



PRESS RELEASE

SURVEY ON ROAD FREIGHT TRANSPORT: 2019

The Hellenic Statistical Authority announces the results of the road freight transport survey for the year 2019.

According to the survey results, in 2019 compared to 2018, a decrease is observed in the total weight of goods which were carried by road freight vehicles registered in Greece. Specifically, in 2019, the weight of goods carried by road transport vehicles, for own account, amounted to 259,380.8 thousand tonnes thus recording an 2.7% decrease in comparison with 2018. The tonne-kilometres effected by road transport vehicles, for own account, during 2019 amounted to 6,207,170.2 thousands, recording a decrease by 4.0% in comparison with 2018. Accordingly, in 2019 the weight of goods carried by road transport vehicles, for hire or reward, amounted to 94,700.8 thousand tonnes, recording a decrease by 0.8% in comparison with 2018. The tonne-kilometres effected by road transport vehicles, for hire or reward, during 2019 amounted to 21,989,785.0 thousands recording a decrease by 3.6% in comparison with 2018 (Table 1, Graphs 1a, 1b).

With regard to the type of cargo (classification of cargo carried, on means of transport, based on its general appearance), in terms of weight carried, in 2019 compared to 2018, an increase was recorded in the types "Palletised goods" and "Liquid bulk goods (no cargo unit)" by 13.6% and 8.4% respectively, while the most significant decrease was recorded in the type "Mobile, self-propelled units)" by 35.0% (Table 2, Graph 2).

Tables 3 and 4 illustrate, at the level of Regions (NUTS 2), loading and unloading data with regard to the weight of freight and tonne-kilometres effected by national and international road transport vehicles. In terms of weight of loaded and unloaded goods, for national transport, the vast majority of loadings and unloadings was recorded in Dytiki Makedonia followed by Attiki and Kentriki Makedonia. In terms of weight of goods carried by international road transport vehicles, Kentriki Makedonia accounts for the largest share of loadings followed by Attiki, while Attiki accounts for the largest share of unloadings followed by Kentriki Makedonia.

Graphs 5 and 6 present the evolution of the road freight transport industry in Greece, for the years 2011 – 2019, in terms of goods that were carried and tonne-kilometres effected.

Information on methodological issues:

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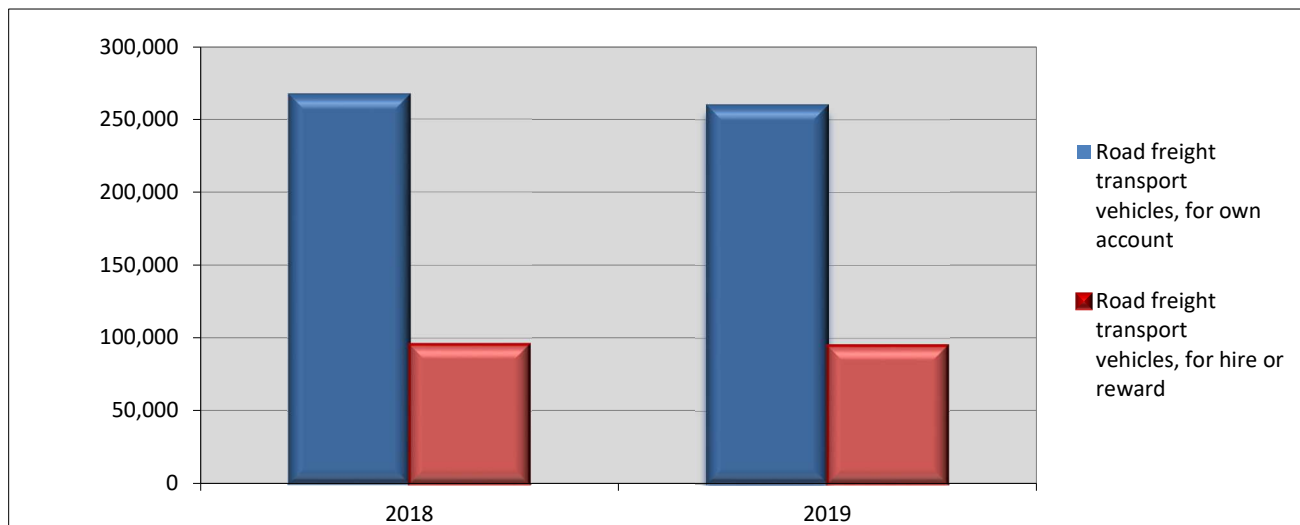
Table 1. Weight of transported goods and tonne-kilometres¹ effected by road freight vehicles registered in Greece, according to type of use of lorries (for hire or reward, or own account), years 2018-2019

