



SURVEY ON ROAD FREIGHT TRANSPORT: 2025

The Hellenic Statistical Authority announces the results of the road freight transport survey for the year 2025.

- According to the survey results, in 2025 compared to 2024, a decrease is observed in the total weight of goods, which were carried by road freight vehicles registered in Greece. Specifically, in 2025, the weight of goods carried by road transport vehicles for own account amounted to 115,424.9 k-tonnes recording a 9.9% decrease in comparison with 128,176.3 k-tonnes in 2024. The tonne-kilometres effected by road transport vehicles for own account during 2025 amounted to 3,680,148.3 thousand recording a decrease of 12.6% in comparison with 4,208,366.3 thousand in 2024. Accordingly, in 2025 the weight of goods carried by road transport vehicles for hire or reward amounted to 108,095.4 k-tonnes recording a 17.4% decrease in comparison with 130,818.7 k-tonnes in 2024. The tonne-kilometres effected by road transport vehicles for hire or reward during 2025 amounted to 16,534,102.8 thousand in comparison with 16,418,361.2 in 2024, recording a 0.7% increase (Table 1, Graphs 1a, 1b).
- With regard to the type of cargo (type of packaging for transporting goods), in terms of weight carried, in 2025 compared to 2024 the most significant increase, of 32.9%, is observed in category “Any other type of cargo”, while the most significant decrease is observed in category “Mobile, self-propelled units” by 39.9%. A similar pattern is also observed in tonne-kilometers, where the largest increase is observed in category “Any other type of cargo” by 63.9 %, whereas, respectively, the most significant decrease is recorded in category “Mobile, self-propelled units” by 54.4% (Table 2, Graph 2).
- Tables 3 and 4 for the year 2025 illustrate loading and unloading data regarding the weight of freight and tonne-kilometres effected by national and international road transport vehicles at regional level (NUTS 2). In terms of weight of loaded and unloaded goods for national transport, most of loadings and unloadings were recorded in Attiki followed by Kentriki Makedonia and Thessalia. In terms of weight of goods carried by international road transport vehicles, Attiki accounts for the largest share of loadings and unloadings followed by Kentriki Makedonia and Dytiki Ellada.

Information on methodological issues:

Division of Sectoral Statistics
Section of Transport Statistics
C. Vlachos
Tel : +30 213 135 3094
e-mail: c.vlachos@statistics.gr

Information for data provision:

Tel. +30 213 135 2022
e-mail: data.dissem@statistics.gr

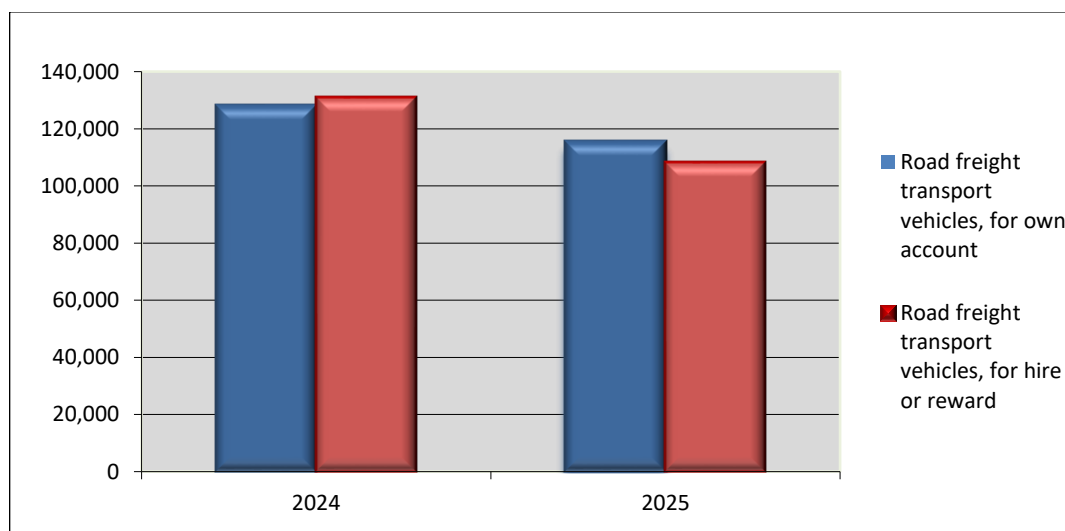
Table 1. Weight of transported goods and tonne-kilometres¹ effected by road freight vehicles registered in Greece, by type of vehicle use (for hire or reward, or own account), years 2024-2025

