



HELLENIC REPUBLIC



HELLENIC STATISTICAL AUTHORITY

Piraeus, 19 December 2025

ROAD FREIGHT TRANSPORT STATISTICS: 2nd Quarter 2025

The Hellenic Statistical Authority announces the results of the road freight transport survey for the 2nd quarter of 2025.

- According to the survey results, in the 2nd quarter of 2025 compared to the 2nd quarter of 2024, a decrease of 11.9% is observed in the total weight of goods which were carried by road freight vehicles registered in Greece. In the 2nd quarter of 2025, the weight of goods carried by national¹ and international² road transport vehicles amounted to 60,385.8 k-tones compared with 68,535.9 k-tones 2nd quarter of 2024. The tone-kilometers in the 2nd quarter of 2025 amounted to 5,313,469.9 thousand against 5,253,656.7 thousand in the respective period of 2024, thus recording an increase by 1.1% (Table 1, Graph 1).
- Regarding the type of cargo loading in Greece, in terms of weight carried, when comparing the 2nd quarter of 2025 to the 2nd quarter of 2024, an increase is observed in categories: "Liquid bulk goods (no cargo unit)" and "Freight containers" with the most significant, in absolute values, in "Liquid bulk goods (no cargo unit)" by 1,392.5 k-tones, while a decrease is observed in categories: "Solid bulk goods (no cargo unit)", "Palletized goods", "Any other type of cargo" and "Mobile, self-propelled units" with the most significant, in absolute values, in the "Solid bulk goods (no cargo unit)" category by 7,646.1 k-tones. In terms of tone-kilometers, an increase is observed in categories: "Palletized goods", "Liquid bulk goods (no cargo unit)" and "Freight containers" with the most significant increase, in absolute values, in the category "Palletized goods" by 469,141.2 thousand tone-kilometers, while a decrease is observed in categories: "Solid bulk goods (no cargo unit)", "Any other type of cargo" and "Mobile, self-propelled units" with the most significant, in absolute values, in "Solid bulk goods (no cargo unit)" category by 286,858.6 thousand tone-kilometers (Table 2, Graph 2).
- Tables 3 and 4 as well as graphs 3 to 6 illustrate, at the level of Large Geographical Areas (NUTS I), loading and unloading data regarding the weight of freight and tone-kilometers effected.

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¹ National transport: 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 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 tone-kilometres¹ effected by road freight vehicles registered in Greece, (national and international), 2nd quarter of 2024-2025

Type of road freight transport	Weight of transported goods (k-tones)			Transport performance in thousand tone-Kilometers (k-tkm)		
	2024	2025	change %	2024	2025	change %
Total	68,535.9	60,385.8	-11.9	5,253,656.7	5,313,469.9	1.1
National road freight transport	67,355.8	59,336.4	-11.9	3,949,252.7	3,989,737.1	1.0
International road freight transport	1,180.1	1,049.4	-11.1	1,304,404.0	1,323,732.8	1.5

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

¹ Tone-kilometers (tkm) = weight of transported goods x distance travelled

GRAPH 1. Tone-kilometers effected by road freight vehicles registered in Greece, , 2nd quarter of 2024-2025

