



HELLENIC REPUBLIC



HELLENIC STATISTICAL AUTHORITY

Piraeus, 13 April 2023

ROAD FREIGHT TRANSPORT STATISTICS: 2nd Quarter 2022

The Hellenic Statistical Authority announces the results of the road freight transport survey for the second quarter of 2022.

- According to the survey results, in the 2nd quarter of 2022 compared to the 2nd quarter of 2021, an increase of 1.5% is observed in the total weight of goods which were carried by road freight vehicles registered in Greece. Specifically, in the 2nd quarter of 2022, the weight of goods carried by national¹ and international² road transport vehicles, amounted to 71,974.2 thousand tonnes compared with 70,908.4 k-tonnes in the respective period of 2021. The tonne-kilometres in the 2nd quarter of 2022 amounted to 5,216,951.4 thousands against 5,379,321.9 thousands in the respective period of 2021, thus recording a decrease by 3.0% (Table 1, Graph 1).
- Table 2 illustrates the breakdown of the weight of goods carried and tonne-kilometres effected, by type of cargo. The most significant increase in the 2nd quarter of 2022 compared to the 2nd quarter of 2021, both in terms of weight carried and of tonne-kilometres effected was observed in the type “Solid bulk goods (no cargo unit)”. The most significant decrease in the 2nd quarter of 2022 compared to the 2nd quarter of 2021, in terms of weight carried was observed in the type “Freight containers”, while in terms of tonne-kilometres effected in the type “Any other type of cargo” (Table 2, Graph 2).
- Table 3 illustrates, at the level of Large Geographical Areas (NUTS I), loading data with regard to the weight of freight and tonne-kilometres effected. Specifically, 33.8% of the loadings were observed in Voreia Ellada, recording a decrease by 0.4% in the 2nd quarter of 2022 compared with the 2nd quarter of 2021. Over the same time period, the most significant increase, by 33.4% was observed in Kentriki Ellada (Graphs 3 and 4).
- Table 4 illustrates, at the level of Large Geographical Areas (NUTS I), unloading data with regard to the weight of freight and tonne-kilometres effected. Specifically, 33.9% of the unloadings were observed in Kentriki Ellada, recording an increase by 36.1% in the 2nd quarter of 2022 compared with the 2nd quarter of 2021 (Graphs 5 and 6).

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¹ National transport: transport where the point of departure and the point of arrival are located within Greece.

² International transport: the transport by a loaded or unloaded vehicle where the point of departure and the point of arrival are located in different EU Member States, or a transport from an EU Member State to a non-EU Member State, or between non-EU Member States.

Table 1. Weight of transported goods and tonne-kilometres¹ effected by road freight vehicles registered in Greece, national and international transport, 2nd quarter of 2021-2022

Type of road freight transport	Weight of transported goods (k-tonnes)			Transport performance in thousand tonne-Kilometers (k-tkm)		
	2021	2022	change %	2021	2022	change %
Total	70,908.4	71,974.2	1.5	5,379,321.9	5,216,951.4	-3.0
National road freight transport	69,491.3	70,772.3	1.8	4,071,303.2	3,859,318.0	-5.2
International road freight transport	1,417.1	1,201.9	-15.2	1,308,018.7	1,357,633.4	3.8

Remark: Any differences in the totals across tables are on account of rounding up

¹ Tonne-kilometres (tkm) = weight of transported goods x distance travelled

Graph 1. Tonne-kilometres effected by road freight vehicles registered in Greece, 2nd quarter of 2021-2022

