

Road freight transport by vehicle characteristics

Statistics Explained

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Highlights

In 2025, the EU had over 4.1 million goods vehicles, with the fleet growing by 1.4% on average each year since 2021. Poland had the largest fleet, accounting for 18.9% of the EU total.

An estimated 83.0% of EU road freight transport performance in 2025 was carried out by vehicles over 30 tonnes. In 7 of the EU countries, vehicles over 40 tonnes accounted for more than 90%.

In 2025, goods vehicles aged 5 years or less performed more than 60% of vehicle-kilometres in 10 EU countries. Luxembourg recorded the highest share (81.3%).

This article presents [road freight transport](#) in the [European Union \(EU\)](#) focusing on road freight vehicles. It deals with vehicle stocks in the EU countries and road freight transport broken down by the following vehicle characteristics: [maximum permissible laden weight](#), [load capacity](#), [age of the vehicle](#), and axle configuration.

This article and the articles '[Road freight transport statistics](#)', '[Road freight transport by type of goods](#)', '[Road freight transport by journey characteristics](#)', and '[Road freight transport statistics - cabotage](#)' present a complete overview of road freight transport in Europe.

The EU fleet of goods vehicles

In 2025, more than 4.1 million goods vehicles falling within the scope of the EU road freight transport statistics were registered in the [EU](#). Between 2021 and 2025, the number of goods vehicles grew at an average annual rate of 1.4%, matching the increase between 2024 to 2025 (see Table 1). Poland had the largest fleet among the EU countries, accounting for 18.9% of the EU total. Germany had the second largest, accounting for 13.7%, followed by France and Spain, with 10.2% and 9.7%, respectively.

Between 2024 and 2025, changes in the number of goods vehicles varied across the EU countries. The number increased in 12 countries, with Poland recording the highest increase at 7.4%, followed by Ireland and Italy at 6.7% and 6.0%, respectively. The number of goods vehicles decreased in 14 EU countries. The largest decreases were recorded in Finland (-30.8%), Slovenia (-6.9%), and Estonia (-2.8%). The figures for Finland cover only vehicles used for national transport.

Between 2021 and 2025, the number of goods vehicles increased on average in 17 countries, remained broadly stable in Austria and Sweden, and decreased in 7 countries. Ireland recorded the highest annual average growth rate (+7.1%), followed by Lithuania (+6.6%) and Italy (+5.6%). Finland recorded the largest average annual decrease (-10.2%), followed by Bulgaria (-5.4%), and Portugal (-3.0%). As noted above, Finland's figures cover only vehicles used for national transport.

Goods vehicle stock registered in reporting countries, 2021-2025

(number)

	2021	2022	2023	2024	2025	Average annual growth rate 2021-2025	Growth rate 2024-2025
						%	%
EU	3 904 013	3 962 554	4 032 052	4 070 644	4 125 632	1.4	1.4
Belgium	99 882	103 030	107 080	106 987	106 376	1.6	-0.6
Bulgaria	83 125	82 700	77 847	67 252	66 489	-5.4	-1.1
Czechia	163 566	165 398	167 324	167 077	169 099	0.8	1.2
Denmark	36 478	37 222	37 207	37 067	36 730	0.2	-0.9
Germany	559 492	567 247	573 665	571 412	565 539	0.3	-1.0
Estonia	17 403	18 140	16 959	16 204	15 749	-2.5	-2.8
Ireland	150 068	161 309	172 378	184 789	197 228	7.1	6.7
Greece	93 611	89 121	91 479	88 555	87 629	-1.6	-1.0
Spain	371 739	381 602	383 322	394 197	400 871	1.9	1.7
France	408 026	415 447	412 459	419 239	419 014	0.7	-0.1
Croatia	34 911	36 491	38 212	40 737	42 661	5.1	4.7
Italy	199 066	210 231	220 178	233 987	247 916	5.6	6.0
Cyprus	14 602	14 926	15 321	16 021	16 562	3.2	3.4
Latvia	21 975	22 261	22 666	22 154	22 186	0.2	0.1
Lithuania	60 535	64 132	69 442	75 874	78 238	6.6	3.1
Luxembourg	9 538	9 700	9 678	9 421	9 206	-0.9	-2.3
Hungary	81 451	83 562	84 259	85 421	84 798	1.0	-0.7
Malta (*)	-	-	-	-	-	-	-
Netherlands	136 541	138 892	140 398	140 467	140 822	0.8	0.3
Austria	67 859	68 806	69 231	68 524	67 963	0.0	-0.8
Poland	707 009	708 366	726 911	727 143	781 018	2.5	7.4
Portugal	75 907	73 177	71 444	68 440	67 315	-3.0	-1.6
Romania	139 816	144 253	147 791	151 540	154 988	2.6	2.3
Slovenia	29 786	30 315	30 814	29 929	27 869	-1.6	-6.9
Slovakia	167 164	164 586	175 520	180 150	183 025	2.3	1.6
Finland (*)	108 657	104 784	103 501	101 949	70 516	-10.2	-30.8
Sweden	65 806	66 856	66 966	66 108	65 825	0.0	-0.4
Norway	36 266	35 967	35 386	34 399	33 609	-1.9	-2.3
Switzerland	51 825	52 757	53 408	53 445	53 838	1.0	0.0