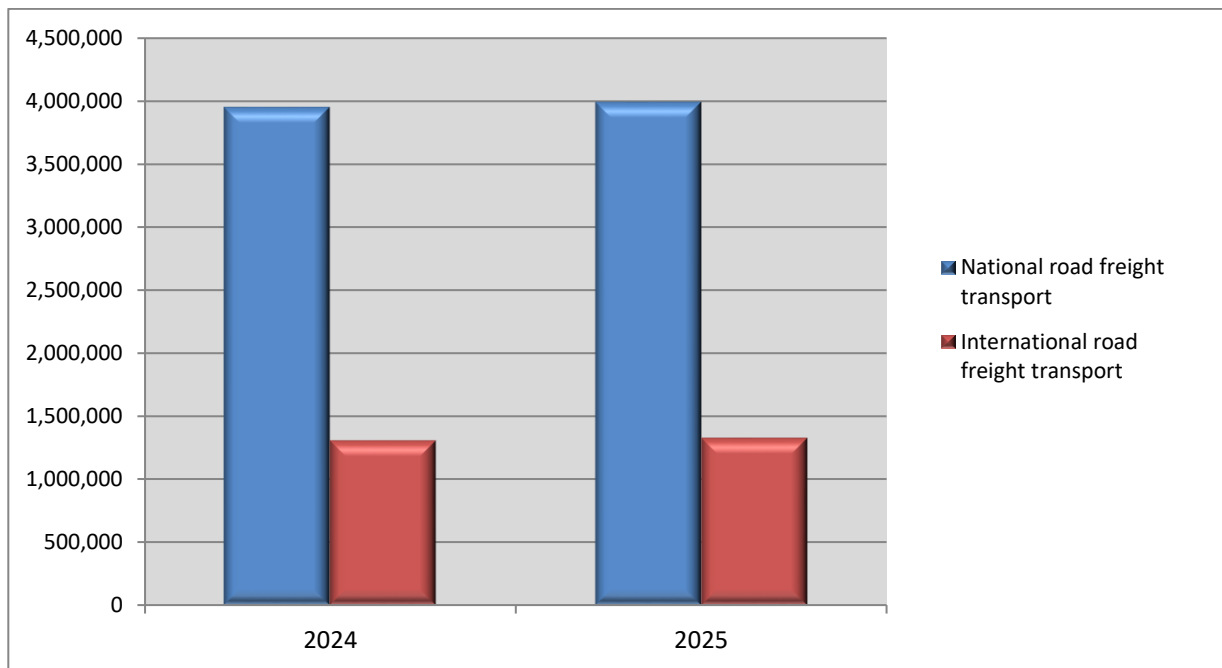


TABLE 2. Weight of transported goods and tone-kilometers effected by road freight vehicles registered in Greece, by type of cargo, 2nd quarter of 2024-2025

Type of cargo	Weight of transported goods (k-tones)			Transport performance in thousand tone-kilometers (k-tkm)		
	2024	2025	change %	2024	2025	change %
TOTAL	68,535.9	60,385.8	-11.9	5,253,656.7	5,313,469.9	1.1
1 - Transport of goods loaded in Greece	67,930.3	59,965.3	-11.7	4,561,972.9	4,769,255.1	4.5
Solid bulk goods (no cargo unit)	43,420.3	35,774.2	-17.6	1,748,841.6	1,461,983.0	-16.4
Palletized goods	15,256.6	13,860.3	-9.2	2,213,864.1	2,683,005.3	21.2
Liquid bulk goods (no cargo unit)	3,723.1	5,115.6	37.4	285,825.4	344,716.9	20.6
Freight containers	2,867.6	3,311.7	15.5	59,245.6	98,152.9	65.7
Mobile, self-propelled units	478.3	178.9	-62.6	48,542.4	13,116.3	-73.0
Any other type of cargo	2,184.6	1,724.5	-21.1	205,653.9	168,280.5	-18.2
2 - Transport of goods loaded abroad (all types of cargo)	605.6	420.5	-30.6	691,683.7	544,214.8	-21.3

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

GRAPH 2. Percentage distribution of weight of transported goods loaded in Greece, by type of cargo, 2nd quarter of 2024-2025

