



Intelligence Briefing.

The EU road
transport sector:
Size and economic landscape



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Chapter 2

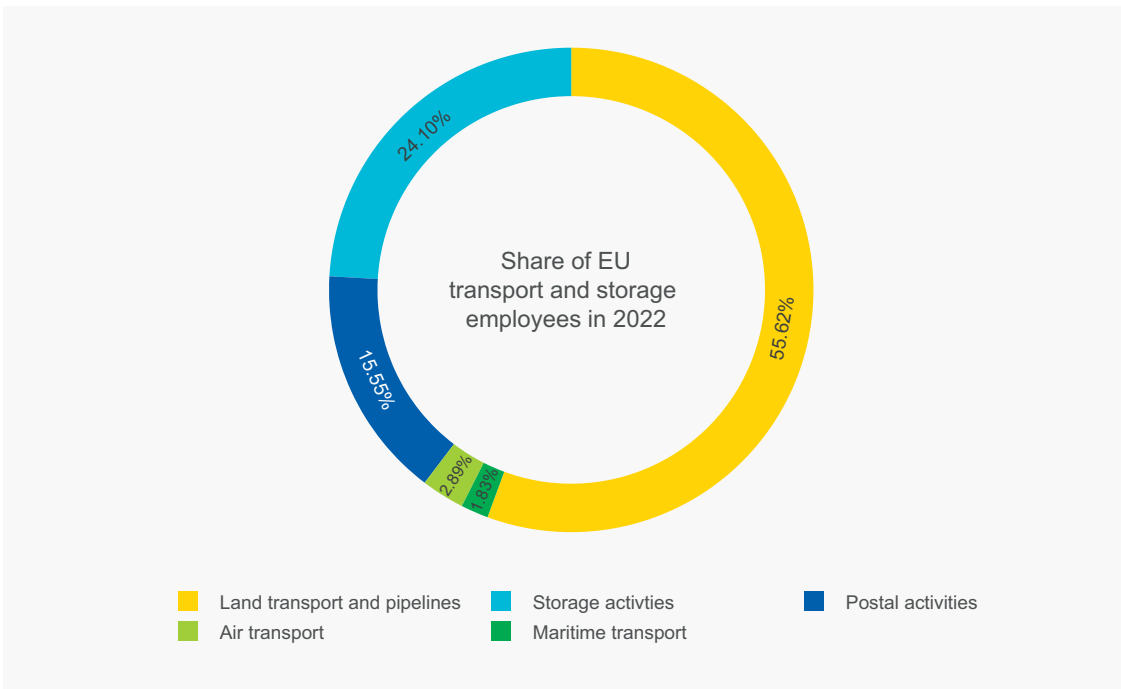
Road transport demographics

Before looking into the economic performance, this section outlines the social aspects of road transport within the larger context of the transport industry.

The commercial road transport sector, alongside pipeline and rail, forms a significant part of land transport. Land transport is a component of the broader transport and storage sector, accounting for about 3% of the EU's total workforce.

