

Road freight transport by type of goods

Statistics Explained

Data extracted in August 2023.

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" 'Metal ores and other mining and quarrying products; peat; uranium and thorium' was the product group with the highest share in tonnes transported by road in the EU in 2022 (24.5 %). "

" 'Food products, beverages and tobacco' was the product group with the highest share in tonne-kilometres transported by road in the EU in 2022 (16.6 %). "

" 'Flammable liquids' had the highest share in EU transport of dangerous goods in 2022, with 50.0 %. "

This article presents [road freight transport](#) in the [European Union \(EU\)](#) focusing on the different types of goods carried. The article presents the total, national and international transport performed according to the type of goods. It also gives information on the transport of dangerous goods. Finally, road freight transport by type of cargo is also presented. This article and the articles '[Road freight transport statistics](#)', '[Road freight transport by vehicle characteristics](#)', '[Road freight transport by journey characteristics](#)' and '[Road freight transport statistics – cabotage](#)' present a complete overview of road freight transport in Europe.

Road freight transport by type of goods (NST 2007 classification)

Tables 1a and 1b present road freight transport by product group, measured in tonnes and [tonne-kilometres \(tkm\)](#) , respectively, over the period 2018-2022.

In terms of tonnes of freight carried, EU road transport fell by 0.5 % in 2022 compared with 2021. The number of tonnes carried registered an average annual growth rate of 0.7 % in the period 2018-2022. In 2022, the product group 03 'metal ores and other mining and quarrying products; peat; uranium and thorium' was the largest product group transported in terms of tonnage, accounting for 3 338 million tonnes; its share in the total EU tonnes transported was 24.5 % (see Table 1a and Figure 1). It was followed by product group 09 'other non-metallic mineral products' (1 759 million tonnes and a share of 12.9 %) and product group 04 'food products, beverages and tobacco' (1 599 million tonnes and a share of 11.7 %). Another major product group was 01 'products of agriculture, hunting, and forestry; fish and other fishing products', accounting for 1 277 million tonnes and a share of 9.4 %.

From 2021 to 2022, the tonnage carried by road decreased for 11 product groups. The highest declines were observed in groups 12 'transport equipment' (-9.7 %) and 06 'wood, paper and their products' (-9.1 %). The highest increases were observed in groups 19 'unidentifiable goods' (+14.5 %), 20 'other goods' (+12.9 %) and 18 'grouped goods' (+7.7 %).

In terms of average annual growth rate in the period 2018-2022, product group 15 'mail, parcels' recorded the highest growth, at 8.6 %, followed by 19 'unidentifiable goods' (+5.0 %) and 18 'grouped goods' (+4.8 %). The highest negative average annual growth rates were recorded by groups 02 'coal and lignite' (-7.5 %), 12 'transport equipment' (-4.7 %) and 17 'goods moved in the course of household and office removals' (-1.4 %).

Road freight transport by group of goods, EU, 2018-2022
(million tonnes)

		2018	2019	2020	2021	2022	Average annual growth rate 2018-2022 %	Growth rate 2021-2022 %
TOT	Total transported goods	13 262.7	13 556.8	13 032.5	13 688.0	13 624.0	0.7	-0.5
01	Products of agriculture, hunting, and forestry; fish and other fishing products	1 201.7	1 211.0	1 235.2	1 271.5	1 277.0	1.5	0.4
02	Coal and lignite; crude petroleum and natural gas	124.3	108.1	77.4	84.6	91.0	-7.5	7.6
03	Metal ores and other mining and quarrying products; peat; uranium and thorium	3 413.9	3 473.7	3 253.1	3 388.5	3 338.3	-0.6	-1.5
04	Food products, beverages and tobacco	1 536.4	1 564.0	1 595.0	1 613.9	1 598.9	1.0	-0.9
05	Textiles and textile products; leather and leather products	52.3	57.2	46.5	49.8	53.1	0.4	6.6
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	527.8	534.6	518.4	551.1	501.2	-1.3	-9.1
07	Coke and refined petroleum products	415.5	441.0	414.7	401.7	407.1	-0.5	1.3
08	Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel	538.5	545.7	543.9	562.3	529.6	-0.4	-5.8
09	Other non-metallic mineral products	1 595.6	1 682.7	1 597.2	1 730.2	1 759.3	2.5	1.7
10	Basic metals; fabricated metal products, except machinery and equipment	556.6	554.8	506.9	564.9	530.5	-1.2	-6.1
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	242.6	249.9	234.0	261.2	255.1	1.3	-2.3
12	Transport equipment	297.2	301.0	251.3	271.4	245.1	-4.7	-9.7
13	Furniture; other manufactured goods n.e.c.	111.2	115.5	113.0	122.1	116.8	1.2	-4.3
14	Secondary raw materials; municipal wastes and other wastes	875.5	907.5	868.6	901.8	876.0	0.0	-2.9
15	Mail, parcels	206.7	225.6	230.2	269.8	287.8	8.6	6.7
16	Equipment and material utilized in the transport of goods	295.1	284.0	282.5	292.6	289.9	-0.4	-0.9
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.	117.1	122.0	111.6	110.8	110.5	-1.4	-0.3
18	Grouped goods: a mixture of types of goods which are transported together	780.8	829.1	818.3	874.2	941.4	4.8	7.7
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16	155.0	165.9	158.7	164.4	188.3	5.0	14.5
20	Other goods n.e.c.	218.9	183.5	176.0	201.2	227.1	0.9	12.9