Type of road freight transport vehicles	Weight of transported goods (k-tonnes)			Tonne-Kilometers (k-tkm)		
	2018	2019	Change %	2018	2019	Change %
Total	361,946.8	354,081.6	-2.2	29,278,725.3	28,196,955.2	-3.7
Road freight transport vehicles, for own account	266,443.4	259,380.8	-2.7	6,468,342.3	6,207,170.2	-4.0
Road freight transport vehicles, for hire or reward	95,503.4	94,700.8	-0.8	22,810,383.0	21,989,785.0	-3.6

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, years 2018-2019



Graph 1b. Tonne-kilometres(in thousands), effected by road freight vehicles registered in Greece, according to type of use of lorries (for hire or reward, or own account), years 2018-2019

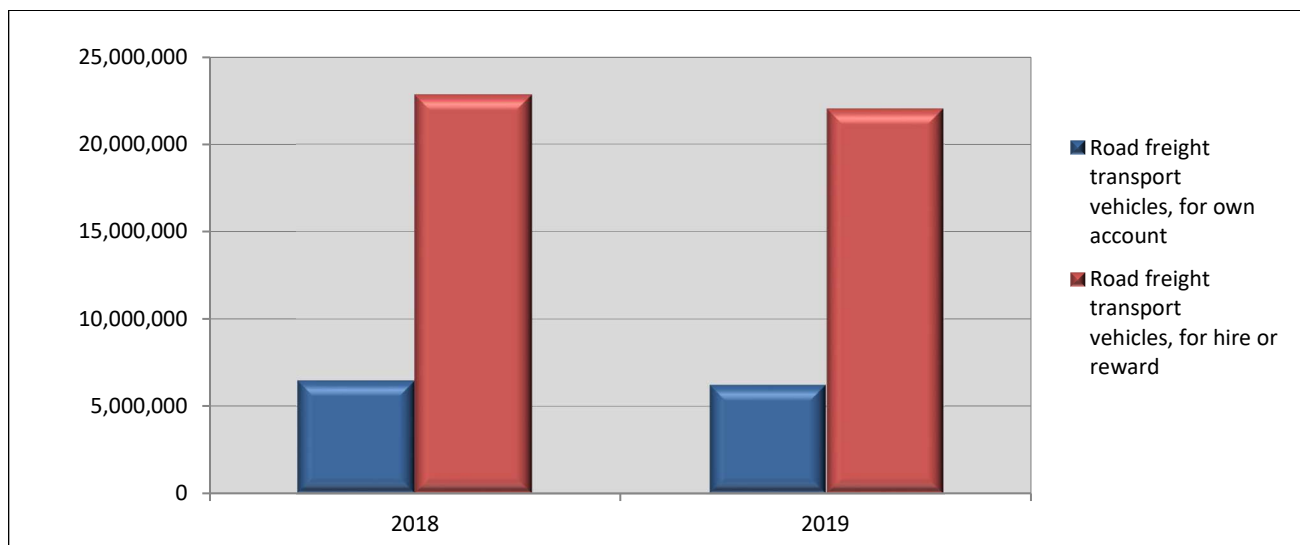


Table2. Weight of transported goods and tonne-kilometres effected by road freight vehicles registered in Greece, by type of cargo, years 2018-2019

Type of cargo	Weight of transported goods (k-tonnes)			Tonne-Kilometers (k-tkm)		
	2018	2019	Change %	2018	2019	Change %
Total of transports	361,946.8	354,081.5	-2.2	29,278,725.3	28,196,955.2	-3.7
Solid bulk goods (no cargo unit)	263,448.6	251,559.4	-4.5	9,754,105.1	9,264,052.7	-5.0
Palletised goods	38,746.4	44,034.2	13.6	13,679,758.3	13,446,368.4	-1.7
Liquid bulk goods (no cargo unit)	23,880.7	25,887.6	8.4	2,783,378.5	2,583,816.3	-7.2
Freight containers	24,660.1	22,877.8	-7.2	745,830.3	775,874.6	4.0
Mobile, self-propelled units	2,481.5	1,613.9	-35.0	365,522.5	213,930.5	-41.5
Any other type of cargo	8,729.3	8,108.7	-7.1	1,950,130.6	1,912,912.7	-1.9