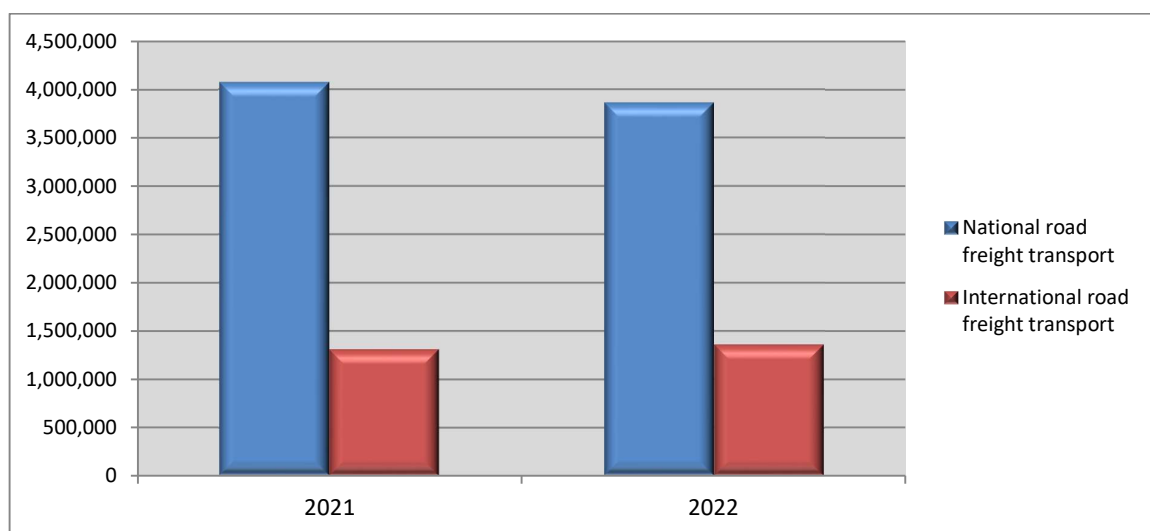


Table 2. Weight of transported goods and tonne-kilometres effected by road freight vehicles registered in Greece, by type of cargo, 2nd quarter of 2021-2022

Type of cargo	Weight of transported goods (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
	2021	2022	change %	2021	2022	change %
TOTAL	70,908.4	71,974.2	1.5	5,379,321.9	5,216,951.4	-3.0
1 - Transport of goods loaded in Greece	69,942.1	71,416.0	2.1	4,720,460.8	4,593,959.9	-2.7
Solid bulk goods (no cargo unit)	43,233.6	51,461.6	19.0	1,780,382.0	1,997,897.5	12.2
Palletised goods	11,460.6	8,772.0	-23.5	1,912,024.7	1,901,932.1	-0.5
Liquid bulk goods (no cargo unit)	4,975.9	4,751.2	-4.5	417,084.3	339,048.2	-18.7
Freight containers	8,337.4	4,449.5	-46.6	308,335.5	179,802.2	-41.7
Mobile, self-propelled units	282.8	283.5	0.3	49,429.4	30,630.2	-38.0
Any other type of cargo	1,651.7	1,698.0	2.8	253,204.9	144,649.9	-42.9
2 - Transport of goods loaded abroad (all types of cargo)	966.3	558.2	-42.2	658,861.1	622,991.5	-5.4

Remark: Any differences in the totals across tables are on account of rounding up

Graph 2. Percentage distribution of weight of transported goods by type of cargo, loaded in Greece, 2nd quarter of 2021-2022

