



EUROPEAN COMMISSION

EUROSTAT

Directorate E: Sectoral and regional statistics  
Unit E-3: Transport

**Country and table specific notes to be considered  
when using data on road freight statistics published in Eurobase  
(Updates in Italic)**

*Updated: 17/10/2019*

**Bulgaria:**

- Data has been reported starting from Q1 2006.
- Starting in 2008 the survey is conducted with a new sampling method aiming at optimizing the weighing factor (2007 data was revised accordingly).

**Czech Republic:**

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

**Denmark:**

- Vehicles with gross weight up to 6 tonnes are excluded.
- Starting in Q4 2009, national transport and international transport are derived from a common survey, based on vehicles.

**Germany:**

- **Type of cargo/freight** information for 2002 (Q3 and Q4) and 2003 has been deleted due to inconsistencies. Table ROGOCRG does therefore contain data for half of 2002 only. Please refer to national estimates broken down by type of freight for these years.
- For table road\_go\_ta\_mplw, the break in time series between 2003 and 2004 is a result of shifting from technical Maximum Permissible Laden Weight to allowed Maximum Permissible Laden Weight
- Germany reports swap-bodies under "other freight containers".
- Starting with reference year 2008, Germany report swap bodies according to UN recommendation 21.

**Estonia**

- Since 2005, vehicles with unknown load capacity are not included in the survey.
- Starting with the 3<sup>rd</sup> quarter of 2016, the list of commercial vehicles generated from the Traffic Register of Road Administration is complemented by the information on transport permits for real vehicle user identification.

**Greece:**

- Data has been made available since 2003. However, the calculation of extrapolation factors, especially for year 2004, has raised some questions at Eurostat for which no answers have been received.

**Spain:**

- Since first quarter 2002, transport of goods inside the same town has been included in the survey. This has brought about a very important increase of tonnes (much less on tonne-kilometres) which affects exclusively national transport. For example, national transport for 2002Q1 amounted to 423 million tonnes, of which 281 million tonnes are of transport between different towns and 142 million tonnes inside the same town.
- **Type of cargo/freight:** The quality of this optional variable is not the same over the years. Since 2004, quality is very good as type of freight 9 ("other cargo types") has been reported in only 5% of transport operations. Despite increasing values for the years 2001-2003 of this type of freight, the share of operations with type of

freight 9 has been decreasing (2001 around 20%, 2002 and 2003: 15%). Spain reports swap-bodies, according to their size, under "large freight containers" or "other freight containers".

Italy:

- **Transport by age of vehicle:** data for 2000 are affected by outliers in values concerning 7-years old vehicles; this is due to the characteristics of the population units taken from administrative sources, collected for non-statistical purposes.
- Starting with 2004 data, a new vehicle register has been used. This event implied a revision of the structure of the statistical universe on which the road transport survey is based, registering a relevant change in the number of units for the different types of transport. Consequently, the sample structure has changed. These changes have substantially influenced the final results of the survey causing a break in the time series between 2003 and 2004.
- **Type of cargo/freight:** Italy reports swap-bodies under "other freight containers".

Latvia:

- Latvian road freight data include all road freight vehicles, including vehicles with less than 3.5 tonnes loading capacity.
- The status (legal or private) of the owner of a vehicle is used as a stratification indication from 2005.

Luxembourg:

- The value of the variable A1.5 (Load Capacity) in the micro data which is extracted from the register of the vehicles is not reliable; Luxembourg has started to correct it from the reference year 2008.

Hungary:

- From 2005, strata corresponding to vehicles with a load capacity of less than 3.5 tonnes were excluded from the survey.
- The variable A3.3 'Classification of dangerous goods' has been reported starting from Q1 2007.
- From 2013 onwards, the following optional information has been reported:
  - possibility of using vehicle for combined transport
  - NACE rev.2 activity class of the vehicle operator
  - type of cargo

Malta:

- Regulation 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.

