



HELLENIC REPUBLIC



HELLENIC STATISTICAL AUTHORITY

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## PRESS RELEASE

### ROAD FREIGHT TRANSPORT STATISTICS: 4<sup>th</sup> Quarter 2019

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

- According to the survey results, in the 4<sup>th</sup> quarter of 2019 compared to the 4<sup>th</sup> quarter of 2018, a decrease of 12.3% is observed in the total weight of goods which were carried by road freight vehicles registered in Greece. Specifically, in the 4<sup>th</sup> quarter of 2019, the weight of goods carried by national<sup>1</sup> and international<sup>2</sup> road transport vehicles, amounted to 75,244.2 thousand tonnes compared with 85,829.1 k-tonnes in the respective period of 2018. The tonne-kilometres in the 4<sup>th</sup> quarter of 2019 amounted to 7,017,504.4 thousands against 7,413,563.3 thousands in the respective period of 2018, thus recording a decrease by 5.3% (Table 1, Graph 1).
- Table 2 illustrates the breakdown of the weight of goods carried and tonne-kilometres effected, by type of cargo. In terms of weight carried, in the 4<sup>th</sup> quarter of 2019 compared to the 4<sup>th</sup> quarter of 2018, the most significant increase was observed in the type “Any other type of cargo” while in terms of tonne-kilometres effected in the type “Freight containers”. The most significant decrease both in terms of weight carried and of tonne-kilometres effected was observed in the type “Mobile, self-propelled units”, over the same time period (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, 39.4% of the loadings were observed in Voreia Ellada, recording a decrease by 25.4% in the 4<sup>th</sup> quarter of 2019 compared with the 4<sup>th</sup> quarter of 2018. All other Large Geographical Areas of the country recorded a decrease in the loadings over the same period except for Nisia Aigaïou, Kriti where a 29.1% increase was recorded (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, 38.8% of the unloadings were observed in Voreia Ellada, recording a decrease by 26.3% in the 4<sup>th</sup> quarter of 2019 compared with the 4<sup>th</sup> quarter of 2018. All other Large Geographical Areas of the country recorded a decrease in the unloadings over the same period except for Nisia Aigaïou, Kriti where a 29.5% increase was recorded (Graphs 5 and 6).

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

<sup>2</sup> 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.

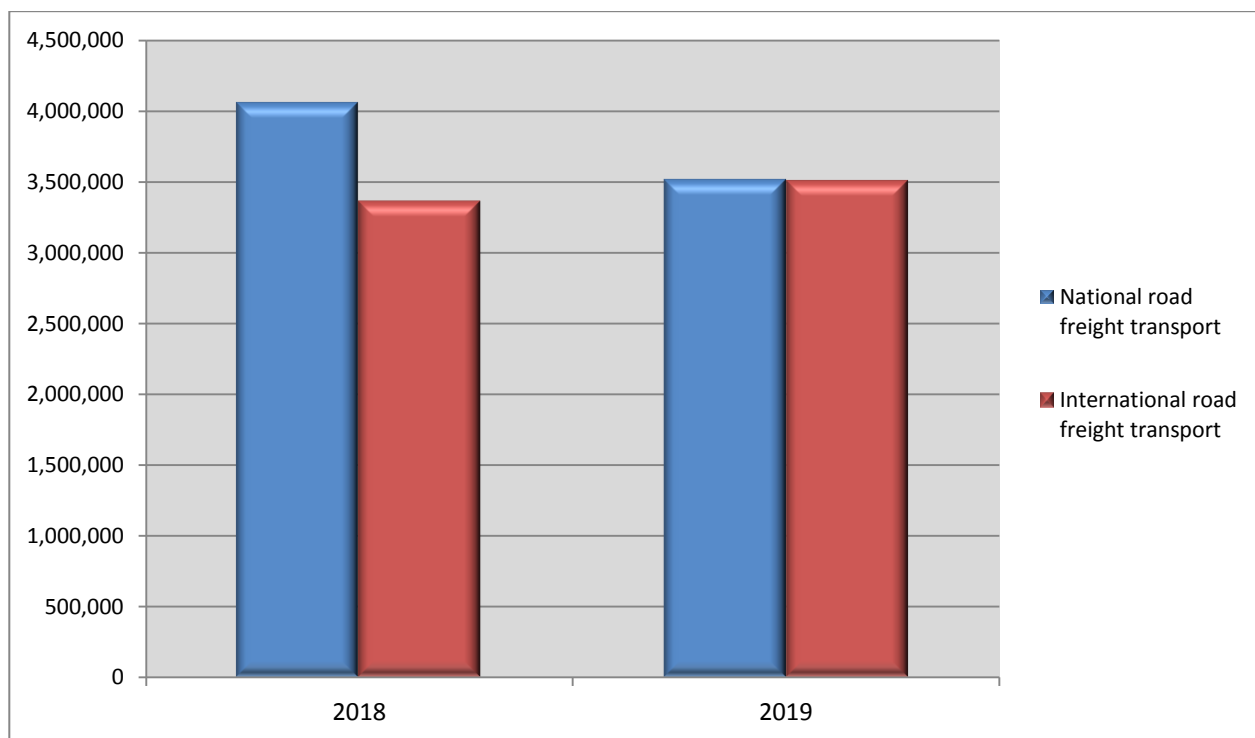
**Table 1. Weight of transported goods and tonne-kilometres<sup>1</sup> effected by road freight vehicles registered in Greece, national and international transport, 4<sup>th</sup> quarter of 2018-2019**