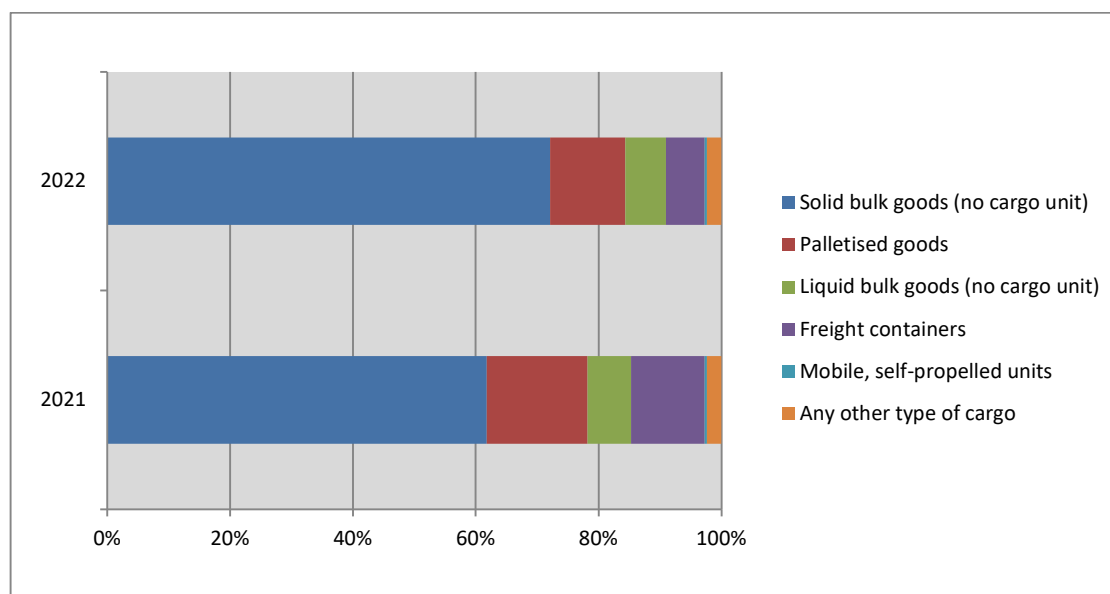
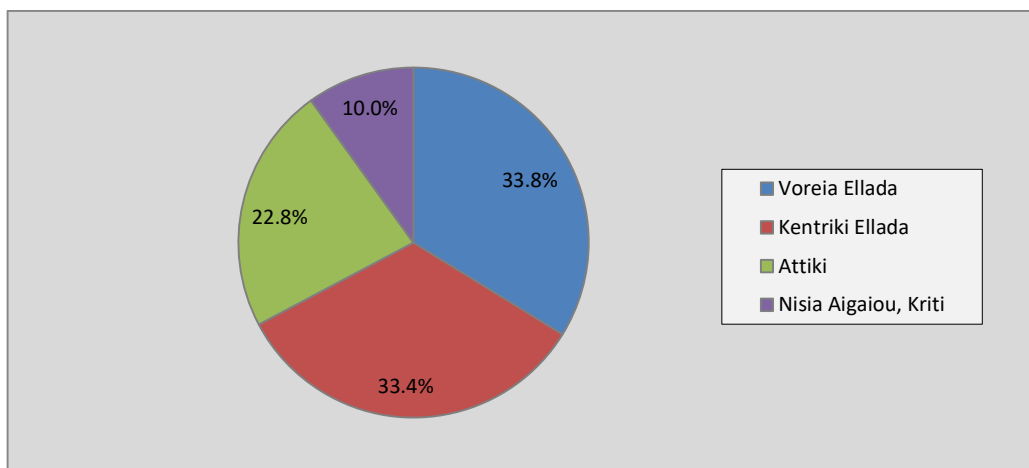


Table 3. Weight of loaded goods on road freight transport vehicles (national and international transport) and tonne-kilometres effected, by place of loading in Greece, 2nd quarter of 2021-2022

Place of loading <i>by Great Geographic Area (NUTS I)</i>	Weight of freight (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
	2021	2022	change %	2021	2022	change %
Greece, Total	69,942.1	71,416.0	2.1	4,720,460.8	4,593,960.0	-2.7
Voreia Ellada	24,241.3	24,148.5	-0.4	1,976,277.3	1,948,717.4	-1.4
Kentriki Ellada	17,890.2	23,873.6	33.4	1,239,018.6	1,385,857.0	11.9
Attiki	19,762.5	16,278.5	-17.6	1,209,037.0	994,654.7	-17.7
Nisia Aigaiou, Kriti	8,048.0	7,115.4	-11.6	296,127.9	264,730.8	-10.6

Remark: Any differences in the totals across tables are on account of rounding up

Graph 3. Percentage distribution of the weight of goods loaded on road freight transport vehicles by place of loading in Greece, 2nd quarter of 2021-2022



Graph 4. Weight of goods (k-tonnes) loaded on road freight transport vehicles, by place of loading in Greece, 2nd quarter of 2021-2022