Type of road freight transport vehicles	Weight of transported goods (k-tonnes)			Tonne-Kilometers (k-tkm)		
	2024	2025	Change %	2024	2025	Change %
Total	258,995.0	223,520.3	-13.7	20,626,727.5	20,214,251.1	-2.0
Road freight transport vehicles, for own account	128,176.3	115,424.9	-9.9	4,208,366.3	3,680,148.3	-12.6
Road freight transport vehicles, for hire or reward	130,818.7	108,095.4	-17.4	16,418,361.2	16,534,102.8	0.7

Remarks: 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 1a. Weight of transported goods (in thousand tonnes) by road freight vehicles registered in Greece, by type of vehicle use, years 2024-2025



Graph 1b. Tonne-kilometres (in thousands), effected by road freight vehicles registered in Greece, by type of vehicle use (for hire or reward, or own account), years 2024-2025

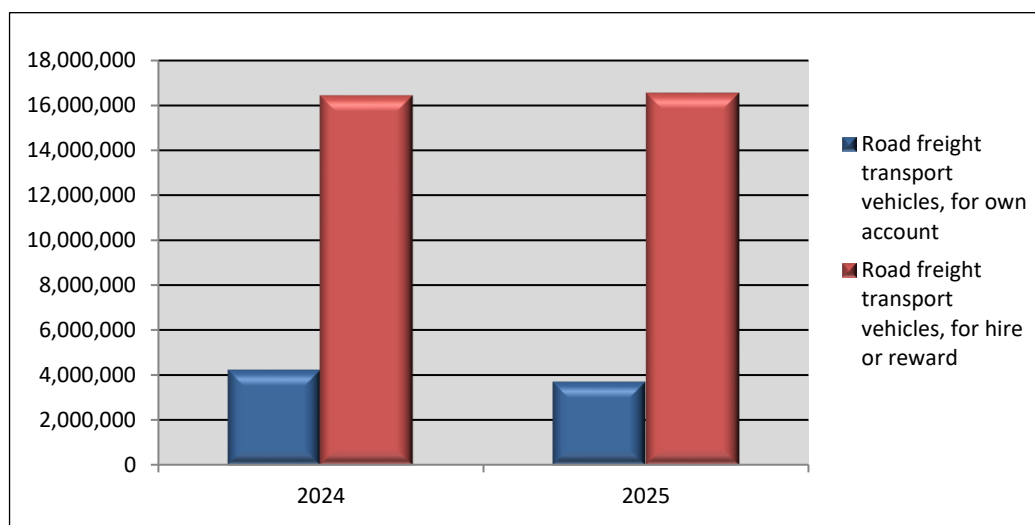


Table2. Weight of transported goods and tonne-kilometres effected by road freight vehicles registered in Greece, by type of cargo, years 2024-2025

Type of cargo	Weight of transported goods (k-tonnes)			Tonne-Kilometers (k-tkm)		
	2024	2025	Change %	2024	2025	Change %
Total of transports	258,995.0	223,520.3	-13.7	20,626,727.5	20,214,251.1	-2.0
Solid bulk goods (no cargo unit)	163,195.3	130,612.5	-20.0	7,714,088.2	6,497,327.8	-15.8
Palletised goods	47,537.6	47,954.0	0.9	9,711,092.5	10,464,069.1	7.8
Liquid bulk goods (no cargo unit)	18,868.1	17,522.5	-7.1	1,643,033.2	1,387,926.5	-15.5
Freight containers	19,492.1	15,521.5	-20.4	574,691.6	441,845.2	-23.1
Mobile, self-propelled units	1,715.0	1,030.6	-39.9	160,186.5	73,061.8	-54.4
Any other type of cargo	8,186.9	10,879.2	32.9	823,635.4	1,350,020.7	63.9

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

Graph 2: Percentage distribution of the weight of transported goods by type of cargo, years 2024-2025

