	:C
FR	48 422	:C	77 514	:C	78 495		-	156 897	:C	:C	:C	-	-	-	172 882
IE	-	-	:C	-	:C	12 826		:C	-	-	-	-	-	-	461 339
IT	:	:	:	:	:	:	:		:	:	:	:	:	:	:
LU	106 152	54 151	759 104	-	14 480	1 027 020	:C	47 152		4 913	11 326	:C	:C	-	8 972
NL	:	:	:	:	:	:	:	:	:		:	:	:	:	:
AT	1 816	120	238 900	2 142	5 729	15 053	:C	170 792	:C	1 033		-	3 589	-	5 662
PT	:	:	:	:	:	:	:	:	:	:	:		:	:	:
SE	:C	:C	156 767	-	:C	:C	-	:C	-	:C	-	-		6 125	:C
FI	-	-	:C	-	:C	-	-	-	-	-	-	-	-	:C	
UK	5 570	-	22 016	-	:C	25 803	:C	:C	:C	3 684	-	-	-	-	
Total*	189 382	118 403	1 719 772	46 723	320 382	3 096 471	4 733	819 840	6 313	215 429	189 100	30 957	178 608	6 745	1 070 008

:c confidential

* Total sans la Grèce, l'Italie, les Pays bas et le Portugal.

- Non applicable

Table 8: Cabotage performed outside the EU by hauliers registered in Member States in 2003 – in 1000 tkm

Cabotage performed in:					
Cabotage by hauliers from:	CH	NO	ACC	Others	TOTAL Extra EU-15
BE	2 679	-	5 354	1 318	9 350
DK	-	50 035	-	-	50 035
DE	33 412	:C	19 351	13 823	79 243
EL	:	:	:	:	:
ES	-	-	-	4 172	4 172
FR	:C	-	-	8 202	10 060
IE	-	-	-	-	-
IT	:	:	:	:	:
LU	3 331	:C	1 264	271	5 708
NL	:	:	:	:	:
AT	3 224	:C	6 219	203	9 919
PT	:	:	:	:	:
FI	-	:C	-	-	6 686
SE	-	49 111	-	-	49 111
UK	-	-	-	-	-
Total*	44 504	119 605	32 188	27 989	224 286

:c Confidential

* Total without Greece, Italy, Netherlands and Portugal.

- not applicable

Table 9: Cabotage performed by hauliers from reporting countries, 1999-2003 – in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	938	1 366	1 635	2 226	1 867	22.67%
DK	102	248	187	132	191	2.32%
DE	1 533	1 408	1 688	1 602	1 565	19.00%
EL	:	:	:	:	:	:
ES	271	246	350	586	749	9.09%
FR	756	815	607	530	551	6.69%
IE	416	725	537	420	491	5.97%
IT	350	273	599	671	:	:
LU	1 039	1 230	1 556	1 984	2 044	24.82%
NL	1 632	1 697	2 002	1 810	:	:
AT	222	345	449	440	455	5.52%
PT	99	40	148	187	:	:
FI	35	49	46	30	25	0.30%
SE*	:	119	164	165	230	2.79%
UK	44	110	59	85	68	0.83%
Total**	7 436	8 672	10 029	10 868	8 237	100.00%

* No data on cabotage have been reported from Sweden for 1999.

** Total without Greece (1999 – 2003) and without Italy, Netherlands and Portugal (2003).

Table 10: Cabotage performed by hauliers from all EU Member States* by country in which cabotage takes place, 1999-2003 - in million tkm

	1999	2000	2001	2002	2003	Share in 2003
BE	419	467	613	437	189	2.30%
DK	40	52	100	109	118	1.44%
DE	2 535	2 571	2 648	3 032	1 720	20.88%
EL	7	64	79	102	47	0.57%
ES	537	411	600	643	320	3.89%
FR	1 488	2 074	2 657	3 299	3 096	37.59%
IE	5	25	10	14	5	0.06%
IT	933	714	888	754	820	9.95%
LU	11	9	16	24	6	0.08%
NL	171	225	266	295	215	2.62%
AT	142	217	291	217	189	2.30%
PT	30	42	30	35	31	0.38%
FI	0	2	32	2	7	0.08%
SE	236	210	217	203	179	2.17%
UK	712	1 325	1 292	1 465	1 070	12.99%
CH	44	50	79	66	45	0.54%
NO	12	50	51	83	120	1.45%
Others	113	162	159	88	60	0.73%
Total*	7 436	8 672	10 029	10 868	8 237	100.00%

* Without cabotage performed by hauliers from Greece (1999-2003), from Sweden (1999), and from Italy, Netherlands and Portugal (2003)

Table 11: Transport of dangerous goods by reporting country, 1999-2003 – in million tkm