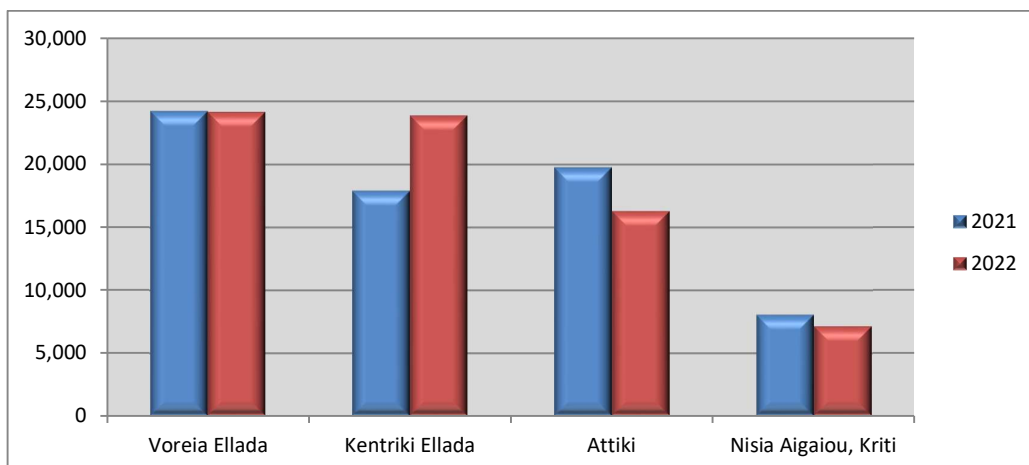
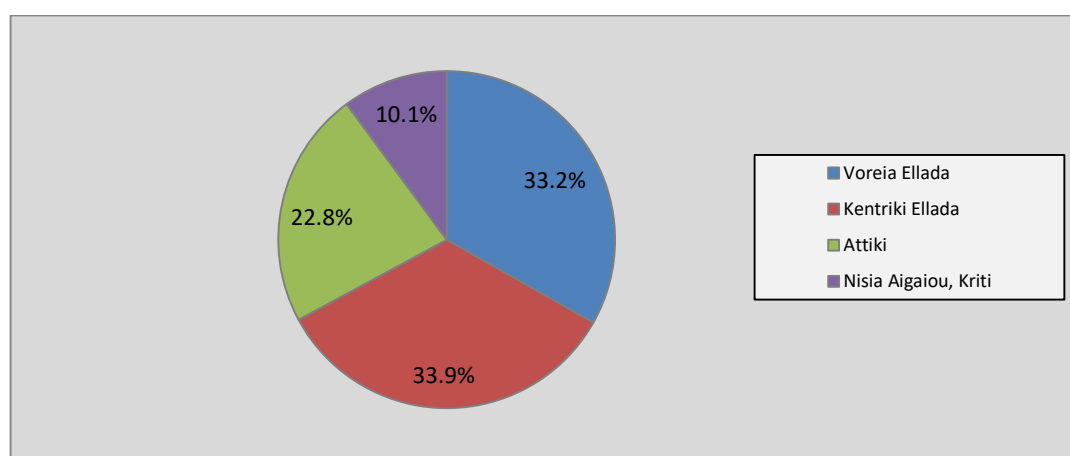


Table 4. Weight of unloaded goods from road freight transport vehicles (national and international transport) and tonne-kilometres effected, by place of unloading in Greece, 2nd quarter of 2021-2022

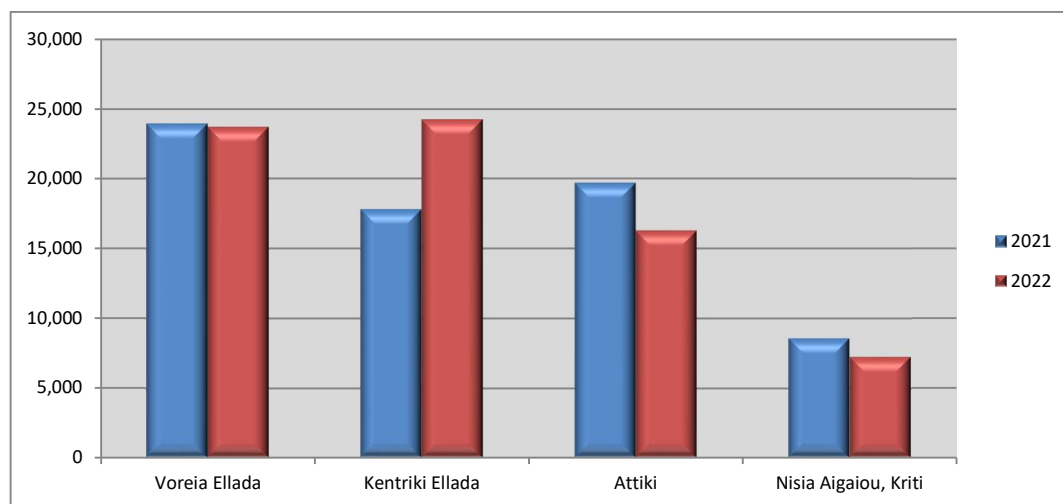
Place of unloading <i>by Great Geographic Area (NUTS I)</i>	Weight of freight (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
	2021	2022	change %	2021	2022	change %
Greece, Total	69,908.7	71,343.9	2.1	4,656,186.5	4,472,884.0	-3.9
Voreia Ellada	23,904.5	23,674.3	-1.0	1,931,427.4	1,832,650.0	-5.1
Kentriki Ellada	17,784.2	24,204.2	36.1	1,149,594.6	1,278,718.2	11.2
Attiki	19,678.3	16,242.0	-17.5	1,265,149.2	1,107,769.7	-12.4
Nisia Aigaiou, Kriti	8,541.6	7,223.3	-15.4	310,015.3	253,746.1	-18.2