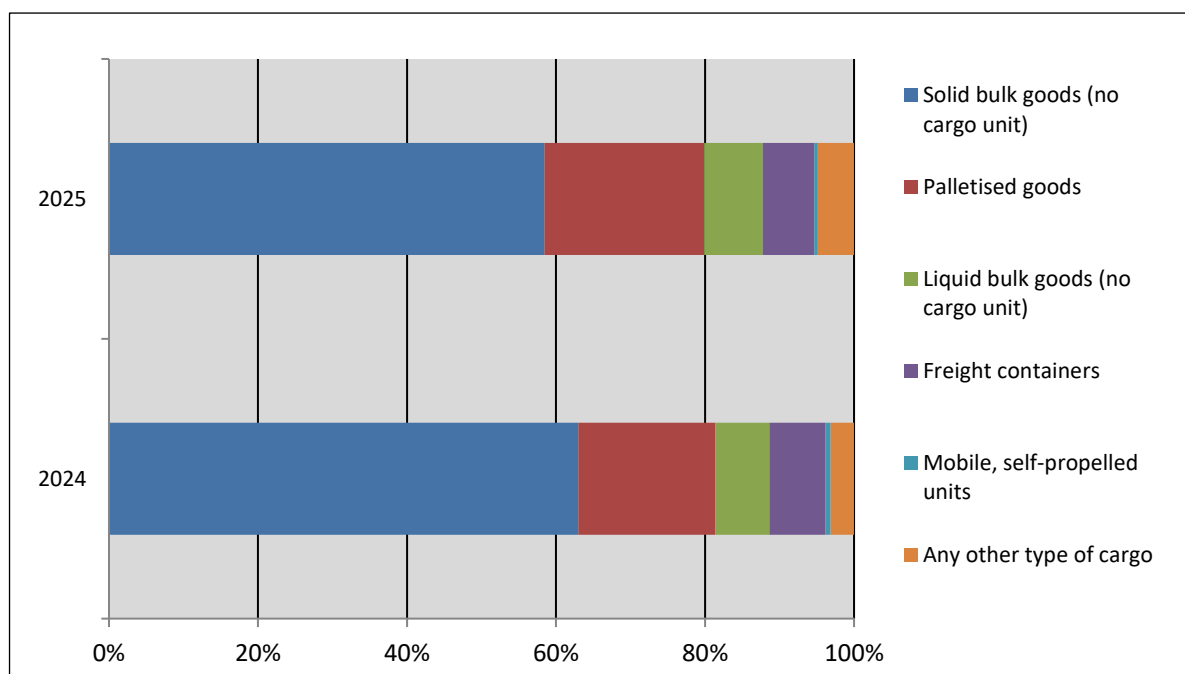


Table 3. Weight of loaded goods on road freight transport vehicles (national and international) by place of loading and tonne-kilometres effected, year 2025

Place of loading		Weight of freight and tonnekilometres – National and international transport		Weight of freight and tonnekilometres – National transport		Weight of freight and tonnekilometres – International transport	
Great Geographic Area (NUTS 1)	Region (NUTS 2)	k-tn	k-tkm	Private and Public Lorries		Private and Public Lorries	
				k-tn	k-tkm	k-tn	k-tkm
Greece, Total		221,397.2	17,405,910.4	219,000.9	14,387,565.1	2,396.3	3,018,345.3
Voreia Ellada	Anatoliki Makedonia, Thraki	12,522.0	1,128,497.6	12,404.3	953,767.5	117.6	174,730.1
	Kentriki Makedonia	37,435.1	4,159,656.2	36,841.7	3,239,434.3	593.4	920,221.9
	Dytiki Makedonia	7,570.1	296,618.8	7,564.8	286,541.2	5.3	10,077.6
	Ipeiros	7,299.9	1,129,162.3	7,152.5	1,030,645.4	147.4	98,516.9
Kentriki Ellada	Thessalia	23,665.2	1,181,316.5	23,587.6	1,084,367.8	77.6	96,948.7
	Ionia Nisia	3,279.2	79,724.0	3,279.2	79,724.0		
	Dytiki Ellada	21,976.3	1,790,253.8	21,663.2	1,545,478.8	313.1	244,775.0
	Stereia Ellada	18,057.7	1,689,833.4	17,805.1	1,223,464.3	252.6	466,369.1
	Peloponnisos	11,944.8	1,005,425.9	11,854.2	858,680.0	90.6	146,745.8
Attiki	Attiki	53,691.3	4,176,224.8	52,906.6	3,322,539.5	784.7	853,685.3
Nisia Aigaïou, Kriti	Voreio Aigaio	1,019.1	20,175.4	1,019.1	20,175.4		
	Notio Aigaio	8,233.7	139,769.7	8,233.7	139,769.7		
	Kriti	14,703.1	609,252.0	14,689.2	602,977.1	13.9	6,274.9

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 vehicles performing national transport by Region of loading, year 2025