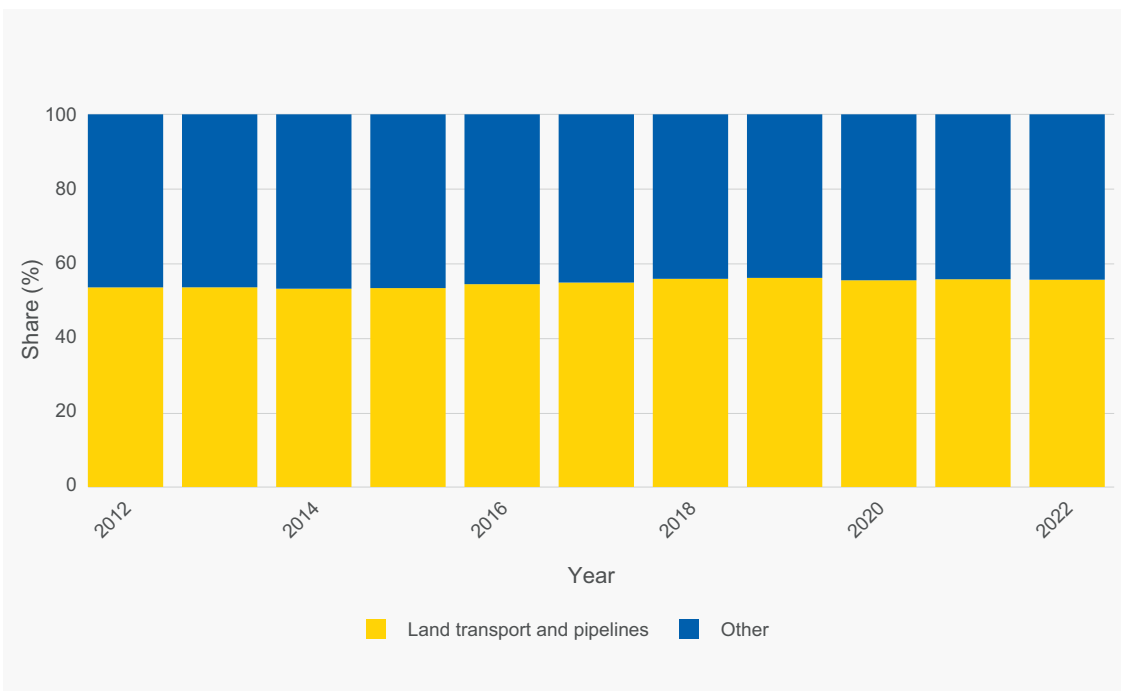
In 2022, the entire EU transport and storage industry employed approximately 10.4 million people. The land transport sector alone employed about 5.8 million people, making up 56% of the total transport and storage industry workforce. The storage and postal sectors accounted for 24% and 16%, respectively, of the industry. Air and maritime transport workers constituted about 5% of the total workforce. The share of employees working within land transport has remained stable over the past decade.





Source: Eurostat ([sbs_ovw_act](#)) extracted on 2024-07-11

Share of transport and storage employees in EU



Source: Eurostat ([sbs_ovw_act](#) & [sbs_na_1a_se_r2](#)) extracted on 2024-07-11