(-) Not applicable

(*) Malta excluded

(*) Data include only vehicles performing national transport

Source: Eurostat (tables compiled by Eurostat based on data declared by reporting countries; the tables are not available in Eurostat's dissemination database)



Table 1: Goods vehicle stock registered in reporting countries, 2021-2025 Source: Eurostat (tables compiled by Eurostat based on data declared by reporting countries; the tables are not available in Eurostat's dissemination database)

Road freight transport by maximum permissible laden weight of vehicle

In 2025, vehicles with a maximum permissible laden weight of more than 30 tonnes performed 83.0% of total EU road freight transport, measured in **tonne-kilometres (tkm)** (see Table 2). This weight refers to the maximum authorised weight of a vehicle when loaded. By contrast, vehicles with a maximum permissible laden weight of 10 tonnes or less accounted for only 0.2%. Vehicles in the 10.1 to 20.0 tonnes category accounted for 11.2%, while those in the 20.1 to 30.0 tonnes category accounted for 5.6% to the EU total.

In 16 EU countries, vehicles with a maximum permissible laden weight of more than 40 tonnes (heavy goods vehicles HGV), accounted for the largest share of road freight transport performance measured in tonne-kilometres. In 2025, these vehicles accounted for over 90% of the total in the Netherlands (97.0%), Luxembourg (96.9%), Latvia (96.2%), Estonia (94.8%), Croatia (91.9%), Sweden (91.6%), and Finland (90.3%). The highest shares of

transport performed by vehicles in the 30.1 - 40 tonnes category were observed in Poland (92.6%), Spain (89.0%), and Portugal (87.6%), while Italy (84.9%) and Belgium (73.8%) recorded the highest shares for vehicles in the 10.1 – 20 tonnes category.

Between 2024 and 2025, Ireland recorded the largest increase in road freight transport performance measured in tonne-kilometres, at 10.5%, closely followed by Portugal (+10.3%). Transport also increased in Croatia (+7.7%) and Italy (+5.9%). In contrast, the largest decreases were recorded in Luxembourg (-14.1%), followed by Slovenia (-10.7%), Estonia (-10.3%), and Belgium (-8.5%).

Road freight transport by maximum permissible laden weight of vehicle, 2025

(million tonne-kilometres)

