

# European Road Statistics

■ ■ ■ ■ ■ 2011



# ERF 2011 European Road Statistics



**European Union Road Federation**

Place Stéphanie 6/B  
B-1050 Brussels • Belgium  
[www.erf.be](http://www.erf.be)

# Colas is paving new ways



## Colas paves the way... to sustainability.

Colas gives as much importance to environmental realities as it does to human issues. It focuses on preserving the quality of life for neighboring residents, improving comfort for motorists and offering its employees optimized working conditions.

A great number of innovations help support this drive for sustainable development. For example, roads reveal silence with **Nanosoft** and nature with **Vegecol**; they cut energy consumption with **3E** asphalt mixes and reduce greenhouse gas emissions with **Vegeflux**.

This is how Colas is opening up new paths, making roads more environmentally-friendly and more people-friendly too.

## Colas paves the way... naturally.



*The road forward*

## The Voice of the European Road

The European Union Road Federation (ERF) is a non-profit association which coordinates the views of Europe's road infrastructure sector and acts as a platform for dialogue and research on mobility issues.

The ERF:

- defends the interests of the European road infrastructure community towards the EU Institutions and other stakeholders
- represents a cross-section of industry partners, road and users associations active in the construction, equipment, maintenance and operation of Europe's road network
- initiates and supports studies and publications aimed at increasing awareness on the importance of roads for all citizens
- contributes to European research initiatives with a view to enhancing the overall efficiency and safety of the road transport system
- gives the road infrastructure community a consistent and united voice in all road transport areas by promoting and coordinating Programmes & Working Groups on the following issues:
  - ▶ Socio-economic contribution of roads to society
  - ▶ Sustainable road infrastructure
  - ▶ Intelligent roads & financing
  - ▶ Safer road engineering
  - ▶ Urban mobility
  - ▶ Vulnerable road users

As a respected transport stakeholder at the EU level, the ERF regularly offers its expertise on key priority areas related to the road infrastructure.

## Foreword

The ERF is delighted to present you with the 2011 edition of the European Road Statistics. This annual publication contains all essential information on the road transport sector and remains the tool of reference for policy makers and major stakeholders.

Throughout the world and more particularly in Europe, economies are experiencing an unprecedented financial turmoil. Lack of public resources and drastic measures of austerity are considerably reducing the possibilities of infrastructure investments.

At the same time, all political leaders agree that the transport sector is a key driver for growth and has a fundamental role to play in supporting the development of the economy and the creation of jobs, particularly in Europe.

As part of the general mobility, road transport will continue, as before, to be the backbone of the transport system, providing the necessary links to other transport modes. At the same time, in terms of security, mobility for people, goods and services and sustainability, the road sector is facing, more than ever, complex and multiple challenges.

The ERF wants to convey the message that a sound, safe, efficient, properly financed and maintained road infrastructure is the sine qua non condition for providing global mobility and promoting economic development, whilst reducing the environmental impact of road transport and increasing the welfare of our citizens.

We are convinced that this 10<sup>th</sup> edition of the European Road Statistics will provide you with useful and reliable information and will continue to demonstrate the importance of road transport for our society.

We are confident that you will find this brochure both informative and enlightening.

The ERF Team  
December 2011

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## Symbols and Abbreviations

EU 27	EU 15	AT	Austria
		BE	Belgium
		DE	Germany
		DK	Denmark
		EL	Greece
		ES	Spain
		FI	Finland
		FR	France
		IE	Ireland
		IT	Italy
		LU	Luxembourg
		NL	The Netherlands
		PT	Portugal
		SE	Sweden
		UK	United Kingdom
	EU 12	BG	Bulgaria
		CY	Cyprus
		CZ	Czech Republic
		EE	Estonia
		HU	Hungary
		LT	Lithuania
		LV	Latvia
		MT	Malta
PL		Poland	
RO	Romania		
SI	Slovenia		
SK	Slovakia		

## Symbols and Abbreviations

EU Candidates (CC)		<b>HR</b>	Croatia
		<b>MK</b>	Former Yugoslav Republic of Macedonia
		<b>TR</b>	Turkey
Other European Countries		<b>RS</b>	Republic of Serbia
EFTA	EEA	<b>IS</b>	Iceland
		<b>LI</b>	Liechtenstein
		<b>NO</b>	Norway
		<b>CH</b>	Switzerland
Other Countries		<b>AU</b>	Australia
		<b>CA</b>	Canada
		<b>CL</b>	Chile
		<b>IL</b>	Israel
		<b>JP</b>	Japan
		<b>KP</b>	Korea
		<b>MX</b>	Mexico
		<b>ME</b>	Montenegro
		<b>NZ</b>	New Zealand
	<b>US</b>	United States	

## Symbols and Abbreviations

Other abbreviations	<b>ACEA</b>	European Automobile Manufacturers Association
	<b>ACEM</b>	European Association of Motorcycle Manufacturers
	<b>ASECAP</b>	European Association of tolled motorways, bridges and tunnel operators
	<b>Bn</b>	Billion (thousand million)
	<b>Bt</b>	Block Train Capacity measured in Gross Tones
	<b>CARE</b>	European Road Database Accident
	<b>CORDIS</b>	Community Research and Development Information Service
	<b>EBB</b>	European Biodiesel Board
	<b>EC</b>	European Commission
	<b>EEA</b>	European Environment Agency
	<b>EIB</b>	European Investment Bank
	<b>ETSC</b>	European Transport Safety Council
	<b>EU</b>	European Union
	<b>EUR</b>	Euro
	<b>GDP</b>	Gross Domestic Product
	<b>g</b>	Gram
	<b>Gpkm</b>	Passenger Transport Demand
	<b>IRTAD</b>	International Road Traffic and Accident Database
	<b>ITF</b>	International Transport Forum
	<b>n.a.</b>	Not available data
	<b>OECD</b>	Organisation for Economic Co-operation and Development
	<b>pkm</b>	Passenger-kilometre
	<b>PTW</b>	Powered Two-Wheelers
	<b>tCO<sub>2</sub> e/trip</b>	Carbon dioxide equivalent per trip
	<b>TEN-T</b>	Trans-European Transport network
	<b>TEN-T EA</b>	Trans-European Transport Network Executive Agency
	<b>tkm</b>	Tonne-kilometre
<b>toe</b>	Tonne of oil equivalent	

Passenger  
Transport

Safety

Taxation

Environment

Case Studies

## Notes

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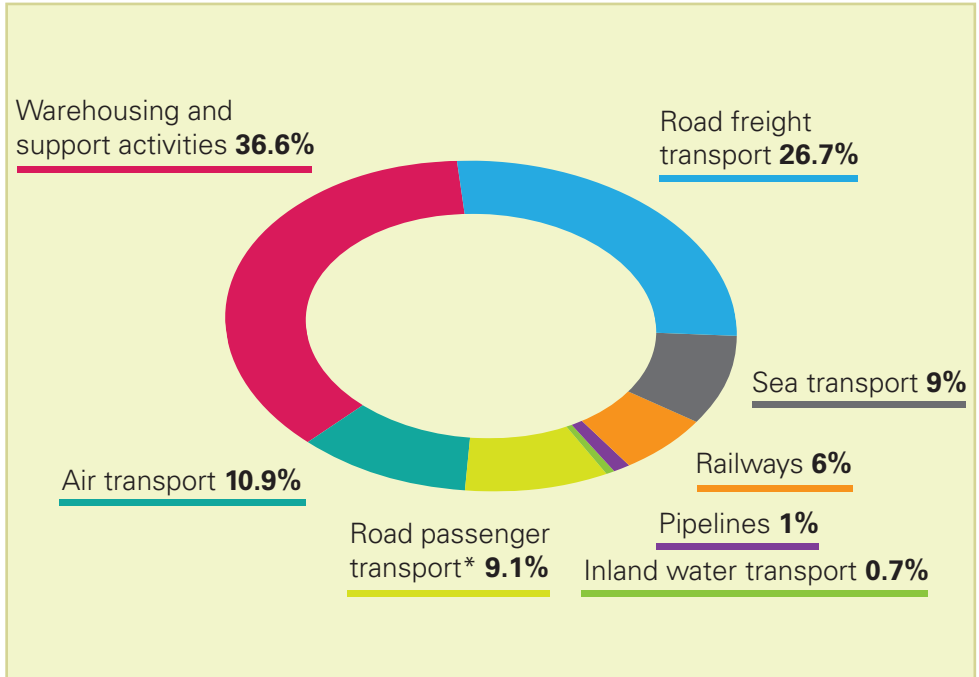
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## 1.1 Percentage of turnover by mode of transport in EU-27 - 2008

(total 1,207.65 billion €)

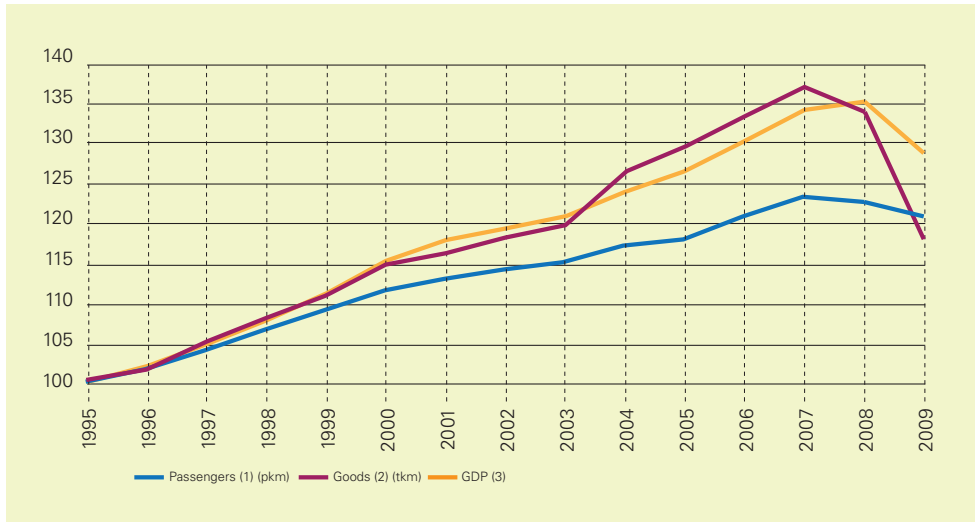
Source: EC



\* Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

## 1.2 Transport growth in EU-27, evolution 1995-2009

Source: EC



GDP: at constant year 2000 prices and exchange rates.

[1] passenger cars, powered two-wheelers, buses & coaches, tram & metro, railways, intra-EU air, intra-EU sea.  
 [2] road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea.

## 1.3 Annual growth rates EU-27 (% change)

Source: EC

	1995 - 2009	2008 - 2009
GDP at year 2000 prices and exchange rates	1.8%	-4.2%
Passenger transport pkm	1.4%	-0.7%
Freight transport tkm	1.2%	-11.2%

## 1.4 Employment by mode of transport in EU-27 - 2008 (thousand)

Source: Eurostat

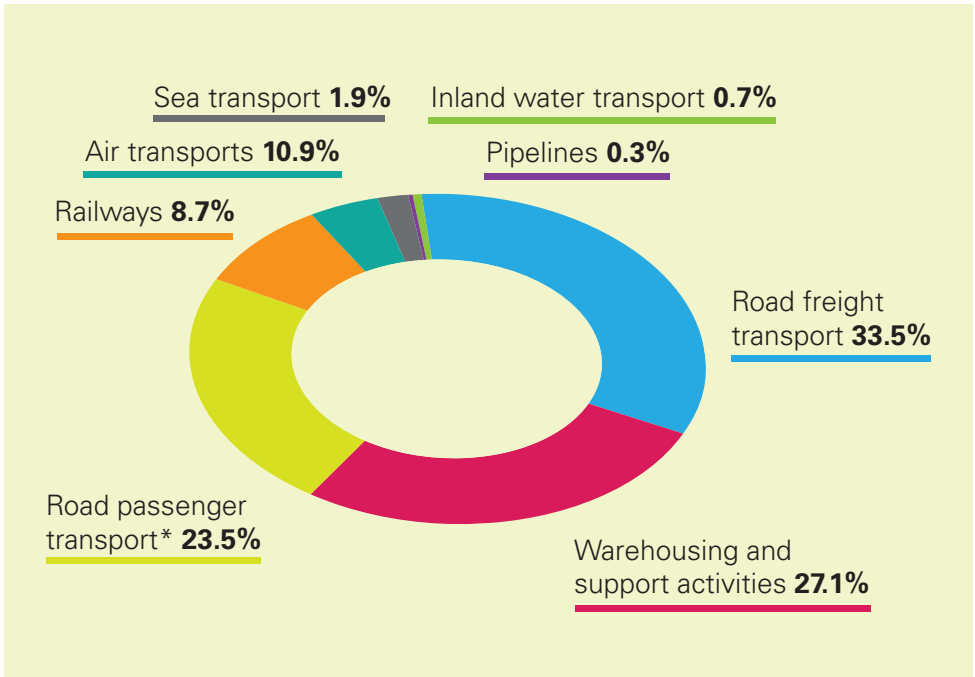
	Total	Road freight transport	Road passenger transport*	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities
<b>EU27</b>	<b>9086.5</b>	3042.2	<i>2137.9</i>	<i>790.0</i>	23.6	42.5	174.8	411.6	2463.9
<b>EU15</b>	<b>7163.3</b>	2302.6	<i>1702.8</i>	<i>487.3</i>	10.8	34.9	158.8	381.5	2084.7
<b>EU12</b>	<b>1923.17</b>	739.64	<i>435.1</i>	<i>302.7</i>	12.8	7.6	16.0	30.1	379.2
<b>BE</b>	<b>191.4</b>	<i>59.9</i>	36.6	36.2	0.3	0.6	0.6	6.3	50.8
<b>BG</b>	<b>140.2</b>	43.7	35.8	16.8	<i>0.0</i>	<i>1.1</i>	4.3	2.7	35.8
<b>CZ</b>	<b>262.6</b>	<i>116.7</i>	<i>42.4</i>	<i>55.5</i>	0.5	0.7	<i>0.0</i>	<i>5.9</i>	40.8
<b>DK</b>	<b>124.5</b>	<i>38.7</i>	<i>33.0</i>	<i>9.5</i>	<i>0.8</i>	<i>0.1</i>	14.1	6.3	22.0
<b>DE</b>	<b>1432.3</b>	363.0	<i>327.7</i>	74.5	1.5	9.9	29.7	59.8	566.1
<b>EE</b>	<b>36.3</b>	15.1	5.7	3.1	<i>0.0</i>	<i>0.1</i>	1.1	0.7	10.5
<b>IE</b>	<b>68.2</b>	<i>23.6</i>	<i>12.0</i>	<i>5.3</i>	<i>0.0</i>	<i>0.0</i>	<i>1.0</i>	8.1	18.2
<b>EL</b>	<b>176.3</b>	<i>39.1</i>	<i>75.2</i>	<i>6.4</i>	0.0	0.0	17.7	3.8	34.0
<b>ES</b>	<b>904.8</b>	417.8	<i>193.9</i>	28.0	0.0	0.5	8.2	38.0	218.5
<b>FR</b>	<b>1151.2</b>	336.8	<i>314.9</i>	<i>151.8</i>	3.9	3.7	13.6	73.2	253.3
<b>IT</b>	<b>983.9</b>	349.0	165.9	52.4	2.6	3.1	25.1	22.2	363.6
<b>CY</b>	<b>20.9</b>	2.6	2.8	0.0	0.0	0.0	4.9	2.2	8.4
<b>LV</b>	<b>70.5</b>	22.3	<i>14.7</i>	<i>5.0</i>	0.3	0.0	0.5	1.4	26.1
<b>LT</b>	<b>92.0</b>	46.5	17.3	10.2	0.0	0.1	1.8	0.6	15.4
<b>LU</b>	<b>22.0</b>	9.2	3.1	<i>2.9</i>	0.0	0.1	0.0	4.0	2.8
<b>HU</b>	<b>194.9</b>	71.0	50.6	12.4	0.6	0.9	0.0	2.2	57.2
<b>MT</b>	<b>6.5</b>	<i>1.0</i>	1.4	<i>0.0</i>	0.0	<i>0.0</i>	<i>0.1</i>	<i>2.0</i>	<i>2.0</i>
<b>NL</b>	<b>417.3</b>	<i>128.8</i>	<i>128.1</i>	24.7	0.1	13.1	<i>8.2</i>	<i>34.7</i>	79.5
<b>AT</b>	<b>188.4</b>	61.8	51.1	13.1	0.4	0.5	0.0	9.7	51.8
<b>PL</b>	<b>646.3</b>	281.1	155.5	119.0	3.1	1.6	2.2	6.3	77.6
<b>PT</b>	<b>154.6</b>	67.1	<i>37.0</i>	<i>7.2</i>	<i>0.1</i>	<i>0.1</i>	<i>1.3</i>	8.7	33.0
<b>RO</b>	<b>305.1</b>	96.9	<i>86.6</i>	<i>42.2</i>	7.1	2.3	0.8	4.4	64.9
<b>SI</b>	<b>48.5</b>	<i>23.5</i>	<i>8.0</i>	<i>7.5</i>	0.0	<i>0.1</i>	<i>0.2</i>	0.8	8.3
<b>SK</b>	<b>99.5</b>	19.3	<i>14.1</i>	<i>31.0</i>	<i>1.1</i>	0.6	<i>0.0</i>	0.9	32.3
<b>FI</b>	<b>122.5</b>	39.5	<i>28.1</i>	<i>10.5</i>	0.0	0.2	9.8	7.1	27.4
<b>SE</b>	<b>223.4</b>	75.6	62.3	8.4	0.0	1.1	16.1	7.0	53.0
<b>UK</b>	<b>1002.4</b>	292.6	233.9	56.6	1.1	1.8	13.3	92.6	310.6

(\*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways)  
The above figures refer to employment only in those companies whose main activity lies in the mode concerned. Estimates figures in italics.



## 1.5 Employment by mode of transport in EU-27 - 2008 (%)

Source: Eurostat



(\*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways)  
The above figures refer to employment only in those companies whose main activity lies in the mode concerned.

## 2.1 Length of total road network by category(\*) and country - 2008 (km)

Source: EC

	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
<b>BE</b>	1,763	12,613	1,349	137,870	153,595
<b>BG</b>	418	2,975	16,042	n.a.	n.a.
<b>CZ</b>	691	6,210	48,753	74,919	130,573
<b>DK</b>	1,128	2,711	69,492		73,331
<b>DE</b>	12,645	40,203	178,151	413,289 <sup>(1)</sup>	644,288
<b>EE</b>	104	3,889	12,494	41,547	58,034
<b>IE</b>	423	5,010	11,645	79,447	96,525
<b>EL</b>	1,103	10,189	30,864	75,600	117,756
<b>ES</b>	13,515	11,875	139,621	501,053	666,064
<b>FR</b>	11,042	9,765	377,984	629,000	1,027,791
<b>IT</b>	6,629	19,290	157,785	312,100 <sup>(2)</sup>	495,804
<b>CY</b>	257	2,131	2,745	3,585	8,718
<b>LV</b>		1,649	18,529	49,508	69,686
<b>LT</b>	309	6,385	14,625	59,710	81,029
<b>LU</b>	147	837	1,891		2,875
<b>HU</b>	1,274	6,973	23,927	166,170	198,344
<b>MT</b>		184	665	1,379	2,228
<b>NL</b>	2,637	2,413	7,848	123,237	136,135
<b>AT</b>	1,696	10,442	23,673	74,394	110,205
<b>PL</b>	765	17,754	28,474	214,240	261,233
<b>PT</b>	2,623	5,958	4,409	63,900 <sup>(2)</sup>	79,513
<b>RO</b>	281	16,318	65,094		81,693
<b>SI</b>	696	935	5,085	32,219	38,935
<b>SK</b>	384	3,443	14,089	25,942	43,858
<b>FI</b>	739	12,593	13,493	51,317	78,142
<b>SE</b>	1,855	13,474	83,138	117,130	215,597
<b>UK</b>	3,559	48,957	122,322	244,645	419,483
<b>HR</b>	1,043	6,966	10,904	10,335	29,248
<b>MK</b>	221	690	3,771	9,240	13,922

	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
<b>TR</b>	2,010	31,311	30,712	288,013	352,046
<b>IS</b>	11	5,000	2,794	5,064	12,869
<b>NO</b>	253	27,210	33,926	38,515	99,904
<b>CH</b>	1,383	383	18,112	51,506	71,384

\* the definition of road types varies from country to country, the data are therefore not comparable.

«Other roads» sometimes includes roads without a hard surface.