Note: Malta excluded (see chapter 'data sources')
Source: Eurostat (online data code: road_go_ta_tg)

eurostat 

Table 1a: Road freight transport by group of goods, EU, 2018-2022 (million tonnes) Source: Eurostat (road_go_ta_tg)

When looking at road freight transport performance in tonne-kilometres, in 2022 the total EU performance was almost at the 2021 level with a slight decrease of 0.1 %. The goods group 04 'food products, beverages and tobacco' was the top group, accounting for 317 billion tkm; its share in the total EU tkm was 16.6 % (see Table 1b and Figure 1). Thereafter followed groups 18 'grouped goods' (229 billion tkm and a share of 11.9 %) and 01 'products of agriculture, hunting, and forestry; fish and other fishing products' (203 billion tkm and a share of 10.6 %). Another product group that recorded significant transport performance was 09 'other non-metallic mineral products', with 159 billion tkm and a share of 8.3 %.

The highest rises in terms of tkm from 2021 to 2022 were recorded for product group 20 'other goods' (+24.8 %), followed by groups 16 'equipment and material utilized in the transport of goods' (+7.5 %) and 15 'Mail, parcels' (+4.8 %). At the other end of the scale, the highest decreases were recorded for product groups 13 'furniture; other manufactured goods n.e.c.' (-6.2 %) and 08 'chemicals/fibers, rubber/plastic products; nuclear fuel' (-6.1 %), followed by group 06 'Wood, paper and their products.' (-5.3 %).

The highest positive average annual growth rates in the period 2018-2022 were recorded for product group 19 'unidentifiable goods' (+9.3 %), followed by groups 15 'mail, parcels' with 8.9 % and 18 'grouped goods' with 4.9 %. The highest negative average annual growth rates were recorded for groups 17 'goods moved in the course of household and office removals' and 12 'Transport equipment' (-1.6 % each).

Road freight transport by group of goods, EU, 2018-2022
(billion tonne-kilometres)

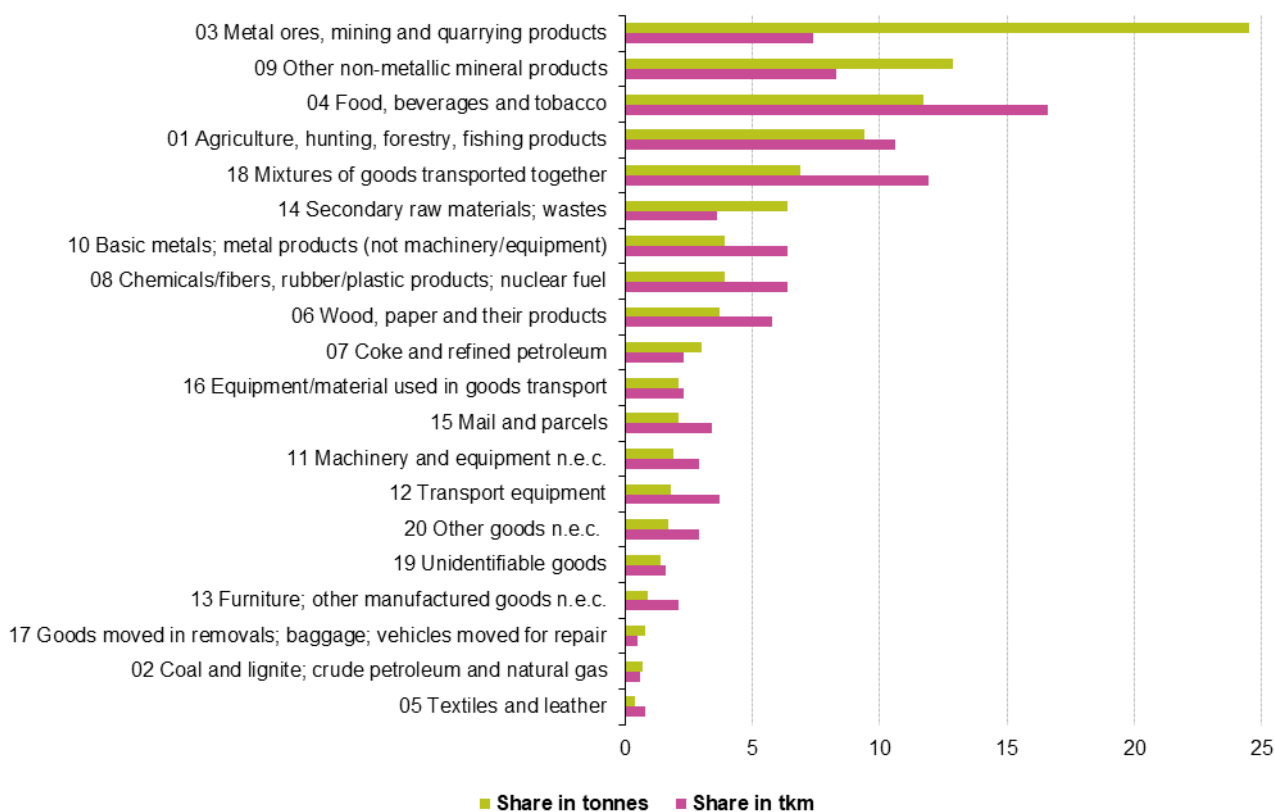
		2018	2019	2020	2021	2022	Average annual growth rate 2018-2022	Growth rate 2021-2022
							%	%
TOT	Total transported goods	1 759.4	1 816.8	1 797.3	1 915.5	1 914.0	2.1	-0.1
01	Products of agriculture, hunting, and forestry; fish and other fishing products	191.1	195.2	199.6	202.9	202.9	1.5	0.0
02	Coal and lignite; crude petroleum and natural gas	9.9	9.9	10.1	11.2	11.1	2.9	-0.9
03	Metal ores and other mining and quarrying products; peat; uranium and thorium	135.9	136.5	137.3	145.7	141.6	1.0	-2.8
04	Food products, beverages and tobacco	290.5	301.2	311.5	319.7	317.3	2.2	-0.8
05	Textiles and textile products; leather and leather products	14.4	16.0	13.9	15.3	15.7	2.2	2.6
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	109.5	113.2	108.9	116.6	110.4	0.2	-5.3
07	Coke and refined petroleum products	44.1	45.6	43.0	43.7	44.8	0.4	2.5
08	Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel	120.7	126.4	122.6	130.7	122.7	0.4	-6.1
09	Other non-metallic mineral products	139.6	146.4	143.5	154.8	159.3	3.4	2.9
10	Basic metals; fabricated metal products, except machinery and equipment	124.3	124.1	112.9	127.0	122.2	-0.4	-3.8
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	48.2	51.1	48.6	54.8	55.1	3.4	0.5
12	Transport equipment	74.7	79.6	70.5	73.8	70.0	-1.6	-5.1
13	Furniture; other manufactured goods n.e.c.	34.7	34.5	39.1	42.1	39.5	3.3	-6.2
14	Secondary raw materials; municipal wastes and other wastes	65.6	68.3	66.7	72.1	68.6	1.1	-4.9
15	Mail, parcels	46.7	51.6	51.7	62.7	65.7	8.9	4.8
16	Equipment and material utilized in the transport of goods	41.0	40.6	39.3	40.2	43.2	1.3	7.5
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.	11.0	11.9	10.2	10.0	10.3	-1.6	3.0
18	Grouped goods: a mixture of types of goods which are transported together	188.8	201.6	203.0	218.7	228.5	4.9	4.5
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16	20.9	23.2	23.8	29.2	29.8	9.3	2.1
20	Other goods n.e.c.	47.8	39.9	41.1	44.3	55.3	3.7	24.8