	10.0 tonnes or less		10.1 - 20.0 tonnes		20.1 - 30.0 tonnes		30.1 - 40.0 tonnes		> 40.0 tonnes		Total	Growth rate of total tkm 2024-2025 %
	% of total		% of total		% of total		% of total		% of total			
EU	4 580	0.2	211 192	11.2	105 608	5.6	978 578	51.9	586 068	31.1	1 886 027	0.9
Belgium	13	0.0	21 669	73.8	6 937	23.6	752	2.6	(u)	-	29 374	-8.5
Bulgaria	32	0.1	320	1.2	908	3.4	18 692	69.3	7 025	26.0	26 978	0.0
Czechia	615	0.8	3 407	4.6	2 343	3.2	2 823	3.8	64 248	87.5	73 436	4.4
Denmark	13	0.1	275	1.7	705	4.2	2 481	14.9	13 150	79.1	16 623	-0.3
Germany	292	0.1	7 664	2.8	16 521	6.0	221 806	80.0	31 091	11.2	277 374	-1.2
Estonia	(u)	-	39	1.0	116	3.0	50	1.3	3 708	94.8	3 913	-10.3
Ireland	279	1.9	240	1.6	653	4.4	1 383	9.2	12 398	82.9	14 952	10.5
Greece	125	0.6	1 592	7.9	1 527	7.6	13 205	65.5	3 725	18.5	20 173	-1.9
Spain	302	0.1	4 366	1.6	6 327	2.3	242 720	89.0	18 887	6.9	272 601	0.4
France	112	0.1	7 671	4.4	9 384	5.4	4 698	2.7	151 042	87.4	172 907	-0.6
Croatia	25	0.2	357	2.3	443	2.9	422	2.7	14 179	91.9	15 426	7.7
Italy	162	0.1	137 314	84.9	21 362	13.2	2 807	1.7	58	0.0	161 702	5.9
Cyprus	43	3.9	169	15.4	94	8.6	200	18.2	594	54.0	1 099	0.3
Latvia	4	0.0	140	0.9	195	1.3	239	1.6	14 530	96.2	15 108	1.4
Lithuania	33	0.0	5 441	8.2	11 232	17.0	43 042	65.0	6 468	9.8	66 216	0.0
Luxembourg	0 n	0.0	29	0.5	30	0.5	108	2.0	5 298	96.9	5 465	-14.1
Hungary	44	0.1	1 286	3.8	1 850	5.5	27 443	81.5	3 046	9.0	33 669	-1.6
Malta (*)	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	90	0.1	845	1.4	598	1.0	303	0.5	60 123	97.0	61 959	-1.5
Austria	23	0.1	508	2.0	1 420	5.7	1 770	7.1	21 370	85.2	25 090	-0.9
Poland	1 407	0.4	6 935	1.8	10 708	2.8	352 985	92.6	8 953	2.3	380 988	3.4
Portugal	97	0.4	464	1.8	980	3.8	22 328	87.6	1 634	6.4	25 502	10.3
Romania	65	0.1	8 733	12.6	6 894	10.0	9 305	13.4	44 247	63.9	69 243	2.8
Slovenia	19	0.1	212	1.1	551	2.8	4 588	23.5	14 138	72.5	19 508	-10.7
Slovakia	741	2.5	810	2.8	666	2.3	2 326	8.0	24 610	84.4	29 153	-4.6
Finland	41	0.2	216	0.8	1 011	4.0	1 215	4.8	23 054	90.3	25 537	-7.5
Sweden	4	0.0	492	1.2	2 153	5.1	888	2.1	38 491	91.6	42 029	2.7
Norway	(u)	-	478	2.0	1 967	8.4	274	1.2	20 773	88.4	23 494	-2.3
Switzerland	41	0.3	245	2.0	318	2.6	9 246	74.9	2 498	20.2	12 348	0.7

(-) Not available

(-) Not applicable

(u) Low reliability

(n) Not significant

(*) Malta excluded

Source: Eurostat (online data code: road_go_ta_mplw)

Table 2: Road freight transport by maximum permissible laden weight of vehicle, 2025 Source: Eurostat (road_go_ta_mplw)

EU road freight transport performance by the lightest goods vehicles (with maximum permissible laden weight of 10.0 tonnes or less) remained stable between 2024 and 2025, following an average annual decrease of 13.2% between 2021 and 2024 (see Figure 1). For vehicles in the 10.1 – 20.0 tonnes category, transport performance increased by 3.3%, between 2024 and 2025 following an average annual increase of 5.9% between 2021 and 2024. Transport performance by vehicles in the 20.1-30.0 tonne category decreased by 2.2% between 2024 and 2025 despite an average annual increase of 14.0% between 2021 and 2024.