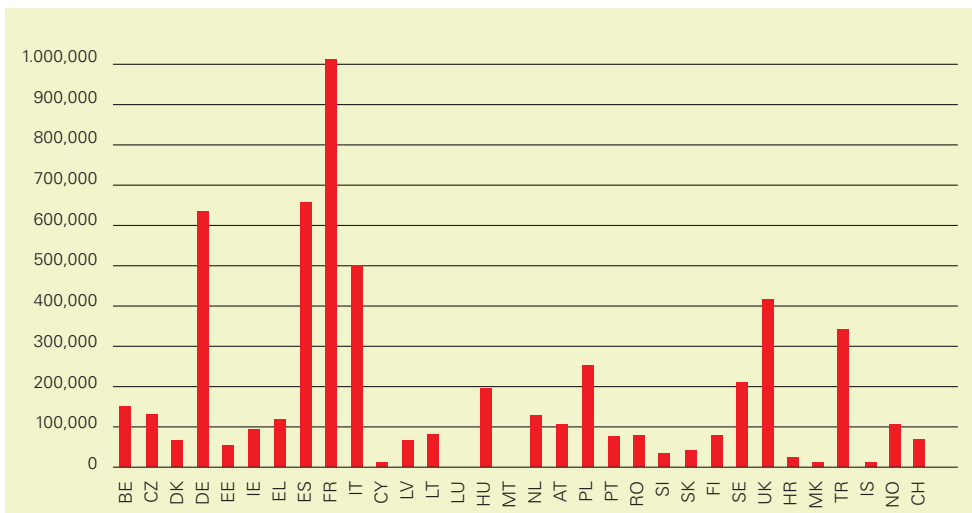
**EL** and **MT**: end of 2005 (except for motorways)

(1) 2006 figures

(2) 2005 figures

## 2.2 Length of total road network by country - 2008 (km)

Source: EC, IRF



Other roads» sometimes includes roads without a hard surface.

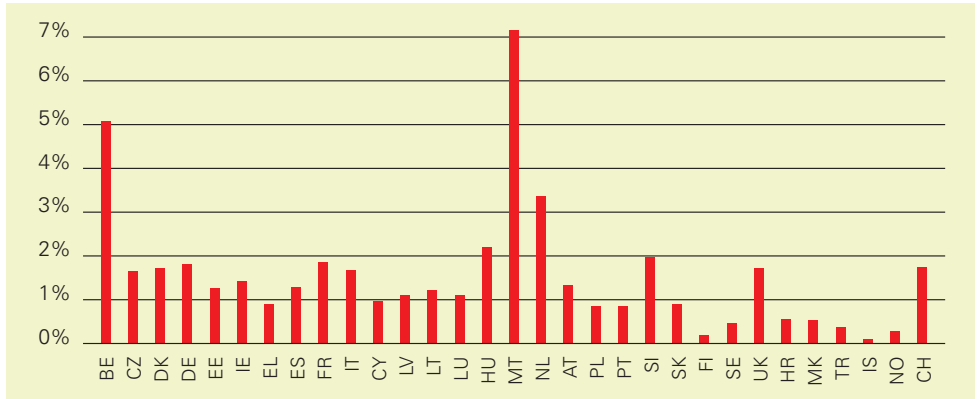
**EL** and **MT**: end of 2005 (except for motorways)

**DE**: 2006 figures for Other roads

**PT** and **IT**: 2005 figures for Other roads

## 2.3 Density of the total road network (km road/ km<sup>2</sup> land area) 2008

Source: EC



«Other roads» sometimes includes roads without a hard surface.

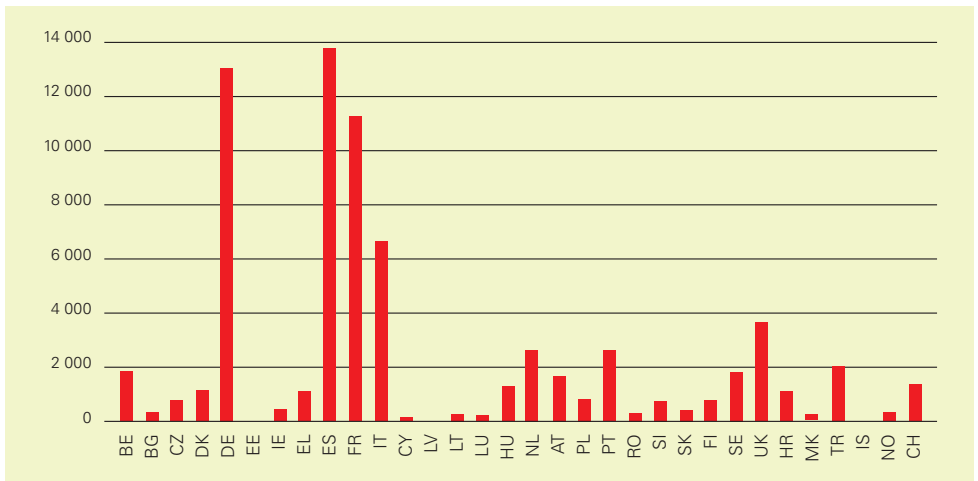
EL and MT: end of 2005 (except for motorways)

DE: 2006 figures for Other roads

PT and IT: 2005 figures for Other roads

## 2.4 Length of motorway network by country - 2009\* (km)

Source: Eurostat, EC



\* DK, IE, EL, ES, FR, IT, HU, PT, SE, UK, CH: 2008 figures

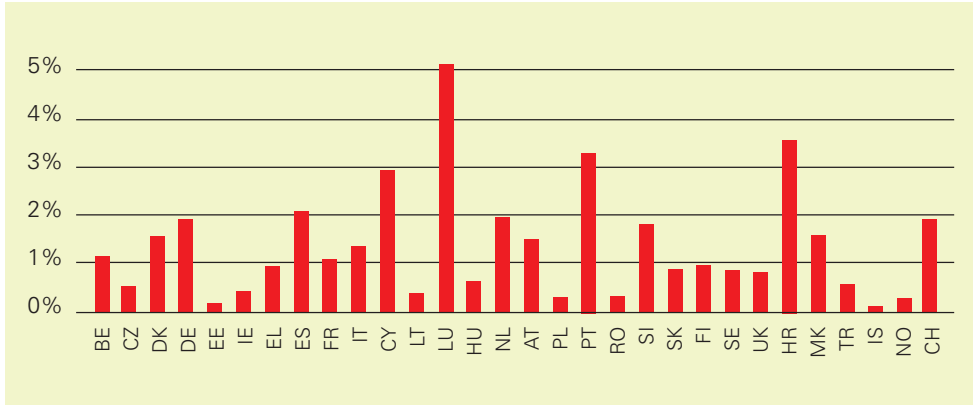
ES: 'autopistas de peaje' and 'autovías y autopistas libres'

CY: from 2006: without urban M-ways

NL: all national roads ('Rijkswegen') with dual carriageways

## 2.5 Proportion of motorways compared to the total road network - 2008 (%)

Source: Eurostat, EC



«Other roads» sometimes includes roads without a hard surface.

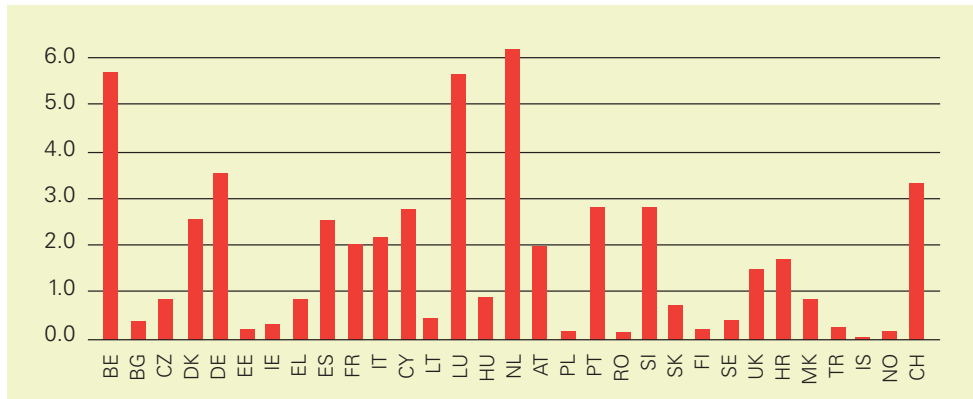
**EL:** Figures for the total road network were calculated with data of the end of 2005 for national, secondary and «Other roads» and data of 2008 for motorways

**DE:** Figures for the total road network were calculated with data of 2008 for national, secondary roads and motorways and data of 2006 for «Other roads»

**IT and PT:** Figures for the total road network were calculated with data of 2008 for national, secondary roads and motorways and data of 2005 for «Other roads»

## 2.6 Density of motorways by country- 2009\* (km motorway per 100 km<sup>2</sup> land area)

Source: Eurostat, EC



\* DK, IE, EL, ES, FR, IT, HU, PT, SE, UK, CH: 2008 figures

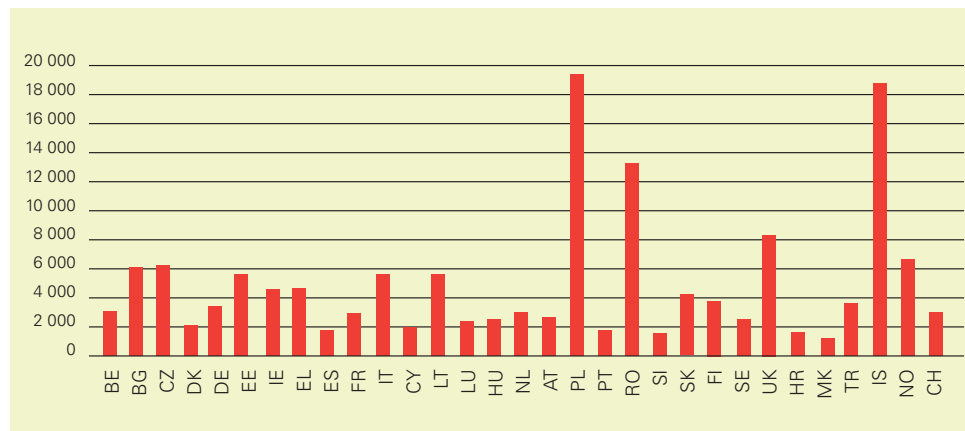
**ES:** 'autopistas de peaje' and 'autovías y autopistas libres'

**CY:** from 2006; without urban M-ways

**NL:** all national roads ('Rijkswegen') with dual carriageways

## 2.7 Passenger cars per km of motorway - 2009\*

Source: Eurostat, EC



\* DK, IE, EL, ES, FR, IT, HU, PT, SE, UK, CH: 2008 figures

## 2.8 Transport network

### Comparison between EU 27, USA, Japan, Russia and China - 2008 (thousand km)

Source: IRF

	EU-27	USA	Japan	China	Russia
Road network (paved)	5,000 <sup>(0)</sup>	4,400	962	2,779	754
Motorway network	66.7	94.3 <sup>(1)</sup>	7.6 <sup>(2)</sup>	60.9	30.0
Railway network	212.9	200.0 <sup>(3)</sup>	27.3 <sup>(4)</sup>	79.7	86.0

(0): Estimate

(1): **USA**: divided highways with 4 or more lanes (rural or urban interstate, freeways, expressways, arterial and collector) with full access control by the authorities.

(2): **Japan**: national expressways.

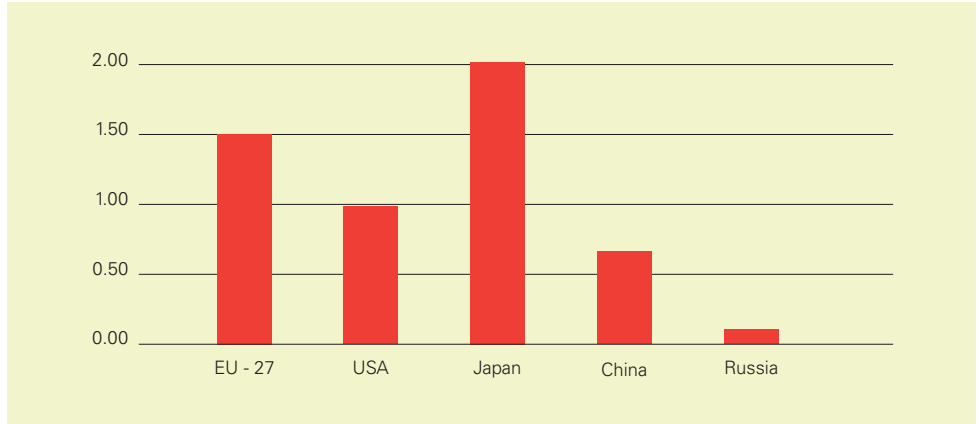
(3): **USA**: a sum of partly overlapping networks.

(4): **Japan**: data on the railway network is of 2007.

## 2.9 Density of motorways.

Comparison between EU-27, USA, Japan, Russia and China - 2008 (km motorway per 100km<sup>2</sup> land area)

Source: EC, IRF

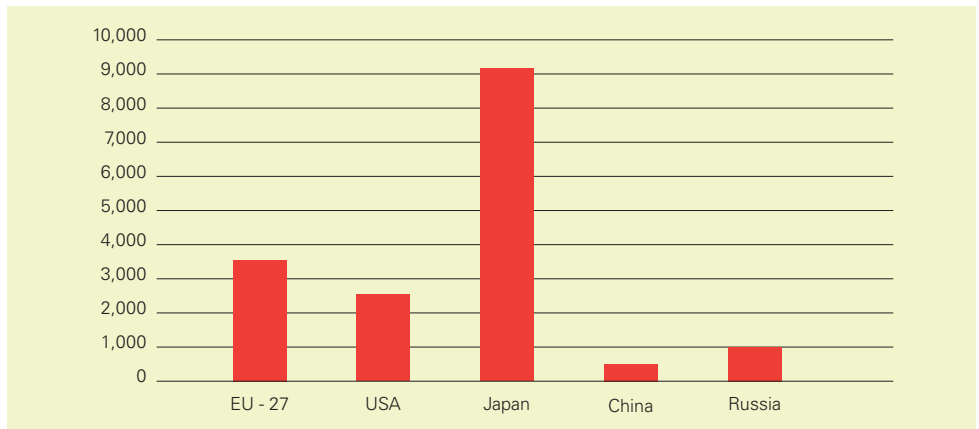


Area EU 27: Including French overseas department.

## 2.10 Passenger cars per km of motorway

Comparison between EU-27, USA, Japan, Russia and China - 2008

Source: EC, IRF



### 3.1 Toll net revenues in selected countries - 2006-2010 (€ million)

Source: ASECAP

Country	2006	2007	2008	2009	2010
DK	396.80	437.00	450.00	448.00	454.00
EL	155.00	170.50	100.00	550.00	565.00
ES	1,821.95	1,992.46	1,997.80	2,003.93	1,820.56
FR	6,849.00	7,383.60	7,800.00	7,300.00	7,775.6 <sup>(1)</sup>
IE	na	na	153.00	175.00	184.0
IT	4,333.40	4,473.80	4,533.72	4,545.00	4,835.90
NL	22.59	24.50	26.14	26.44	27.21
AT	1,250.28	1,435.00	1,516.00	1,387.00	1,535.50 <sup>(2)</sup>
PT	664.80	713.90	722.74	737.94	725.31
HU	114.80	155.60	171.40	146.20	145.50
SI	151.96	172.72	201.62	238.00	290.10
NO	388.10	386.20	424.20	407.50	457.30
HR	226.94	258.56	266.78	272.11	267.40 <sup>(2)</sup>
PL	na	175.48	175,10 <sup>(3)</sup>	162,70 <sup>(3)</sup>	189.30 <sup>(3)</sup>
UK	81.00	78.00	74.00	68.70	70.10
RS	176.50	182.80	200.80	147.40	137.90
CZ	na	198.50	245.40	221.70	262.80 <sup>(4)</sup>
DE	3,078.00	3,359.30	3,466.40	4,409.00	4,484.00
SK	na	74.94 <sup>(5)</sup>	90.38 <sup>(5)</sup>	88.48 <sup>(13)</sup>	88.48 <sup>(13)</sup>

(1) Provisional figure

(2) Preliminary value for 2010

(3) Toll revenues on motorways A2 and A4

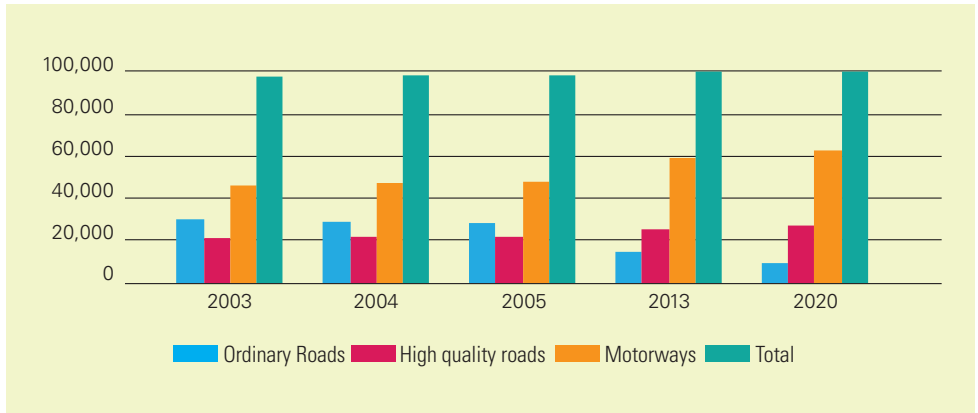
(4) km-based tolling only

(5) Revenue from ETC and the revenue from the vignette on the whole charged network including motorways, expressways and selected 1<sup>st</sup> class roads



### 3.2 Length and Type of TEN-T\* Roads in EU-27 (Km)

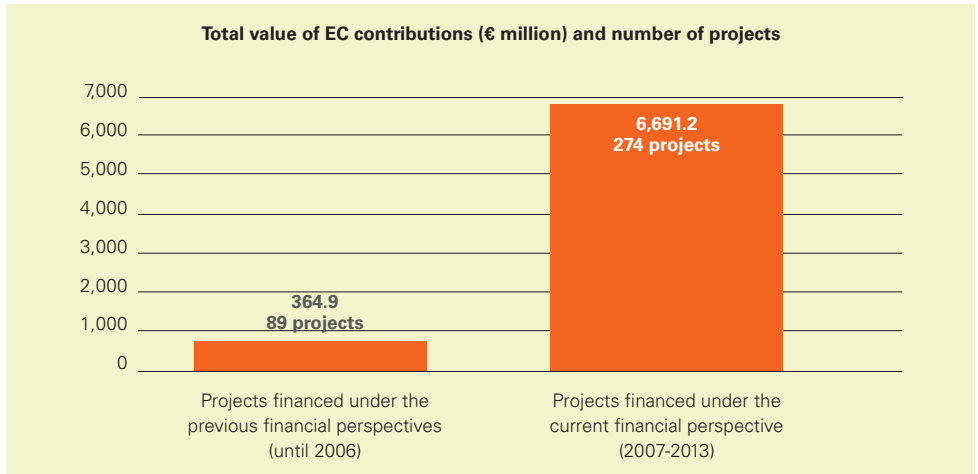
Source: EC



\* The Guidelines define the TEN-T roads as composed of motorways and high-quality roads – existing, new or to be adapted

### 3.3 Projects managed by the TEN-T EA

Source: TEN-T EA



State-of-play on 1<sup>st</sup> January 2011

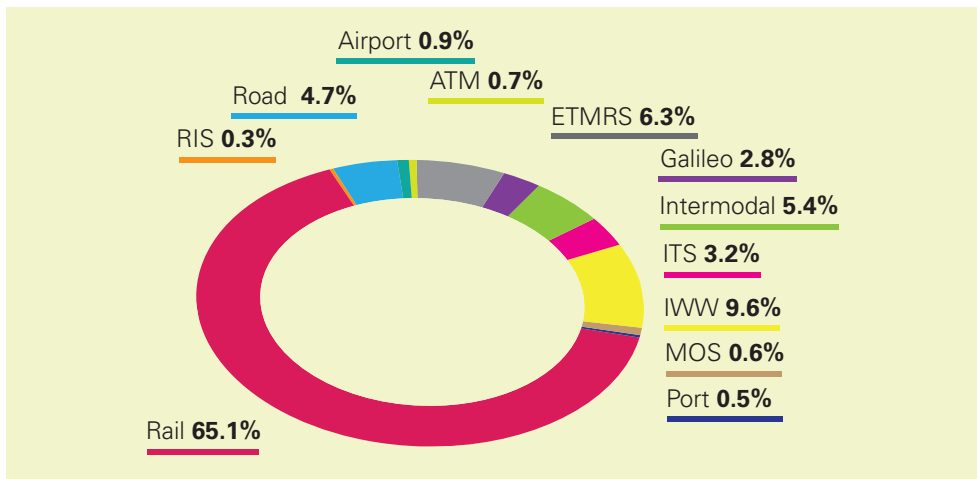
### 3.4 Trans-European Network Funding 2007-2013