Note: Malta excluded (see chapter 'data sources')
Source: Eurostat (online data code: road_go_ta_tg)

eurostat 

Table 1b: Road freight transport by group of goods, EU, 2018-2022 (billion tonne-kilometres) Source: Eurostat (road_go_ta_tg)

Road freight transport by group of goods (NST 2007), EU, 2022 (% share in tonnes and tonne-kilometres)



Note: Malta excluded (see chapter 'data sources'); ranked based on share in tonnes
Source: Eurostat (online data code: road_go_ta_tg)

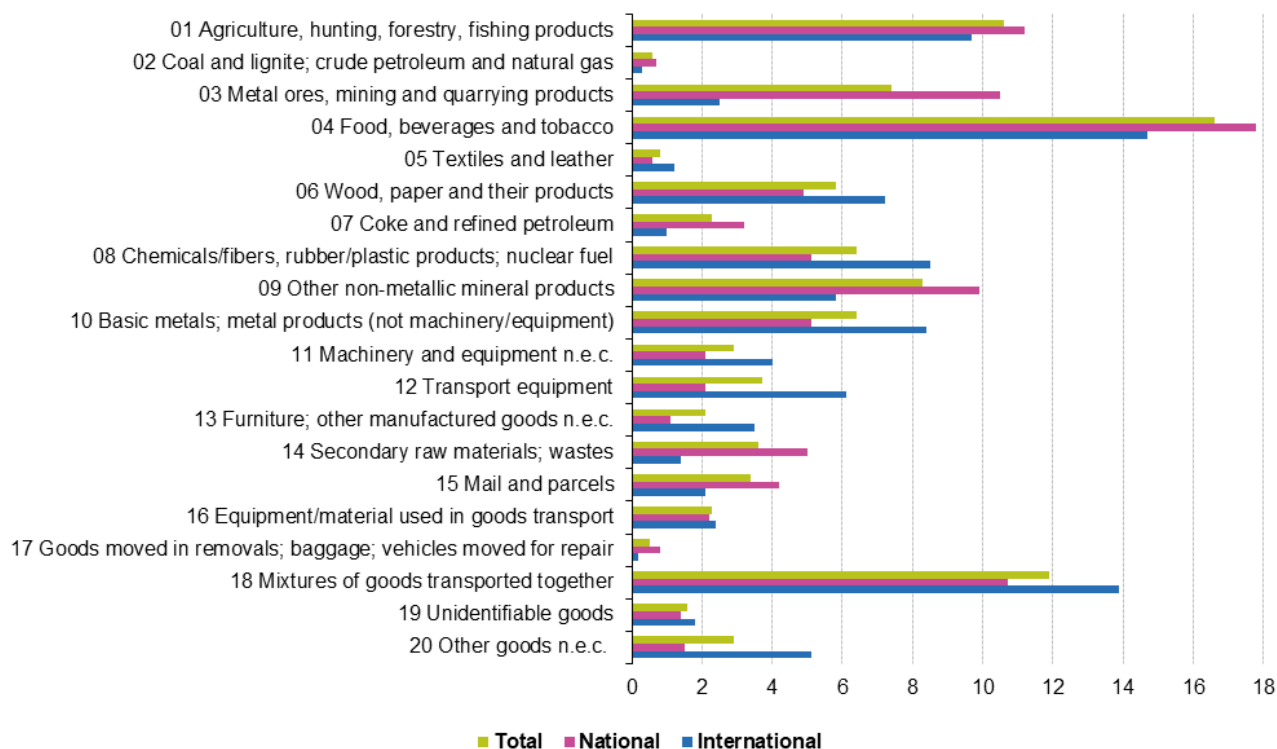
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Figure 1: Road freight transport by group of goods (NST 2007), EU, 2022 (% share in tonnes and tonne-kilometres) Source: Eurostat (road_go_ta_tg) Full names and description of NST 2007 codes