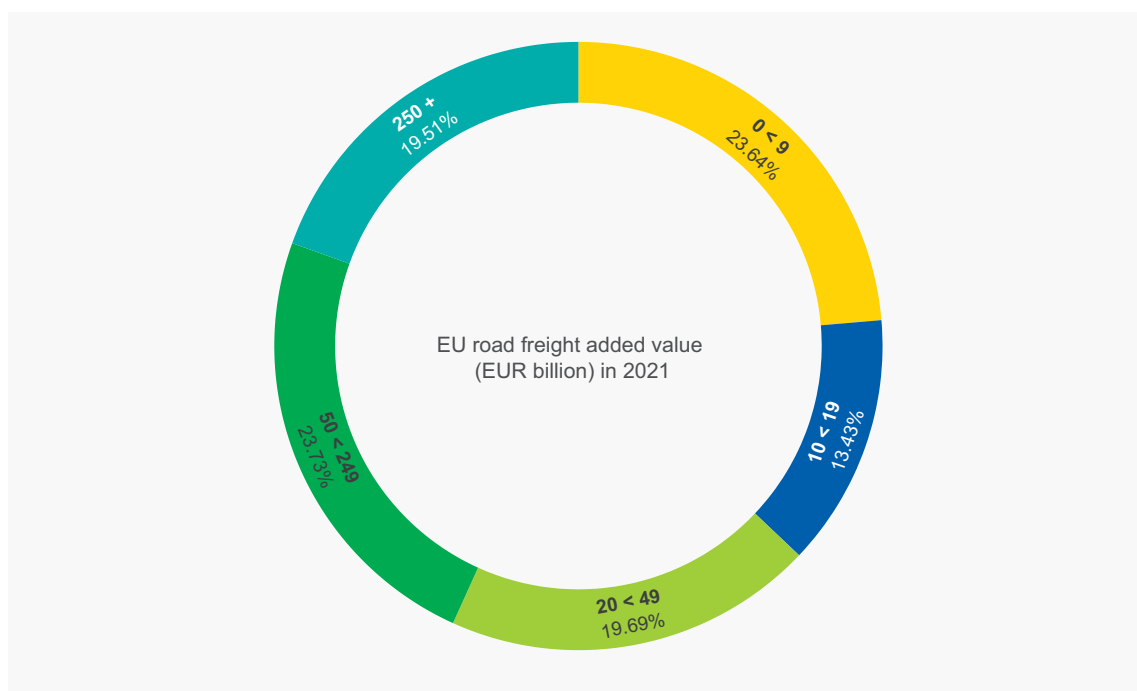
Chapter 3

Road freight's economic footprint

The analysis will now focus solely on road freight. The timeframe has also been adjusted to 2021, as complete data for 2022 is not yet available.

As noted in the previous section, the sector consists primarily of SMEs: 90% of road freight companies have less than ten employees. This statistic did not change from 2021 to 2022. To complement this data, it is informative to consider the economic contribution of companies of varying sizes. Added value, a key indicator

to measure the sector's efficiency, productivity and economic health, is the difference between the sales price and the total cost of production. Higher added value implies greater productivity, competitiveness and potential to growth. The following chart presents the distribution of added value across different company sizes. Around 90% of companies generate approximately 24% of road freight's added value, while less than 0.5% of companies (with over 250 employees) generate 20% of the added value.



Source: Eurostat ([sbs_sc_ovw](#)) extracted on 2024-07-11

Chapter 4

Costs and expenditures

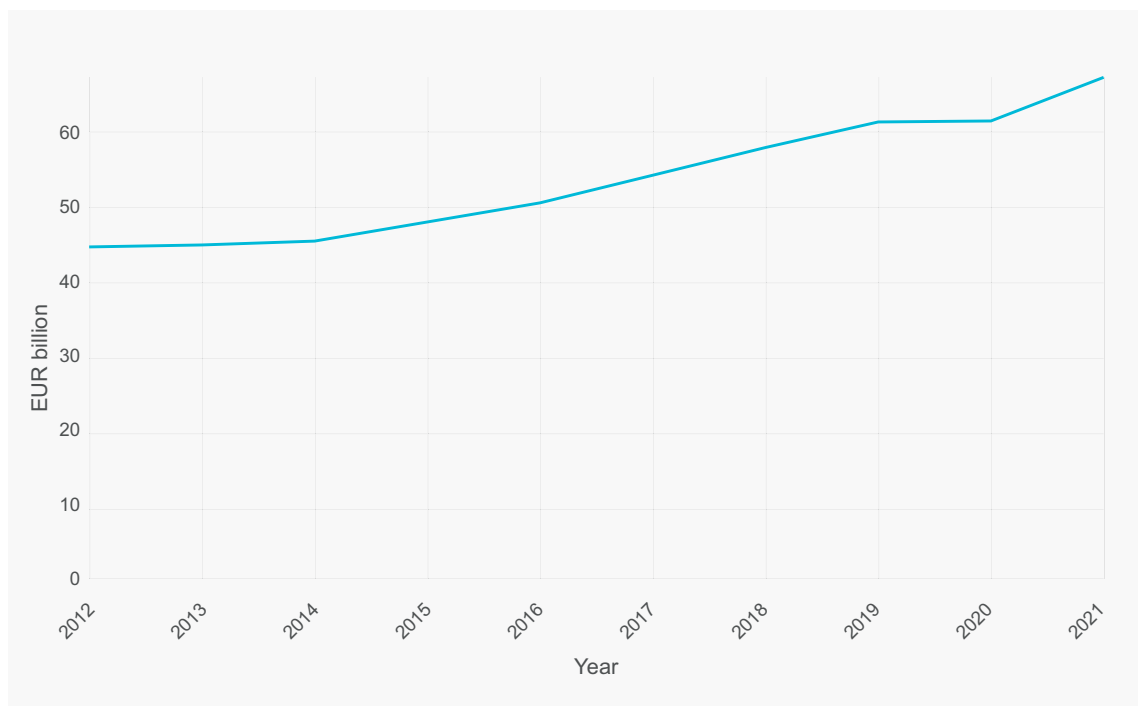
Among the expenses incurred by transport companies, wages and salaries make up a significant share (around 35%), along with investments in equipment (around 28%) and energy (around 24%).