Source: EC

Trans-European Transport Network	2007 – 2013
<b>Cost (€ billion)</b>	
TEN-T Basic Network	390
New Member States (EU 12)	72
Old Member States (EU 15)	318
<b>Community contribution (€ billion)</b>	
Programme TEN-T	8,01
Cohesion Fund	34.8
ERDF (regions convergence )	9.4
EIB Loans and guarantees	53
<b>Total Community contribution (€ billion)</b>	
Grants	52.2 (13.4%)
Grants and Loans	105 (27%)
<b>Other resources (national)</b>	<b>285 (73%)</b>

### 3.5 Share of Current EC Contribution by Type of TEN-T Project\*

Source: TEN-T EA



(\*) Projects Managed by the TEN-T Executive Agency and Financed by the TEN-T Programme Under the Current 2007-2013 Financial Perspective. State-of-play on 1<sup>st</sup> January 2011

ATM= Air Traffic Management • ERTMS= European Rail Traffic Management System • ITS=Intelligent Transport Systems and Services • MOS= Motorways of the Sea  
RIS= River Information Services • IWW= Inland Waterways

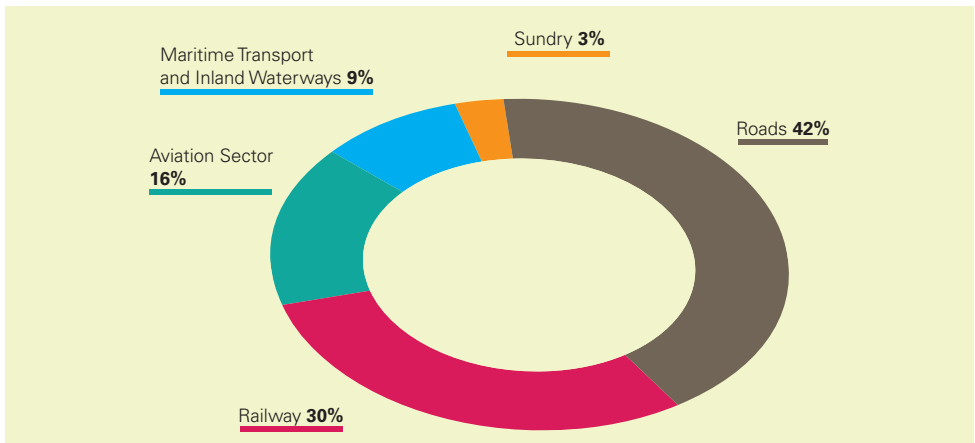
### 3.6 European Investment Bank loans for transport provided within the EU 2006-2009 (£ million)

Source: EIB

	2006	2007	2008	2009
<b>Roads, Motorways</b>	4,384	3,542	3,542	6,030
<b>Railway</b>	2,999	3,534	3,534	2,704
<b>Urban Transport</b>	1,294	1,924	1,924	3,399
<b>Air Transport</b>	764	644	644	1,740
<b>Maritime Transport</b>	593	454	454	1,821
<b>Intermodal Freight Terminals &amp; Other</b>	36	29	29	n.a.
<b>Space Transport</b>				n.a.
<b>Total Transport Sector</b>	10,070	10,127	10,127	15,694

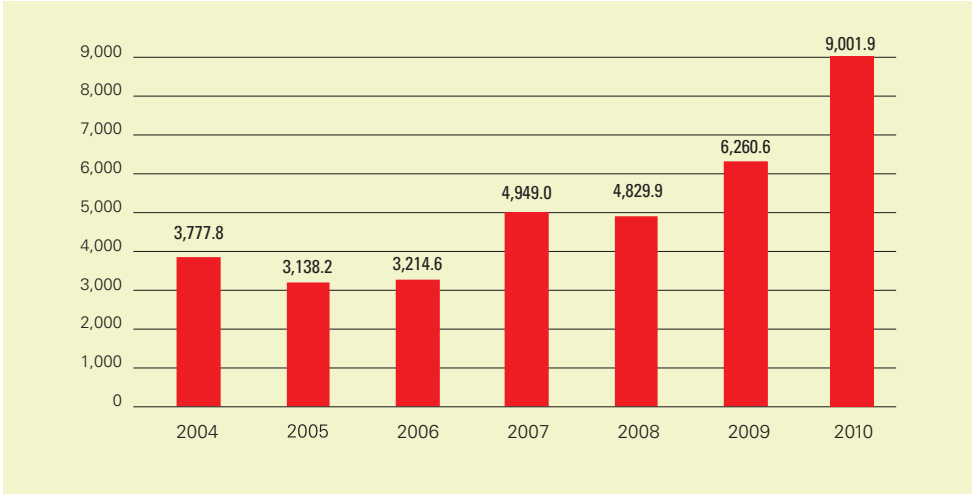
### 3.7 European Investment Bank loans for Trans-European Network (TEN-T) - 2009 (total € 10.741 billion)

Source: EIB



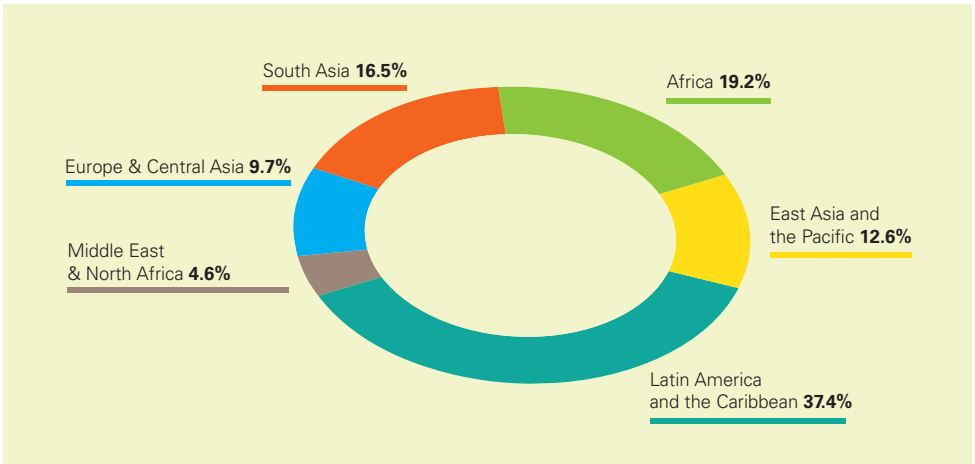
### 3.8 World Bank Total Transport Lending - 2004-2010 (\$ million)

Source: World Bank



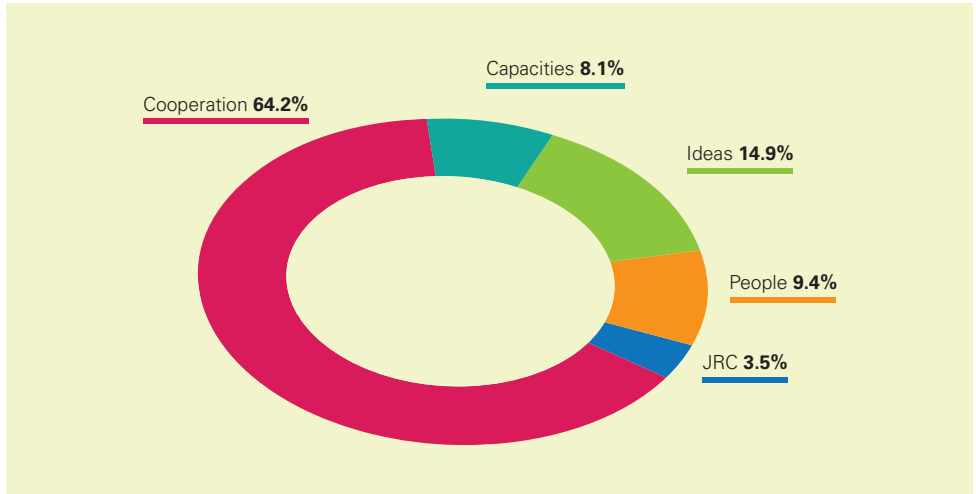
### 3.9 Transport Lending Breakdown by Region - 2010 (total \$ 9 billion)

Source: World Bank



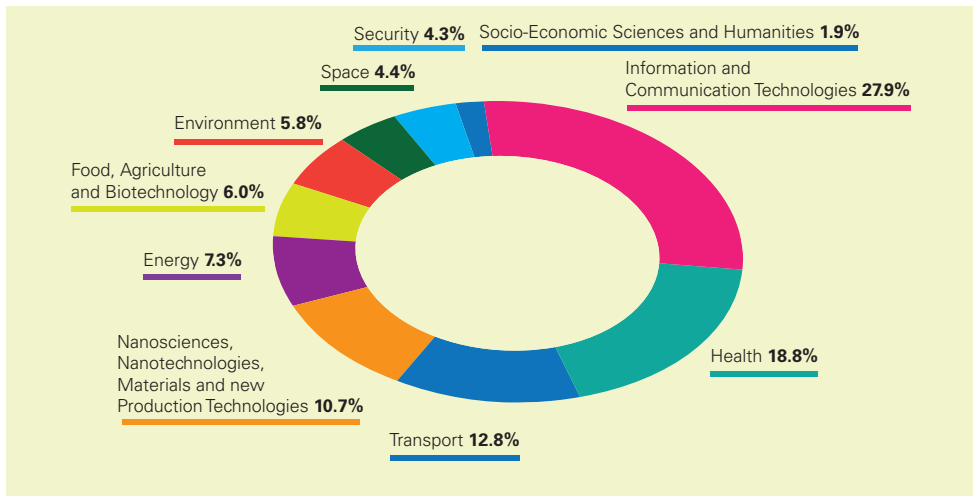
### 3.10 Seventh Framework Programme Breakdown - 2007-2013 (total € 50.5 billion)

Source: Cordis



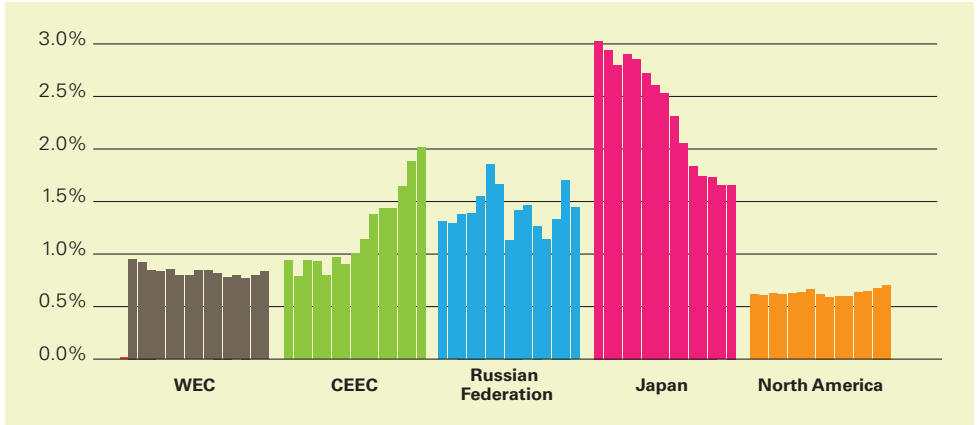
### 3.11 Breakdown of funds for the Cooperation Specific Programme 2007-2013 (total € 32,4 billion)

Source: Cordis



## 4.1 Investment in inland transport infrastructure 1995-2009 as a percentage of GDP, at current prices

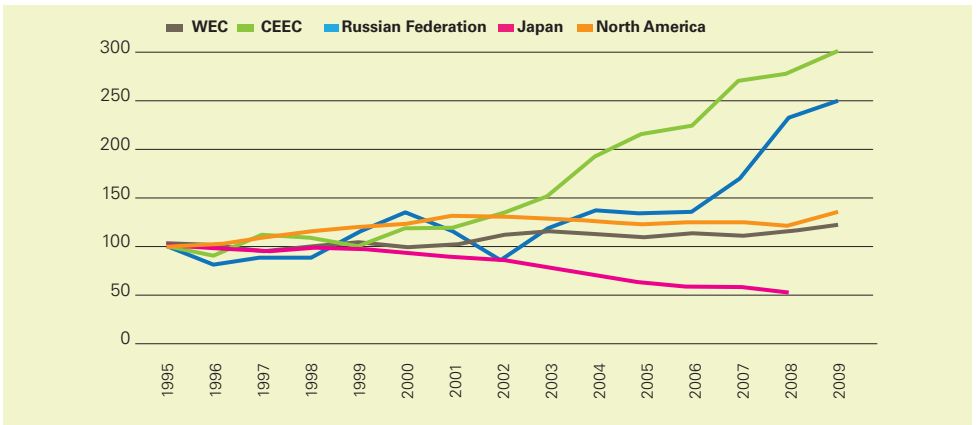
Source: ITF



Note: **WECs** include Belgium, Denmark, Finland, France, Germany, Iceland, Ireland, Spain, Sweden and the United Kingdom. **CEECs** include Albania, Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Lithuania, Montenegro, Poland, Romania, Serbia, Slovakia and Slovenia. **North America**: United States data 2003-2009 estimated. Public road investment based on Bureau of Economic Analysis data on Investment in Government Fixed Assets (highways and streets). Private road and private rail investment based on U.S. Census Bureau data on Construction Spending. Public rail investment estimated based on Bureau of Economic Analysis data on Investment in Government Fixed Assets (transportation) using fixed share for rail investment based on 2003 data. Inland waterways investment estimated based on data from U.S. Census Bureau data on Construction Spending (from 2003 level annual change). **Japan**: not including private investments.

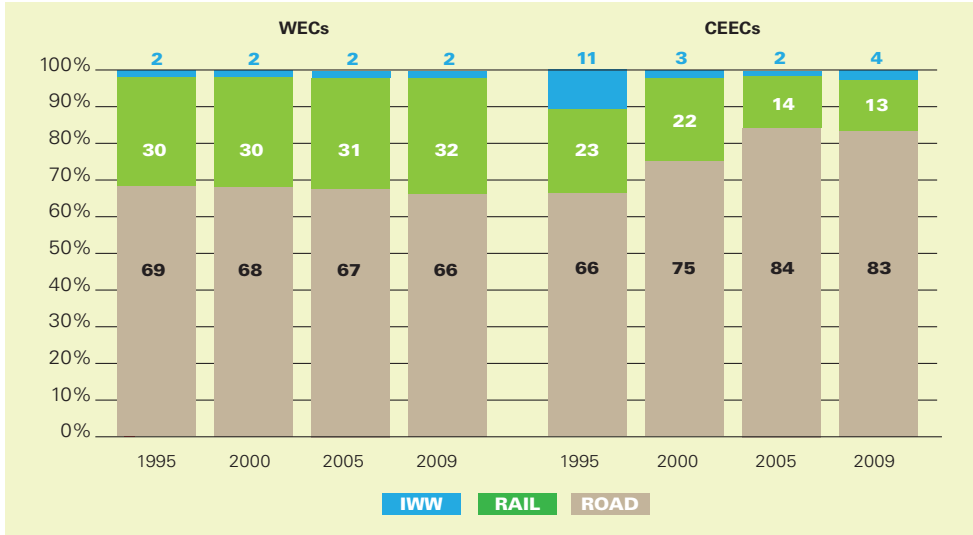
## 4.2 Investment in inland transport infrastructure 1995-2009 at constant 2005 prices, 1995=100

Source: ITF



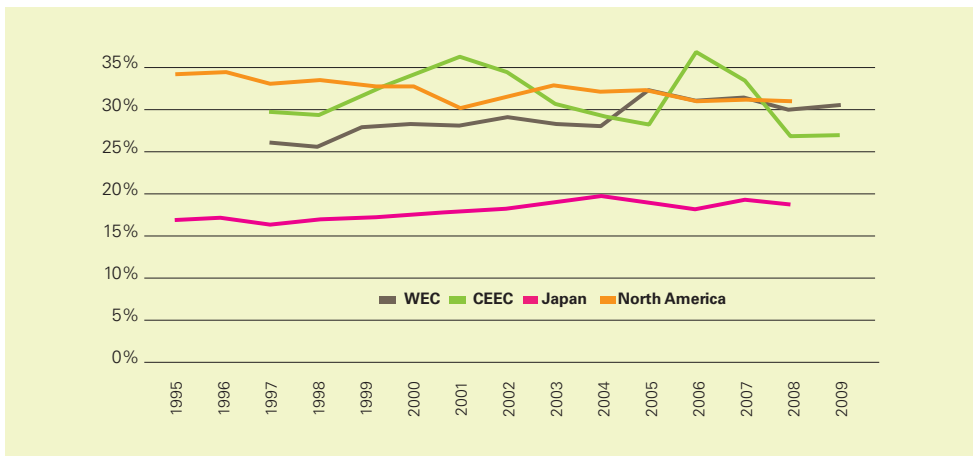
### 4.3 Distribution of infrastructure investment between modes (€) at current prices and exchange rates

Source: ITF



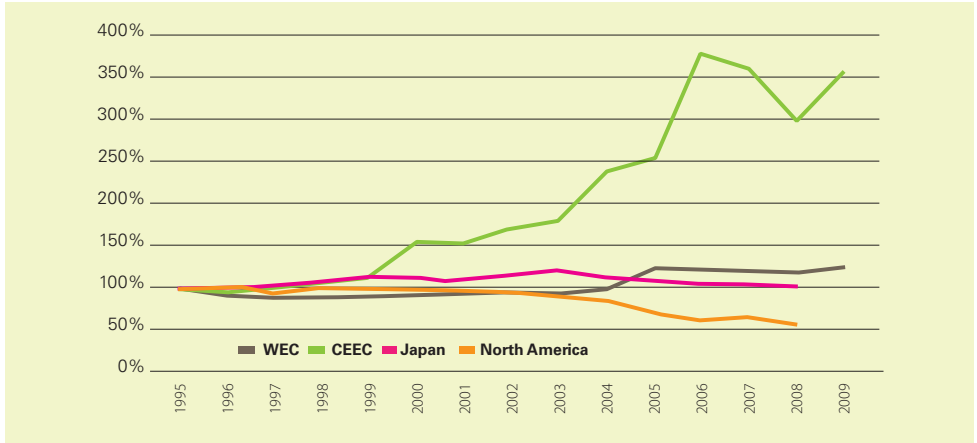
### 4.4 Road maintenance share of total road expenditure 1995-2009 (€) at current prices and exchange rates

Source: ITF



### 4.5 Road maintenance expenditure 1995-2009 at constant 2005 prices, 1995=100

Source: ITF



Note: **WECs** include Belgium, Denmark, Finland, France, Iceland, Ireland, Norway, Sweden and the United Kingdom.

**CEECs** include Albania, Croatia, Czech Republic Estonia, Hungary, Latvia, Lithuania, Poland, Serbia, Slovakia and Slovenia.