Figure 2 shows the tonne-kilometre share of each NST 2007 goods group in the EU total for **national** and **international** road freight transport. In 2022, the following groups had a higher share in national transport than in international transport: 01 'agriculture, hunting, forestry, fishing products', 02 'coal and lignite; crude petroleum and natural gas', 03 'metal ores, mining and quarrying products', 04 'food, beverages and tobacco', 07 'coke and refined petroleum products', 09 'other non-metallic mineral products', 14 'secondary raw materials; wastes', 15 'mail and parcels', and 17 'goods moved in removals; baggage; vehicles moved for repair'. For the remaining groups, their share for international road freight transport was higher than for national transport.

Road freight transport of each group of goods (NST 2007) by type of operation, EU, 2022

(% share in tonne-kilometres)



Note: Malta excluded (see chapter 'data sources')

Source: Eurostat (online data codes: road_go_ta_tg, road_go_na_tggt)

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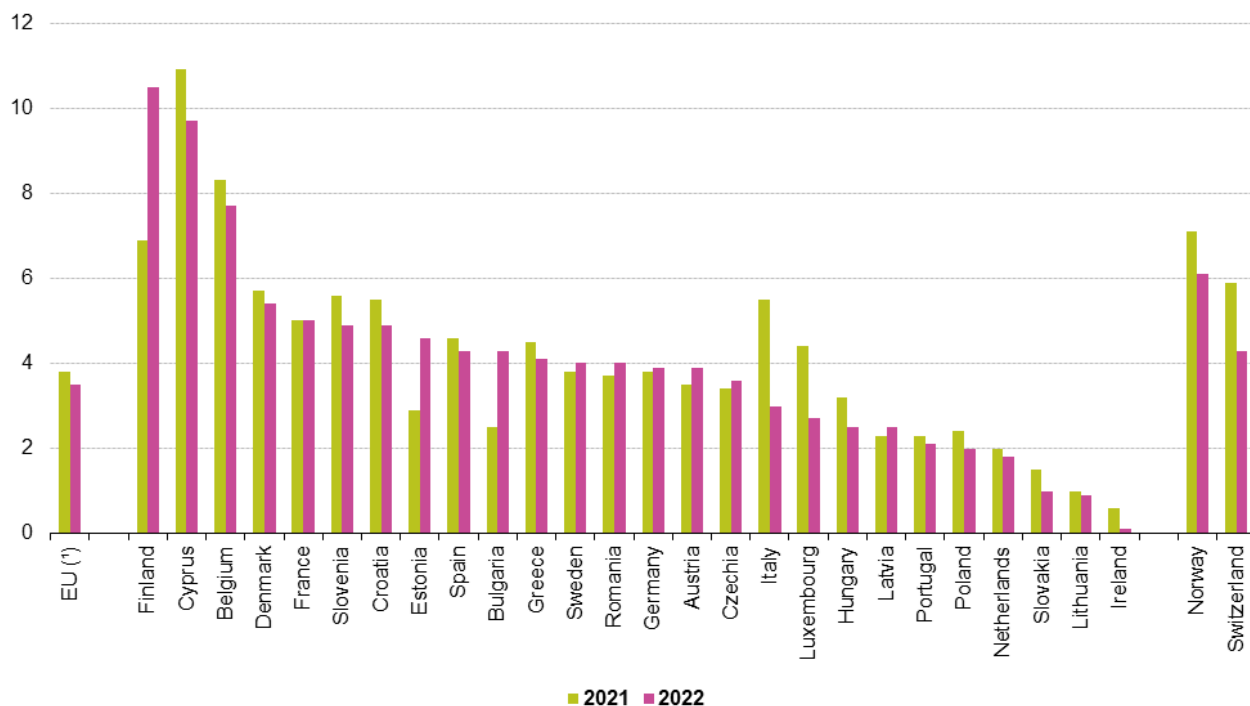
Figure 2: Road freight transport of each group of goods (NST 2007) by type of operation, EU, 2022 (% share in tonne-kilometres) Source: Eurostat (road_go_ta_tg), (road_go_na_tggt) Full names and description of NST 2007 codes

Road freight transport of dangerous goods

Figure 3 presents the share of dangerous goods in the total transport performance (in tkm) of each EU Member State in 2021 and 2022. At EU level, the share of dangerous goods transport was 3.8 % in 2021 and 3.5 % in 2022. The EU Member States that recorded the highest shares of dangerous goods in their road transport were Finland (with 6.9 % in 2021 and 10.5 % in 2022) and Cyprus (with 10.9 % in 2021 and 9.7 % in 2022), followed by Belgium (with 8.3 % in 2021 and 7.7 % in 2022). In both 2021 and 2022, several EU countries recorded figures between 4.0 % and 5.0 %, including the big countries France and Spain. Germany recorded shares of 3.8 % in 2021 and 3.9 % in 2022, while Poland recorded shares of 2.4 % in 2021 and 2.0 % in 2022. Slovakia, Lithuania and Ireland recorded shares of dangerous goods transport performance of less than 2.0 % in both years, while the Netherlands recorded a share of 2.0 % in 2021 and 1.8 % in 2022.