Transport performance by the 2 heaviest weight categories followed different trends between 2024 and 2025 although both had recorded decreases between 2021 and 2024. For vehicles in the 30.1 - 40 tonne category, it fell by -1.1% in 2025 following a decrease of -5.0% over the period 2021-2024. For vehicles with laden weight of more than 40 tonnes, it increased by 4.2% between 2024 and 2025 after a decrease of 4.1% between 2021 and 2024.

Figure 1

Road freight transport by load capacity

In 2025, an estimated 80.2% of EU road freight transport performance, measured in tonne-kilometres, was carried out by vehicles with a load capacity of 20.6 tonnes or more. A complete EU breakdown for the categories above 25.6 tonnes is not available. Vehicles with a load capacity of 9.5 tonnes or less accounted for only 3.8% of total EU transport performance (see Table 3).

Among the EU countries, Poland (93.9%), Spain (92.4%), France (87.4%), and Croatia (87.0%) recorded the largest shares of transport performed by vehicles with a load capacity between 20.6 and 30.5 tonnes. Belgium and Italy recorded the smallest shares, at just 0.8% and 0.9%, respectively. In these 2 countries, vehicles with a load capacity of 9.6 – 15.5 tonnes accounted for 85.1% and 76.0% of road freight transport performance, respectively. Latvia (93.8%), Luxembourg (87.8%), Sweden (87.5%), and Finland (82.4%) had the highest shares of transport performed by vehicles with a load capacity of more than 30.5 tonnes.

Road freight transport by load capacity, 2025

(million tonne-kilometres)

	9.5 tonnes or less		9.6 - 15.5 tonnes		15.6 - 20.5 tonnes		20.6 - 25.5 tonnes		25.6 - 30.5 tonnes		> 30.5 tonnes		Total	Growth rate of total tkm 2024-2025
	% of total		% of total		% of total		% of total		% of total		% of total			%
EU	72 378	3.8	224 342	11.9	76 776	4.1	681 127	36.1					1 886 027	0.6
Belgium	1 582	5.4	24 988	85.1	2 569	8.7	232	0.8			3	0.0	29 374	-0.4
Bulgaria	269	1.0	1 005	3.7	1 162	4.3	19 204	71.2	3 092	11.5	2 246	8.3	26 978	-18.6
Czechia	3 403	4.6	2 481	3.4	2 463	3.4	2 635	3.6	5 837	7.9	56 618	77.1	73 436	8.5
Denmark	355	2.1	991	6.0	1 539	9.3	1 395	8.4	2 522	15.2	9 822	59.1	16 623	1.6
Germany	7 398	2.7	12 484	4.5	11 326	4.1	40 494	14.6	70 654	25.5	135 019	48.7	277 374	-1.9
Estonia	48	1.2	111	2.8	37	0.9	529	13.5	1 104	28.2	2 085	53.3	3 913	4.0
Ireland	372	2.5	286	1.9	847	5.7	504	3.4	2 120	14.2	10 823	72.4	14 952	7.4
Greece	982	4.9	2 138	10.6	1 407	7.0	11 843	58.7	3 804	18.9			20 173	2.8
Spain	3 756	1.4	6 565	2.4	7 073	2.6	198 790	72.9	53 027	19.5	3 390	1.2	272 601	3.1
France	6 554	3.8	11 069.0	6.4	4 203.0	2.4	16.0	0.0	151 065.0	87.4			172 907.0	2.8
Croatia	318	2.1	487	3.2	421	2.7	5 549	36.0	7 862	51.0	789	5.1	15 426	0.0
Italy	31 544	19.5	122 888	76.0	5 759	3.6	289	0.2	1 192	0.7	29	0.0	161 702	5.2
Cyprus	164	14.9	113	10.3	175	15.9	60	5.5	587	53.4			1 099	7.1
Latvia	129	0.9	194	1.3	180	1.2	143	0.9	289	1.9	14 174	93.8	15 108	12.9
Lithuania	1 324	2.0	5 052	7.6	18 252	27.6	33 078	50.0	5 890	8.9	2 620	4.0	66 216	5.0
Luxembourg	75	1.4	324	5.9	161	2.9	41	0.8	64	1.2	4 800	87.8	5 465	-8.6
Hungary	876	2.6	1 362	4.0	1 011	3.0	6 286	18.7	19 681	58.5	4 453	13.2	33 669	2.6
Malta (*)														
Netherlands	1 127	1.8	2 086	3.4	1 323	2.1	1 150	1.9	17 126	27.6	39 147	63.2	61 959	0.5
Austria	622	2.5	1 494	6.0	1 607	6.4	6 799	27.1	11 748	46.8	2 820	11.2	25 090	-0.4
Poland	7 539	2.0	9 742	2.6	6 162	1.6	311 459	81.8	45 923	12.1	163	0.0	380 988	-2.5
Portugal	434	1.7	568	2.2	919	3.6	7 863	30.8	12 209	47.9	3 510	13.8	25 502	-14.0
Romania	944	1.4	14 358	20.7	4 135	6.0	10 670	15.4	18 616	26.9	20 520	29.6	69 243	3.2
Slovenia	214	1.1	454	2.3	804	4.1	5 381	27.6	2 272	11.6	10 383	53.2	19 508	-2.9
Slovakia	1 551	5.3	546	1.9	1 299	4.5	14 936	51.2	4 890	16.8	5 931	20.3	29 153	15.9
Finland	269	1.1	787	3.1	750	2.9	904	3.5	1 788	7.0	21 038	82.4	25 537	-2.3
Sweden	528	1.3	1 768	4.2	1 192	2.8	879	2.1	883	2.1	36 778	87.5	42 029	-3.4
Norway	508	2.2	1 362	5.8	816	3.5	761	3.2	1 787	7.6	18 260	77.7	23 494	-1.5
Switzerland	307	2.5	257	2.1	1 095	8.9	2 134	17.3	7 864	63.7	692	5.6	12 348	3.2