Netherlands:

- In 2003 the statistical process has been renewed, especially the methodology for the Own account has changed per 1.1.2003 in different aspects.
- Until 2002 vehicles with a minimum load capacity of 500 kg were surveyed. In 2003 the minimum load capacity was 2000 kg. The absence of the "small" vehicles used mainly in national transport caused an important decrease in the number of journeys and vehicle-km.
- The increase of the performed tonnes-km in the national transport is mainly caused by the own account vehicles of 2000 kg load capacity and more. The time period surveyed before 2003 was 2 days. From 2003 on this period is 7 days. Especially the longer journeys are better estimated. This results in higher tonnes-km in the national and international transport.
- In the old system (own account), the distances were generated from a distance matrix. Now the real distance, as provided by the haulier is used.
- The hire or reward figures concerning transport in relationship to some New Member States (former Central and Eastern Europe) were based on exhaustive survey in the first 2 quarters of 2003. This means that all these journeys were reported. From 1-7-2003 on the results for transport to these countries (former Central and Eastern Europe) are based on a sample. Some relations are under reported, others are over reported.
- Starting from 2004 empty journeys are reported.
- In 2010, the paper questionnaire has been replaced by an internet version.
- Due to improvements in sample, survey and processes, corrections have been made on the data, at micro level. As a consequence, new (smooth) time-series of Dutch road transport statistics have been produced for the period 2010-2015.

Austria:

- **Type of cargo/freight:** Austria reports swap-bodies under "other freight containers".
- The sampling procedure has been changed effective January 1st, 2006 from an enterprise based survey to a vehicle based survey.

Portugal:

- Data for own account transport for the periods 2000 to 2003 have been estimated on the basis of 1999 own account data. Since 2004 the response rate has improved, therefore the number of vehicles transporting goods has been increased by about 25%. This has led to an enormous increase between 2003 and 2004, resulting in a break in the time series. (Before 2004, each time a vehicle had changed from its initial strata, the corresponding data was considered invalid and not reported to Eurostat).
- **Type of cargo/freight:** Portugal reports swap-bodies under "other freight containers".

Romania:

- Data has been reported starting from Q1 2006.
- **Type of cargo/freight:** Until 2015, Romania reported swap-bodies under "other freight containers".
- Since the first quarter in 2010, the sampling frame for the survey on carriage of freight by road has been updated using only the information available and reliable from the Romanian Road Authority (the public authority granting transport licenses for goods and passengers). There is thus an important decrease in the stock of vehicles between 2009 and 2010.
- Since the first quarter 2013, the survey stratification variable "destination: national and international" was eliminated: it is no longer relevant as the sample is stratified according to the following variables:
  - Statistical regions (8 classes)
    - 1 – Nord-Est
    - 2 – Sud-Est
    - 3 – Sud - Muntenia
    - 4 – Sud-Vest Oltenia
    - 5 – Vest
    - 6 – Nord-Vest
    - 7 – Centru
    - 8 – Bucuresti-Ilfov
  - Type of transport:
    - 1 = hire or reward
    - 2 = own account
  - Load capacity (4 classes)
    - 1 = 3500 – 7500 kg
    - 2 = 7501 – 12000 kg
    - 3 = 12001 – 17000 kg
    - 4 = more than 17000 kg
- The variable "Degree of loading of vehicle" actually contains the degree of use (share of the weight of goods on load capacity).

Slovenia:

- From 2004, Slovenian road freight data does not include vehicles with less than 1.5 tonnes loading capacity.

Slovakia:

- Slovakian road freight data include all road freight vehicles, including vehicles with less than 3.5 tonnes loading capacity.

#### Finland:

- Starting in Q1 2011, surveys for national transport and international transport have been harmonised. The following changes were introduced in the survey methodology: the tractive vehicle is the statistical unit for both survey; the sample size for the national survey has been increased from 8 400 to 10 000 vehicles; the survey period for the national survey is now 3 or 4 days instead of 2 days; the stratification has been revised (8 strata designed according to 4 vehicle types - lorry with MPLW less than 6t / lorry with MPLW 6t or more / tractor with semi-trailer / tractor with trailer - and 2 transport types - own account / hire or reward). These modifications lead to a break in time series, 2011 data being no more comparable with the previous years.

The time series for international transport cannot be revised, but the time series for national transport will be revised.