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 2018-2019

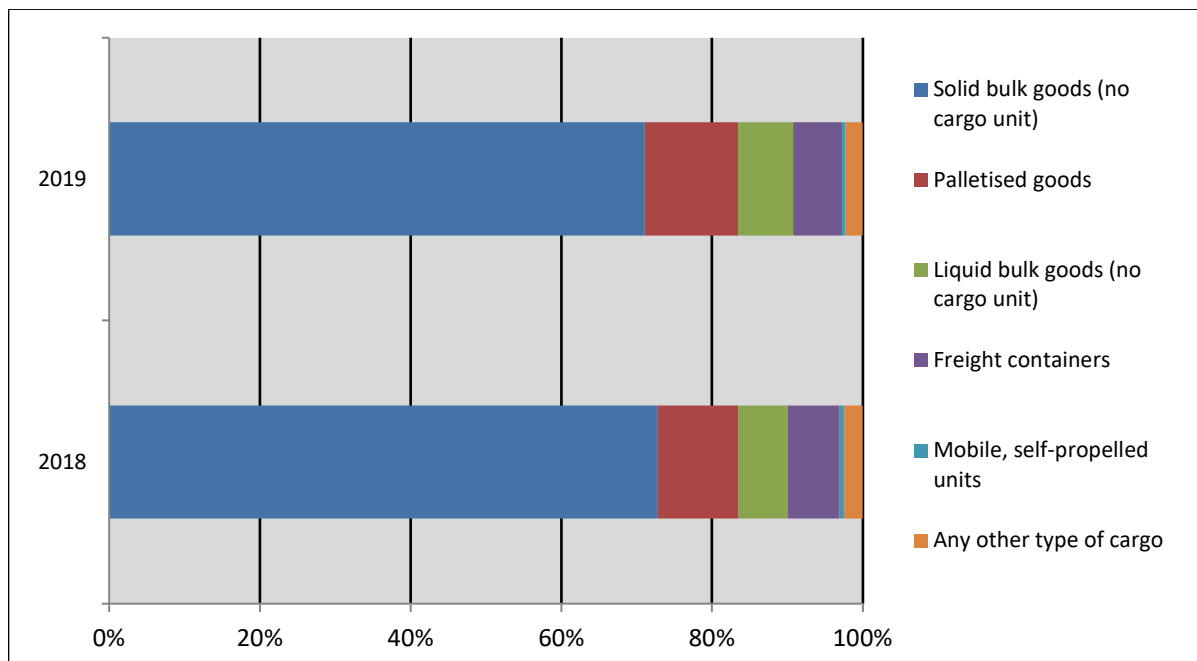


Table 3. Weight of loaded goods on road freight transport vehicles (national and international transport) and tonne-kilometres effected by place of loading, year 2019

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		350,004.3	22,224,637.7	344,933.8	15,199,121.4	5,070.5	7,025,516.4
Voreia Ellada	Anatoliki Makedonia, Thraki	13,341.8	1,230,735.7	13,132.7	852,521.0	209.1	378,214.6
	Kentriki Makedonia	48,729.8	6,446,699.5	47,067.1	3,976,365.5	1,662.7	2,470,334.0
	Dytiki Makedonia	75,298.2	723,149.0	75,247.1	653,192.3	51.1	69,956.7
	Ipeiros	12,162.8	883,402.4	12,077.2	805,878.6	85.6	77,523.8
Kentriki Ellada	Thessalia	17,791.1	1,752,929.8	17,168.6	1,006,371.2	622.5	746,558.6
	Ionia Nisia	5,685.0	157,296.0	5,655.5	110,137.5	29.5	47,158.5
	Dytiki Ellada	12,671.3	1,809,964.0	12,065.9	1,187,898.7	605.4	622,065.4
	Stereia Ellada	44,019.4	1,294,672.3	43,834.8	1,128,014.4	184.6	166,657.9
	Peloponnisos	21,120.8	1,685,691.2	20,633.4	920,099.3	487.4	765,591.9
Attiki	Attiki	66,457.1	5,411,883.9	65,337.2	3,749,245.6	1,119.9	1,662,638.3
Nisia Aigaiou, Kriti	Voreio Aigaio	4,793.5	188,270.7	4,793.5	188,270.7	-	-
	Notio Aigaio	10,690.3	101,066.4	10,690.3	101,066.4	-	-
	Kriti	17,243.3	538,876.9	17,230.6	520,060.1	12.7	18,816.7