## 5.1 Transport of goods, performance by mode in EU-27 - 1995-2009 (billion tkm)

Source: EC

	Road	Rail	Inland waterways	Pipelines	Sea	Air	Total
<b>1995</b>	1,289	386	122	115	1,146	2.0	3,060
<b>1996</b>	1,303	392	120	119	1,160	2.1	3,096
<b>1997</b>	1,352	410	128	118	1,193	2.2	3,202
<b>1998</b>	1,414	393	131	125	1,232	2.3	3,297
<b>1999</b>	1,470	384	129	124	1,268	2.3	3,377
<b>2000</b>	1,519	404	134	127	1,314	2.5	3,499
<b>2001</b>	1,556	386	133	133	1,334	2.5	3,544
<b>2002</b>	1,606	384	133	128	1,355	2.4	3,608
<b>2003</b>	1,625	392	124	130	1,378	2.4	3,652
<b>2004</b>	1,742	416	137	132	1,427	2.5	3,856
<b>2005</b>	1,794	414	139	136	1,461	2.6	3,946
<b>2006</b>	1,848	440	138	135	1,505	2.7	4,069
<b>2007</b>	1,914	453	145	127	1,532	2.8	4,175
<b>2008</b>	1,881	443	143	124	1,498	2.7	4,091
<b>2009</b>	1,691	362	120	120	1,336	2.5	3,632
<b>1995-2009</b>	31.3%	-6.3%	-1.8%	4.6%	16.6%	24.0%	18.7%
<b>per year</b>	2.0%	-0.5%	-0.1%	0.3%	1.1%	1.5%	1.2%
<b>2000-2009</b>	11.4%	-10.4%	-10.5%	-5.1%	1.7%	1.2%	3.8%
<b>per year</b>	1.2%	-1.2%	-1.2%	-0.6%	0.2%	0.1%	0.4%
<b>2008-2009</b>	-10.1%	-18.3%	-16.3%	-2.9%	-10.8%	-8.1%	-11.2%

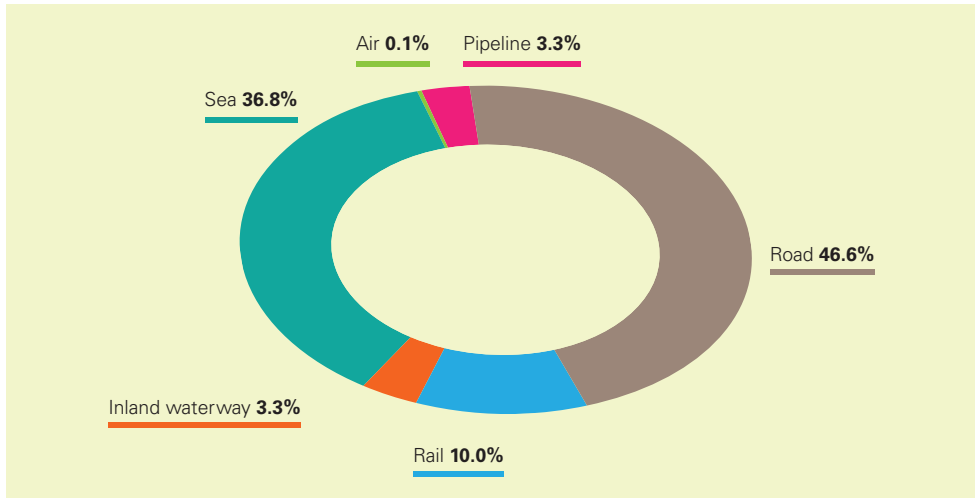
In italics: Estimates

**Air and Sea:** only domestic and intra-EU-27 transport; provisional estimates

**Road:** national and international haulage by vehicles registered in the EU-27

## 5.2 Goods transport by mode in EU-27 - 2009 (% of tkm)

Source: EC



**Air** and **Sea**: only domestic and intra-EU-27 transport; provisional estimates, **Road**: national and international haulage by vehicles registered in the EU-27

## 5.3 Inland transport modal split in EU-27 - 2000-2009 (% of tkm)

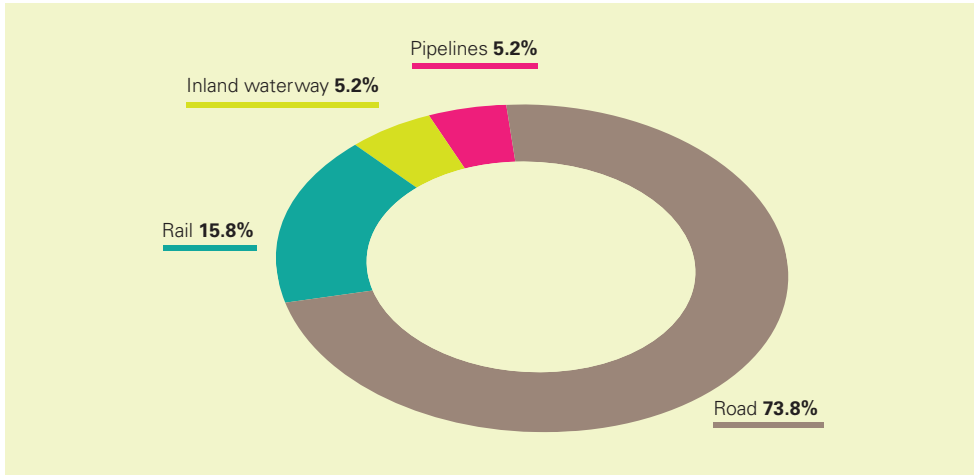
Source: EC

	Road	Rail	Inland waterway	Oil Pipeline
2000	69.6	18.5	6.1	5.8
2001	70.5	17.5	6.0	6.0
2002	71.4	17.1	5.9	5.7
2003	71.6	17.3	5.4	5.7
2004	71.8	17.2	5.6	5.4
2005	72.3	16.7	5.6	5.5
2006	72.1	17.2	5.4	5.3
2007	72.5	17.2	5.5	4.8
2008	72.6	17.1	5.5	4.8
2009	73.8	15.8	5.2	5.2
2000-2009	6.0	-14.6	-14.8	-10.3

**Road**: national and international haulage by vehicles registered in the EU-27

## 5.4 Inland transport modal split in EU-27 - 2009 (% of tkm)

Source: EC



**Road:** national and international haulage by vehicles registered in the EU-27

## 5.5 Performance of inland freight transport by mode and country - 2009 (billion tkm)

Source: EC

	Road*	Railways	Inland Waterways **	Pipelines (Oil) ***
<b>EU27</b>	1,691.43	361.64	119.83	120.19
<b>EU15</b>	1,303.46	237.16	109.66	83.93
<b>EU12</b>	387.97	124.48	10.17	36.26
<b>BE</b>	36.17	6.37	7.09	1.40
<b>BG</b>	17.74	3.15	0.61	0.44
<b>CZ</b>	44.96	12.79	0.03	2.16
<b>DK</b>	16.88	1.70	-	3.90
<b>DE</b>	307.55	95.83	55.65	15.95
<b>EE</b>	5.34	5.95	-	-
<b>IE</b>	12.79	0.08	-	-
<b>EL</b>	28.59	0.54	-	0.22
<b>ES</b>	211.90	7.55	-	8.23
<b>FR</b>	173.62	32.13	8.71	18.24
<b>IT</b>	167.63	17.79	0.05	11.64
<b>CY</b>	0.96	-	-	-
<b>LV</b>	8.12	18.73	-	1.57
<b>LT</b>	17.76	11.89	0.00	0.41
<b>LU</b>	8.40	0.20	0.28	-
<b>HU</b>	35.37	7.67	1.83	3.01
<b>MT</b>	0.25	-	-	-
<b>NL</b>	72.68	5.58	35.66	5.62
<b>AT</b>	29.08	17.77	2.00	7.30
<b>PL</b>	180.74	43.45	0.20	22.91
<b>PT</b>	35.81	2.17	-	0.41
<b>RO</b>	34.27	11.09	6.59	1.24
<b>SI</b>	14.76	2.82	-	-
<b>SK</b>	27.71	6.96	0.90	5.35
<b>FI</b>	27.81	8.87	0.06	-
<b>SE</b>	35.05	19.41	-	-
<b>UK</b>	139.54	21.17	0.16	10.19

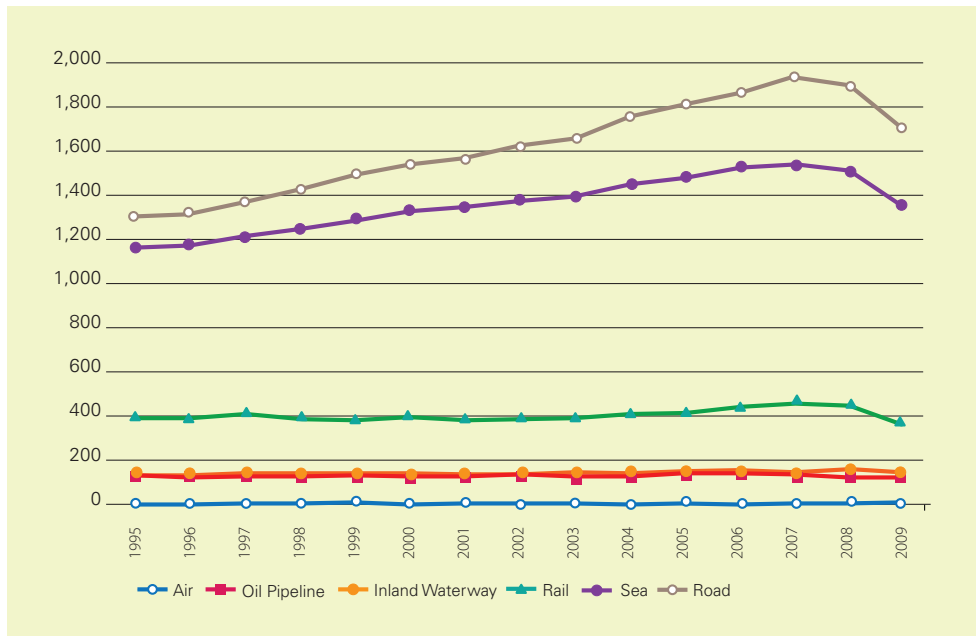
(\*) National and international haulage by vehicles registered in the reporting country (including cross-trade and cabotage). Only haulage of heavy goods vehicles (usually > 3.5 tonnes load capacity)

(\*\*) For FI only shipborne transport (i.e. no floating)

(\*\*\*) Data are not harmonised and therefore not fully comparable; in most countries, only pipelines longer than 40km are included. DE: only crude oil (i.e. no refined petroleum products)

## 5.6 Performance by mode for inland freight transport in EU-27 - 1995-2009 (billion tkm)

Source: EC



## 5.7 Total road transport by group of goods in EU-27\* - 2009

(1.000 tonnes and million tkm)

Source: Eurostat

Group of goods	Thousand tonnes	Million tkm
1. Products of agriculture, hunting, and forestry; fish and other fishing products	1,169,292	174,807
2. Coal and lignite; crude petroleum and natural gas	140,908	11,513
3. Metal ores and other mining and quarrying products; peat; uranium and thorium	4,385,456	139,319
4. Food products, beverages and tobacco	1,628,060	297,750
5. Textiles and textile products; leather and leather products	75,319	20,480
6. Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media	634,665	127,559
7. Coke and refined petroleum products	580,869	53,809
8. Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel	680,218	131,364
9. Other non metallic mineral products	2,088,754	157,433
10. Basic metals; fabricated metal products, except machinery and equipment	528,105	117,153
11. Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks	288,617	59,080
12. Transport equipment	225,127	62,411
13. Furniture; other manufactured goods n.e.c.	126,890	32,012
14. Secondary raw materials; municipal wastes and other wastes	1,358,176	63,680
15. Mail, parcels	134,507	27,260

Group of goods	Thousand tonnes	Million tkm
16. Equipment and material utilised in the transport of goods	228,279	34,755
17. Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non market goods n.e.c.	79,833	7,479
18. Grouped goods: a mixture of types of goods which are transported together	436,410	104,140
19. Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1-16	359,192	59,490
20. Other goods n.e.c.	245,066	37,611
<b>TOTAL</b>	<b>15,393,743</b>	<b>1,719,105</b>

## 5.8 Transport of dangerous goods\* in EU-27 - 2005-2009 (million tkm)

Source: Eurostat

Country	2005	2006	2007	2008	2009
BE	132	115	122	93	100
BG	n.a.	29	35	43	46
CZ	162	163	147	88	86
DK	57	71	54	97	83
DE	803	826	768	846	800
EE	16	11	13	11	4
IE	86	79	80	76	n.a.
EL	131	178	161	197	219
ES	750	752	742	736	678
FR	662	699	688	678	591
IT	694	751	797	720	786
CY	10	7	11	10	8
LV	11	14	15	12	13
LT	23	28	27	22	19
LU	19	19	21	16	17
HU	n.a.	n.a.	82	77	78
NL	142	164	152	173	161
AT	57	66	65	83	75
PL	330	321	403	491	530
PT	140	139	139	119	96
RO	n.a.	155	135	122	147
SI	39	36	40	40	39
SK	39	45	39	24	28
FI	90	99	75	62	74
SE	99	105	83	79	60
UK	536	544	546	598	532
<b>Total EU-27</b>	<b>5,028</b>	<b>5,416</b>	<b>5,440</b>	<b>5,513</b>	<b>5,270</b>
NO	60	54	85	62	55
CH	n.a.	n.a.	n.a.	109	90
HR	n.a.	n.a.	n.a.	39	29



## 5.9 Registration of commercial vehicles in EU-27 and selected countries - 2008-2010

Source: ACEA

Light Commercial Vehicles (LCV) Up to 3.5 t					
	Registrations 2008	Registrations 2009	Registrations 2010	Evolution 2008-2009	Evolution 2009-2010
<b>AT</b>	32,746	25,567	27,991	-21.9%	9.5%
<b>BE</b>	64,639	51,250	52,509	-20.7%	2.5%
<b>DK</b>	33,626	15,271	16,269	-54.6%	6.5%
<b>FI</b>	15,522	8,677	11,045	-44.1%	27.3%
<b>FR</b>	458,946	372,575	415,449	-18.8%	11.5%
<b>DE</b>	223,234	169,376	196,533	-24.1%	16.0%
<b>EL</b>	22,211	14,549	10,631	-34.5%	-26.9%
<b>IE</b>	29,961	9,267	10,546	-69.1%	13.8%
<b>IT</b>	230,964	181,274	186,738	-21.5%	3.0%
<b>LU</b>	3,869	2,927	3,100	-24.3%	5.9%
<b>NL</b>	84,656	51,286	49,610	-39.4%	-3.3%
<b>PT</b>	55,404	38,906	45,678	-29.8%	17.4%
<b>ES</b>	165,961	106,669	116,075	-35.7%	8.8%
<b>SE</b>	39,181	27,413	37,902	-30.0%	38.3%
<b>UK</b>	290,999	186,818	223,276	-35.8%	19.5%
<b>EU 15</b>	1,751,919	1,261,825	1,403,352	-28.0%	11.2%
<b>BG</b>	8,669	2,836	2,560	-67.3%	-9.7%
<b>CZ</b>	59,986	19,427	11,576	-67.6%	-40.4%
<b>EE</b>	2,776	941	1,069	-66.1%	13.6%
<b>HU</b>	23,741	11,655	9,195	-50.9%	-21.1%
<b>LV</b>	1,918	428	548	-77.7%	28.0%
<b>LT</b>	2,920	699	936	-76.1%	33.9%
<b>PL</b>	58,308	41,652	40,445	-28.6%	-2.9%
<b>RO</b>	33,117	15,445	6,904	-53.4%	-55.3%
<b>SK</b>	26,857	15,709	6,918	-41.5%	-56.0%
<b>SI</b>	8,532	5,239	5,345	-38.6%	2.0%
<b>EU 27 (*)</b>	1,978,743	1,375,856	1,488,848	-30.5%	8.2%
<b>IC</b>	1,226	262	231	-78.6%	-11.8%
<b>NO</b>	34,870	23,504	29,040	-32.6%	23.6%
<b>CH</b>	24,718	22,148	24,715	-10.4%	11.6%
<b>EU+EFTA</b>	2,039,557	1,421,770	1,542,834	-30.3%	8.5%

(\*) Data for **MT** and **CY** currently not available  
The data include buses and coaches

Medium and Heavy Commercial Vehicles Over 3.5 t					
	Registrations 2008	Registrations 2009	Registrations 2010	Evolution 2008-2009	Evolution 2009-2010
<b>AT</b>	8,607	4,805	5,250	-44.2%	9.3%
<b>BE</b>	12,106	8,358	7,649	-31.0%	-8.5%
<b>DK</b>	6,684	3,261	2,749	-51.2%	-15.7%
<b>FI</b>	5,211	3,173	2,870	-39.1%	-9.5%
<b>FR</b>	57,870	36,174	35,859	-37.5%	-0.9%
<b>DE</b>	105,879	67,196	80,405	-36.5%	19.7%
<b>EL</b>	2,778	1,872	1,307	-32.6%	-30.2%
<b>IE</b>	3,634	1,103	1,020	-69.6%	-7.5%
<b>IT</b>	34,477	19,087	18,130	-44.6%	-5.0%
<b>LU</b>	1,713	870	784	-49.2%	-9.9%
<b>NL</b>	18,355	11,834	9,487	-35.5%	-19.8%
<b>PT</b>	5,536	3,213	3,122	-42.0%	-2.8%
<b>ES</b>	31,936	12,137	13,601	-62.0%	12.1%
<b>SE</b>	7,092	5,519	4,876	-22.2%	-11.7%
<b>UK</b>	57,410	34,746	34,458	-39.5%	-0.8%
<b>EU 15</b>	359,288	213,348	221,567	-40.6%	3.9%
<b>BG</b>	3,790	932	1,180	-75.4%	26.6%
<b>CZ</b>	10,581	4,760	5,445	-55.0%	14.4%
<b>EE</b>	1,280	225	368	-82.4%	63.6%
<b>HU</b>	7,172	2,729	n.a.	-61.9%	n.a.
<b>LV</b>	1,856	297	528	-84.0%	77.8%
<b>LT</b>	3,474	514	1,369	-85.2%	166.3%
<b>PL</b>	22,302	10,064	13,815	-54.9%	37.3%
<b>RO</b>	8,382	2,160	2,350	-74.2%	8.8%
<b>SK</b>	4,885	1,664	2,364	-65.9%	42.1%
<b>SI</b>	2,576	758	883	-70.6%	16.5%
<b>EU 27 (*)</b>	425,586	237,451	249,869	-44.2%	5.2%
<b>IC</b>	288	47	33	-83.7%	-29.8%
<b>NO</b>	6,528	4,098	4,078	-37.2%	-0.5%
<b>CH</b>	5,042	4,319	3,439	-14.3%	-20.4%
<b>EU+EFTA</b>	437,444	245,915	257,419	-43.8%	4.7%

(\*) Data for **MT** and **CY** currently not available  
The data exclude buses and coaches

HCV- Heavy Commercial Vehicles (Trucks) of 16t and over					
	Registrations 2008	Registrations 2009	Registrations 2010	Evolution 2001-2009	Evolution 2009-2010
<b>AT</b>	7,775	4,202	4,654	-46.0%	10.8%
<b>BE</b>	9,634	6,202	5,598	-35.6%	-9.7%
<b>DK</b>	5,573	2,688	2,241	-51.8%	-16.6%
<b>FI</b>	3,339	2,201	1,882	-34.1%	-14.5%
<b>FR</b>	48,163	28,575	28,172	-40.7%	-1.4%
<b>DE</b>	67,748	40,199	48,817	-40.7%	21.4%
<b>EL</b>	1,597	940	705	-41.1%	-25.0%
<b>IE</b>	2,648	674	611	-74.5%	-9.3%
<b>IT</b>	25,662	12,731	12,298	-50.4%	-3.4%
<b>LU</b>	1,584	790	700	-50.1%	-11.4%
<b>NL</b>	16,695	10,644	7,929	-36.2%	-25.5%
<b>PT</b>	4,493	2,364	2,302	-47.4%	-2.6%
<b>ES</b>	25,088	8,378	10,226	-66.6%	22.1%
<b>SE</b>	6,027	4,782	4,162	-20.7%	-13.0%
<b>UK</b>	35,094	19,326	20,301	-44.9%	5.0%
<b>EU 15</b>	261,120	144,696	150,598	-44.6%	4.1%
<b>BG</b>	2,389	495	908	-79.3%	83.4%
<b>CZ</b>	7,436	2,997	3,996	-59.7%	33.3%
<b>EE</b>	1,124	202	307	-82.0%	52.0%
<b>HU</b>	4,477	1,467	n.a.	-67.2%	n.a.
<b>LV</b>	1,632	254	466	-84.4%	83.5%
<b>LT</b>	3,084	414	1,300	-86.6%	214.0%
<b>PL</b>	16,326	6,341	9,239	-61.2%	45.7%
<b>RO</b>	5,994	1,542	1,897	-74.3%	23.0%
<b>SK</b>	3,718	1,149	1,865	-69.1%	62.3%
<b>SI</b>	2,175	531	682	-75.6%	28.4%
<b>EU 27 (*)</b>	309,475	160,088	171,258	-48.3%	7.0%
<b>IC</b>	193	30	26	-84.5%	-13.3%
<b>NO</b>	4,659	2,822	2,525	-39.4%	-10.5%
<b>CH</b>	1,703	1,705	1,424	0.1%	-16.5%
<b>EU+EFTA</b>	316,030	164,645	175,233	-47.9%	6.4%

(\*) Data for **MT** and **CY** currently not available  
The data exclude buses and coaches