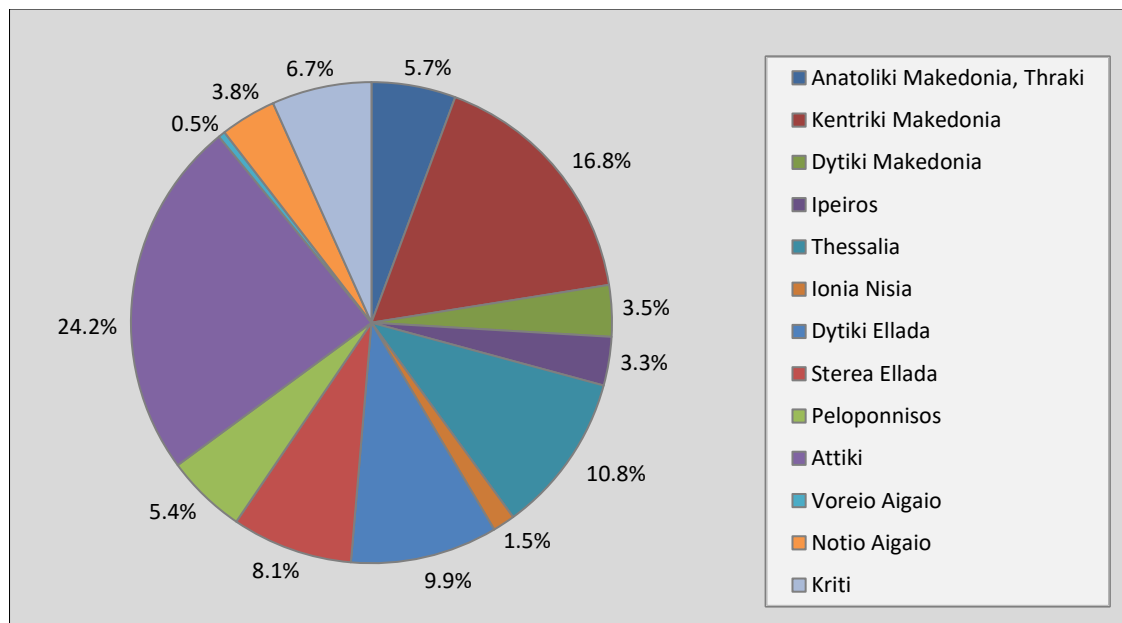
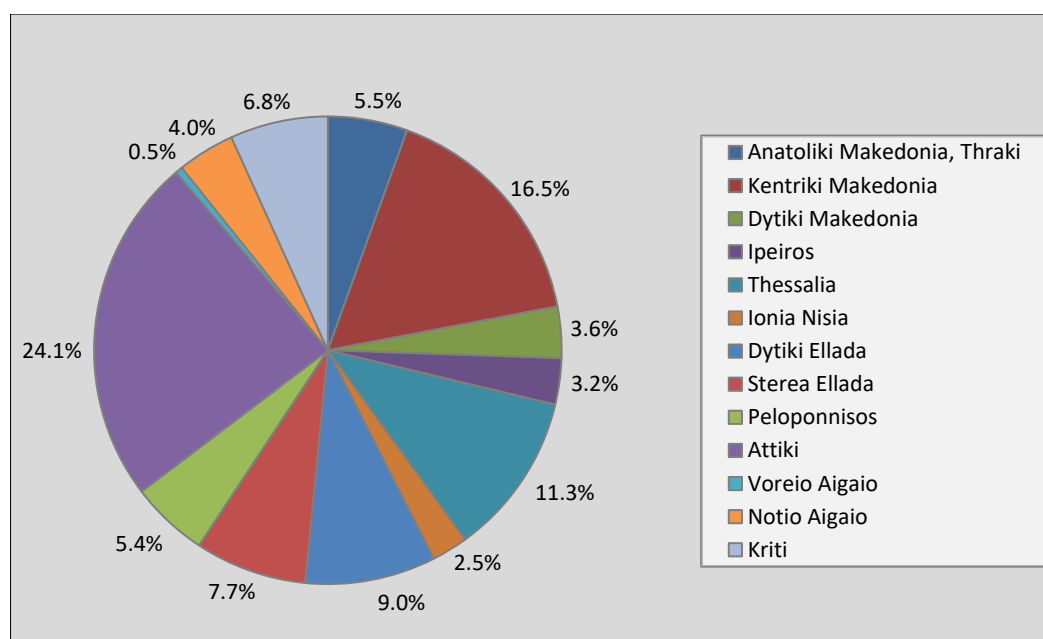


Table 4. Weight of unloaded goods from road freight transport vehicles (national and international) by place of unloading and tonne-kilometres effected, year 2025