Type of road freight transport	Weight of transported goods (k-tonnes)			Transport performance in thousand tonne-Kilometers (k-tkm)		
	2018	2019	change %	2018	2019	change %
<b>Total</b>	<b>85,829.1</b>	<b>75,244.2</b>	<b>-12.3</b>	<b>7,413,563.3</b>	<b>7,017,504.4</b>	<b>-5.3</b>
National road freight transport	83,238.8	72,919.8	-12.4	4,055,093.2	3,512,499.8	-13.4
International road freight transport	2,590.4	2,324.4	-10.3	3,358,470.2	3,505,004.6	4.4

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

<sup>1</sup> Tonne-kilometres (tkm) = weight of transported goods x distance travelled

**Graph 1. Tonne-kilometres effected by road freight vehicles registered in Greece, 4<sup>th</sup> quarter 2018-2019**

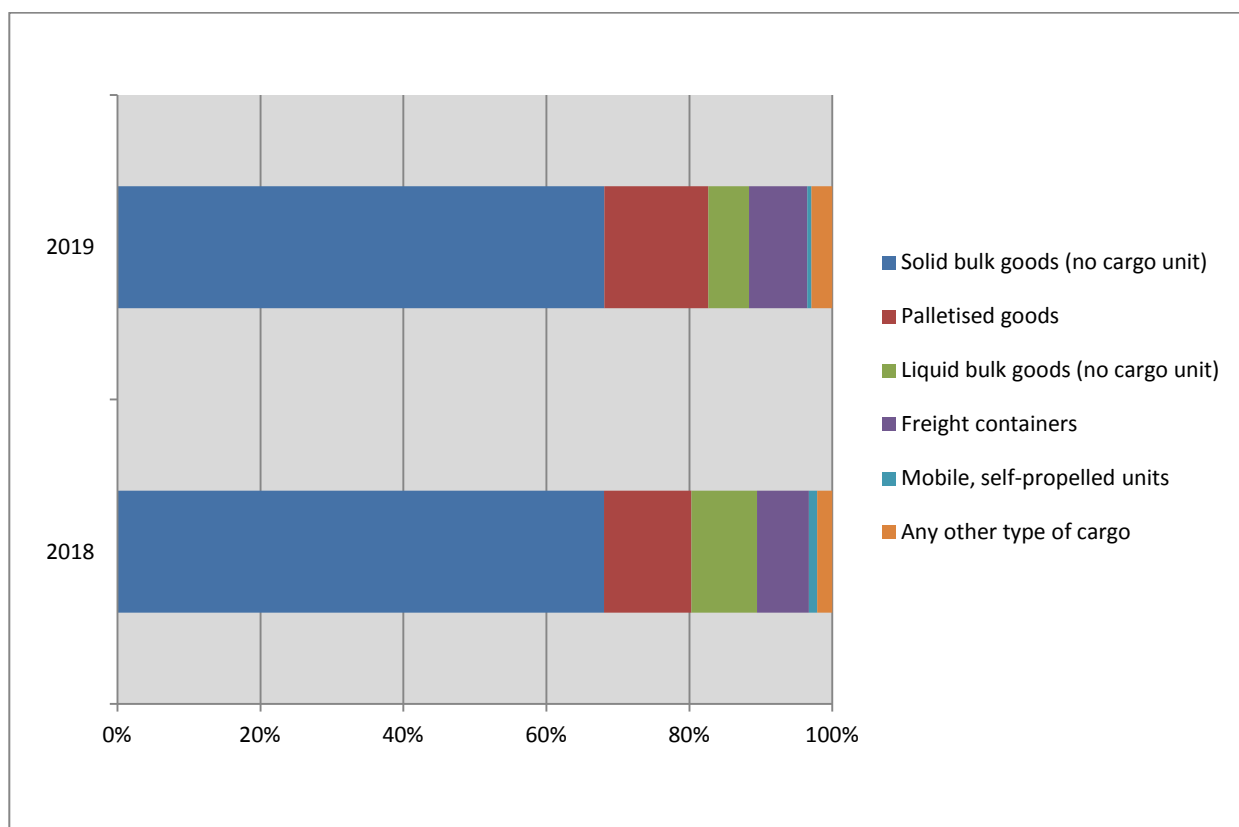


**Table 2. Weight of transported goods and tonne-kilometres effected by road freight vehicles registered in Greece, by type of cargo, 4<sup>th</sup> quarter of 2018-2019**

Type of cargo	Weight of transported goods (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
	2018	2019	change %	2018	2019	change %
<b>TOTAL</b>	<b>85,829.1</b>	<b>75,244.2</b>	<b>-12.3</b>	<b>7,413,563.3</b>	<b>7,017,504.4</b>	<b>-5.3</b>
1 - Transport of goods loaded in Greece	84,686.0	74,127.0	-12.5	5,851,223.1	5,289,781.2	-9.6
Solid bulk goods (no cargo unit)	57,630.6	50,491.0	-12.4	2,194,032.0	1,790,823.8	-18.4
Palletised goods	10,357.9	10,785.2	4.1	2,623,467.3	2,514,288.1	-4.2
Liquid bulk goods (no cargo unit)	7,773.0	4,225.3	-45.6	631,558.9	450,467.6	-28.7
Freight containers	6,144.3	6,038.9	-1.7	128,934.8	224,482.0	74.1
Mobile, self-propelled units	976.5	432.3	-55.7	89,516.2	39,357.9	-56.0
Any other type of cargo	1,803.6	2,154.4	19.5	183,713.8	270,361.8	47.2
2 - Transport of goods loaded abroad (all types of cargo)	1,143.2	1,117.1	-2.3	1,562,340.2	1,727,723.2	10.6

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, 4<sup>th</sup> quarter 2018-2019**