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 2019

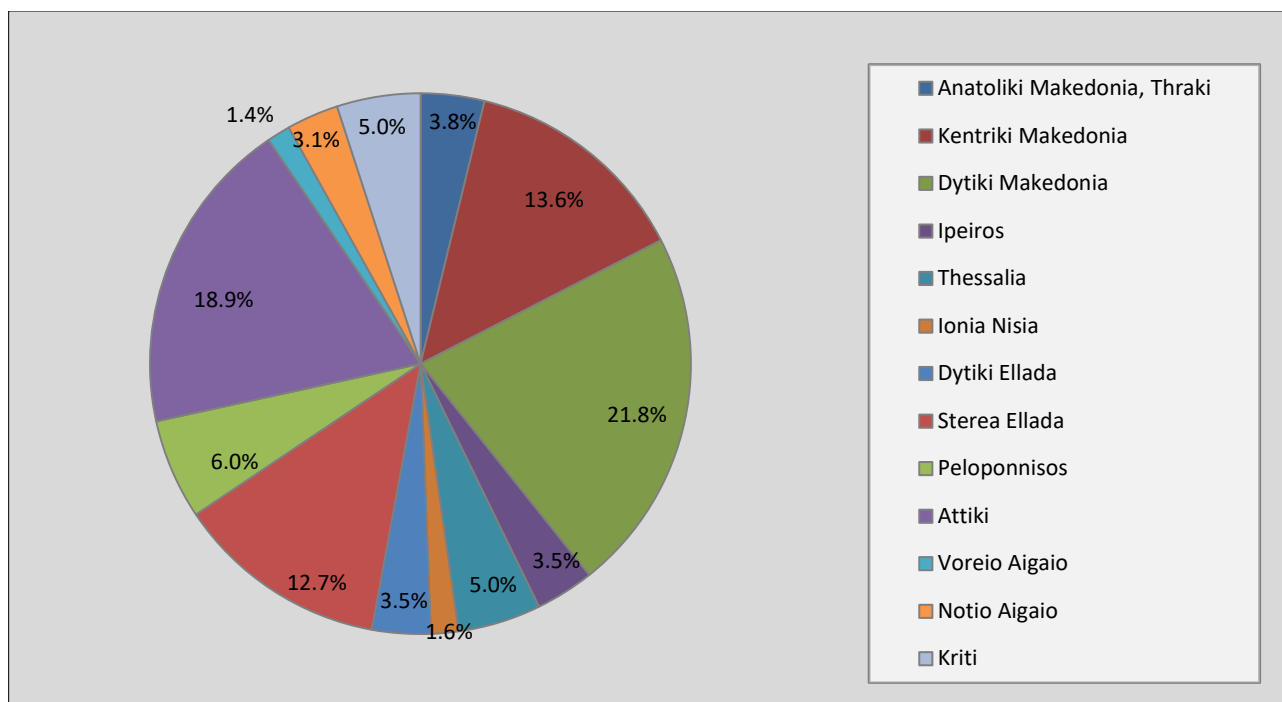
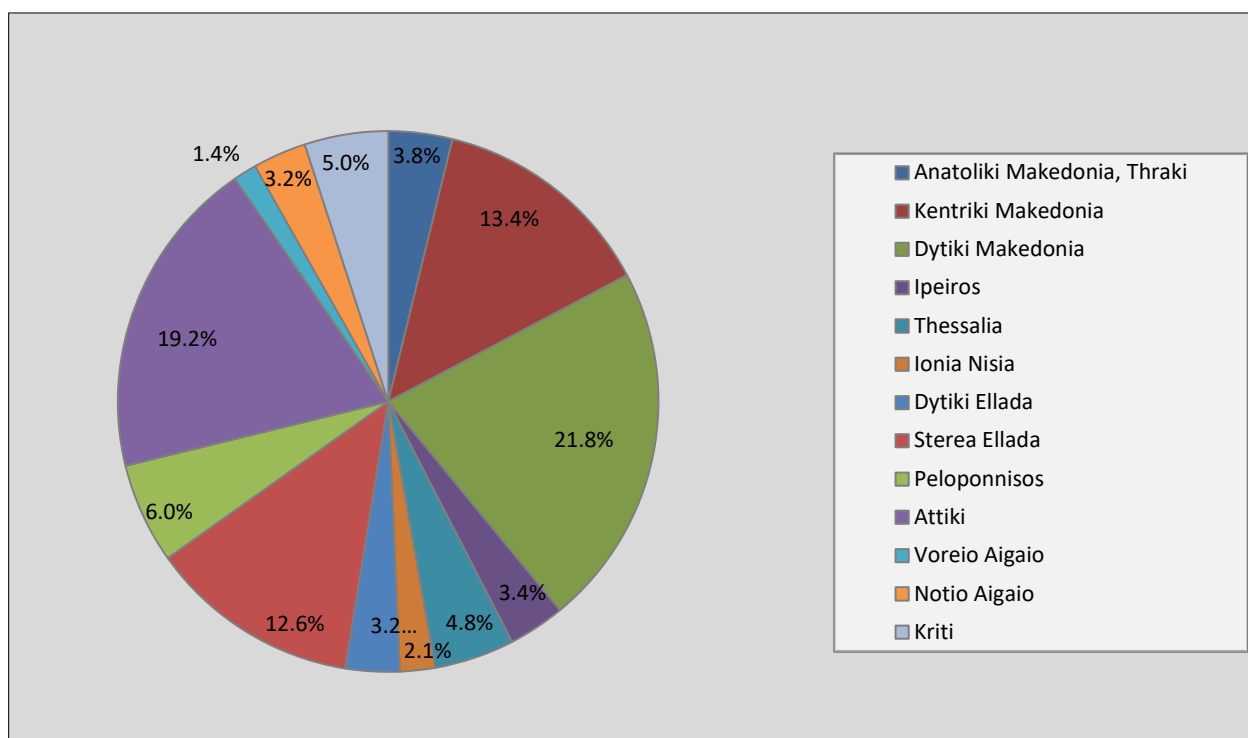