(-) Not available

(-) Not applicable

(*) Malta excluded

Source: Eurostat (online data code: road_go_ta_ic)

eurostat

Table 3: Road freight transport by load capacity, 2025 Source: Eurostat (road_go_ta_ic)

For vehicles with a load capacity of 9.5 tonnes or less, transport performance increased by 1.4% between 2024 and 2025, following an increase of 14.2% between 2021 and 2024. Between 2024 and 2025, road freight transport performance by vehicles with a load capacity of 9.6 to 15.5 tonnes increased by 1.9%, following an increase of 3.7% between 2021 and 2024. For vehicles in the 15.6 to 20.5 tonnes category, transport performance fell by 2.9%, following a decrease of 11.5% over the period between 2021 and 2024 (see Figure 2). Transport performance by goods with a load capacity of 20.6 – 25.5 tonnes decreased by 0.9% between 2024 and 2025, after increasing by 2.0% between 2021 to 2024.

EU data for 2025 are unavailable for vehicles with a load capacity of 25.6 to 30.5 tonnes. In this category, transport performance decreased by 14.2% between 2021 and 2024. For vehicles with a load capacity of more than 30.5 tonnes, EU data are unavailable for all three years shown.

Figure 2

Road freight transport by age of vehicle

In 2025, goods vehicles aged less than 2 years accounted for more than one third of total road freight transport performance (in tonne-kilometres) in Germany (37.9%) and Luxembourg (35.0%), the highest shares among the

EU countries with available data (see Table 4). These vehicles also accounted for substantial shares in Sweden (29.1%), Denmark (27.7%), and Czechia (26.3%).

Goods vehicles aged between 2 and 5 years accounted for more than half of the road freight transport performance in Lithuania (56.8%), Hungary (54.9%), Italy and Slovakia (both 52.6%), and France (50.3%). For Italy, the figures exclude vehicles older than 11 years, as data are not collected for these vehicles.

Vehicles aged 15 years or over accounted for the largest shares of road freight transport performance in Greece (34.8%) and Cyprus (26.0%). Large shares were recorded also in Bulgaria (17.8%) and Romania (12.9%).