#### Sweden:

- Data for 1999 are available according to Directives 78/546/EEC and 89/462/EEC and have been included in tables existing already according to these Directives.
- Data for 2014 was revised due to a change in methodology. As a result, a break in series will be noticed in that year, with changes of 30-40% compared to the previous estimation methodology. These new figures reflect better the real level of the road haulage and align better with similar data from other sources, such as the mileage database.  
This was the result of another survey ran in parallel by the Transport Analysis in 2012, called the “No-activity/Not in use” survey, as one of the main issues was the reporting of “no-activity” on false grounds which had an impact on several other parameters.
- A change in methodology was notified for 2015Q4. This quarter consisted of 14 instead of 13 weeks; therefore the grossing factor for this specific quarter was corrected.

#### United Kingdom:

- Up to and including 1998: The domestic legs of international journeys have been included in both national and international transport. Some journeys to/from the Irish Republic have been included as national transport and excluded from international transport.
- Since 1999, figures reported by the UK presenting a breakdown by groups of goods do:
  - under-estimate empty kilometres. Eurostat uses information on empty kilometres of unladen journeys as declared by the reporting countries. The UK figures for unladen journeys do however not include the empty legs of collection and delivery journeys;
  - over-estimate tonne-kilometres because laden distances provided by UK include empty legs of collection and delivery journeys. The distances declared by the Member States in the goods related information are used for the calculation of tonne-kilometres. According to the UK it is not possible to apply a common adjustment factor as the magnitude of the over-estimation varies according to the type of commodity carried.
- *Due to an over-estimation of the amount of goods moved and goods lifted on journeys involving 5 or more stops, a change in methodology has been applied starting from 2011Q2. Therefore, data from 2011Q2 onwards has been revised accordingly.*

#### Croatia:

- Croatia has started reporting data from Q1 2008

#### Liechtenstein:

- Liechtenstein has started reporting data from Q1 2005
- Starting with the reference year 2013, Liechtenstein is exempted to report road freight data.

#### Switzerland:

- Switzerland has started reporting data from Q1 2008

**The precision standards, in terms of percentage standard errors, set out in the Commission Regulation No. 642/2004 on precision requirements for data collected in accordance with Regulation (EU) No 70/2012 of the European Parliament and of the Council on statistical returns in respect of the carriage of goods by road are available (data 2007-2018):**

<https://circabc.europa.eu/w/browse/6e7b31cf-a9e3-46f0-bd40-5fda438a2a81>

(If the link does not work, copy/paste it into the address bar of the browser)

#### **Scope of surveys:**

Small freight vehicles are dealt with differently in different reporting countries. For example, Slovakia (p.99 of the manual) includes all road vehicles. More information on coverage is available in the manual on Methodologies used in surveys of road freight transport in Member States, EFTA and Candidate countries:

<http://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/-/KS-GQ-17-114>

#### **Important changes for all tables (where applicable)**

Modifications to the following classifications have been implemented:

Standard goods classification for transport statistics NST 2007 replaces NST/R since the reference year 2008.

All tables by type of goods at group level according to NST/R are no longer updated after 2007; new tables by type of goods according to NST 2007 have been disseminated (starting 2008).

Statistical Classification of Economic Activities in the European Community NACE Rev 2.0 replaces NACE Rev 1.1 (starting 2008).

A table by NACE branch has been disseminated (starting 2008). "Annual road freight transport, by NACE branch (Mio Tkm ; Mio Veh-km ; 1000 Jrnys) (road\_go\_ta\_nace)"

Nomenclature of territorial units for statistics NUTS 2016 replaces NUTS 2013 (starting 2018).

Full regional coding (NUTS 3 level) is applied to international transport since the reference year 2008.

#### **Tables no longer disseminated:**

On February the 12<sup>th</sup> 2010, the following tables have been removed from the 'Road freight transport measurement' collection:

Road\_go\_ta\_to Annual transport by type of operation (1000 T, Mio Tkm)

Road\_go\_tq\_to Quarterly transport by type of operation (1000 T, Mio Tkm)

Road\_go\_nq\_tt National quarterly transport by type of transport (1000 T, Mio Tkm)

road\_go\_ca\_ha Cabotage by hauliers from each reporting country (1000 TKM) - as from 1999 (Regulation (EC) 1172/98)

Please consult:

Road\_go\_ta\_tott Summary of annual road freight transport by type of operation and type of transport (1000 T, Mio Tkm, Mio Veh-km)

Road\_go\_tq\_tott Summary of quarterly road freight transport by type of operation and type of transport (1000 T, Mio Tkm, Mio Veh-km)

On December the 9<sup>th</sup> 2013, Eurostat has decided to stop updating the dissemination table road\_go\_ia\_tc. Consequently, this table has been removed from the section "International road freight transport (road\_go\_int)" but remains available in the archives section "Road freight tables until 2007 (road\_go\_arc)". For fresh data on international road freight transport by country of loading and unloading, users should refer to table "International annual road freight transport by country of loading and unloading with breakdown by reporting country (1 000 t, Mio Tkm) (road\_go\_ia\_rc)".