Place of unloading		Weight of freight and tonnekilometres – National and international transport		Weight of freight and tonnekilometres – National transport		Weight of freight and tonnekilometres – International transport	
Great Geographic Area (NUTS 1)	Region (NUTS 2)	k-tn	k-tkm	Private and Public Lorries		Private and Public Lorries	
				k-tn	k-tkm	k-tn	k-tkm
Greece, Total		220,959.9	16,963,042.5	219,000.9	14,387,565.1	1,959.0	2,575,477.3
Voreia Ellada	Anatoliki Makedonia, Thraki	12,106.7	883,518.0	12,056.1	842,553.3	50.5	40,964.7
	Kentriki Makedonia	36,741.1	4,258,240.0	36,100.9	3,219,996.3	640.2	1,038,243.7
	Dytiki Makedonia	7,793.9	333,626.0	7,782.7	329,370.4	11.2	4,255.6
	Ipeiros	7,084.8	1,050,384.7	6,992.6	956,042.8	92.2	94,341.9
Kentriki Ellada	Thessalia	24,737.1	1,356,950.7	24,711.5	1,339,852.7	25.5	17,098.0
	Ionia Nisia	5,471.5	436,459.1	5,471.5	436,459.1		
	Dytiki Ellada	20,127.1	1,523,063.2	19,787.2	1,303,089.4	339.8	219,973.8
	Stereia Ellada	17,067.1	1,150,779.0	16,950.5	1,059,639.4	116.7	91,139.6
	Peloponnisos	11,798.8	786,751.4	11,792.0	767,940.3	6.7	18,811.1
Attiki	Attiki	53,399.9	4,384,385.0	52,732.1	3,333,986.1	667.8	1,050,398.9
Nisia Aigaiou, Kriti	Voreio Aigaio	1,108.6	26,275.5	1,108.6	26,275.5		
	Notio Aigaio	8,687.5	149,482.7	8,687.5	149,482.7		
	Kriti	14,835.9	623,127.2	14,827.6	622,877.1	8.3	250.1

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

Graph 4. Percentage distribution of the weight of goods unloaded from road freight vehicles performing national transport by Region of unloading, year 2025



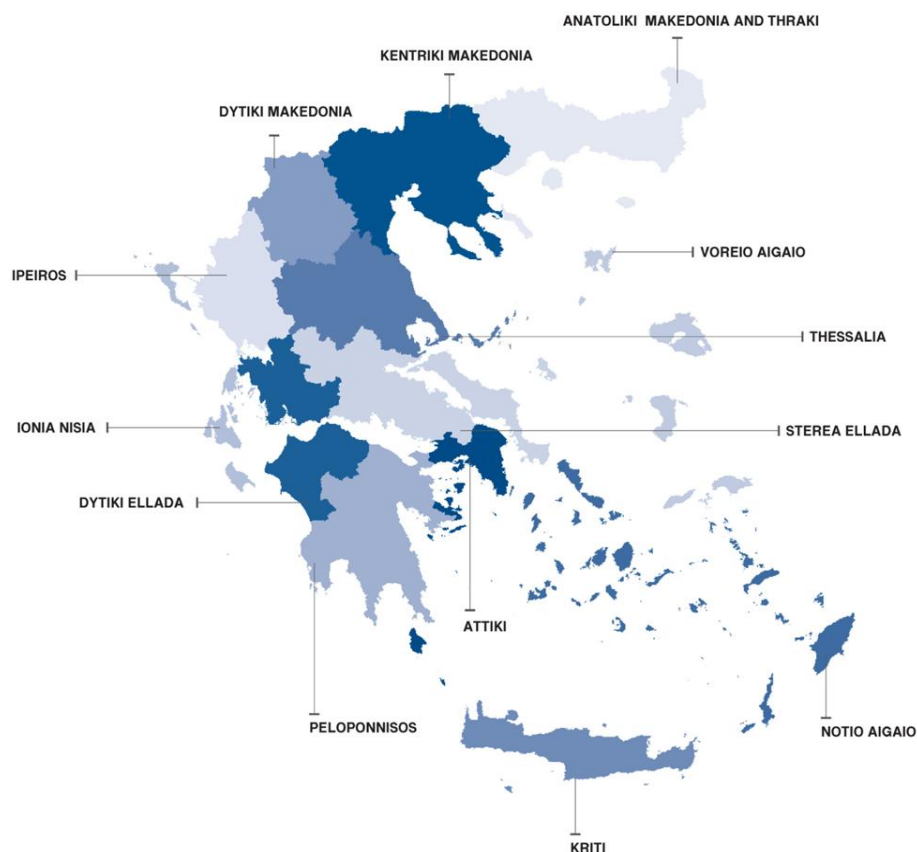
EXPLANATORY NOTES

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 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 refers to the year 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)



REGIONS OF GREECE (NUTS II)



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/SME16/>.