## 6.1 Transport of passengers by mode in EU-27 - 1995-2009 (billion pkm)

Source: EC

	Passenger Cars	PTW	Bus & Coach	Railway	Tram & Metro	Air	Sea	Total
<b>1995</b>	3,893	122	500	351	71	346	44	5,327
<b>1996</b>	3,960	123	504	349	72	366	44	5,419
<b>1997</b>	4,039	126	505	351	73	390	44	5,526
<b>1998</b>	4,137	129	513	351	74	409	43	5,654
<b>1999</b>	4,240	132	515	359	75	425	43	5,789
<b>2000</b>	4,321	134	518	371	77	457	42	5,920
<b>2001</b>	4,405	138	520	373	78	453	42	6,008
<b>2002</b>	4,479	138	519	366	79	445	42	6,067
<b>2003</b>	4,510	142	520	362	79	463	41	6,118
<b>2004</b>	4,572	145	516	368	82	493	41	6,215
<b>2005</b>	4,564	148	516	377	82	527	40	6,254
<b>2006</b>	4,678	151	514	390	84	549	40	6,406
<b>2007</b>	4,757	152	527	397	86	572	41	6,532
<b>2008</b>	4,763	154	530	411	89	561	41	6,548
<b>2009</b>	4,781	157	510	405	89	522	40	6,503
<b>1995-2009</b>	22.8%	28.1%	2.1%	15.5%	24.9%	50.9%	-10.0%	22.1%
<b>Per Year</b>	1.5%	1.8%	0.1%	1.0%	1.6%	3.0%	-0.7%	1.4%
<b>2008-2009</b>	0.4%	1.6%	-3.7%	-1.4%	-0.4%	-7.0%	-2.3%	-0.7%

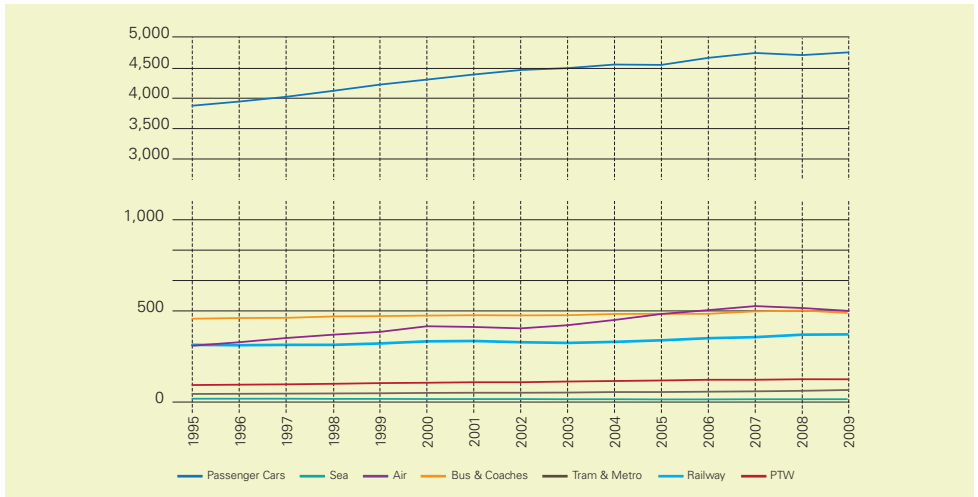
In italics: Estimates

**Air** and **Sea**: only domestic and intra-EU-27 transport; provisional estimates

**P2W**: Powered two-wheelers

## 6.2 Evolution of passenger transport by mode in EU-27 - 1995-2009 (billion pkm)

Source: EC

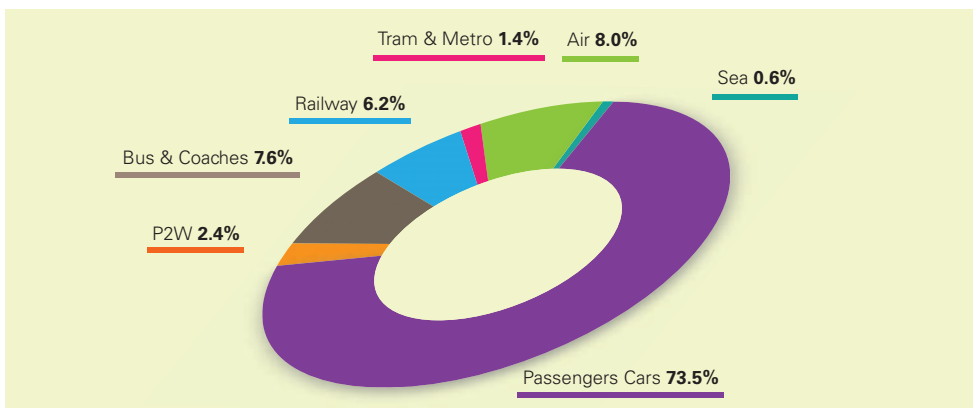


**Air and Sea:** only domestic and intra-EU-27 transport; provisional estimates

**P2W:** Powered two-wheelers

## 6.3 Passenger transport modal split in EU-27 - 2009 (pkm in %)

Source: EC



**Air and Sea:** only domestic and intra-EU-27 transport; provisional estimates

**P2W:** Powered two-wheelers

## 6.4 Modal split of passenger transport on land by country in EU-27 - 2009 (billion pkm and pkm in %)

Source: EC

	Passenger cars* (billion pkm)	Passenger cars (%)	Buses and coaches* (billion pkm)	Buses and coaches (%)	Railways (billion pkm)	Railways (%)	Urban rail* (tram & metro) (billion pkm)	Urban rail (tram & metro) (%)	TOTAL (billion pkm)
<b>BE</b>	111.50	78.70	18.70	13.20	10.40	7.40	1.00	0.70	141.57
<b>BG</b>	46.30	77.70	10.50	17.50	2.10	3.60	0.70	1.20	59.58
<b>CZ</b>	72.30	69.60	16.10	15.50	6.50	6.30	9.00	8.70	103.84
<b>DK</b>	52.20	79.30	7.30	11.00	6.20	9.40	0.20	0.30	65.83
<b>DE</b>	886.80	84.60	62.40	6.00	82.40	7.90	16.50	1.60	1,048.10
<b>EE</b>	10.50	78.70	2.50	18.90	0.20	1.90	0.10	0.60	13.34
<b>IE</b>	48.30	84.40	7.10	12.40	1.70	2.90	0.10	0.20	57.24
<b>EL</b>	101.30	80.80	20.90	16.70	1.40	1.10	1.70	1.30	125.30
<b>ES</b>	350.50	80.20	57.20	13.10	23.10	5.30	6.30	1.40	437.18
<b>FR</b>	723.90	83.00	48.90	5.60	86.00	9.90	13.20	1.50	871.90
<b>IT</b>	708.10	81.80	102.30	11.80	48.20	5.60	6.90	0.80	865.58
<b>CY</b>	6.00	82.40	1.30	17.60	-	0.00	-	-	-
<b>LV</b>	16.70	85.40	1.90	9.80	0.80	3.90	0.20	0.90	19.54
<b>LT</b>	36.10	92.00	2.80	7.10	0.40	0.90	-	-	-
<b>LU</b>	6.70	84.40	0.90	11.40	0.30	4.20	-	-	-
<b>HU</b>	41.20	60.50	16.60	24.40	8.00	11.80	2.30	3.30	68.13
<b>MT</b>	2.20	81.90	0.50	18.10	-	-	-	-	-
<b>NL</b>	146.30	83.00	12.10	6.90	16.40	9.30	1.60	0.90	176.37
<b>AT</b>	72.30	74.90	9.60	10.00	10.70	11.00	4.00	4.10	96.52
<b>PL</b>	285.00	85.80	24.40	7.30	18.60	5.60	4.30	1.30	332.37
<b>PT</b>	86.00	84.60	10.40	10.30	4.20	4.10	1.10	1.10	101.69
<b>RO</b>	75.50	74.40	12.80	12.60	6.10	6.00	7.00	6.90	101.48
<b>SI</b>	24.90	86.60	3.00	10.50	0.80	2.90	-	-	-
<b>SK</b>	26.40	76.90	5.40	15.60	2.30	6.60	0.30	0.90	34.35
<b>FI</b>	64.30	84.30	7.50	9.90	3.90	5.10	0.50	0.70	76.28
<b>SE</b>	99.40	81.70	8.80	7.20	11.30	9.30	2.20	1.80	121.70
<b>UK</b>	680.20	87.10	38.50	4.90	52.80	6.80	9.70	1.20	781.14
<b>EU-27</b>	4,780.80	82.60	510.40	8.80	404.90	7.00	88.80	1.50	5,784.93

\*Data are not harmonised and therefore not fully comparable. Many data for 2009 are provisional (in italics).

**BE:** Passenger cars data includes pkm by vehicles registered as light goods vehicles but used as personal cars.**UK:** Passenger data refers to Great Britain only; include pkm by vans.**UK:** Buses and coaches data: GB data + 1.5 bln pkm throughout to account for Northern Ireland**FR:** Urban rail data refers to the Paris Metro and RER (Réseau Express Régional) systems and to metros in other French cities.**PT:** Urban rail data refers only to Lisbon and Porto Metro.

## 6.5 Passenger vehicles in figures by country - 2009

Source: EC

	Stock of registered passenger cars (thousand)	Motorisation (number of passenger cars per 1.000 inhabitants)	Stock of registered PTW (thousand)	Stock of registered buses & coaches (thousand)
<b>BE</b>	5,193	479	403.9	16.1
<b>BG</b>	2,502	331	117.6	25.1
<b>CZ</b>	4,435	422	903.3	20.7
<b>DK</b>	2,120	383	205.2	14.5
<b>DE</b>	41 738	510	5,866.8	76.4
<b>EE</b>	546	407	18.6	4.1
<b>IE</b>	1,931	432	39.6	8.6
<b>EL</b>	5,132	454	1,448.9	27.3
<b>ES</b>	21,983	478	4,958.9	62.7
<b>FR</b>	31,394	500	3,532.0	95.8
<b>IT</b>	36,477	605	10,074.1	98.6
<b>CY</b>	461	573	42.7	3.4
<b>LV</b>	904	402	52.0	9.7
<b>LT</b>	1,695	509	51.4	13.8
<b>LU</b>	332	660	41.3	1.6
<b>HU</b>	3,014	301	142.0	17.7
<b>MT</b>	235	570	14.5	1.2
<b>NL</b>	7,622	460	1,579.1	11.7
<b>AT</b>	4,360	521	712.1	9.6
<b>PL</b>	16,495	432	1,808.7	95.4
<b>PT</b>	4,457	419	533.3	15.5
<b>RO</b>	4,245	198	80.0	41.2
<b>SI</b>	1,059	517	88.4	2.4
<b>SK</b>	1,589	293	55.4	9.4
<b>FI</b>	2,777	519	456.2	13.0
<b>SE</b>	4,301	460	571.9	13.4
<b>UK</b>	29,152	470	1,306.8	115.0
<b>EU27</b>	<b>236,147</b>	<b>473</b>	<b>35104.6</b>	<b>823.9</b>
<b>HR</b>	1,533	346	184.5	5.1
<b>MK</b>	282	137	9.1	2.5
<b>TR</b>	7,094	98	2,303.3	585.1

Estimates in italics: Motorisation: Passenger car stock at end of year n has been divided by the population on 1 January of year n+1

Stock of registered passenger cars, **PTWs** and buses and coaches: At end of year, except for **BE** (1 August).

Stock of registered passenger cars: Taxis are usually included. - Stock of registered buses and coaches: Data include buses, coaches, minibuses and sometimes also trolleybuses.

Stock of registered **PTW**: National vehicle stock data do not always include all powered two-wheelers and are therefore not fully comparable between countries.

Break in time series due to inclusion of mopeds from 2001 in **ES**, from 2002 in **SI** and **HR**, from 2004 in **LV**, from 2005 in **PL**, from 2007 in **LT**.

Tricycles and quads are sometimes included in the data.

## 6.6 Registration of new passenger cars in EU-27 - 2007-2009\*

Source: ACEA

	2008	2009	2010	Evolution 2008-2009	Evolution 2009-2010
<b>AT</b>	293,697	319,403	328,563	8.8%	2.9%
<b>BE</b>	535,947	476,194	547,347	-11.1%	14.9%
<b>DK</b>	150,197	112,271	151,550	-25.3%	35.0%
<b>FI</b>	139,669	90,574	111,968	-35.2%	23.6%
<b>FR</b>	2,050,282	2,268,671	2,251,669	10.7%	-0.7%
<b>DE</b>	3,090,040	3,807,175	2,916,260	23.2%	-23.4%
<b>EL</b>	267,242	220,548	141,499	-17.5%	-35.8%
<b>IE<sup>(1)</sup></b>	151,607	57,460	88,373	-62.1%	53.8%
<b>IT</b>	2,161,682	2,158,010	1,960,282	-0.2%	-9.2%
<b>LU</b>	52,359	47,265	49,726	-9.7%	5.2%
<b>NL</b>	499,918	387,679	483,619	-22.5%	24.7%
<b>PT</b>	213,389	160,996	223,491	-24.6%	38.8%
<b>ES</b>	1,161,176	952,772	982,015	-17.9%	3.1%
<b>SE</b>	253,982	213,408	289,684	-16.0%	35.7%
<b>UK</b>	2,131,795	1,994,999	2,030,846	-6.4%	1.8%
<b>EU-15</b>	<b>13,152,982</b>	<b>13,267,425</b>	<b>12,556,892</b>	<b>0.9%</b>	<b>-5.4%</b>
<b>BG</b>	45,143	22,869	16,257	-49.3%	-28.9%
<b>CZ</b>	143,661	161,659	169,236	12.5%	4.7%
<b>EE</b>	24,347	8,234	8,848	-66.2%	7.5%
<b>HU</b>	158,328	78,590	45,081	-50.4%	-42.6%
<b>LV</b>	19,192	3,745	4,976	-80.5%	32.9%
<b>LT</b>	21,514	7,003	7,970	-67.4%	13.8%
<b>PL<sup>(2)</sup></b>	319,922	320,119	333,539	0.1%	4.2%
<b>RO</b>	285,489	115,979	94,541	-59.4%	-18.5%
<b>SK</b>	70,040	74,717	64,033	6.7%	-14.3%
<b>SI</b>	68,533	55,712	59,226	-18.7%	6.3%
<b>EU-27*</b>	<b>14,309,151</b>	<b>14,116,052</b>	<b>13,360,599</b>	<b>-1.3%</b>	<b>-5.4%</b>
<b>IC</b>	9,033	2,020	3,106	-77.6%	53.8%
<b>NO</b>	110,617	98,675	127,754	-10.8%	29.5%
<b>CH</b>	288,557	264,798	294,239	-8.2%	11.1%
<b>EU+EFTA</b>	<b>14,717,358</b>	<b>14,481,545</b>	<b>13,785,698</b>	<b>-1.6%</b>	<b>-4.8%</b>

\*Data for **MT** and **CY** currently not available.

(1) ACEA estimates

(2) Figures reported in **PL** correspond to sales; registrations are higher than sales by ca. 17% in December and lower by ca. 5% in Jan-Dec.



## 6.7 Motorcycle Registrations 2007-2009 in EU-27

Source: ACEM

	2007	2008	2009	Evolution 2007-2008	Evolution 2008-2009
<b>AT</b>	23,748	24,480	23,712	3.08%	-3.1%
<b>BE</b>	30,131	26,393	26,423	-12.41%	0.1%
<b>BG</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>CY</b>	3,710	4,459	3,140	20.19%	-29.6%
<b>CZ</b>	9,985	9,641	7,214	-3.45%	-25.2%
<b>DE</b>	166,883	166,281	138,979	-0.36%	-16.4%
<b>DK</b>	9,777	6,692	5,165	-31.55%	-22.8%
<b>EE</b>	1,254	1,186	468	-5.42%	-60.5%
<b>EL</b>	100,458	100,118	69,246	-0.34%	-30.8%
<b>ES</b>	269,479	209,941	134,640	-22.09%	-35.9%
<b>FI</b>	11,533	9,065	8,842	-21.40%	-2.5%
<b>FR</b>	238,966	237,592	200,017	-0.57%	-15.8%
<b>HU</b>	12,781	12,285	4,369	-3.88%	-64.4%
<b>IE</b>	2,882	2,645	1,422	-8.22%	-46.2%
<b>IT</b>	435,959	408,249	445,621	-6.36%	9.2%
<b>LT</b>	4,420	5,622	3,890	27.19%	-30.8%
<b>LU</b>	1,417	1,353	1,553	-4.52%	14.8%
<b>LV</b>	1,530	1,568	355	2.48%	-77.4%
<b>MT</b>	532	576	608	8.27%	5.6%
<b>NL</b>	16,237	16,961	18,278	4.46%	7.8%
<b>PL</b>	7,574	10,696	9,430	41.22%	-11.8%
<b>PT</b>	11,991	10,762	13,475	-10.25%	25.2%
<b>RO</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>SE</b>	30,715	20,423	11,839	-33.51%	-42.0%
<b>SK</b>	3,144	3,139	2,331	-0.16%	-25.7%
<b>SI</b>	5,061	5,296	3,795	4.64%	-28.3%
<b>UK</b>	119,863	114,474	95,231	-4.50%	-16.8%
<b>EU-27</b>	<b>1,520,030</b>	<b>1,409,897</b>	<b>1,230,043</b>	<b>-7.25%</b>	<b>-12.8%</b>

## 6.8 Transport of passengers per mode

Comparison EU-27/World - 2009 (billion pkm)

Source: EC, International Transport Forum

Passenger transport 2007	EU-27	USA	Japan	China	Russia
<b>Passenger car</b>	4,781	7,201.821 <sup>(1)</sup>	766.725 <sup>(2)</sup>	1,345.07 <sup>(3)</sup>	n.a.
<b>Bus + trolley-bus + coach</b>	510.4	243.0	87.4	n.a.	114.8
<b>Railway</b>	404.9	37.1	394	787.9	151.5
<b>Tram + metro</b>	88.8	21.1	n.a.	n.a.	49.8
<b>Waterborne</b>	40.0	0.6	4.9 <sup>(4)</sup>	6.9	0.9
<b>Air (domestic/intra EU-27)</b>	522.0	977.8	75.2	337.5	112.5

In italics: Estimates

(1): **USA**: Including light trucks / vans

(2): **Japan**: including light motor vehicles and taxis

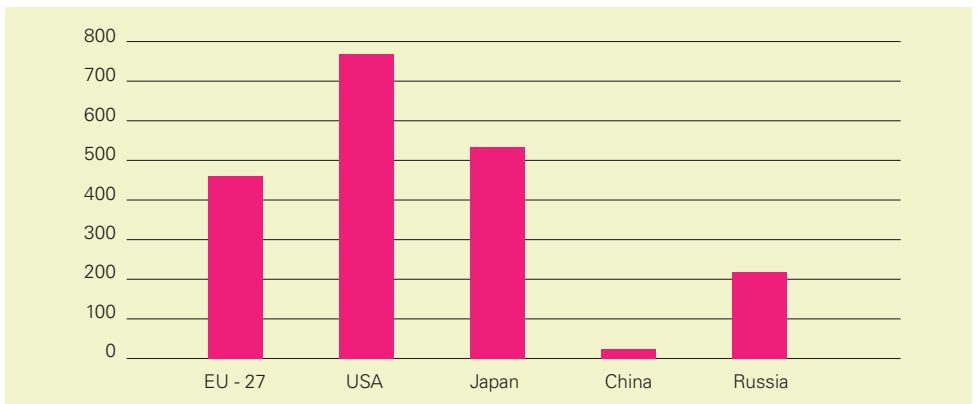
(3): **China**: including buses and coaches

(4) **Japan**: 2008

## 6.9 Motorisation

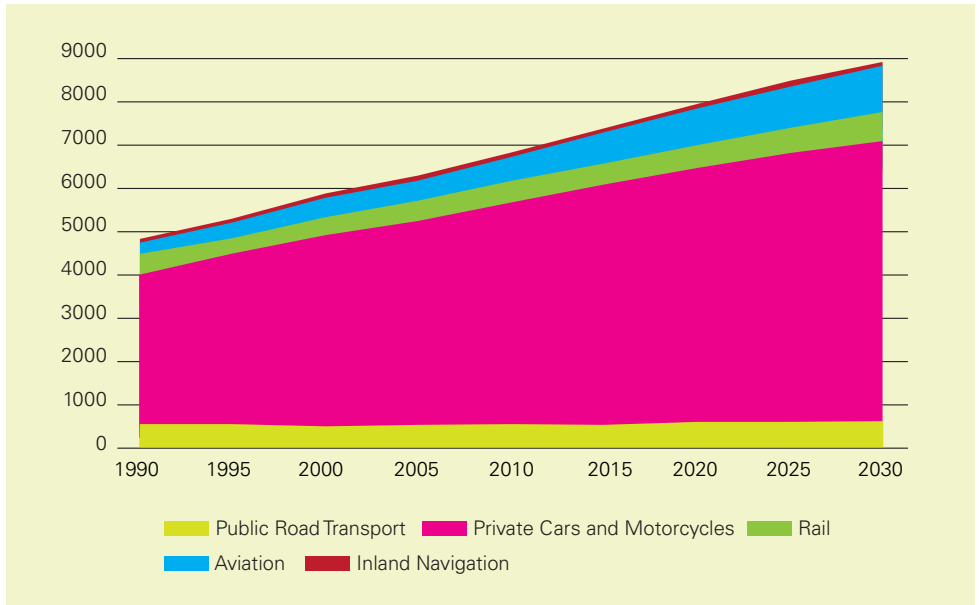
Comparison EU-27/World - 2009 (passenger cars/1,000 inhabitants)