### **Tables presenting international transport:**

Figures until 1998 included may sum up the goods dispatched from resident hauliers to EU-Member States only and the goods brought into the reporting country by resident hauliers from EU-Member States. Figures since 1999, however, sum up goods dispatched to/ brought into the reporting countries from resident hauliers to/from all countries of the world which may cause a break in the time series.

The following tables presenting international transport

- International annual transport by country of loading and unloading with breakdown by reporting country
- International annual transport by country of loading and unloading with breakdown by reporting country and by group of goods do contain international transport loaded in reporting countries, international transport unloaded in reporting countries and cross-trade.

### **Tables presenting total transport with a breakdown by regions (rogolddt, rogoultt):**

It should be noted that not all origins (place of loading) or destinations (place of unloading) are reported at level 3 of NUTS. As long as the transitional period for full regional coding (Article 5/4 of Regulation 70/2012) is running, some origins or destinations may still be reported at country level only and are therefore not included in these regional tables (see also point 1 of Summary methodology). Therefore figures shown in regional tables may not sum up to total transport per reporting country when comparing them to total transport figures in other tables. The total "World" presented per reporting country is the real sum (of transport reported with regional codes) including values for flagged (:c) figures.

The Article 1 of the Commission regulation (EC) 833/2007 ends the transitional period for full regional coding. Starting with reference year 2008 the origin or destination are reported at level 3 of NUTS.

### **Tables presenting transport with a breakdown by group of goods:**

Member States use their own aggregation methods for the calculation of national statistics. These national practices may divert from the common aggregation procedures on EU level performed by Eurostat. Therefore differences of tonne-km may occur when comparing them to the national values (Swedish and German figures are in general higher on national level).

### **Tables presenting transit vehicle movements by transit country, with breakdown by reporting country:**

The unit "journeys", in this table, refers to a transit vehicle movement (called TM). The variable "countries crossed in transit" is reported at the level of each journey and for the same journey up to five (transit) country codes can be reported. Each journey, hence, generates as many transit vehicle movements as the number of transit countries reported.

### **Annual transport by axle configuration and Annual transport by type of cargo/freight (optional variables):**

These two variables are optional variables (according to Regulation 2163/2001), hence there is no obligation to submit this information to Eurostat. "Not available" (sign ":") means in this case that a certain configuration or cargo type did not occur/has not been reported in the period referred to. "Total" refers to the sum of all reported cargo types. In case cargo type is not fully reported by a country it is possible that "Total" does not correspond to total transport in other tables. Please see also the footnotes for Germany and Spain related to type of cargo (in the "Country and table specific notes" file). See also the availability of optional variables by reporting country in the manual on Methodologies used in surveys of road freight transport in Member States, EFTA and Candidate countries" (p.147), as well as the optional variables in the A1-A2-A3 datasets on CIRCABC ("Road Freight Transport Data sets description" Excel file):

<https://circabc.europa.eu/w/browse/9eea25b6-ebf2-4961-aed3-6ab27fb95b74>

(If the link does not work, copy/paste it into the address bar of the browser)

The table 'Road\_go\_ta\_tcrgr' Annual road freight transport by type of cargo and distance class (1000 T, Mio TKM, Mio Veh-km, 1000 BTO) : 1000 T and distance class has been added (compliance with CR(EU) N° 202/2010 amending

Regulation (EC) N° 6/2003). Moreover, the 'unknown' type of cargo is not taken into consideration in data available in the table road\_go\_ta\_terg (only 'actual' categories are used). As a consequence, the increase of the share of 'type of cargo' information classified as unknown for a given country is likely to generate a decrease of the total transport figure disseminated in this table for the country concerned.

