

# Freight transport on national network - total

## Dimension - Transport

Associated Key Factor:

### Modal split

#### Data Source:

European Conference of Ministers of Transport

Trends in the Transport Sector (1970-2002) annual publication

<http://www1.oecd.org/cem/stat/transport/index.htm>

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#### General Availability:

Reporting unit: tonnes-km

Reporting level: national

Reporting period: annually

Data available from 1970 to 2002

#### Availability by country:

1970 - 2001: EU-27

1980 - 2001: Austria

1980 - 2001: Belgium

1980 - 2001: Bulgaria

1980 - 2001: Czech Republic

1980 - 2001: Germany

1980 - 2001: Denmark

1980 - 2001: Estonia

1980 - 2001: Spain

1980 - 2001: EU-15+AC-avg

1980 - 2001: EU-15-avg

1980 - 2001: Finland

1980 - 2001: France

1980 - 2001: Greece

1980 - 2001: Hungary

1980 - 2001: Ireland

1980 - 2001: Italy

1980 - 2001: Lithuania

1980 - 2001: Luxembourg

1980 - 2001: Latvia

1980 - 2001: Netherlands

1980 - 2001: Poland

1980 - 2001: Portugal

1980 - 2001: Romania

1980 - 2001: Sweden

1980 - 2001: Slovenia

1980 - 2001: Slovak Republic

1980 - 2001: United Kingdom

### The indicator:

Describes the flows of goods transported in a country during the reference year. The data are given in ton-km. The total includes international water ways, pipe, rail and road.

### Description

Used to establish the volume of total traffic by mode and commodity type.

### How is it measured?

It is collected yearly by the Ministries of Transport of ECMT countries

### What are the advantages of the indicator?

Wide geographical scope and coverage of database (EU-27, CIS, Asia)

### What are the disadvantages of the Indicator?

Data is not available at the regional level. This makes their direct use in the modelling of flows and O-D matrixes difficult.

### What is the policy relevance of the indicator?

As above.

### The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise:

	Transport Impact	External Determining Variable	Intermediate Variable	Contextual Information
A reorientation of European transport policy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Increase of trade and infrastructure needs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Growth of transport demand	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>