

Indicator (definition)	Road share of inland freight transport: Percentage share of road freight in total inland (road, rail and inland waterways) freight transport, measured in tonne-km (tkm). Total inland transport includes national+international+cross-trade+cabotage (road), national+international+transit (rail and inland waterways)
Eurostat Unit	Transport Statistics
Other Commission DGs	DG Mobility and Transport; DG Environment
European Statistical System Working Group (WG)	WG on road freight transport statistics, WG on rail transport statistics and WG on inland waterways statistics
Date	May 2010

1. Overall assessment of accuracy and comparability (Description of quality grades under the following link: http://circa.europa.eu/Public/irc/dsis/structind/library?l=/general_information/quality_profiles/annex_enpdf/EN_1.0_&a=d)

A
 B
 C
 Indicator to be developed

Data are collected from reliable sources applying high standards with regard to the methodology. Shortcomings as regard accuracy are well documented and explained.

Comparabilities across countries and over time are restricted due to differences in concepts and methodology (described under point 5). Starting from the reference year 2008, road freight data will be recorded using full regional coding, i.e. the territoriality principle can also be used. The overall assessment can then be upgraded.

No detailed analysis was carried out to access the impact of the break in series appearing due to entry into force of new legislations in 1999 (road freight) and 2003 (rail).

2. Objective and relevance of the indicator:

This indicator measures the balance of goods between road transport and total inland transport performance measured in tonne-kilometres.

An important policy issue is the extent of the prevalence of road based transport which is considered the less environmentally-friendly means of transporting goods. Road transport is the least energy-efficient mode and it produces more emissions per tonne-kilometre than either rail or inland waterways transport. It has also the highest accident rate and a great economic impact.

The main aim is to shift the balance between road transport and other modes thereby removing the existing coupling of economic growth with increased road transport.

The EU and Member States are required to take action to effect a shift from road to rail and inland waterways. Intention of EU is to focus on possible alternatives to road transport including the appropriate development of the Trans-European Network and inter-modal links for freight logistics. Promotion of inland waterway transport is also the objective of measures envisaged in the Commission action programme "NAIADES" and the "Marco Polo II" Programme.

Restriction of the indicator's relevance and other characteristics which may lead to restrictions in using it in monitoring and reporting

The two different methodologies used for the modes mean that country comparisons should be handled carefully, where there is little information on error sizes.

3. Data availability: details

(t₁: earliest reference year available; t₂: latest reference year available in May 2010)

	EU Member States	ACC/CC	USA and Japan	EFTA ¹
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¹ While being a member of the EFTA, Liechtenstein has complete or partial exemptions from several statistical requirements due to its size. Thus, Liechtenstein is excluded from this overview as most of the data for structural indicators are missing.

t ₁	1990: DK, FR, IE, CY, LT, LU, AT, PL, RO, SI, FI, SE 1991: BE, DE, EL, ES, IT, LV, NL, PT, UK 1993: EE, HU, SK 1994: CZ 2000: BG	1993: TR 2000: MK 2001: HR	-	1990: IS 1995: NO
t ₂	2008	2007: TR, MK 2008: HR	-	2007: CH 2008: IS, NO

Comments (including information on time series): MT: no reported data for road freight, EL: no data are available for 2000-2002 and 2004.

4. Overall accuracy

High



Data collection on road freight transport of goods is based on the respective legal acts. Almost in all countries vehicles with very low capacity are not covered. The “cut-off” point should be at most 3.5 tonnes carrying capacity or 6 tonnes gross vehicle weight (Regulation 1172/98). Certain countries also use a limit on the age of the vehicle. The survey is carried out throughout the entire year and data are obtained through electronic or mail questionnaires. The majority of countries achieve the percentage standard error of estimate (on total tonne-kilometres) to be within the limit of 5% (Commission Regulation 642/2004) and uses as a sampling base the respective register (e.g. tax vehicle register, vehicle administration centre, etc). The quality of the registers (measured as the percentage of usable questionnaires divided by the number of questionnaires sent minus those classified as non-response) is good (at least 90%) or satisfactory (75-89.9%) for the two-thirds of the countries. Registers of Estonia, Hungary, Lithuania and Portugal could be considered of low quality (below 66%). The response rate, regardless whether a questionnaire is usable, is considered good (at least 90%) or satisfactory (75-89.9%) in half of the countries. It is quite low (below 65%) in Ireland, Italy and Finland. For an overall assessment both response rate and register quality should be considered. One third of the countries have a good rating on both parameters or a good rating on one element and a satisfactory rating on the other. Thus, little or no bias occurs in results. Road data is revised on the basis of detected errors. The data collections on rail and inland waterways are based on regulations and therefore of good accuracy. More information can be found under the title Transport on Eurostat's website.

Restricted

(sources, errors, methodology, etc.)



5. Comparability across countries

High

Restricted



The comparability across countries is restricted.

Two different methods are used which make comparisons at country level difficult:

- For road freight transport, data are recorded by vehicles registered in each reporting country (nationality principle)
- For rail and inland waterways transport, data record the transport performed on the territory of the reporting country (territoriality principle).

Comparisons at EU27-level are more relevant, with smaller errors than on national level.

Concerning the USA and Japan, the methodologies are not necessarily fully harmonised with the EU methodology.

6. Comparability over time

High

Restricted

Comparability restricted due to some breaks that occurred when the new regulations on road transport statistics (1999) were implemented. In order for countries to harmonise their surveys with the EU legislation, there are also breaks appearing in 2004. Effects of these changes are not assessed and documented.

7. Development perspective for improving the quality of this indicator (including as far as possible an indication of the burden on Member States and respondents.)

Starting from the reference year 2008, road freight data will be recorded using full regional coding, i.e. the territoriality principle can also be used. It would be the same principle as for regulation 91/2003 on rail transport statistics and as for regulation 1365/2006 on statistics of goods transport through inland waterways, and the overall assessment can then be upgraded.

8. Contribution to quality of the set/potential to qualify for an integrated policy analysis

Based on data on vehicles by operators, a priori the volume of transport can be combined with branches to allow for an integrated analysis of transport and employment, energy use, emissions etc. in the NAMEA (National Accounting Matrix including Environmental Accounts) framework.

Relevant European legislation:

Road: Regulation (EC) 1172/98 on statistical returns in respect of the carriage of goods by road.

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.

Rail: Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics

Inland waterways: Regulation (EC) No 1365/2006 of the European Parliament and of the Council of 6 September 2006 on statistics of goods transport by inland waterways and repealing Council Directive 80/1119/EEC

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