Road freight transport of dangerous goods, 2021 and 2022

(% share in total tonne-kilometres transported)



Note: ranked based on 2022 data

(*) Malta excluded (see chapter 'data sources')

Source: Eurostat (online data codes: road_go_ta_dg, road_go_ta_tott)

eurostat

Figure 3: Road freight transport of dangerous goods, 2021 and 2022 (% share in total tonne-kilometres transported) Source: Eurostat (road_go_ta_dg), (road_go_ta_tott)

EU transport of dangerous goods accounted for 67 455 million tkm in 2022 (see Table 2) and presented a negative average annual growth rate of 1.5 % in the period 2018-2022.

Between 2018 and 2022, 15 EU Member States registered a negative average annual growth rate in the transport of dangerous goods. The highest ones were recorded for Ireland (-41.1 %), Luxembourg (-20.2 %) and Italy (-14.7 %). At the other end of the scale, the highest positive average annual growth rates were registered in Bulgaria (+39.5 %), Finland (+13.5 %) and Czechia (+11.9 %).

When looking at the changes between 2021 and 2022, the average annual growth rate in the transport of dangerous goods decreased by 7.1 %. Sixteen EU Member States registered decreases in the transport of dangerous goods, the highest ones in Ireland (-85.0 %), Italy (-44.2 %), Luxembourg (-34.8 %) and Slovakia (-33.5 %). Substantial increases were observed in Bulgaria (+74.3 %), Finland (+57.7 %) and Estonia (+36.4 %).

Road freight transport of dangerous goods, 2018-2022

(million tonne-kilometres)

	2018	2019	2020	2021	2022	Average annual growth rate 2018-2022	Growth rate 2021-2022
						%	%
EU	71 527	73 726	71 300	72 628	67 455	-1.5	-7.1
Belgium	3 003	3 591	3 221	2 991	2 579	-3.7	-13.8
Bulgaria	400	240	907	869	1 515	39.5	74.3
Czechia	1 516	1 611	2 081	2 153	2 376	11.9	10.4
Denmark	734	728	832	874	819	2.8	-6.3
Germany	12 835	12 793	11 758	11 771	11 818	-2.0	0.4
Estonia	215	211	126	154	210	-0.6	36.4
Ireland	102	112	77	80	12	-41.4	-85.0
Greece	1 178	1 127	825	949	876	-7.1	-7.7
Spain	13 210	12 710	11 609	12 502	11 503	-3.4	-8.0
France	9 059	8 287	9 089	8 747	8 731	-0.9	-0.2
Croatia	713	820	707	751	665	-1.7	-11.5
Italy	8 439	9 293	9 215	7 986	4 458	-14.7	-44.2
Cyprus	146	79	87	80	92	-10.9	15.0
Latvia	296	272	311	354	371	5.8	4.8
Lithuania	582	629	445	591	484	-4.5	-18.1
Luxembourg	491	495	386	305	199	-20.2	-34.8
Hungary	1 204	1 017	1 150	1 186	949	-5.8	-20.0
Malta (*)	-	-	-	-	-	-	-
Netherlands	1 467	1 496	1 375	1 371	1 197	-5.0	-12.7
Austria	968	995	912	955	1 051	2.1	10.1
Poland	7 386	9 441	8 255	9 247	7 701	1.0	-16.7
Portugal	665	750	649	731	670	0.2	-8.3
Romania	1 944	1 936	1 711	2 260	2 546	7.0	12.7
Slovenia	1 062	1 068	1 248	1 405	1 195	3.0	-14.9
Slovakia	384	300	462	451	300	-6.0	-33.5
Finland	1 945	2 294	2 189	2 045	3 224	13.5	57.7
Sweden	1 585	1 431	1 676	1 818	1 913	4.8	5.2
Norway	1 305	1 115	936	1 607	1 496	3.5	-6.9
Switzerland	763	813	488	749	555	-7.6	-25.9

(-) Not applicable

(*) Data not available (see chapter 'data sources')

Source: Eurostat (online data code: road_go_ta_dg)



Table 2: Road freight transport of dangerous goods, 2018-2022 (million tonne-kilometres) Source: Eurostat (road_go_ta_dg)