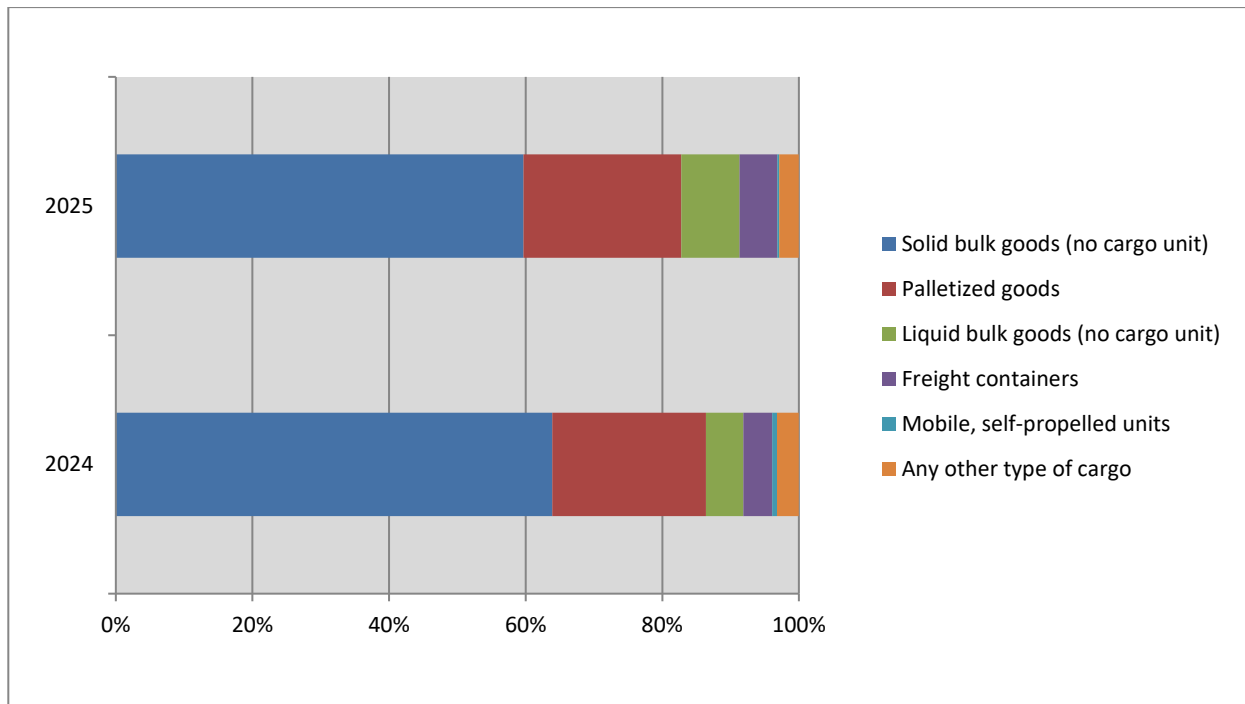
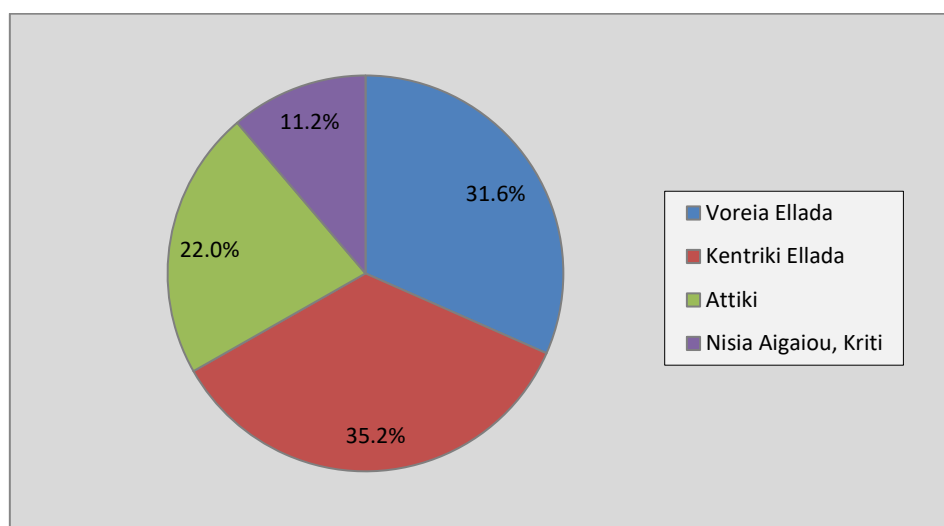