Source: EC



## 6.10 Trends and outlooks in passenger transport demand for the different modes of transport in EU-25 - 1990-2030 (Gpkm)

Source: EEA



## 7.1 Road accidents involving personal injury - 1990-2009 (thousand)

Source: CARE

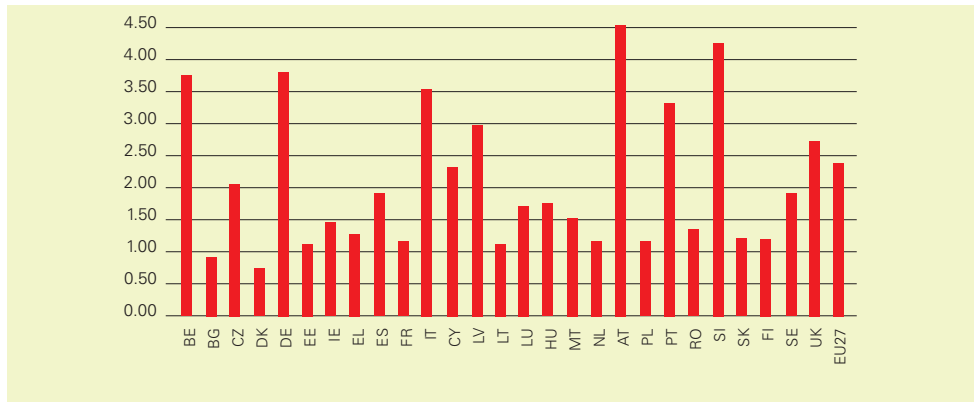
	1990	2000	2001	2005	2008	2009	Evolution 2001-2009 (%)	Evolution 2008-2009 (%)
<b>EU-27</b>	<b>1,487.61</b>	<b>1,491.223</b>	<b>1,463.443</b>	<b>1,326.302</b>	<b>1,239.113</b>	<b>1,189.863</b>	<b>-18.7</b>	<b>-4.0</b>
<b>EU-15</b>	<b>1,342.80</b>	<b>1,343.887</b>	<b>1,316.850</b>	<b>1,165.078</b>	<b>1,075.757</b>	<b>1,040.639</b>	<b>-21.0</b>	<b>-3.3</b>
<b>EU-12</b>	<b>144.81</b>	<b>147.336</b>	<b>146.593</b>	<b>161.224</b>	<b>163.356</b>	<b>149.224</b>	<b>1.8</b>	<b>-8.7</b>
<b>BE</b>	62.45	49.065	47.444	49.307	42.115	40.700	-14.2	-3.4
<b>BG</b>	6.48	6.886	6.709	8.224	8.045	7.068	5.4	-12.1
<b>CZ</b>	21.91	25.445	26.027	25.239	22.481	21.706	-16.6	-3.4
<b>DK</b>	9.16	7.346	6.856	5.413	5.020	4.174	-39.1	-16.9
<b>DE</b>	389.35	382.949	375.345	336.618	320.614	310.667	-17.2	-3.1
<b>EE</b>	2.10	1.504	1.888	2.341	1.868	1.506	-20.2	-19.4
<b>IE</b>	6.07	7.749	6.909	6.533	6.736	6.618	-4.2	-1.8
<b>EL</b>	19.61	23.001	19.671	16.914	15.083	14.789	-24.8	-1.9
<b>ES</b>	101.51	101.729	100.393	91.187	93.161	88.251	-12.1	-5.3
<b>FR</b>	162.57	121.223	116.745	84.525	74.487	72.315	-38.1	-2.9
<b>IT</b>	161.78	256.546	263.100	240.011	218.963	215.405	-18.1	-1.6
<b>CY</b>	3.17	2.411	2.393	1.382	1.392	1.856	-22.4	33.3
<b>LV</b>	4.33	4.482	4.766	9.310	8.894	6.721	41.0	-24.4
<b>LT</b>	5.14	5.807	5.972	6.772	4.796	3.827	-35.9	-20.2
<b>LU</b>	1.22	0.899	0.772	0.775	0.927	0.869	12.6	-6.3
<b>HU</b>	27.80	17.493	18.505	20.777	19.174	17.863	-3.5	-6.8
<b>MT</b>	0.24	1.253	1.231	0.848	0.764	0.636	-48.3	-16.8
<b>NL</b>	44.89	42.271	35.313	27.007	23.708	19.378	-45.1	-18.3
<b>AT</b>	46.34	42.126	43.073	40.896	39.173	37.925	-12.0	-3.2
<b>PL</b>	50.53	57.331	53.798	48.100	49.054	44.195	-17.9	-9.9
<b>PT</b>	45.11	44.463	42.521	37.066	33.613	35.484	-16.5	5.6
<b>RO</b>	9.71	7.889	7.528	19.819	29.307	28.612	280.1	-2.4
<b>SI</b>	5.18	8.951	9.595	10.509	9.165	8.717	-9.2	-4.9
<b>SK</b>	8.24	7.884	8.181	7.903	8.416	6.517	-20.3	-22.6
<b>FI</b>	10.18	6.633	6.451	7.020	6.881	6.414	-0.6	-6.8
<b>SE</b>	16.98	15.770	15.796	18.094	18.462	17.845	13.0	-3.3
<b>UK</b>	265.60	242.117	236.461	203.712	176.814	169.805	-28.2	-4.0

Notes: the definition of an accident involving personal injury differs from country to country.

BE: 2009 provisional

## 7.2 Road accidents involving personal injury per thousand of population EU-27 - 2009

Source: EC



The definition of an accident involving personal injury differs from country to country.

The number of inhabitants used in this table is the sum of the population at 1 January 2009 and at 1 January 2010 divided by two

## 7.3 Road fatalities\* in EU 27 - 1990-2009

Source: CARE

	EU27	EU15	EU12	BE	BG	CZ	DK	DE	EE	IE	EL	ES
<b>1990</b>	75,977	55,888	20,089	1,976	1,567	1,291	634	11,046	436	478	2,050	9,032
<b>2000</b>	56,459	41,421	15,038	1,470	1,012	1,486	498	7,503	204	418	2,037	5,777
<b>2001</b>	54,303	40,266	14,037	1,486	1,011	1,334	431	6,977	199	412	1,880	5,517
<b>2002</b>	53,344	38,819	14,525	1,306	959	1,431	463	6,842	223	376	1,634	5,347
<b>2003</b>	50,349	36,342	14,007	1,214	960	1,447	432	6,613	164	337	1,605	5,400
<b>2004</b>	47,290	33,070	14,220	1,162	943	1,382	369	5,842	170	377	1,670	4,749
<b>2005</b>	45,300	31,384	13,916	1,089	957	1,286	331	5,361	170	400	1,658	4,442
<b>2006</b>	43,062	29,514	13,548	1,069	1,043	1,063	306	5,091	204	365	1,657	4,104
<b>2007</b>	42,496	28,277	14,219	1,071	1,006	1,221	406	4,949	196	338	1,612	3,823
<b>2008</b>	38,875	25,429	13,446	944	1,061	1,076	406	4,477	132	279	1,555	3,100
<b>2009</b>	34,826	23,465	11,361	955	901	901	303	4,152	98	240	1,453	2,714
<b>Evolution 2008-2009 (%)</b>	-10.4	-7.7	-15.5	1.2	-15.1	-16.3	-25.4	-7.3	-25.8	-14.0	-6.6	-12.5
<b>Evolution 2001-2009 (%)</b>	-35.9	-41.7	-19.1	-35.7	-10.9	-32.5	-29.7	-40.5	-50.8	-41.7	-22.7	-50.8

\* Persons killed are all persons deceased within 30 days of the accident. Corrective factors have been applied to the figures which did not follow this definition.

BE: 2009 provisional

	FR	IT	CY	LV	LT	LU	HU	MT	NL	AT	PL	PT	RO
<b>1990</b>	11,215	7,151	116	947	933	70	2,432	4	1,376	1,391	7,333	2,646	3,782
<b>2000</b>	8,079	7,061	111	635	641	76	1,200	15	1,082	976	6,294	1,877	2,499
<b>2001</b>	8,162	7,096	98	558	706	70	1,239	16	993	958	5,534	1,670	2,450
<b>2002</b>	7,655	6,980	94	559	697	62	1,429	16	987	956	5,827	1,655	2,411
<b>2003</b>	6,058	6,563	97	532	709	53	1,326	16	1,028	931	5,640	1,542	2,229
<b>2004</b>	5,530	6,122	117	516	752	50	1,296	13	804	878	5,712	1,294	2,442
<b>2005</b>	5,318	5,818	102	442	773	47	1,278	17	750	768	5,444	1,247	2,629
<b>2006</b>	4,709	5,669	86	407	760	36	1,303	11	730	730	5,243	969	2,587
<b>2007</b>	4,620	5,131	89	419	739	43	1,232	14	709	691	5,583	974	2,800
<b>2008</b>	4,275	4,731	82	316	498	35	996	15	677	679	5,437	885	3,061
<b>2009</b>	4,273	4,237	71	254	370	47	822	21	644	633	4,572	840	2,796
<b>Evolution 2008-2009 (%)</b>	0.0	-10.4	-13.4	-19.6	-25.7	34.3	-17.5	40.0	-4.9	-6.8	-15.9	-5.1	-8.7
<b>Evolution 2001-2009 (%)</b>	-47.6	-40.3	-27.6	-54.5	-47.6	-32.9	-33.7	31.3	-35.1	-33.9	-17.4	-49.7	14.1

\* Persons killed are all persons deceased within 30 days of the accident. Corrective factors have been applied to the figures which did not follow this definition.

BE: 2009 provisional

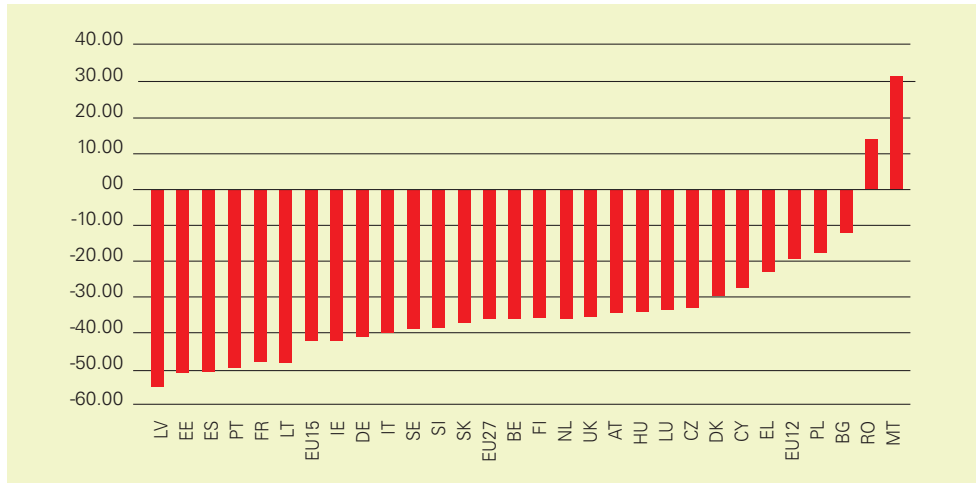
	SI	SK	FI	SE	UK
<b>1990</b>	517	731	649	772	5,402
<b>2000</b>	313	628	396	591	3,580
<b>2001</b>	278	614	433	583	3,598
<b>2002</b>	269	610	415	560	3,581
<b>2003</b>	242	645	379	529	3,658
<b>2004</b>	274	603	375	480	3,368
<b>2005</b>	258	560	379	440	3,336
<b>2006</b>	262	579	336	445	3,298
<b>2007</b>	293	627	380	471	3,059
<b>2008</b>	214	558	344	397	2,645
<b>2009</b>	171	384	279	358	2,337
<b>Evolution 2008-2009 (%)</b>	-20.1	-31.2	-18.9	-9.8	-11.6
<b>Evolution 2001-2009 (%)</b>	-38.5	-37.5	-35.6	-38.6	-35.0

\* Persons killed are all persons deceased within 30 days of the accident. Corrective factors have been applied to the figures which did not follow this definition.

BE: 2009 provisional

## 7.4 Percentage change in road fatalities between 2001 and 2009 (%)

Source: CARE



## 7.5 Road fatalities country rankings - 2009

Source: CARE

Road fatalities per million inhabitants		Road fatalities per 10 billion pkm		Road fatalities per million passenger cars	
UK	38	UK	34	UK	80
SE	39	SE	36	SE	83
NL	39	FI	43	NL	85
DE	51	NL	43	MT	90
MT	51	DE	46	DE	100
FI	52	IE	49	FI	102
IE	54	IT	54	IT	117
DK	55	DK	57	ES	123
ES	59	FR	58	IE	124
FR	68	SI	68	FR	137
IT	70	LU	69	LU	142
EU-27	70	EU-27	71	DK	144
SK	71	ES	75	AT	146
EE	73	BE	85	EU-27	148
AT	76	AT	86	CY	157
PT	79	EE	92	SI	163
HU	82	MT	93	EE	179
SI	84	PT	96	BE	185
CZ	86	LT	101	PT	190
BE	88	CY	116	CZ	203
CY	89	CZ	119	LT	220
LU	94	EL	136	SK	245
LT	111	SK	142	HU	271
LV	113	LV	148	LV	277
BG	119	PL	158	PL	281
PL	120	BG	191	EL	286
EL	129	HU	194	BG	370
RO	130	RO	358	RO	676

**Fatalities:** all fatalities on the road: car drivers and passengers, bus and coach occupants, powered two-wheelers' riders and passengers, cyclists, pedestrians, commercial vehicle drivers, etc. indicated in table 7.3 for 2009.

**pkm:** indicator of traffic volume (in the absence of consistent vehicle-kilometre data).

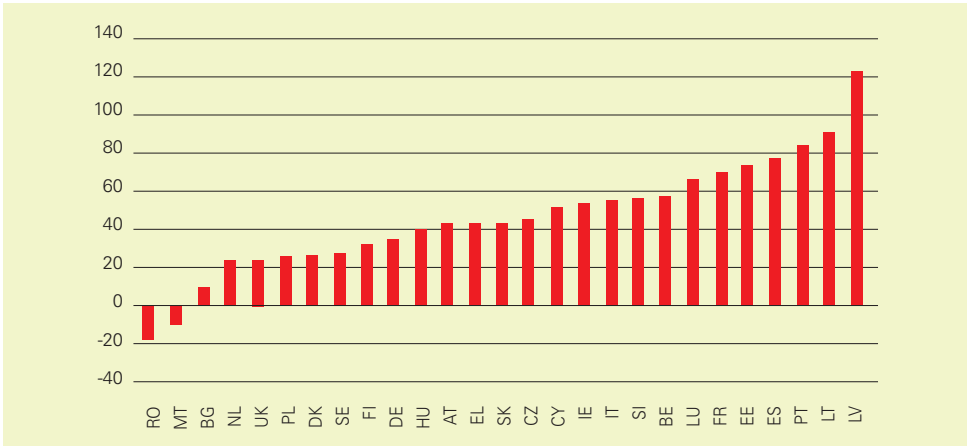
**inhabitants:** the sum of the population indicated on 1 January 2009 and on 1 January 2010 divided by two.

**passenger cars:** the sum of the stock of vehicles for 2008 and 2009 divided by two.



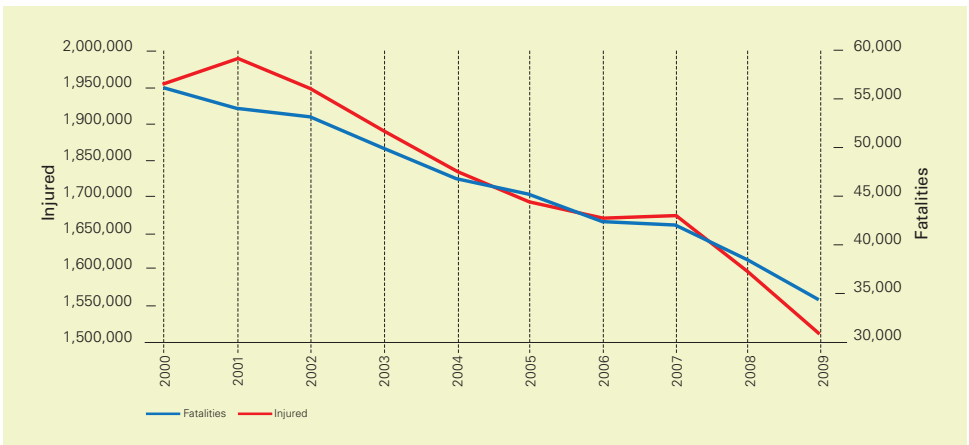
## 7.6 Lives saved per million inhabitants in the EU-27 by country - 2009 (compared to 2001)

Source: CARE



## 7.7 Evolution of road fatalities and injured in EU-27 - 2000-2009

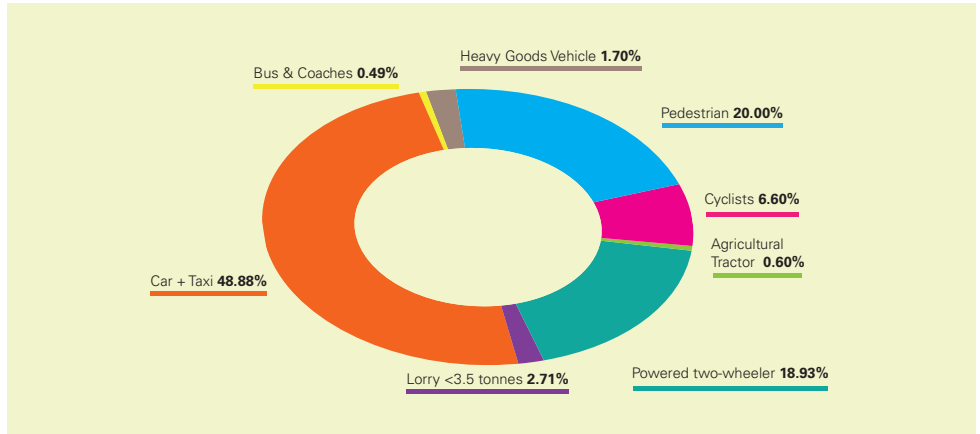
Source: CARE



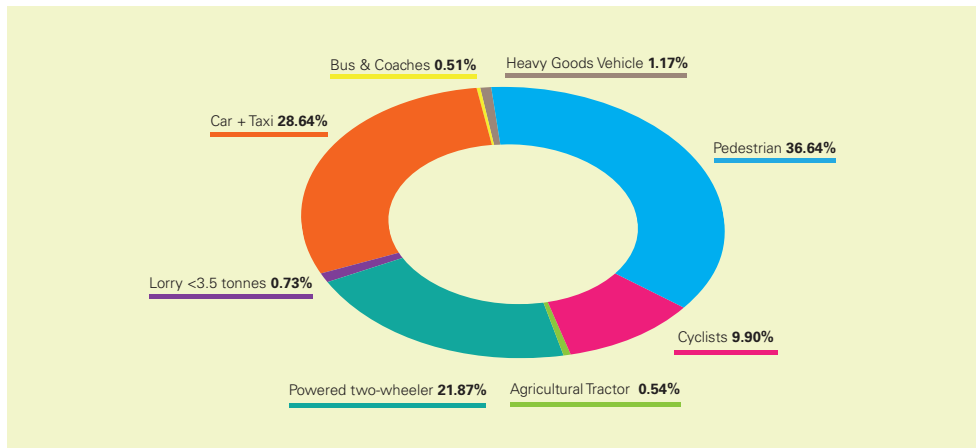
## 7.8 Road fatalities by mode of transport in EU-27 - 2009