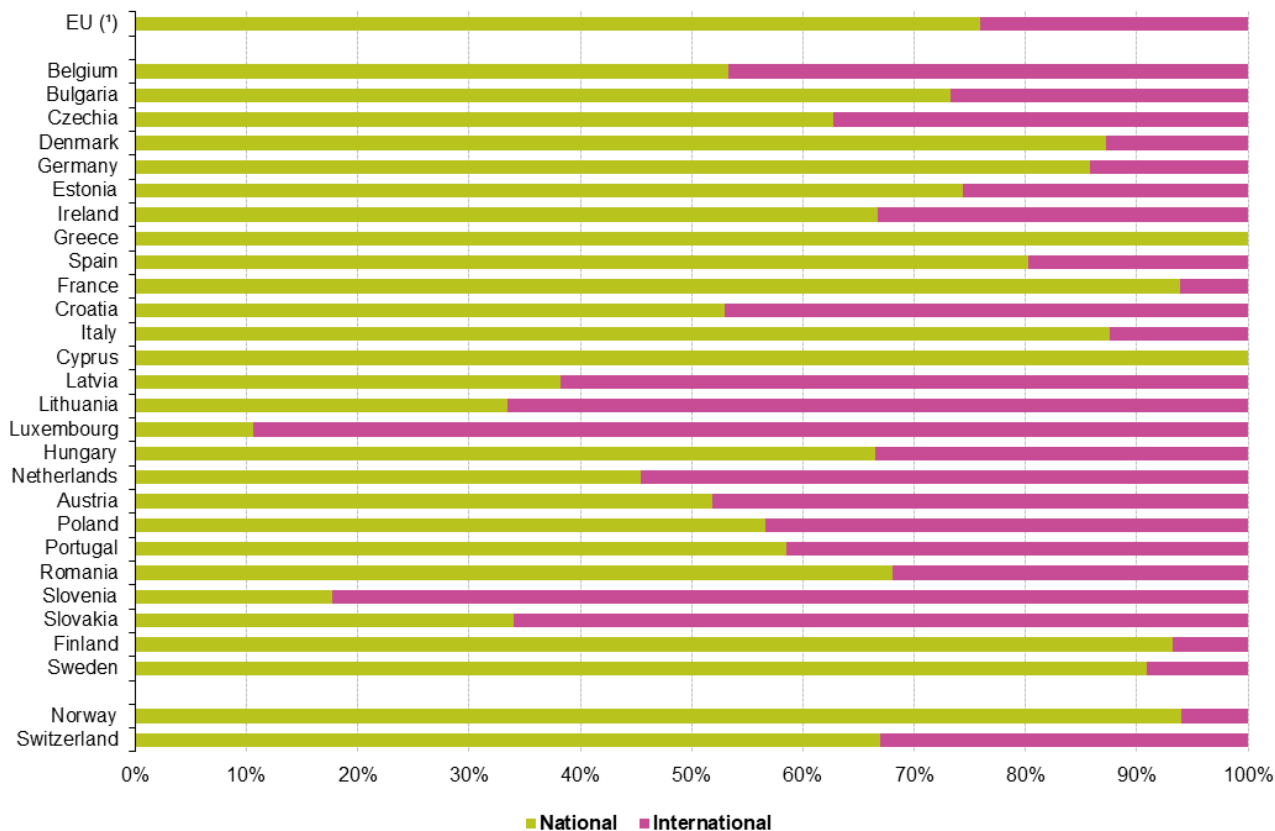
Figure 4 shows the share of dangerous goods transport performance in the total tkm performed within a country and internationally in 2022. In half of the EU Member States, 75.9 % of the transport of dangerous goods was performed within the national territory.

For most countries, in 2022, the share of tkm performed in international transport involving dangerous goods is aligned with the share in tkm of international transport of all types of goods (see article '[Road freight transport by journey characteristics](#)', Figure 2). This means that in general, countries with high shares in tkm of international

transport of all types of goods tend to have a higher share of tkm performance in international transport involving dangerous goods. Notable exceptions are Bulgaria, Estonia, Hungary and Romania: although international transport of all types of goods represented more than half of the road transport of these countries, most of their transport of dangerous goods was performed in national territory.

Road freight transport of dangerous goods by type of operation, 2022

(% share in tonne-kilometres)



(*) Malta excluded (see chapter 'data sources')

Source: Eurostat (online data code: road_go_ta_dg)

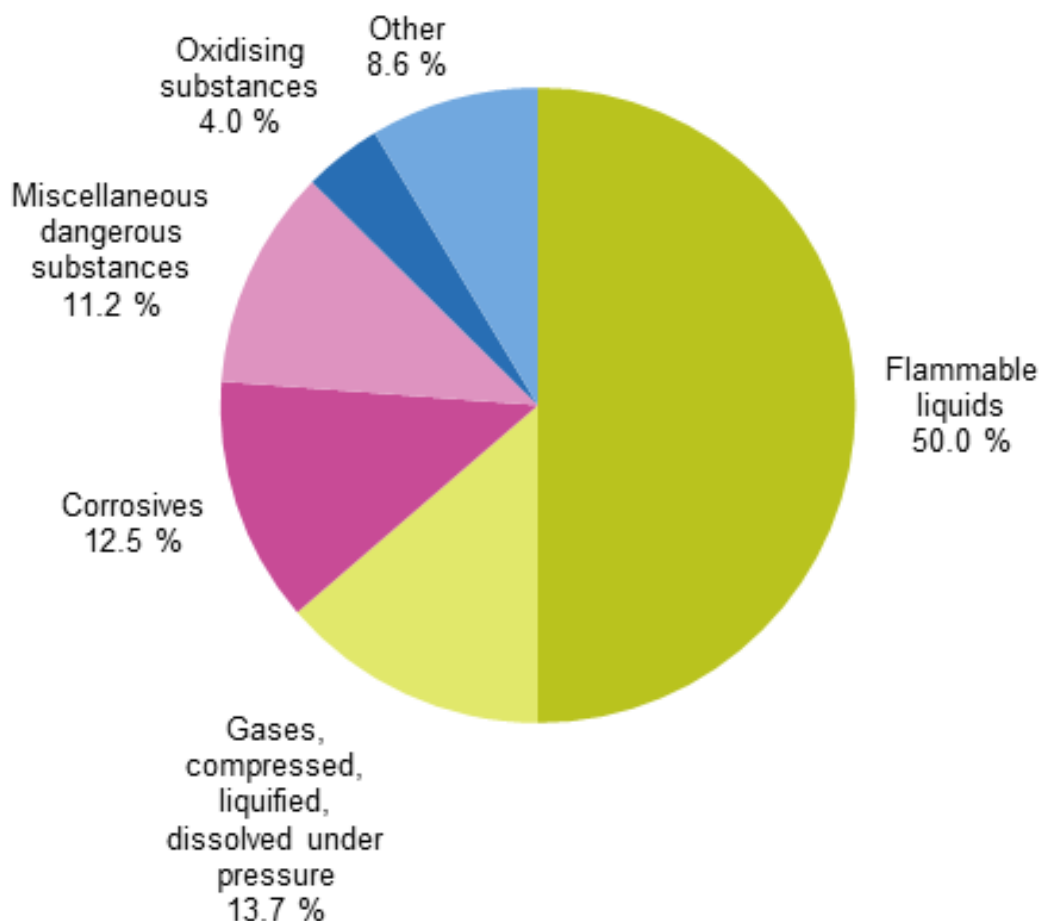
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Figure 4: Road freight transport of dangerous goods by type of operation, 2022 (% share in tonne-kilometres)
Source: Eurostat (road_go_ta_dg)