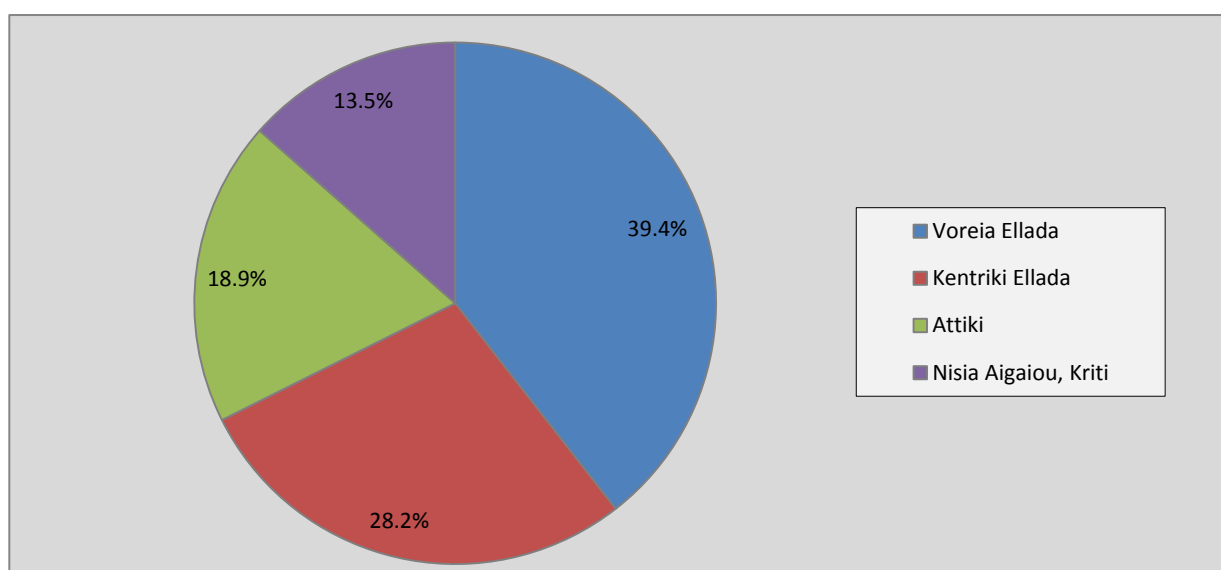


**Table 3. Weight of loaded goods on road freight transport vehicles (national and international transport) and tonne-kilometres effected, by place of loading in Greece, 4<sup>th</sup> quarter of 2018-2019**

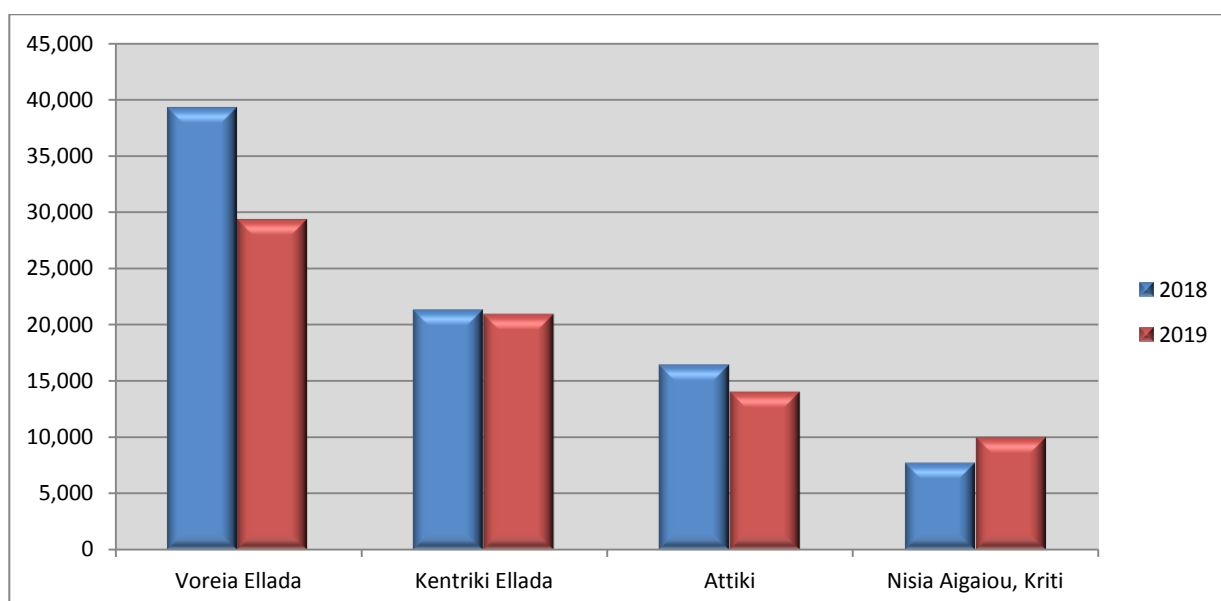
Place of loading <i>by Great Geographic Area (NUTS 1)</i>	Weight of freight (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
	2018	2019	change %	2018	2019	change %
<b>Greece, Total</b>	<b>84,686.0</b>	<b>74,127.0</b>	<b>-12.5</b>	<b>5,851,223.1</b>	<b>5,289,781.2</b>	<b>-9.6</b>
Voreia Ellada	39,221.0	29,243.0	-25.4	2,761,872.1	2,265,584.4	-18.0
Kentriki Ellada	21,290.0	20,879.3	-1.9	1,615,333.6	1,541,331.2	-4.6
Attiki	16,431.4	14,005.3	-14.8	1,164,020.6	1,254,796.4	7.8
Nisia Aigaiou, Kriti	7,743.7	9,999.4	29.1	309,996.8	228,069.1	-26.4