Source: CARE

### 7.8.1 Total

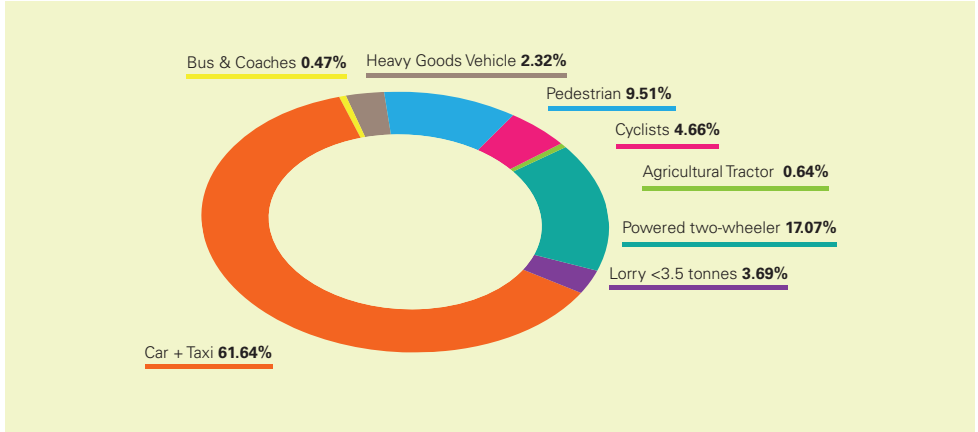


### 7.8.2 Inside Urban Area<sup>(1)</sup>



(1) Urban Area: Area inside urban area boundary signs (except **UK** and **IE**). Includes dual carriageways and national roads. Can include motorways (except **DK**, **EL**, **IT**). Opinion of the police (**DK**, **SE**)

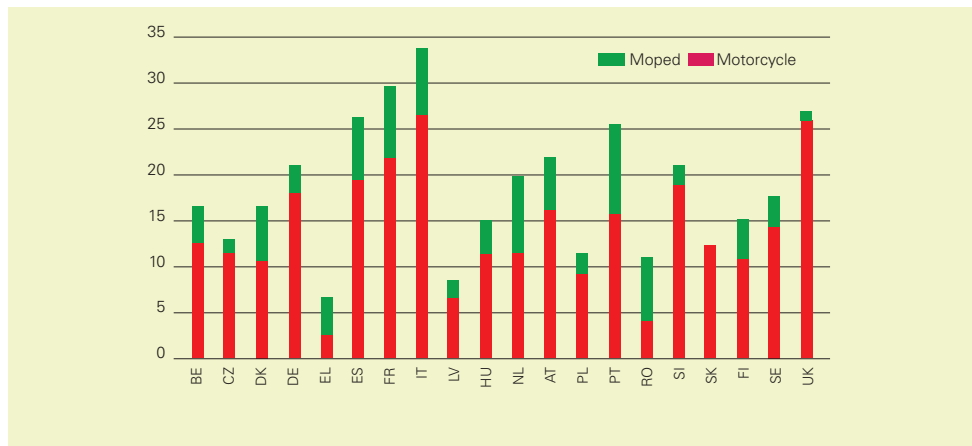
### 7.8.3 Outside Urban Area <sup>(2)</sup>



(2) Outside Urban Area: Area outside urban area boundary signs. Opinion of the police (DK, SE). Includes motorways

### 7.9 PTWs fatalities in selected EU countries - 2009\* (%)

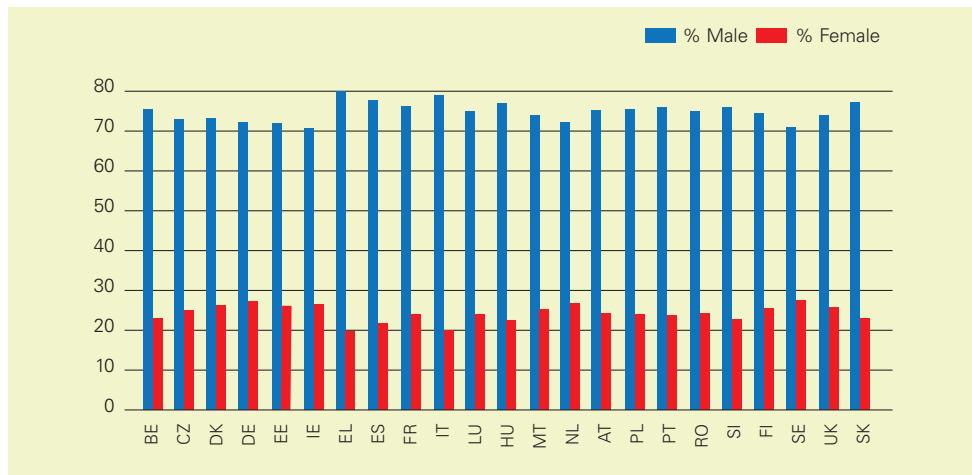
Source: CARE



\* BE, FR, IT, LV, PT, SE - 2008 figures

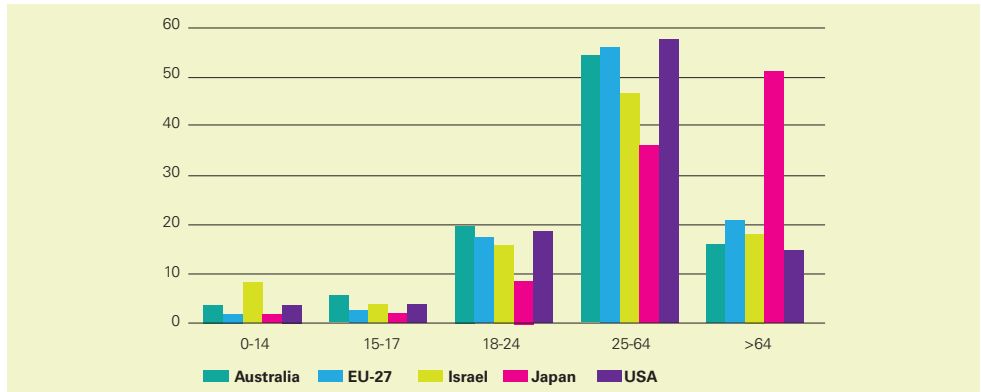
### 7.10 Road fatalities by gender in 23 EU Member States - 2009 (%)

Source: CARE



## 7.11 Road fatalities by age group in EU-27 and selected countries\* - 2009 (%)

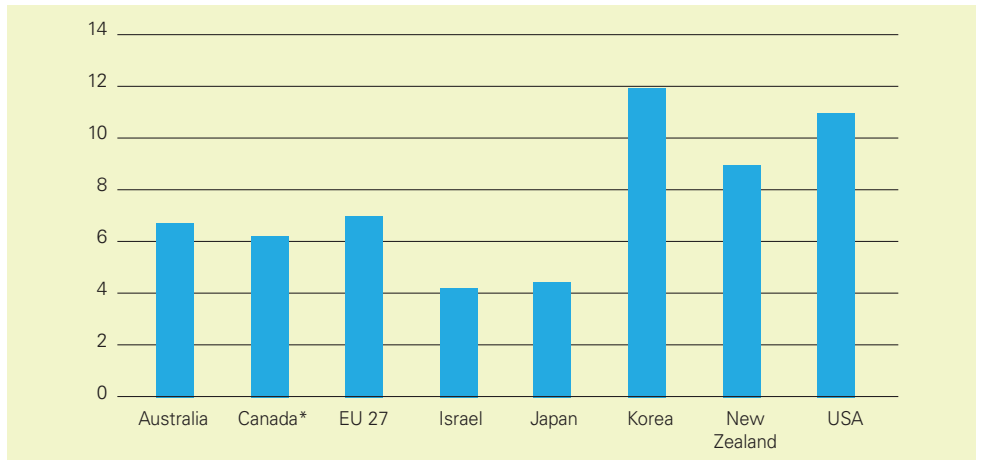
Source: IRTAD



\* AU, IL, USA - 2008 figures

## 7.12 Road fatalities (per 100,000 population) in EU-27 and selected countries - 2009

Source: IRTAD



\* Provisional data for 2009

## 7.13 Speed limits, blood alcohol limits in EU-27

Source: National sources, ITF

	Speed limit, cars (in general), km/h:			Blood alcohol limit, grams of alcohol in 1 litre of blood
	Built-up areas	Outside built-up areas	Motorways	
<b>BE</b>	30-50	90-120	120	0.5
<b>BG</b>	50	90	130	0.5
<b>CZ</b>	50	90	130	0.0
<b>DK</b>	50	80	110-130	0.5
<b>DE</b>	30-50	100	(130)	0.5
<b>EE</b>	50	90-110	110	0.2
<b>IE</b>	50	80-100	120	0.8
<b>EL</b>	50	90-110	130	0.5
<b>ES</b>	50	90-100	120	0.5
<b>FR</b>	50	80-110	110-130	0.5
<b>IT</b>	50	90-110	130	0.5
<b>CY</b>	50	80	100	0.5
<b>LV</b>	50	90	110	0.5
<b>LT</b>	50	70-90	110-130	0.4
<b>LU</b>	50	90	130	0.5
<b>HU</b>	50	90-110	130	0.0
<b>MT</b>	50	60-80	-	0.8
<b>NL</b>	30-50-70	80-100	100-120	0.5
<b>AT</b>	50	100	130	0.5
<b>PL</b>	50-60	90-110	130	0.2
<b>PT</b>	50	90-100	120	0.5
<b>RO</b>	50	90-100	130	0.0
<b>SI</b>	30-50	90-100	130	0.5
<b>SK</b>	50	90	130	0.0
<b>FI</b>	40-50	80-100	100-120	0.5
<b>SE</b>	30-50	70-90	100-120	0.2
<b>UK</b>	32-48	96-112	112	0.8

	Speed limit, cars (in general), km/h:			Blood alcohol limit, grams of alcohol in 1 litre of blood
	Built-up areas	Outside built-up areas	Motorways	
<b>TR</b>	50	90	130	0.5
<b>IS</b>	30-50	80-90	-	0.5
<b>NO</b>	30-50-70	80	90-100	0.2
<b>CH</b>	30-50	80	120	0.5

**UK, IE, CY** and **MT** drive on the left hand side of the road, the other Member States drive on the right hand side (Sweden since 3 September 1967). Signs in UK are in miles per hour. The higher figure shown in the «outside built-up areas» column generally refers to the speed limit on dual carriageways that are not motorways.

**Speed limits:**

**DE:** Motorways: No general speed limit, recommended speed limit is 130 km/h (more than half the network has a speed limit of 120 km/h or less).

**FR:** Dual carriageways 110 km/h. If the road is wet : motorways 110 km/h, dual carriageways 90 km/h, other roads outside built-up areas 80 km/h.

**IT:** 150 km/h on certain 2x3 lane motorways if the operator so requests.

**FI:** in winter 100 km/h on motorways, 80 km/h on other roads.

**PL:** Built-up areas: 50 km/h from 05h00 to 23h00, 60 km/h from 23h00 to 05h00.

**Blood alcohol limits:**

In many countries, special (more restrictive) rules apply to novice (i.e. new, unexperienced) and professional drivers

## 8.1 Taxes on acquisition of motor vehicles in EU-27 - January 2011

Source: ACEA

	VAT	Registration Tax
<b>AT</b>	20%	Based on fuel consumption. Maximun 16%+bonus/malus
<b>BE</b>	21%	Based on cc+ age. CO <sub>2</sub> emissions (Wallonia)
<b>BG</b>	20%	None
<b>CY</b>	15%	Based on cc + CO <sub>2</sub>
<b>CZ</b>	20%	None
<b>DE</b>	19%	None
<b>DK</b>	25%	105% up to DKK 79.000. 180% on the remainder
<b>EE</b>	20%	None
<b>ES</b>	18%	Based on CO <sub>2</sub> emissions. From 4.75% (121-159g/km) to 14.75% (200g/km or more)
<b>FI</b>	23%	Based on price + CO <sub>2</sub> emissions. Tax % = 4,88 + (0,122 x CO <sub>2</sub> ). Min 12,2%. Max 48,8%
<b>FR</b>	19.60%	Based on CO <sub>2</sub> emissions. From 200 € (151 to 155 g/km) to 2.600 € (above 240g/km)
<b>EL</b>	23%	Based on cc+ emissions. 5% - 50%
<b>HU</b>	25%	Based on emissions
<b>IE</b>	21%	Based on CO <sub>2</sub> emissions. 14% to 36%
<b>IT</b>	20%	+ - 300 €
<b>LI</b>	21%	LTL 50
<b>LU</b>	15%	None
<b>LV</b>	21%	Based on CO <sub>2</sub> emissions.
<b>MT</b>	18%	Based on price, CO <sub>2</sub> emissions, vehicle length
<b>NL</b>	19%	Based on price + CO <sub>2</sub> emissions
<b>PL</b>	23%	Based on cc. 3,1% - 18,6 %
<b>PT</b>	23%	Based on cc + CO <sub>2</sub> emissions
<b>RO</b>	24%	Based on cc + CO <sub>2</sub> emissions
<b>SE</b>	25%	+ - 300 euros
<b>SI</b>	20%	Based on price. 1% - 13%
<b>SK</b>	19%	None
<b>UK</b>	20.0%	None



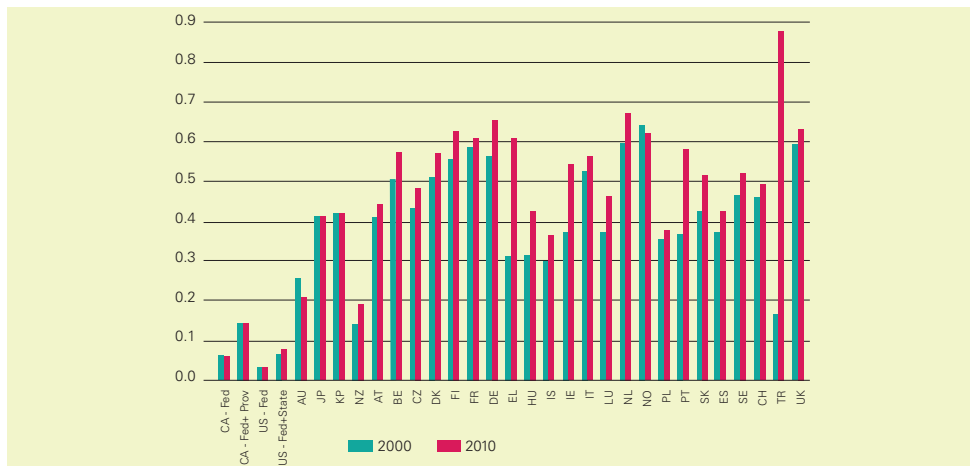
## 8.2 Excise duties on fuels in EU-27 at 1-1-2010 and 1-1-2011 (€/1000 litres)

Source: ACEA

	1 January 2010		1 January 2011		% change 2010-2011	
	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel
<b>AT</b>	442	347	442	347	0.0%	0.0%
<b>BE</b>	614	335	614	335	0.0%	0.0%
<b>DE</b>	655	470	655	470	0.0%	0.0%
<b>DK</b>	571	386	571	386	0.0%	0.0%
<b>EL</b>	410	302	610	382	0.0%	0.0%
<b>ES</b>	425	331	425	331	0.0%	0.0%
<b>FI</b>	627	364	627	364	0.0%	0.0%
<b>FR</b>	607	428	607	428	0.0%	0.0%
<b>IE</b>	543	449	543	449	0.0%	0.0%
<b>IT</b>	564	423	564	423	0.0%	0.0%
<b>LU</b>	462	310	462	302	0.0%	-2.6%
<b>NL</b>	714	421	714	421	0.0%	0.0%
<b>PT</b>	583	364	583	364	0.0%	0.0%
<b>SE</b>	540	451	542	425	0.4%	-5.8%
<b>UK</b>	617	617	617	617	0.0%	0.0%
<b>EU-15 average</b>	558	401	558	399	0.0%	-0.6%
<b>BG</b>	350	307	350	307	0.0%	0.0%
<b>CY</b>	299	245	359	330	20.1%	34.7%
<b>CZ</b>	505	431	505	431	0.0%	0.0%
<b>EE</b>	423	393	423	393	0.0%	0.0%
<b>HU</b>	444	360	444	360	0.0%	0.0%
<b>LT</b>	434	274	434	330	0.0%	20.4%
<b>LV</b>	380	330	380	274	0.0%	-17.0%
<b>MT</b>	459	352	459	352	0.0%	0.0%
<b>PL</b>	391	302	390	302	-0.3%	0.0%
<b>RO</b>	348	293	348	293	0.0%	0.0%
<b>SI</b>	499	432	514	425	3.0%	-1.6%
<b>SK</b>	515	368	514	368	-0.2%	0.0%
<b>EU-27 average</b>	497	374	500	376	0.6%	0.4%

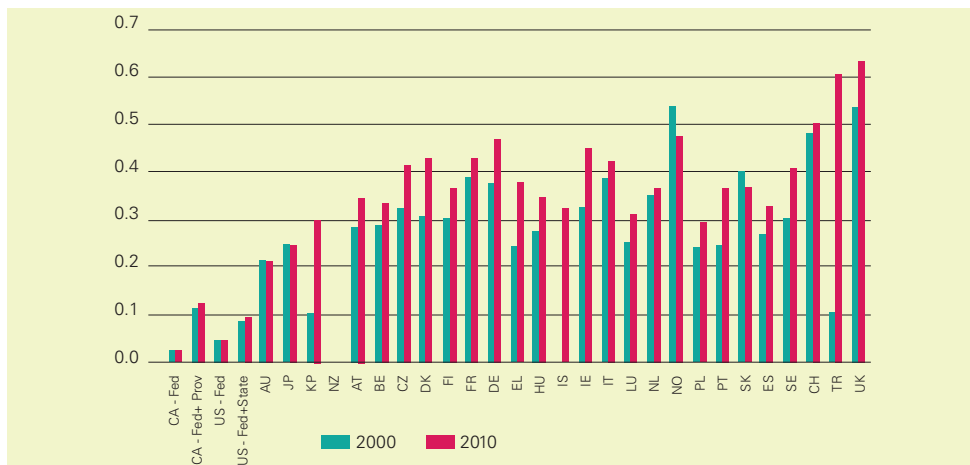
### 8.3 Nominal tax rates for unleaded petrol in selected countries at 1.1.2000 and 1.1.2010 (€/litre)

Source: ITF, OECD/EEA



### 8.4 Nominal tax rates for diesel Selected countries at 1.1.2000 and 1.1.2009 (€/litre)

Source: ITF, OECD/EEA



## 8.5 Fiscal income from motor vehicles

EU selected countries - 2009 (€ billion)\*

Source : ACEA

	AT	BE	DK	DE	ES	FR	EL	IE	IT	NL	PT	FI	SE	UK
	€ bn	€ bn	DKK bn	€ bn	€ bn	€ bn	€ bn	€ bn	€ bn	€ bn	€ bn	€ bn	SEK bn	€ bn
	2009	2008	2009	2009	2009	2009	2009	2010	2009	2009	2010	2009	2010	2009
VAT on vehicles, servicing/repair parts, tyres	2.200	3.054	n.a.	26.440	3.823	13.604	n.a.	0.120	18.550	1.287	2.247	1.262	18.500	12.50
New vehicles sales		1.431		19.100	2.257	7.601	0.576			0.552				
Second hand vehicles sales		0.081		1.900	0.027	0.566				0.096				
Services & repair + tyres		1.637		4.100		5.437				0.735				
Accessories & spare parts		0.905		1.340	1.538	-								
Fuels & Lubricants	5.027	6.073	15.000	39.931	17.046	32.261	3.293	2.604	33.909	7.344	1.938	3.207	50.500	25.89
Sales & registration taxes	0.430	0.358	12.001		0.724	1.919	0.473	0.702	1.175	2.150	0.797	0.816		
Annual ownership taxes	1.575	1.401	9.827	8.550	2.706	1.270	1.045	1.026	6.510	3.341	0.360	0.639	12.700	5.63
Driving license fees		0.007		0.010	0.110	-				0.241				
Insurance taxes	0.320	0.462	1.855	3.610	0.699	3.934			4.095			0.267	3.100	
Tolls	1.356		0.428			9.350	n.a.		1.250					
Customs duties		0.093		0.492		-					0.074			
Other taxes	0.593	0.589		0.780	0.362	1.201	0.040		4.650	0.819	0.968		6.500	
<b>Total</b>	<b>11.501</b>	<b>16.091</b>	<b>39.111</b>	<b>105.473</b>	<b>29.292</b>	<b>77.143</b>	<b>5.427</b>	<b>4.452</b>	<b>70.139</b>	<b>16.565</b>	<b>6.384</b>	<b>6.191</b>	<b>91.300</b>	<b>44.020</b>
<b>€ bn</b>	<b>11.5</b>	<b>16.1</b>	<b>5.2</b>	<b>105.5</b>	<b>29.3</b>	<b>77.1</b>	<b>5.4</b>	<b>4.5</b>	<b>70.1</b>	<b>16.6</b>	<b>6.4</b>	<b>6.2</b>	<b>10.3</b>	<b>48.8</b>
<b>Total</b>	<b>€ 414,3 bn</b>													

\* No data are available for other EU Member States.