This section will examine these three economic expenses for road freight operators. (Due to incomplete data for Ireland, Greece and Malta, these countries are not included in the analysis. Hence, EU* refers to the

EU excluding these three countries. Please also note that the data coverage extends up to 2021.)

Total wages (salaries, bonuses and allowances included) in road freight have risen by approximately 49% over the past decade. This significant increase is a combination of a 27% growth in the number of people employed in the industry and a rise in salaries.

EU* road freight wages and salaries

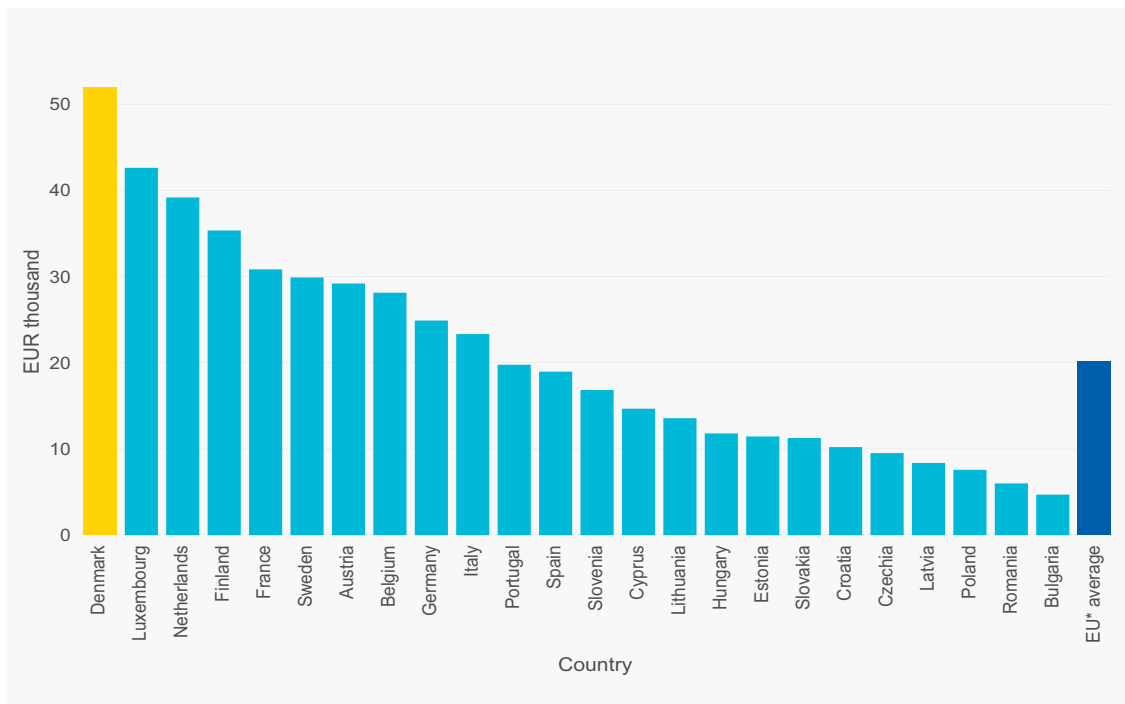


Source: Eurostat ([sbs_ovw_act](#) & [sbs_na_1a_se_r2](#)) extracted on 2024-07-11

When examining the increase in salaries over the same period, the average rise in the EU* is approximately 18%, with the average salary rising from EUR 16,940 in 2013 to EUR 20,130 in 2021. As expected,

salaries vary significantly among EU countries, as shown below. Wages and salaries are total gross remuneration, in cash or in kind that include bonuses, allowances, social contributions, etc.

