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**Data collection, methodological development and
harmonization of transport statistics: NST 2007**

NST 2007 classification

Note by the secretariat

Summary

This document provides an update to the Working Party regarding the NST 2007 classification system for goods transported by various modes. It outlines the historical development of the classification, the recent transition of hosting responsibilities from the United Nations Statistics Division (UNSD) to the United Nations Economic Commission for Europe (ECE), and the current status of its online access and administrative management. The document also highlights the classification's continued relevance, its alignment with international statistical frameworks, and future steps to support its usability and integration within national transport statistics systems.

I. Introduction

1. NST 2007 (*Nomenclature for the Transport of Goods*) is a classification system used in transport statistics to harmonize data collection across countries and ensure comparability.
2. Until the end of 2023, UNSD hosted the webpage containing the NST 2007 classification and its correspondence tables. As of 2024, ECE has taken over the hosting responsibilities, ensuring its continued accessibility and relevance.
3. At its seventy-fifth session, the Working Party noted the importance of ensuring that NST 2007 is updated on a regular basis (ECE/TRANS/WP.6/187, paragraph 60). The classification is not typically subject to annual updates, as its structure is closely aligned with other international classifications. This alignment helps ensure consistency across economic and transport statistics. Instead, regular updates are applied to the correspondence, which are revised more frequently. These updates help maintain the relevance and usability of NST 2007 without requiring frequent changes to the core classification.



II. Historical background and transition

4. NST 2007 evolved from earlier classification systems, following a recommendation in 1961 by the Commission of the European Communities. The classification was originally designed to align with the *Commodity Classification for Transport Statistics in Europe* (CSTE) and underwent modifications in 1962 and 1967 before being revised as NST/R. This revision introduced 176 headings grouped into 10 chapters and 52 main groups based on their nature, processing stage, transport method, and total tonnage transported.

5. NST 2000 replaced the CSTE and NST/R nomenclatures, with NST 2007 serving as an update that aligns with the CPA 2008 (Statistical Classification of Products by Activity, maintained by Eurostat) and CPC (Central Product Classification, maintained by the United Nations Statistics Division) classification. It is designed for use across four modes of transport: road, rail, inland waterways, and sea (maritime).

6. The Working Party on Transport Statistics serves as the coordinating entity for NST 2007, ensuring its continued relevance and alignment with international transport statistics frameworks. The classification was approved by the Working Party at its fifty-ninth session in 2008 (ECE/TRANS/WP.6/155). The European Commission, particularly through Eurostat, has been significantly contributing to its implementation and usage.

7. With the transition of the NST 2007 webpage to ECE in 2024, the organization now hosts and maintains the classification's digital resources. The dedicated webpage (<https://unece.org/transport/transport-statistics/classification-nst-2007>) provides access to:

- The full NST 2007 classification;
- Correspondence tables linking NST 2007 with other classifications such as CN (Combined Nomenclature), CPA, and NHM (Harmonized Nomenclature for Transport).

8. The transfer of hosting responsibilities to UNECE does not limit the applicability of NST 2007 to Europe. As a harmonized classification aligned with international standards, NST 2007 remains suitable for use by all countries and may be particularly relevant for those aiming to align transport statistics with economic and trade classifications.

III. Classification Structure and Correspondence Tables

9. NST 2007 follows a structured classification system:

- Level 1: Division (20 items, one-digit code format)
- Level 2: Group (81 items, two-digit code format).

10. The classification is supported by correspondence tables that ensure consistency between NST 2007 and other international classification systems. These include:

- NST 2007 – CN (annual updates from 2017 to 2024)
- NST 2007 – CPA (version 2.1)¹
- NST 2007 – NHM (versions from 2017 to 2024).

¹ CPA version 2.2 was adopted on 2 September 2024 and will apply from 2025 onwards. The revision does not affect the main structural features relevant for NST 2007, particularly at the division level, which remains consistent with NACE Rev. 2.1. The secretariat will upload the updated CPA correspondence table to the NST 2007 webpage once it becomes available.

11. The fundamental principle of NST 2007 is that merchandise categories should be classified based on the economic activity from which they originate. Accordingly, most NST 2007 categories correspond closely with the European CPA and NACE (*Statistical Classification of Economic Activities*), which themselves are consistent with CPC and ISIC (International Standard Industrial Classification of All Economic Activities, maintained by UNSD), their counterparts at the United Nations level. This alignment ensures meaningful links between transport and economic statistics. However, not all goods transported fall under the category of merchandise. Items such as empty containers, packaging materials, and vehicles being moved as cargo are specific to transport operations and are classified separately within NST 2007. This distinction allows the classification to reflect both economic flows and the operational realities of the transport sector.

IV. Future plans and recommendations

12. The shift of NST 2007 hosting to ECE facilitates integration within the existing transport statistics framework and supporting national data collection efforts, including commodity flow surveys. It also ensures continued accessibility of correspondence tables, enhances the classification's visibility and usability within ECE transport statistics framework.

13. The Working Party will continue to oversee the management of NST 2007, ensuring it aligns with international statistical frameworks and remains a valuable tool for transport statistics. It will also continue to explore potential updates or revisions based on evolving transport and statistical needs. Sustained collaboration between ECE and Eurostat will further support these efforts.

14. The transition of NST 2007 hosting to ECE marks an important step in maintaining and enhancing this key classification system for transport statistics. The Working Party is invited to provide feedback on this update and suggest any additional actions necessary for its continued implementation and use.

15. Member States and stakeholders are encouraged to review the ECE-hosted NST 2007 webpage and provide input on potential improvements or additional resources that could enhance its usability.