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, 4<sup>th</sup> quarter of 2018-2019**



**Graph 4. Weight of goods (k-tonnes) loaded on road freight transport vehicles, by place of loading in Greece, 4<sup>th</sup> quarter of 2018-2019**

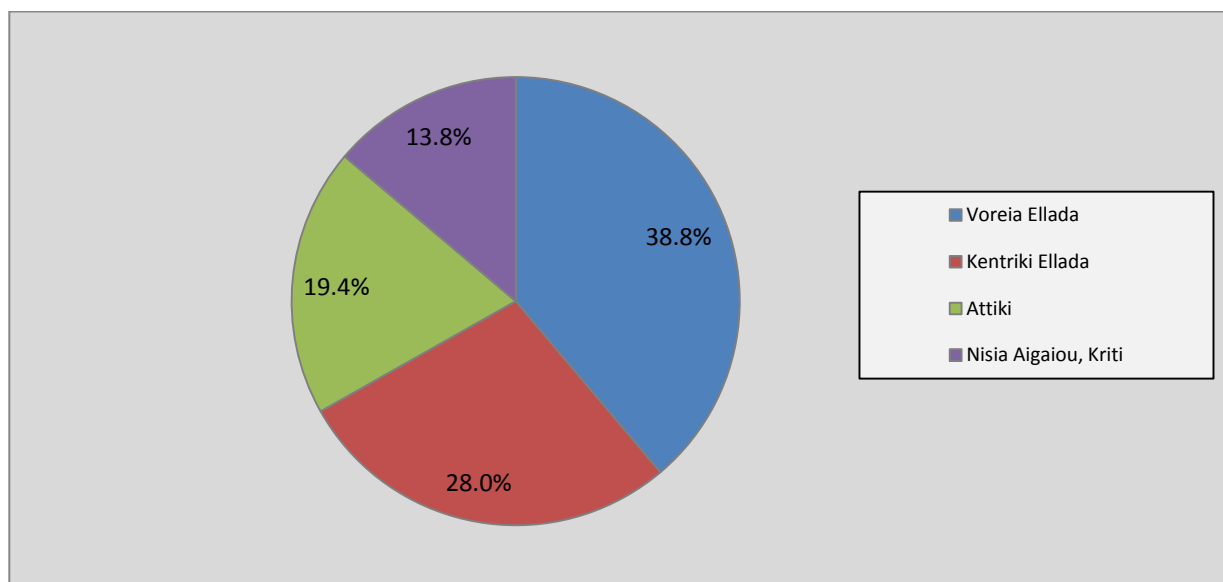


**Table 4. Weight of unloaded goods from road freight transport vehicles (national and international transport) and tonne-kilometres effected, by place of unloading in Greece, 4<sup>th</sup> quarter of 2018-2019**