However, for both these countries, vehicles aged

10 to 14 years accounted for even larger shares of transport performance: 30.1% in Bulgaria and 21.3% in Romania.

Road freight transport by age of vehicle, 2025

(million tonne-kilometres)

	Less than 2 years		2-5 years		6-9 years		From 10 to 14 years		15 years or over		Total	Growth rate of total tkm 2024-2025
	% of total		% of total		% of total		% of total		% of total			%
EU	-	-	-	-	-	-	198 982	10.6	83 458	4.4	1 886 027	0.9
Belgium	5 571	19.0	12 716	43.3	8 835	30.1	1 924	6.6	329	1.1	29 374	-8.5
Bulgaria	1 453	5.4	4 010	14.9	8 612	31.9	8 111	30.1	4 790	17.8	26 978	0.0
Czechia	19 297	26.3	31 517	42.9	13 506	18.4	6 387	8.7	2 731	3.7	73 436	4.4
Denmark	4 603	27.7	7 999	48.1	3 443	20.7	468	2.8	105	0.6	16 623	-0.3
Germany	105 059	37.9	117 641	42.4	44 242	16.0	8 535	3.1	1 897	0.7	277 374	-1.2
Estonia	343	8.8	1 632	41.7	1 090	27.9	597	15.3	251	6.4	3 913	-10.3
Ireland	-	-	-	-	-	-	564	3.8	601	4.0	14 952	10.5
Greece	1 177	5.8	6 528	32.4	3 319	16.5	2 130	10.6	7 020	34.8	20 173	-1.9
Spain	57 646	21.1	104 110	38.2	67 179	24.6	28 793	10.6	14 874	5.5	272 601	0.4
France	35 595	20.6	86 888.0	50.3	42 151.0	24.4	7 967.0	4.6	306.0	0.2	172 907.0	-0.6
Croatia	1 450	9.4	5 307	34.4	4 756	30.8	2 890	18.7	1 023	6.6	15 426	7.7
Italy (*)	20 782	12.9	85 019	52.6	47 806	29.6	8 095	5.0	-	-	161 702	5.9
Cyprus	199	18.1	277	25.2	169	15.4	99	9.0	286	26.0	1 099	0.3
Latvia	1 863	12.3	5 497	36.4	4 353	28.8	2 295	15.2	1 100	7.3	15 108	1.4
Lithuania	9 227	13.9	37 634	56.8	11 521	17.4	6 171	9.3	1 663	2.5	66 216	0.0
Luxembourg	1 913	35.0	2 687	49.2	731	13.4	110	2.0	24	0.4	5 465	-14.1
Hungary	2 582	7.7	18 482	54.9	7 444	22.1	3 702	11.0	1 458	4.3	33 669	-1.6
Malta (*)	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	10 723	17.3	28 105	45.4	19 145	30.9	3 416	5.5	570	0.9	61 959	-1.5
Austria	4 324	17.2	12 409	49.5	6 129	24.4	1 678	6.7	549	2.2	25 090	-0.9
Poland	30 726	8.1	123 405	32.4	120 405	31.6	77 069	20.2	29 382	7.7	380 988	3.4
Portugal	2 835	11.1	12 122	47.5	5 545	21.7	2 885	11.3	2 114	8.3	25 502	10.3
Romania	7 624	11.0	17 547	25.3	20 444	29.5	14 730	21.3	8 898	12.9	69 243	2.8
Slovenia	2 705	13.9	8 286	42.5	6 336	32.5	1 811	9.3	370	1.9	19 508	-10.7
Slovakia	-	-	15 325	52.6	7 432	25.5	4 829	16.6	1 566	5.4	29 153	-4.6
Finland	4 405	17.2	11 816	46.3	6 192	24.2	1 988	7.8	1 136	4.4	25 537	-7.5
Sweden	12 236	29.1	19 266	45.8	8 374	19.9	1 737	4.1	416	1.0	42 029	2.7
Norway	5 941	25.3	12 841	54.7	3 662	15.6	713	3.0	338	1.4	23 494	-2.3
Switzerland	2 802	22.7	4 667	37.8	3 588	29.1	1 066	8.6	225	1.8	12 348	0.7

(-) Not available

(-) Not applicable

(*) Data not collected for vehicles older than 11 years

(*) Malta excluded

Source: Eurostat (online data code: road_go_ta_agev)

Table 4: Road freight transport by age of vehicle, EU, 2025 Source: Eurostat (road_go_ta_agev)

In 10 EU countries, goods vehicles aged 5 years or less accounted for more than 60% of total vehicle-kilometres (vkm) in 2025 (see Figure 3). The highest shares were recorded in Luxembourg (81.3%), followed by Germany (76.6%), Denmark (72.9%), and Sweden (70.5%).