TABLE 3. Weight of loaded goods on road freight transport vehicles (national and international) by place of loading and tone-kilometers effected, 2nd quarter of 2024-2025

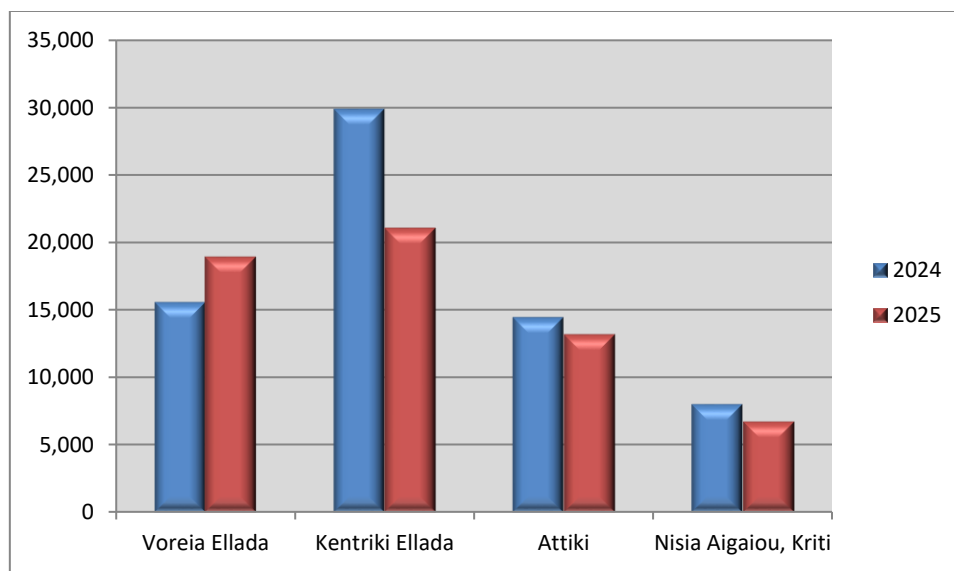
Place of loading	Weight of freight (k-tones)			Transport performance in thousand tone-kilometers (k-tkm)		
<i>by Great Geographic Area (NUTS 1)</i>	2024	2025	change %	2024	2025	change %
Greece, Total	67,930.3	59,965.3	-11.7	4,561,972.9	4,769,255.1	4.5
Voreia Ellada	15,572.5	18,957.3	21.7	1,732,004.5	1,762,822.8	1.8
Kentriki Ellada	29,881.9	21,085.4	-29.4	1,432,477.9	1,573,669.0	9.9
Attiki	14,465.0	13,191.4	-8.8	1,180,791.6	1,223,645.6	3.6
Nisia Aigaiou, Kriti	8,010.9	6,731.3	-16.0	216,698.9	209,117.7	-3.5

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 (national and international) by place of loading, 2nd quarter of 2025



GRAPH 4. Weight of goods (k-tones) loaded on road freight transport vehicles, by place of loading, 2nd quarter of 2024-2025