There are differences in reporting swap-bodies by the different countries: ES, CY, PL and FI classify swap-bodies, according to their size, in "large freight containers" or "other freight containers", DE, IT, LV, LT, AT, PT, RO and SK always as "other freight containers".

### **Tables presenting totals of all reporting countries:**

Some dissemination tables according to Regulation 6/2003 do not foresee a breakdown by reporting country but totals of all reporting countries. However, not all countries have reported data, which has prevented Eurostat so far to publish these tables. The total EU-15 has been calculated for 1999-2004 on the basis of the available countries, EU-25 and EEA have been calculated for 2004 on the basis of the available countries.

See information on data availability (data received and loaded in production) on CIRCABC:

<https://circabc.europa.eu/w/browse/9eea25b6-ebf2-4961-aed3-6ab27fb95b74>

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### **Cabotage transport:**

Due to differences in data collection for road freight transport statistics there is a considerable break in corresponding time series in 1999. Before 1999, the sample surveys on cabotage transport were based on small numbers of observations and had therefore a high margin of uncertainty (additional information among others about the underreporting is available in Statistics in focus Road freight cabotage 1991-1999 - <http://ec.europa.eu/eurostat/en/web/products-statistics-in-focus/-/KS-NZ-01-004>). Tables on cabotage before 1999 are available here.

[http://appsso.eurostat.ec.europa.eu/nui/show.do?dataset=road\\_go\\_ca\\_d\\_ha&lang=en](http://appsso.eurostat.ec.europa.eu/nui/show.do?dataset=road_go_ca_d_ha&lang=en)

[http://appsso.eurostat.ec.europa.eu/nui/show.do?dataset=road\\_go\\_ca\\_d\\_c&lang=en](http://appsso.eurostat.ec.europa.eu/nui/show.do?dataset=road_go_ca_d_c&lang=en)

More up to date information on cabotage data can be found in Statistics Explained:

[http://ec.europa.eu/eurostat/statistics-explained/index.php?title=Road\\_freight\\_transport\\_statistics\\_-\\_cabotage](http://ec.europa.eu/eurostat/statistics-explained/index.php?title=Road_freight_transport_statistics_-_cabotage)

Seen the rather small proportion of cabotage transport in total transport it should also be considered that the sample might lead to precision problems.

Table **Road\_go\_ca\_c** presenting cabotage does not provide a breakdown by reporting country but by country in which cabotage takes place (= partner country). Therefore one should bear in mind that data in this tables is only made available if a certain number of reporting countries have reported data for a complete year.

The scope of the dissemination tables 'road\_go\_ca\_c' and 'road\_go\_ca\_hac' related to cabotage has been further extended to include data expressed in 1000 tonnes.

### **Discrepancies between data derived from datasets A2 and A3**

Discrepancies in the aggregates are visible when comparing dissemination tables derived from journey data on one hand and goods data on the other hand. For example, data reported in table "Summary of annual road freight transport by type of operation and type of transport (road\_go\_ta\_tott)" are derived from journey-dataset A2 whereas data reported in table "Annual road freight transport, by type of goods and type of transport (road\_go\_ta\_tg)" are derived from goods-dataset A3.

On European level, the definition of national or international transport is generally based on the journey information (dataset A2) and not on the basic transport operation (goods dataset A3).

Eurostat defines national or international transport always on the basis of the journey-related information on place of loading and place of unloading reported in the A2 files. This approach favours traffic flows rather than goods flows and provides also information on empty journeys. On a European level, traffic flows provide a good picture of the real kilometre performance.

#### Case 1 - Dissemination tables without type of goods

Tonnes and tonne-kilometres are computed directly by the reporting countries and collected in the journey-dataset A2. Data are then summed-up at national level to calculate the aggregates for these dissemination tables.

#### Case 2 - Dissemination tables with data by type of goods

These tables show aggregates derived from goods-dataset A3.

Discrepancies in the aggregation of multi-stop and collection/delivery journeys are observed between data derived from journey-dataset A2 and goods-dataset A3; they result from the reporting method chosen by the countries for these types of journeys.

For more information on this issue, please read the document ROAD\_Discrepancies\_A2\_A3 available on CIRCABC:  
<https://circabc.europa.eu/w/browse/0566c5a3-9b52-4465-ab36-3107b77ffa93>

(If the link does not work, copy/paste it into the address bar of the browser)