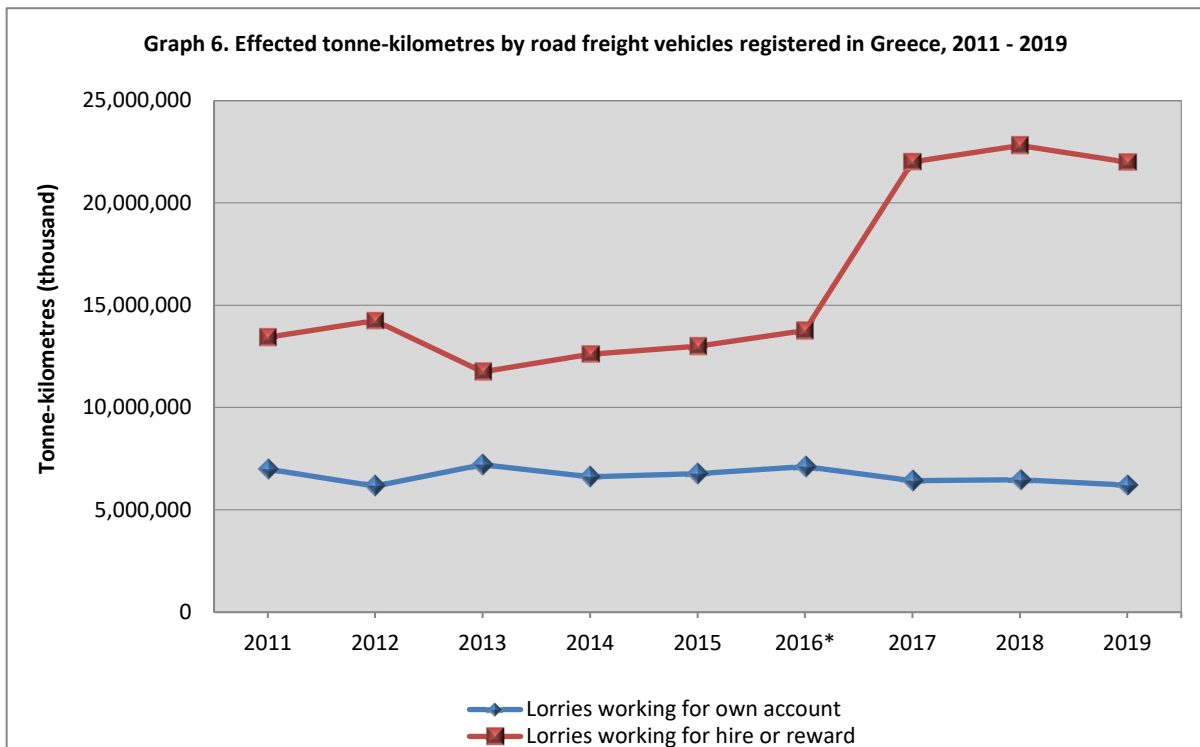
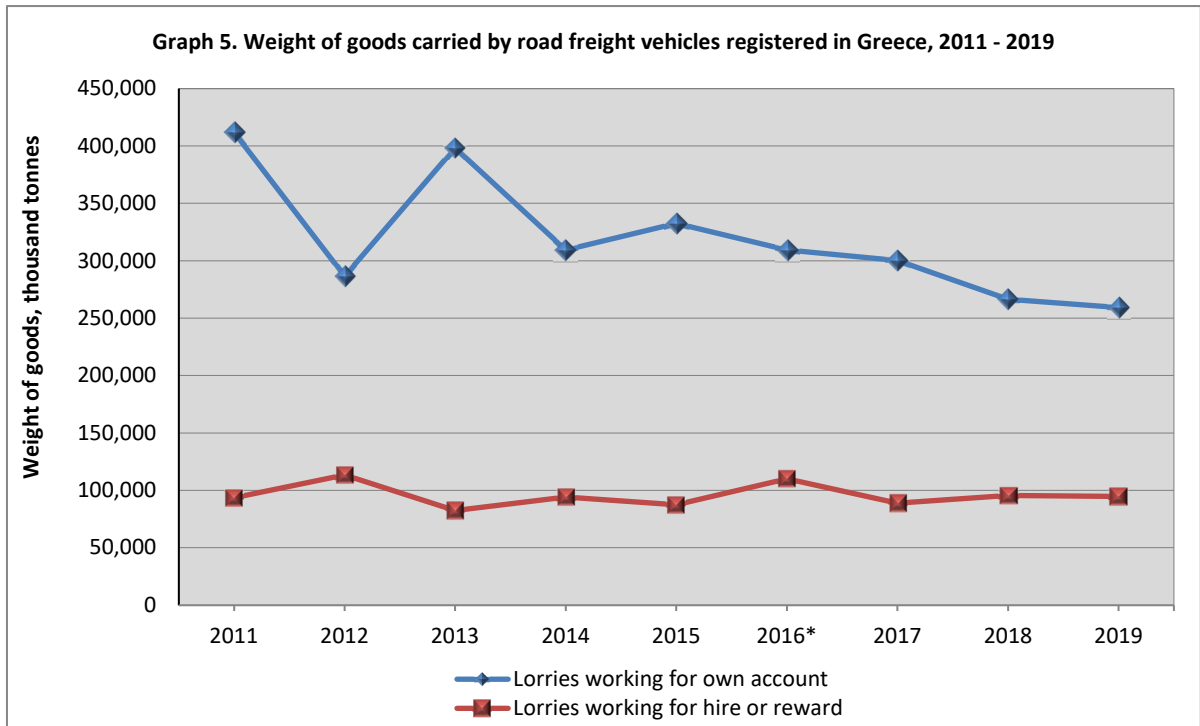
Table 4. Weight of unloaded goods from road freight transport vehicles (national and international transport) and tonne-kilometres effected by place of unloading, year 2019