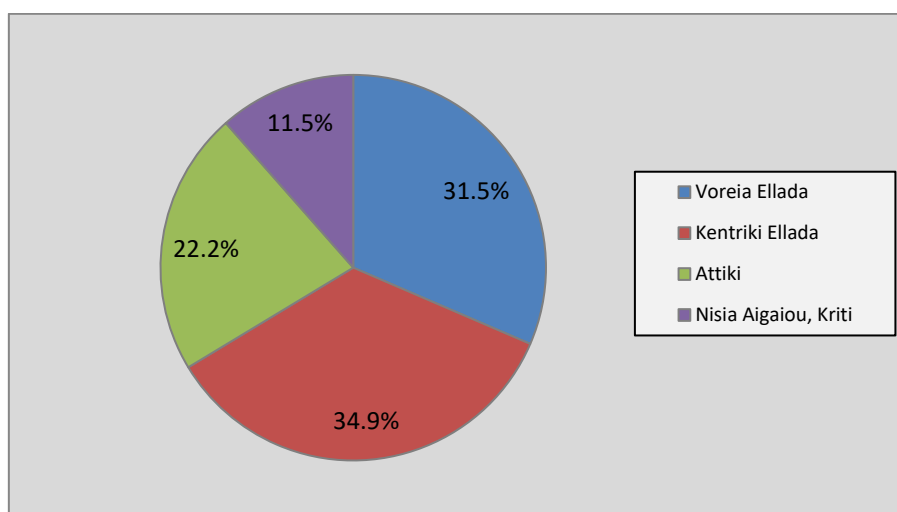


**TABLE 4. Weight of unloaded goods from road freight transport vehicles (national and international)
by place of unloading and tone-kilometers effected, 2nd quarter of 2024-2025**

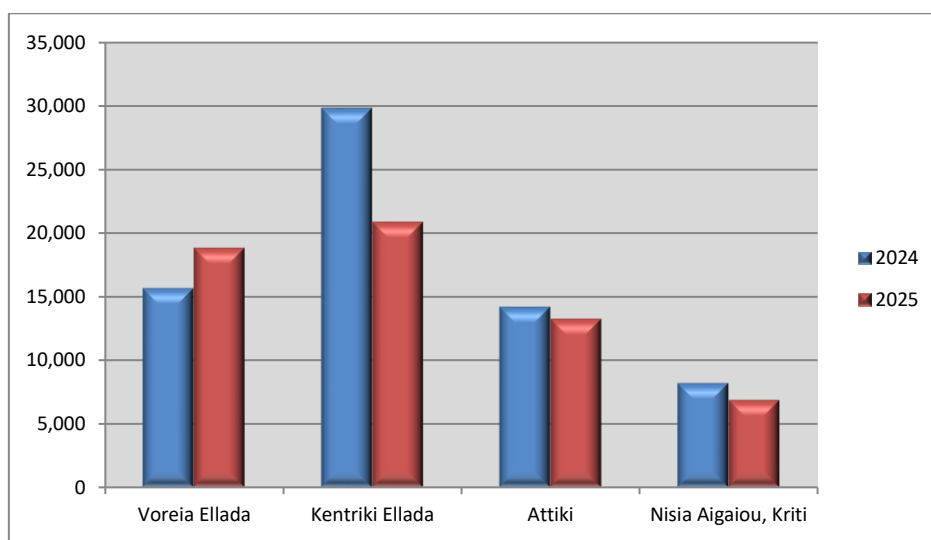
Place of unloading	Weight of freight (k-tones)			Transport performance in thousand tone-kilometers (k-tkm)		
<i>by Great Geographic Area (NUTS 1)</i>	2024	2025	change %	2024	2025	change %
Greece, Total	67,830.8	59,760.8	-11.9	4,489,847.2	4,497,269.7	0.2
Voreia Ellada	15,643.0	18,808.6	20.2	1,787,671.2	1,707,734.6	-4.5
Kentriki Ellada	29,799.2	20,844.6	-30.0	1,359,552.1	1,457,144.6	7.2
Attiki	14,182.7	13,238.3	-6.7	1,105,407.8	1,116,815.0	1.0
Nisia Aigaiou, Kriti	8,205.9	6,869.3	-16.3	237,216.1	215,575.4	-9.1

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
(national and international), by place of unloading, 2nd quarter of 2025**



**GRAPH 6. Weight of goods (k-tones) unloaded from road freight transport vehicles, by place of unloading,
2nd quarter of 2024-2025**



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 2025.
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 Registered vehicle: 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.

International Transport: 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.

National transport: transport by a loaded vehicle where the point of departure and the point of arrival are located in the same country (Greece).

Load capacity: 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.

Place of loading: the first place in which goods are loaded on the goods road transport vehicle, which was previously completely empty.

Place of unloading: the last place in which goods are unloaded from the goods road transport vehicle, which is subsequently completely empty.

Distance traveled: actual distance excluding the distance covered by the goods road transport vehicle while being transported by another means of transport.

Types of journey: 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.

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/-> .