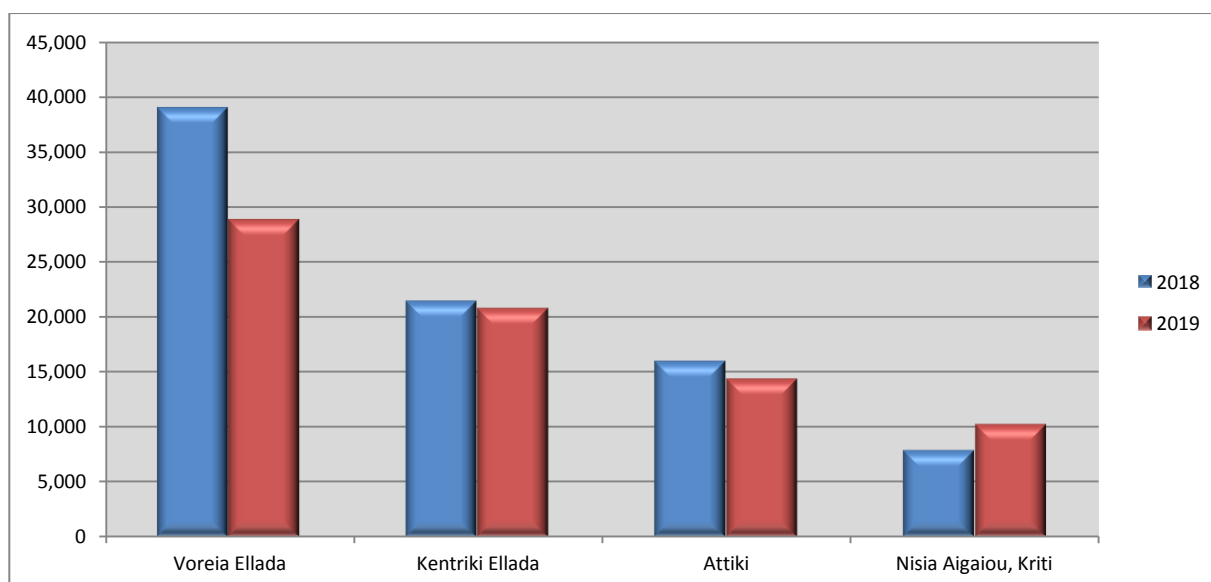
Place of unloading	Weight of freight (k-tonnes)			Transport performance in thousand tonne-kilometres (k-tkm)		
<i>by Great Geographic Area (NUTS 1)</i>	2018	2019	change %	2018	2019	change %
<b>Greece, Total</b>	<b>84,394.5</b>	<b>74,052.4</b>	<b>-12.3</b>	<b>5,619,578.8</b>	<b>5,213,557.5</b>	<b>-7.2</b>
Voreia Ellada	39,016.4	28,751.8	-26.3	2,527,115.7	1,979,277.3	-21.7
Kentriki Ellada	21,459.1	20,729.3	-3.4	1,538,373.6	1,279,342.3	-16.8
Attiki	16,011.4	14,333.1	-10.5	1,325,833.0	1,674,957.4	26.3
Nisia Aigaiou, Kriti	7,907.7	10,238.1	29.5	228,256.5	279,980.6	22.7

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, 4<sup>th</sup> quarter of 2018-2019**



**Graph 6. Weight of goods (k-tonnes) unloaded from road freight transport vehicles, by place of unloading in Greece, 4<sup>th</sup> quarter 2018-2019**



## EXPLANATORY NOTES

<b>SURVEY ON ROAD FREIGHT TRANSPORT</b>	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).
<b>LEGAL FRAMEWORK</b>	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.
<b>REFERENCE PERIOD</b>	Data refer to the 4 <sup>th</sup> quarter of 2019.
<b>SURVEY METHODOLOGY</b>	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. The results are presented for the four Large Geographical Areas of Greece (NUTS I).

## 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>
DATA COLLECTION DURING THE PANDEMIC PERIOD OF COVID-19	<p>From mid-March 2020, for reasons of public health protection, visits on enterprise premises were suspended and data collection was carried out by telephone and electronic means. It should be noted that on account of the exceptional circumstances, the response rate of enterprises was lower compared with the previous quarters.</p>
REMARK	<p>Any differences between the totals across tables are on account of rounding up.</p>
REFERENCES	<p>More information can be found on the portal of ELSTAT, following the link: <a href="https://www.statistics.gr/en/statistics/-/publication/SME15/">https://www.statistics.gr/en/statistics/-/publication/SME15/</a>.</p>