Figure 5 shows the shares of the different types of dangerous goods in the tkm performed involving dangerous goods in the EU, in 2022. The largest group was 'flammable liquids', accounting for a half of the transport of dangerous goods (50.0 %). 'Gases, compressed, liquified, dissolved under pressure' accounted for 13.7 %, while 'corrosives' accounted for 12.5 %. These three types of dangerous goods accounted for over three-quarters (76.2 %) of the total tkm performed involving dangerous goods.

Road freight transport of dangerous goods by type of goods, EU, 2022

(% share in tonne-kilometres)



Note: Malta excluded (see chapter 'data sources')

Source: Eurostat (online data code: road_go_ta_dg)

eurostat 

Figure 5: Road freight transport of dangerous goods by type of goods, EU, 2022 (% share in tonne-kilometres) Source: Eurostat (road_go_ta_dg)

It should be noted that, as dangerous goods represent only a small proportion of the freight transported by road, there are considerable uncertainties in the survey results regarding this category of goods.

Road freight transport by type of cargo

In 2022, palletised goods, i.e., goods transported on pallets, represented the main type of cargo in most of the EU countries (see Table 3). The only exceptions were Cyprus and Luxembourg, for which solid bulk represented the main type of cargo.

The EU countries with the highest shares of palletised goods were Romania (70.9 %), Portugal (65.6 %) and Slovenia (63.6 %), while Cyprus (8.6 %), Finland (23.8 %) and Austria (31.3 %) had the lowest shares.

When looking at palletised goods and solid bulk taken together, the only countries with an accumulated share below 50 % were: Finland (39.1 %) and Cyprus (49.2 %).

As road freight transport by type of cargo is an optional variable of the road freight transport survey, Ireland and Italy did not report it, while Denmark reported all data as 'other cargo not elsewhere specified' and 'unknown'.

Road freight transport by type of cargo, 2022

(million tonne-kilometres)

	Liquid bulk goods	Solid bulk goods	Large freight containers	Other freight containers	Palletised goods	Pre-slung goods	Mobile, self-propelled units	Other mobile units	Other cargo not elsewhere specified	Unknown	Total	
	million tonne-kilometres										million tonne-kilometres	Growth rate 2021-2022 (%)
Belgium		11 206	2 543	760	12 572	1 066	1 128	943	8 937		39 155	-9.4
Bulgaria	2 530	5 906	1 015	473	20 989	2 689	343	17	1 229		35 192	0.0
Czechia	3 460	12 400	1 179	2 151	35 438	525	1 208	366	9 172		65 898	3.1
Denmark (*)									7 731	7 432	15 163	-1.2
Germany	19 982	56 466	39 862	4 374	108 492	10 457	5 711	171	47 829		293 345	-0.9
Estonia	301	812	106	148	2 167	97	28	36	823		4 518	-13.3
Ireland												-
Greece	1 507	7 633	958	56	9 932	102	179		817		21 186	0.6
Spain	14 837	47 845	4 960	2 793	146 090	6 562	6 099	50	37 484		266 720	-1.3
France	13 619	57 432	3 188	2 303	80 740	1 252	4 289	481	10 055		173 359	-0.9
Croatia	814	2 197	53	70	7 337	18	262	82	2 832		13 664	0.2
Italy												-
Cyprus	61	384	108	22	82		11	1	279		948	29.7
Latvia	452	1 639	202	181	6 095	1 509	217	8	4 149		14 452	-3.5
Lithuania	1 250	1 532	578	1 717	32 473	11 325	3 045		1 837		53 757	-6.9
Luxembourg	596	2 700	161	112	2 484	419	78	57	745		7 353	6.5
Hungary	2 249	9 011	405	387	19 636	1 347	639	81	3 521		37 276	1.1
Malta (*)												-
Netherlands	7 559	9 681	5 133	3 928	31 588	946	1 635		5 823	1 061	67 354	-4.6
Austria	2 159	7 620	401	981	8 150	1 448	499	108	4 650		26 018	-1.1
Poland	17 259	60 894	5 182	11	170 645	12 978	6 228	519	111 391		385 107	1.4
Portugal		1 039	5 693	882	21 015	1 217	276	447	1 463		32 032	-0.1
Romania	1 977	13 868	132	207	45 640	198	207	87	2 035		64 351	4.1
Slovenia	1 624	3 199	728	224	15 448	768	727	168	1 399		24 285	-2.7
Slovakia	1 061	9 439	255	530	17 871	567	223	10	1 480		31 436	4.3
Finland	4 401	4 683	1 128	618	7 267	3 861	823	657	7 152		30 591	3.3
Sweden	3 499	6 961	3 770	480	22 684	6 673	1 176	72	2 026		47 340	0.9
Norway	2 295	4 661	1 700	406	7 516	919	693	92	2 157		20 439	8.6
Switzerland	1 161	3 728	668	158	4 400	720	358	5	1 573		12 770	2.2