Vehicles aged 10 years and over accounted for the largest shares of total vehicle-kilometres in Bulgaria (48.9%), Greece (47.8%), and Cyprus (44.9%).

These comparisons should take account of differences in data coverage. Data are unavailable for vehicles aged less than 10 years in Ireland, and less than 2 years for Slovakia. In Italy, data are not collected for vehicle older than 11 years.

Figure 3

Road freight transport by axle configuration

In 2025, road tractors with semi-trailers accounted for more than 60% of total transport performance in tonne-kilometres in 16 out of 21 EU countries that provided data (see Table 5). Together, lorries, and lorries with trailers accounted for more than half of total tonne-kilometres only in Sweden (81.3%), Finland (80.1%), Czechia (59.1%), and Romania (57.1%). When measured in vehicle-kilometres, road tractors with semi-trailers accounted for more than 60% of total transport in 11 EU countries. Lorries, and lorries with trailers accounted for more than 80% of total vehicle-kilometres, in 2 countries, Sweden (82.5%) and Finland (80.7%). In Cyprus, lorries without trailers accounted for 70.7% of total vehicle-kilometers in 2025 (data for lorries with trailer are not available).

Road freight transport by axle configuration, 2025

(million tonne-kilometres and million vehicle-kilometres)

	Lorry	Lorry and trailer	Road tractor and semi-trailer	Total	Lorry	Lorry and trailer	Road tractor and semi-trailer	Total
	million tonne-kilometres				million vehicle-kilometres			
Belgium	-	-	-	-	-	-	-	-
Bulgaria	1 789	702	24 478	26 969	209	56	1 336	1 600
Czechia	7 363	36 041	30 032	73 436	1 709	2 473	1 841	6 022
Denmark	1 325	3 372	11 927	16 623	307	207	804	1 317
Germany	22 280	53 526	201 568	277 374	4 369	4 345	11 971	20 685
Estonia	172	523	3 219	3 913	36	28	180	244
Ireland	2 903	163	11 887	14 952	706	13	684	1 403
Greece	4 391	1 242	14 541	20 173	546	71	759	1 378
Spain	12 100	4 389	256 112	272 601	2 434	352	13 986	16 774
France	14 507	7 363	151 039	172 907	3 125	896	10 256	14 276
Croatia	1 068	1 143	13 218	15 426	181	93	742	1 014
Italy	-	-	-	-	-	-	-	-
Cyprus	503	-	593	1 099	58	-	24	82
Latvia	391	1 523	13 164	15 079	90	75	788	953
Lithuania	583	3 727	61 908	66 216	99	277	3 594	3 970
Luxembourg	-	-	-	-	-	-	-	-
Hungary	-	-	-	-	-	-	-	-
Malta (*)	-	-	-	-	-	-	-	-
Netherlands	-	-	-	-	-	-	-	-
Austria	3 077	4 323	17 691	25 090	466	317	968	1 752
Poland	18 380	9 586	353 020	380 988	3 823	740	20 503	25 067
Portugal	1 235	1 051	23 217	25 502	262	63	1 305	1 630
Romania	18 117	21 419	29 707	69 243	1 825	1 202	1 786	4 813
Slovenia	865	1 927	16 714	19 508	131	168	950	1 248
Slovakia	2 139	1 367	25 649	29 153	1 252	142	1 546	2 941
Finland	1 922	18 537	5 048	25 537	409	633	245	1 291
Sweden	3 205	30 946	7 878	42 029	765	1 428	465	2 659
Norway	3 273	8 398	11 822	23 494	524	427	610	1 562
Switzerland	-	-	-	-	-	-	-	-