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		349,052.8	21,075,556.3	344,933.8	15,199,121.4	4,119.0	5,876,434.9
Voreia Ellada	Anatoliki Makedonia, Thraki	13,279.8	918,936.8	13,224.3	786,090.2	55.5	132,846.6
	Kentriki Makedonia	47,757.4	5,960,526.1	46,262.4	3,810,470.5	1,495.0	2,150,055.6
	Dytiki Makedonia	75,195.8	619,447.4	75,195.8	619,447.4	-	-
	Ipeiros	11,731.3	802,180.3	11,652.9	702,503.6	78.4	99,676.7
Kentriki Ellada	Thessalia	16,710.1	1,061,214.5	16,500.4	826,872.9	209.7	234,341.6
	Ionia Nisia	7,257.9	346,268.1	7,257.9	346,268.1	-	-
	Dytiki Ellada	11,561.2	1,494,449.8	11,159.1	1,121,971.0	402.1	372,478.8
	Stereia Ellada	43,687.5	1,433,008.4	43,517.0	1,154,902.4	170.5	278,106.0
	Peloponnisos	20,843.9	1,043,566.6	20,754.9	925,406.7	89.1	118,159.9
Attiki	Attiki	67,942.3	6,493,770.8	66,353.5	4,049,974.9	1,588.8	2,443,795.9
Nisia Aigaiou, Kriti	Voreio Aigaio	4,778.9	184,331.5	4,778.9	184,331.5	-	-
	Notio Aigaio	11,042.6	123,679.6	11,042.6	123,679.6	-	-
	Kriti	17,264.1	594,176.5	17,234.3	547,202.5	29.9	46,974.0