(-) Not applicable

(:) Not available

(*) All data reported as 'other cargo not elsewhere specified' and 'unknown'.

(†) Data not available (see chapter 'data sources')

Source: Eurostat (online data code: road_go_ta_tcrq)

eurostat 

Table 3: Road freight transport by type of cargo, 2022 (million tonne-kilometres) Source: Eurostat (road_go_ta_tcrq)

Source data for tables and graphs

- Road freight transport by type of goods

Context

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., the EU Member States, Norway and Switzerland, and record the freight transport undertaken by road 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 microdata referring to vehicles and their linked journeys, providing detailed information on goods transported. At the European level, common [aggregation](#) procedures that might diverge from national practices have been used. Differences might therefore occur between the figures in this publication and national values.

Country specific notes

Croatia : While Croatia had no obligation prior to their accession in 2013, it started to report data from the reference year 2008.

Malta : Regulation (EU) No 70/2012 does not apply to Malta, as 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.

Sweden : A break in series occurred in 2014 following a change in methodology. On the basis of a specific survey, Sweden corrected the European road freight survey results for trucks participating in the sample which were not in use over the surveyed period.

Methodological notes

EU totals calculated in this publication refer to road freight transport reported by the EU Member States, excluding Malta which is exempt from reporting road freight statistics.

Total international transport

Total international transport includes international transport [loaded](#) , [unloaded](#) , [cross-trade](#) and [cabotage](#) .

Breakdown by goods groups

Starting with the reference year 2008, [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 ' [Classifications](#) ', in Eurostat's web pages about metadata.

Dangerous goods

[Regulation \(EU\) No 70/2012](#) stipulates the collection of information on different categories of dangerous goods on an obligatory basis. Annex V of the Regulation (EU) No 70/2012 provides the categories to be used. As the carriage of dangerous goods by road represents only a small percentage of total road transport and the data are collected on the basis of sample surveys, the margins of error in any statistics will be substantial. Any figures for the transport of dangerous goods should be treated with caution.

Type of cargo is the appearance of the cargo unit on presentation for transportation. The provision of data according to the type of cargo is optional in the legal basis. As not all EU Member States provide this optional variable, the EU aggregate is not calculated.

Tonne-kilometre (tkm) : Unit of measure of goods transport that represents the transport of one tonne by road over one kilometre. The distance taken into account is the distance actually run. It excludes the distance covered when the goods road vehicle is being transported by another means of transport.

Data availability : The figures presented in this publication have been extracted from Eurostat's free dissemination database and reflect the state of data availability in August 2023.

In this article :

- 1 billion = 1 000 000 000
- "- "not applicable
- "": "not available

Other articles

- [All articles on freight transport](#)

- [Road freight transport statistics](#)
- [Road freight transport by journey characteristics](#)
- [Road freight transport by vehicle characteristics](#)
- [Road freight transport statistics - cabotage](#)

Main tables

- [Transport](#) , see selected datasets:

Road transport (t_road)

Database

- [Transport](#) , see detailed datasets:

Road transport (road)

Road freight transport measurement (road_go)

Dedicated section

- [Transport](#)

Publications

- [Key figures on European transport — 2022 edition](#) - Statistical book
- [Eurostat regional yearbook — 2022 edition](#) - Statistical book
- [Energy, transport and environment statistics — 2020 edition](#) - Statistical book

Methodology

- [Road freight transport measurement](#) (ESMS metadata file)
- [Glossary for transport statistics — 5th edition — 2019](#) - Manuals and guidelines
- [Methodologies used in road freight transport surveys in Member States, EFTA and candidate countries — 2021 edition](#) - Manuals and guidelines
- [Road freight transport methodology — Revised edition, August 2017](#) - Manuals and guidelines

Legislation

- [Regulation \(EU\) No 70/2012](#) of 18 January 2012 on statistical returns in respect of the carriage of goods by road (recast)
- [Regulation \(EC\) No 1304/2007](#) of 7 November 2007 amending Directive 95/64, Regulation (EC) No 1172/98, Regulations (EC) No 91/2003 and (EC) No 1365/2006 with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes
- [Commission Regulation \(EC\) No 202/2010](#) amending Regulation (EC) No 6/2003 concerning the dissemination of statistics on the carriage of goods by road