(-) Not available

(-) Not applicable

(*) Malta excluded

Source: Eurostat (online data code: road_go_ta_axle)

eurostat 

Table 5: Road freight transport by axle configuration, 2025 Source: Eurostat (road_go_ta_axle)

Source data for tables and graphs

- [Road freight transport by vehicle characteristics](#)

Context

Data presented in this publication were collected in the framework of Regulation (EU) No 70/2012 on statistical returns in respect of the carriage of goods by road (recast). These data are based on sample surveys carried out in

the reporting countries, i.e. the EU countries, Norway and Switzerland, and record the road goods transport undertaken by vehicles registered in these countries.

Reporting countries use their own national surveys for the collection of data, based on returns from road hauliers. The results are microdata referring to vehicles and their linked journeys providing detailed information on goods transported. At the European level, common [aggregation](#) procedures have been used which may diverge from national practices. Therefore, differences might occur between the figures in this publication and national values.

Data sources

The road freight transport (RFT) data is collected through sample surveys carried out in the reporting countries, which have the right to exclude from their surveys different types of vehicles. Such choices are allowed by Regulation (EU) No 70/2012 on the carriage of goods by road, which permits the exclusion from the survey of road vehicles with a load capacity (LC) of less than 3.5 tonnes or with a maximum permissible laden weight (MPLW) below 6 tonnes. In this context, some countries consider goods vehicles with a load capacity less than 3.5 tonnes (e.g. 1 or 2 tonnes) and some others are using the maximum permissible laden weight as a threshold for their survey vehicles (e.g. more than 6 tonnes). For more insight on what types of vehicles each country considers for the RFTS, please consult the manual '[Methodologies used in road freight transport surveys in EU Member States, EFTA and 3 candidate countries — 2025 revised edition](#)'.

The aforementioned choices have an impact on the number of goods vehicles stock reported by each country and disseminated in Eurostat's database.

EU totals calculated in this publication refer to road freight transport data reported by the 27 EU countries except for Malta which is exempt from reporting such data. Certain totals might be different from the sum of their components. This is due to the use of the 'u' flag (for low reliability data). By using this flag, values behind it are not considered in the detailed data, whereas they are included in the totals.

Road freight transport by axle configuration is an optional variable. Therefore, not all countries report this variable.

Vehicle-kilometre (vkm) : Unit of measurement representing the movement of a road motor vehicle over one kilometre (loaded or empty). Units made up of a road tractor with a semi-trailer or of a lorry with a trailer are counted as one vehicle. The distance taken into account is the distance actually driven. It excludes any distance covered while the goods road vehicle is itself being transported by another means of transport, e.g. by rail or by sea.

Age of vehicle is the length of time after the first registration of the goods road vehicle, irrespective of the registering country. The reporting of vehicle age data by countries follows specific age group classifications, which are defined as follows:

- Less than 2 years
- Between 2 and 5 years (2 years, 3 years, 4 years, 5 years)
- Between 6 and 9 years (6 years, 7 years, 8 years, 9 years)
- From 10 to 14 years
- 15 years or over
- Unknown

Vehicles with an age that includes fractions of a year must be assigned to the full-year category e.g., a vehicle with an age of 5 years and 9 months is considered a 5-year-old vehicle.

Country specific notes

Malta : Regulation (EU) No 70/2012 does not apply to Malta, as long as the number of Maltese registered goods road transport vehicles licensed to engage in international transport does not exceed 400 vehicles.

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Legislation

- [Regulation \(EU\) No 70/2012](#) of 18 January 2012 on statistical returns in respect of the carriage of goods by road (recast)
- [Regulation \(EC\) No 1304/2007](#) of 7 November 2007 amending Directive 95/64, Regulation (EC) No 1172/98, Regulations (EC) No 91/2003 and (EC) No 1365/2006 with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes
- [Commission Regulation \(EC\) No 202/2010](#) amending Regulation (EC) No 6/2003 concerning the dissemination of statistics on the carriage of goods by road