Remark: Any differences in the totals across tables are on account of rounding up

Graph 5. Percentage distribution of the weight of goods unloaded from road freight transport vehicles by place of unloading in Greece, 2nd quarter of 2021-2022



Graph 6. Weight of goods (k-tonnes) unloaded from road freight transport vehicles, by place of unloading in Greece, 2nd quarter of 2021-2022



EXPLANATORY NOTES

SURVEY ON ROAD FREIGHT TRANSPORT	The survey on road freight transport is a quarterly survey which has been conducted in all EU Member States since 1999, by virtue of Council Regulation (EC) No 1172/98. The purpose of the survey is to monitor the carriage of goods by road by means of goods road transport vehicles, which are registered in each Member State, as well as the journeys made by such vehicles. The survey does not cover: a) goods road transport vehicles whose authorised weight or dimensions exceed the limits normally permitted in the Member States concerned and b) agricultural vehicles, military vehicles and vehicles belonging to central or local public administrations, with the exception of goods road transport vehicles belonging to public undertakings, and in particular railway undertakings. Each Member State may exclude from the scope of this Regulation goods road transport vehicles whose load capacity or maximum permissible weight is lower than a certain limit (3.5 tonnes of load capacity for Greece).
LEGAL FRAMEWORK	The survey is governed by 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. This Regulation is a recast edition of the Regulation (EC) 1172/98, which has been substantially amended several times.
REFERENCE PERIOD	Data refer to the 2nd quarter of 2022.
SURVEY METHODOLOGY	The survey is conducted on a quarterly basis. The sample is equally distributed into the thirteen weeks of a quarter. Every vehicle is surveyed during a specific week of the year, from Monday to Sunday. The sample is selected on the basis of various criteria: the vehicle performing national or international road freight transport; the vehicle being for private or for public use; class of load capacity; type of chassis; registered office of the vehicle, etc. The questionnaires are processed and the data are produced in line with rules and guidelines laid down in the relevant Manual of Eurostat.

LARGE GEOGRAPHIC AREAS OF GREECE (NUTS I)



DEFINITIONS	<p><u>Registered vehicle</u>: the state of having been entered in a register of road transport vehicles, kept by an official body in a Member State. In the case of carriage by means of a combination of road transport vehicles, the complete vehicle shall be deemed to be registered in the country where the goods road transport vehicle is registered.</p> <p><u>International Transport</u>: a) a laden journey undertaken by a vehicle the point of departure and the point of arrival of which are in two different Member States, b) a laden journey undertaken by a vehicle from a Member State to a third country or vice versa, c) a laden journey undertaken by a vehicle between third countries, d) an unladen journey in conjunction with the carriage referred to in points a), b) and c). International carriage shall be carried out subject to possession of a Community license.</p> <p><u>National transport</u>: transport by a loaded vehicle where the point of departure and the point of arrival are located in the same country (Greece).</p> <p><u>Load capacity</u>: maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle. When the goods road transport vehicle is a road train made up of a lorry with trailer, the load capacity of the road train is the sum of the load capacities of the lorry and the trailer.</p> <p><u>Place of loading</u>: the first place in which goods are loaded on the goods road transport vehicle, which was previously completely empty.</p> <p><u>Place of unloading</u>: the last place in which goods are unloaded from the goods road transport vehicle, which is subsequently completely empty.</p> <p><u>Distance traveled</u>: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport.</p> <p><u>Types of journey</u>: 1) laden journey involving one single basic transport operation 2) laden journey involving several transport operations, but not considered as a collection or distribution round, 3) laden journey of the collection or distribution round type, 4) unladen journeys.</p>
REMARK	Any differences between the totals across tables are on account of rounding up.
REFERENCES	More information can be found on the portal of ELSTAT, following the link: https://www.statistics.gr/en/statistics/-/publication/SME15/ .