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 2019





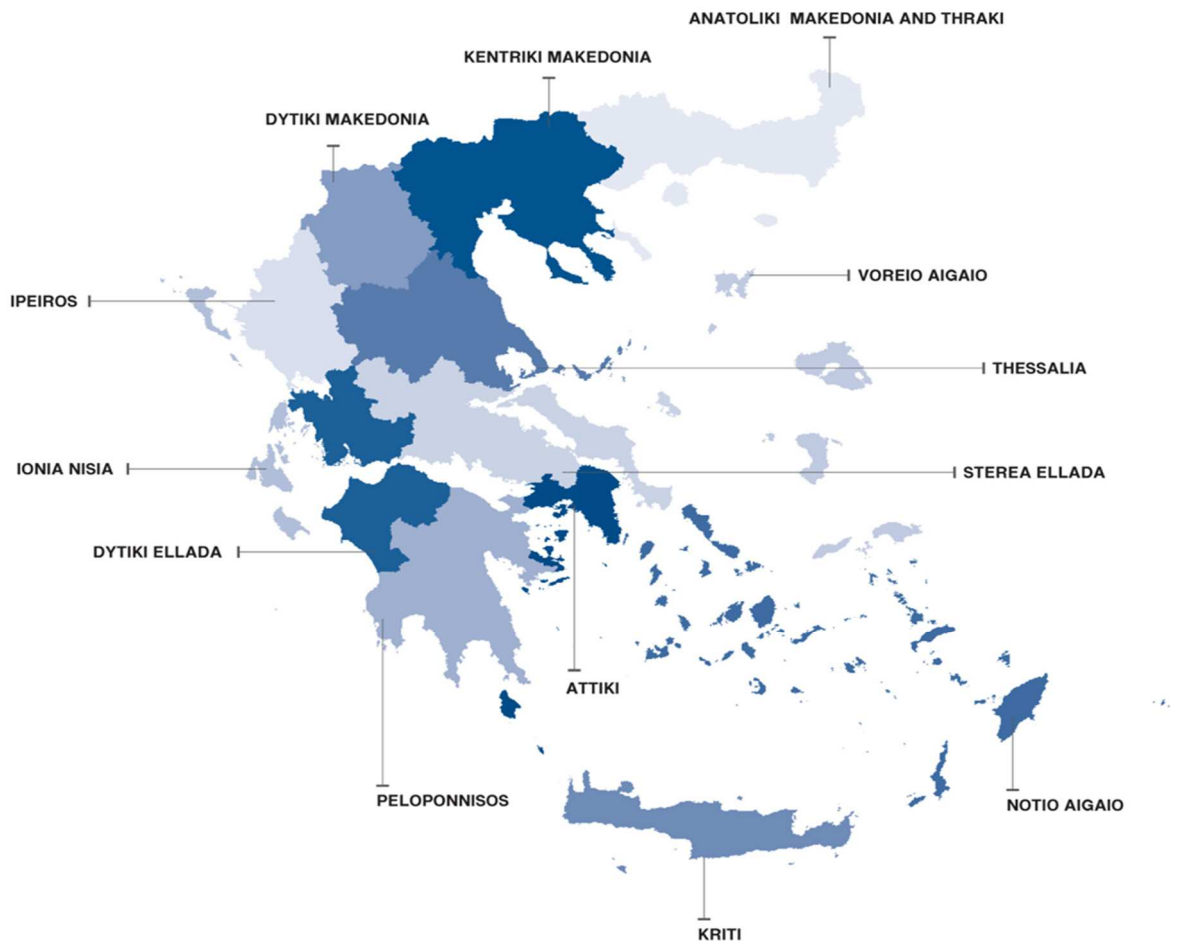
EXPLANATORY NOTES

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 year 2019.
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/->.