Reporting Countries	1999	2000	2001	2002	2003	Share in 2003
BE	2 768	3 545	4 177	3 779	2 623	4.85%
DK	887	853	827	998	780	1.44%
DE	12 261	12 782	13 437	12 034	12 777	23.61%
EL	:	:	:	:	:	:
ES	8 998	10 690	10 300	12 036	12 185	22.52%
FR	8 328	7 607	8 132	8 471	8 797	16.26%
IE	597	954	1 139	1 094	1 414	2.61%
IT	10 875	10 894	11 086	10 523	:	:
LU	200	189	245	337	327	0.60%
NL	950	848	2 123	1 680	:	:
AT	960	924	1 064	985	1 132	2.09%
PT*	1 571	1 276	1 775	1 730	:	:
FI	1 946	2 077	2 427	2 253	2 401	4.44%
SE	:	1 779	1 623	2 009	1 778	3.29%
UK	10 790	11 654	10 655	10 178	9 899	18.29%
Total**	61 131	66 072	69 010	68 107	54 113	100.00%

* Since 2000, Portugal has reported only 'hire or reward' transport; the total was estimated on the basis of the 'own account' share of 1999.

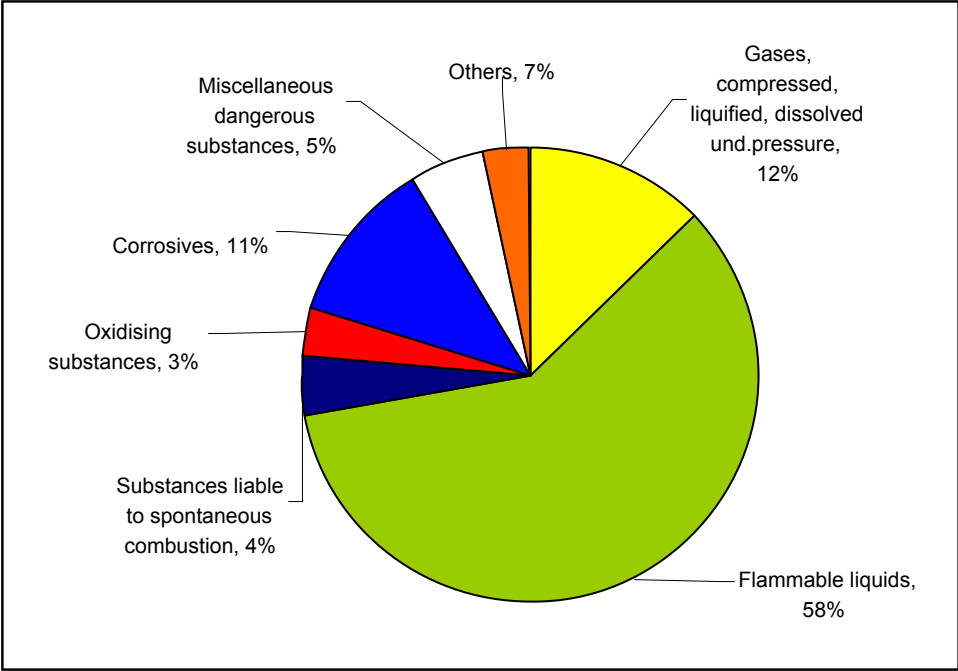
** Total without Greece (1999-2003), Sweden (1999) and Italy, Netherlands and Portugal (2003)

Table 12: Transport of dangerous goods of all EU Member States*, by type of dangerous goods, 1999-2003 – in million tkm

Type of dangerous good	1999	2000	2001	2002	2003	Share in 2003
Explosives	277	505	439	744	445	0.82%
Gases, compressed, liquified, dissolved und.pressure	7 792	8 562	8 504	8 969	6 675	12.33%
Flammable liquids	36 098	37 908	40 775	39 632	31 520	58.25%
Flammable solids	986	1 262	1 092	1 192	793	1.47%
Substances liable to spontaneous combustion	2 049	2 470	2 129	2 647	2 132	3.94%
Substance emitting flammable gases (with water)	217	156	231	115	160	0.30%
Oxidising substances	1 371	1 953	1 592	1 621	1 841	3.40%
Organic peroxides	170	152	160	246	239	0.44%
Toxic substances	1 229	1 595	1 568	1 423	1 304	2.41%
Substances liable to cause infections	197	198	321	185	91	0.17%
Radioactive material	65	100	36	62	53	0.10%
Corrosives	7 360	7 880	7 992	7 721	6 125	11.32%
Miscellaneous dangerous substances	3 252	3 224	4 056	3 453	2 736	5.06%
Unknown dangerous good	70	107	115	97	-	-
Total*	61 132	66 072	69 011	68 106	54 115	100.00%

* With the exception of Greece (1999-2003), Sweden (1999) and Italy, Netherlands and Portugal (2003). Portugal (since 2000) has reported only figures on 'hire or reward' transport; the total was estimated on the basis of the 'own account' share of 1999.

Figure 1: Transport of dangerous goods, EU-15*, share by type of dangerous goods, 2003 - in tkm



* The same footnotes as for table 12 apply.