Average road freight wages and salaries per employee



Source: Eurostat ([sbs_ovw_act](#)) extracted on 2024-07-11

These average wages are for all types of road transport jobs (excluding compensations). When looking more closely at the average

driver wage, the next infographic offers some national examples, comparing the national cost of living and the minimum gross salary.

Chapter 5

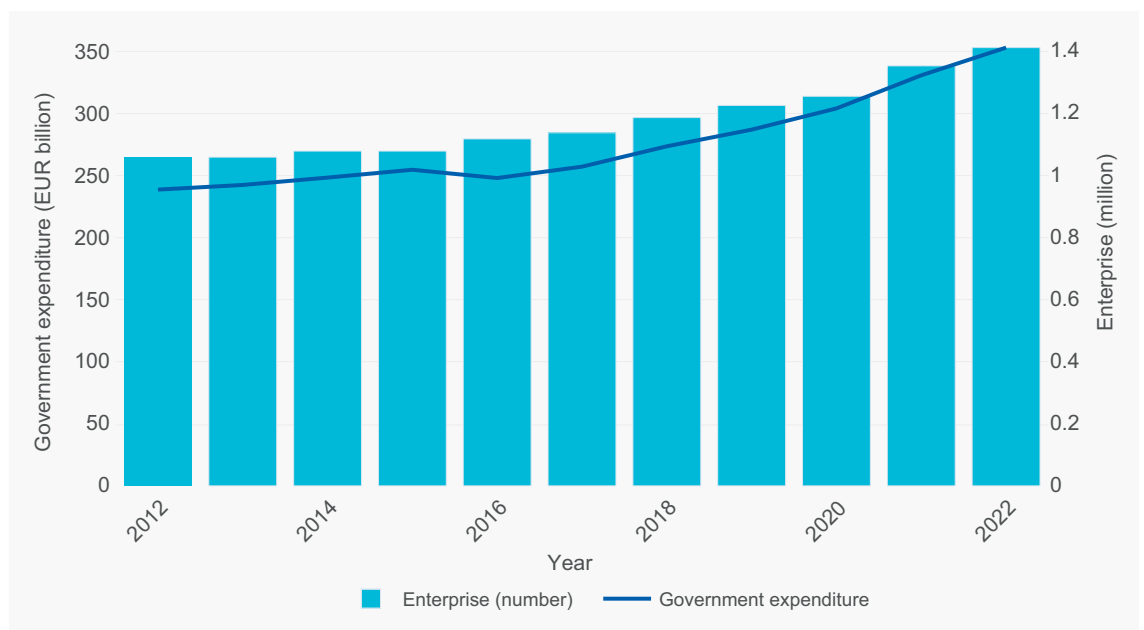
External economic drivers

Road freight volumes are influenced by factors such as the level of imports, exports and energy prices. But they are also influenced by external factors like government expenditures and inflation rates which significantly impact road freight volumes.

Government expenditure refers to government spending on various aspects of the economy, including public services, social welfare and infrastructure. The graph below shows the EU's government

expenditure on transport (including incentives, state aid and tax rebates) in millions of euros over the past decade. The trend shows a positive trajectory interspersed with occasional declines. When compared with earlier graphs, a correlation appears between the number of enterprises, wages per employee and government expenditures. This indicates that investments, subsidies and spending on logistics and transport infrastructure have been beneficial to the growth of the transport sector.

Total EU government transport expenditure and number of transport companies



Source: Eurostat ([gov_10a_exp](#) & [sbs_ovw_act](#)) extracted on 2024-07-11