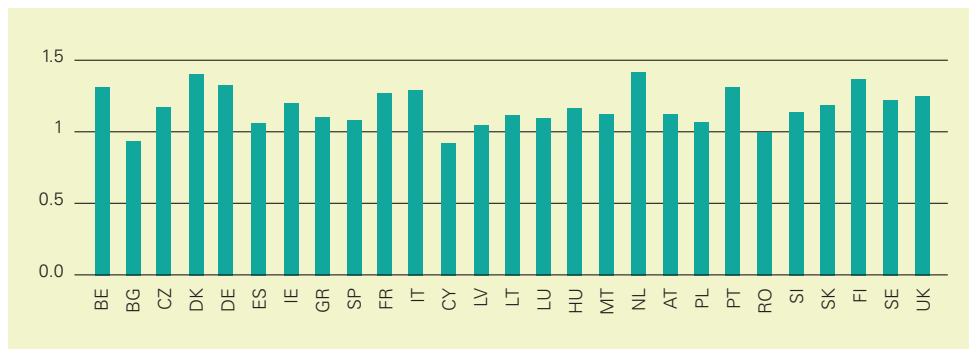
IE, PT, SE: 2010 data, BE: 2008 data

## 8.6 At the pump prices of petroleum 25 EU member states

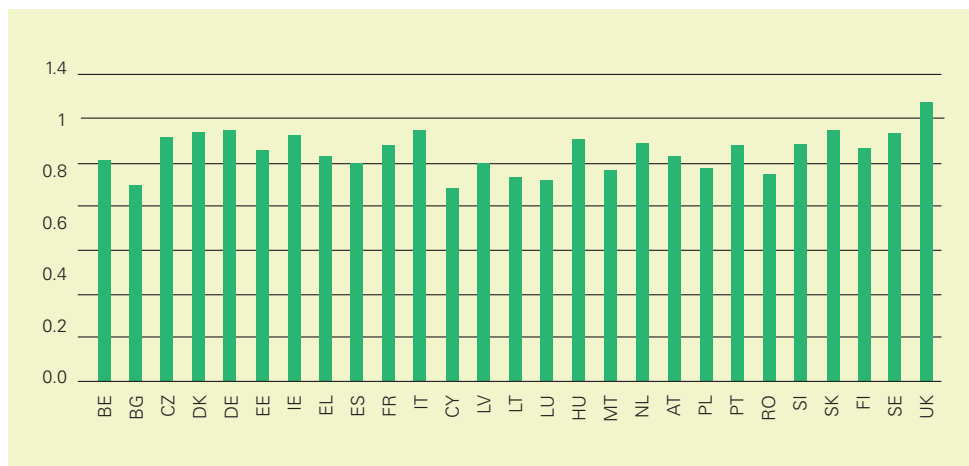
### First semester 2010 (£/litre)

Source : Eurostat

### 8.6.1 At the pump prices of premium unleaded gasoline 95 in EU-27 - January 2010 (£/litre)



### 8.6.2 At the pump prices of automotive diesel in EU-27 - January 2010 (£/litre)



## 8.7 Fleet Renewal Schemes - 2010\*

Source : ACEA

Country	Incentive	Vehicle Age	Conditions	Duration
FR	700 €	> 10 years	a) Passenger cars + light commercial vehicles b) New car emits maximum 160g/Km of CO <sub>2</sub> c) No CO <sub>2</sub> emissions requirement for light commercial vehicles	1 January until 30 June
	500 €	>10 years	Same as above	1 July until 31 December
UK	£2,000	> 10 years	a) Passenger cars + light commercial vehicles b) Manufacturers pay 50% of the incentive c) Total envelope £400 m	May 2009 until February 2010
ES	2,000 €	>10 years (purchase new**) >12 years (purchase old***)	a) Passenger cars + light commercial vehicles + used cars up to 5 years old b) Manufacturers pay 50% of the incentive c) New cars emits less than 149 g/km d) New light commercial vehicle emits less than 160g/km e) New vehicle value must be below 30.000 € f) Maximum 200.000 vehicles	1 January until 30 September
RO	RON 3.800	> 10 years (vouchers in return for scrappage)	a) Purchaser of a new car can present maximum 3 vouchers (one for each car scrapped, no obligation of previous ownership): maximum incentive is therefore RON 3.800 x 3 = RON 11.400 (2850 €) b) Total envelope RON 228m (57m €) c) Maximum 60.000 cars (40.000 for private persons, 20.000 for companies)	Starting mid-February
NL	750€ -1.000€	> 10 years	a) 2.500€ if new car emits maximum 120g/km of CO <sub>2</sub> (diesel ≤ 5 mg PM) b) 1.500€ if new car emits maximum 150g/km of CO <sub>2</sub>	22 January 2009 until 31 July 2010
	1.500€ - 2.500€	>10 years		
LU	1.500€ - 2.500€	>10 years	a) 2.500€ if new car emits maximum 120g/km of CO <sub>2</sub> (diesel ≤ 5 mg PM)	22 January 2009 until 31 July 2010
PT	1,000 €	>10 years	a) New car emits maximum 130g/km	Starting April (subject to 2010 budget approval)
	1,250 €	>15 years		
IE	1,500 €	> 10 years	a) New car emits maximum 140g/km	1 January until 31 December 2010

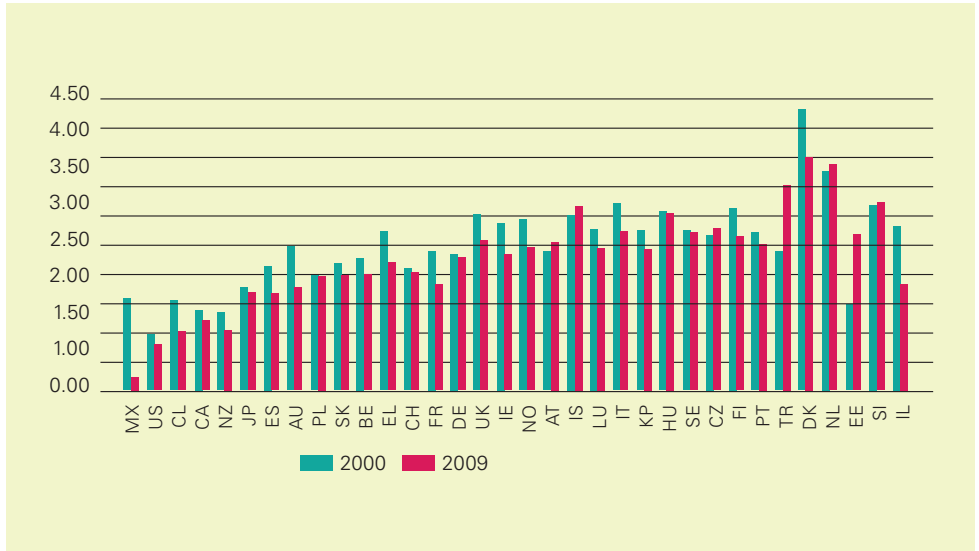
\* Status: 15 February 2010

\*\* The beneficiary is going to buy a new car

\*\*\*The beneficiary is going to buy a used car

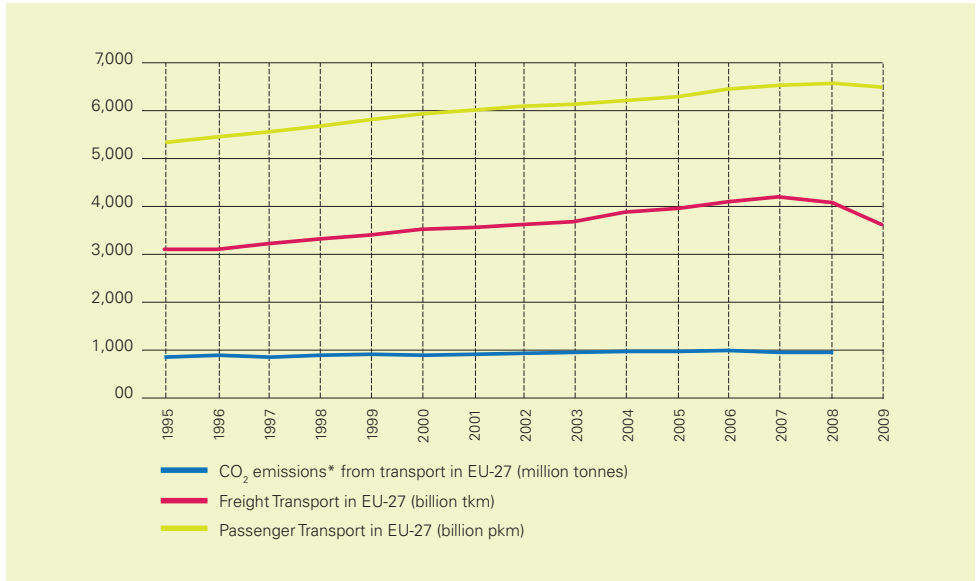
## 8.8 Revenues from environmentally taxes in % of GDP in selected countries - 2000 and 2009

Source : ITF, OECD/EEA



## 9.1 Comparison between freight and passenger transport evolution and CO<sub>2</sub> emissions 1995-2009

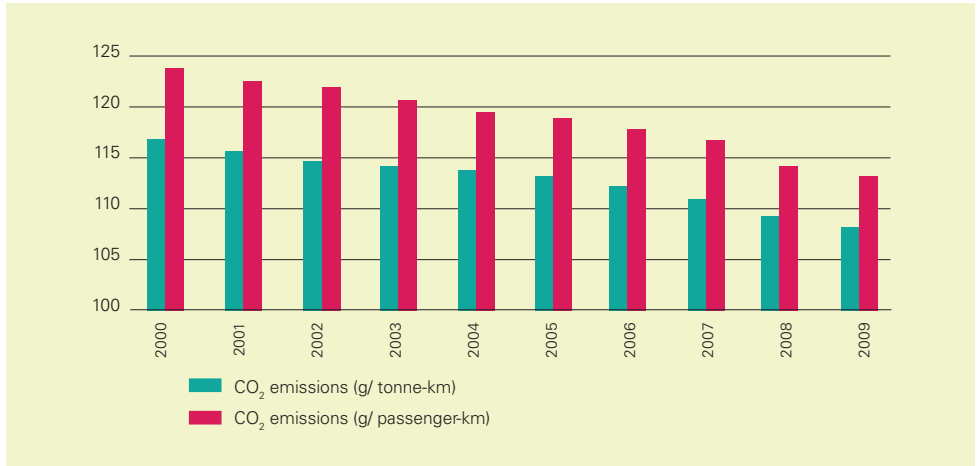
Source : EC



\* Excluding International Bunkers (international traffic departing from the EU)

### 9.2 CO<sub>2</sub> emissions from road transport in EU-27 and selected countries\* 2000-2009 (g/ tonne-km) and (g/ passenger-km)

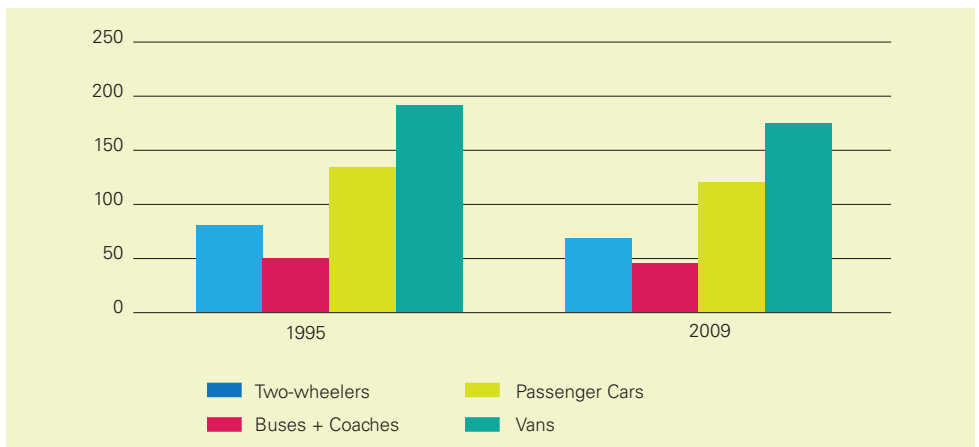
Source : EEA



\* EU-27 plus NO, CH and TR

### 9.3 CO<sub>2</sub> emissions from road passenger transport by mode EU-27 and selected countries\* - 1995 and 2009 (g/pkm)

Source : EEA

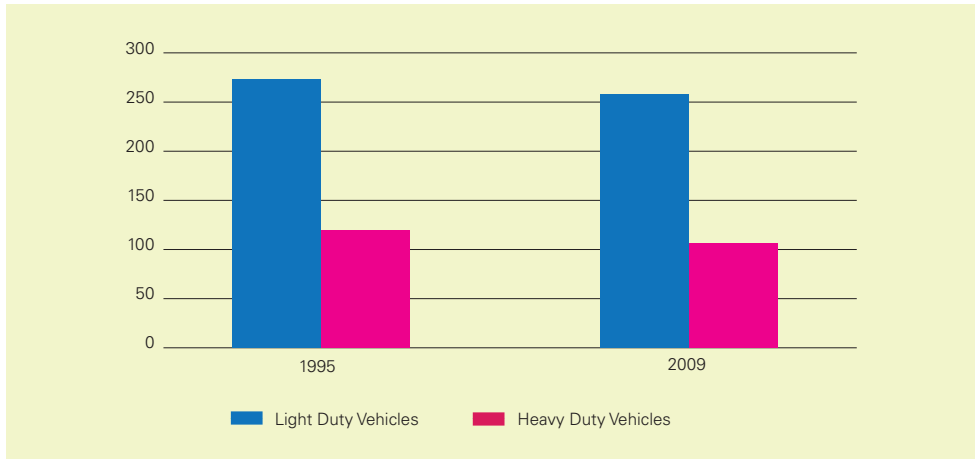


\* EU-27 plus NO, CH and TR



## 9.4 CO<sub>2</sub> emissions from road freight transport EU-27 and selected countries\* - 1995 and 2009 (g/tkm)

Source : EEA



\* EU-27 plus **NO, CH** and **TR**

## 9.5 Average CO<sub>2</sub> emissions per km from new passenger cars

EU-23 - 2004-2009 (g/km)

Source : Eurostat

### 9.5.1 Average CO<sub>2</sub> emissions by country

Source : Eurostat

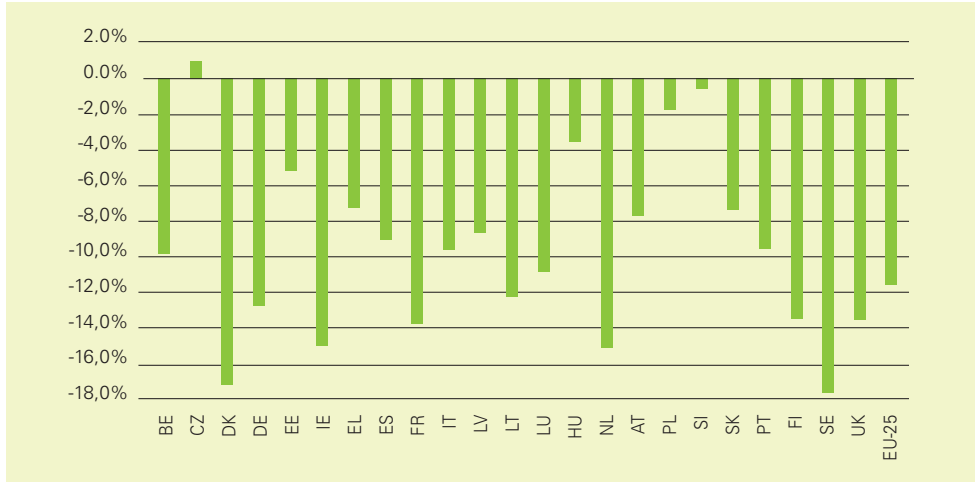
	BE	CZ	DK	DE	EE	IE	EL	ES
<b>2004</b>	156.5	154.0	165.9	174.9	179	167.6	168.8	155.3
<b>2005</b>	155.2	155.3	163.7	173.4	183.7	166.8	167.4	155.3
<b>2006</b>	153.9	154.2	162.5	172.5	182.7	166.3	166.5	155.6
<b>2007</b>	152.8	154.2	159.8	169.5	181.6	161.6	165.3	153.2
<b>2008</b>	147.8	154.4	146.4	164.8	177.4	156.8	160.8	148.2
<b>2009</b>	142.1	155.5	139.1	154.0	170.3	144.0	157.4	142.2
<b>Evolution 2004-2009</b>	-9.2%	1.0%	-16.2%	-11.9%	-4.9%	-14.1%	-6.8%	-8.4%

	FR	IT	LV	LT	LU	HU	NL	AT
<b>2004</b>	153.1	150.0	192.4	187.5	169.7	158.5	171.0	161.9
<b>2005</b>	152.3	149.5	187.2	186.3	168.6	156.3	169.9	162.1
<b>2006</b>	149.9	149.2	183.1	163.4	168.2	154.6	166.7	163.7
<b>2007</b>	149.4	146.5	183.5	176.5	165.8	155	164.8	162.9
<b>2008</b>	140.1	144.7	180.6	170.1	159.5	153.4	157.9	158.1
<b>2009</b>	133.5	136.3	176.9	166	152.5	153.4	146.9	150.2
<b>Evolution 2004-2009</b>	-12.8%	-9.1%	-8.1%	-11.5%	-10.1%	-3.2%	-14.1%	-7.2%

	PL	SI	SK	PT	FI	SE	UK	EU-23
<b>2004</b>	154.1	152.7	n.a.	147.1	179.8	197.2	171.4	163.4
<b>2005</b>	155.2	157.2	157.4	144.9	179.5	193.8	169.7	162.4
<b>2006</b>	155.9	155.3	152	145.0	179.2	188.6	167.7	161.3
<b>2007</b>	153.7	155.3	152.7	144.2	177.3	181.4	164.7	158.7
<b>2008</b>	153.1	155.9	150.4	138.2	162.9	173.9	158.2	153.4
<b>2009</b>	151.6	152	146.6	133.8	157	164.5	149.7	145.6
<b>Evolution 2004-2009</b>	-1.6%	-0.5%	-6.9%	-9.0%	-12.7%	-16.6%	-12.7%	-10.9%

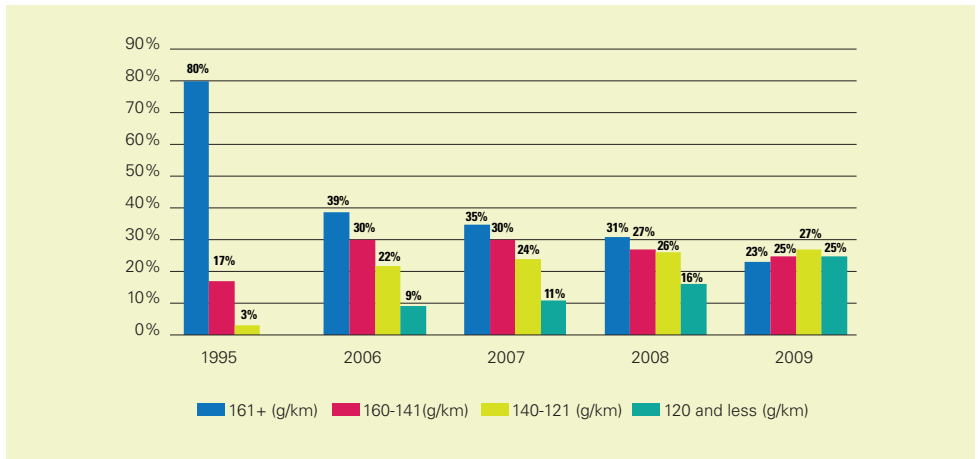
## 9.5.2 Evolution in CO<sub>2</sub> emissions - 2004-2009 (%)

Source: Eurostat



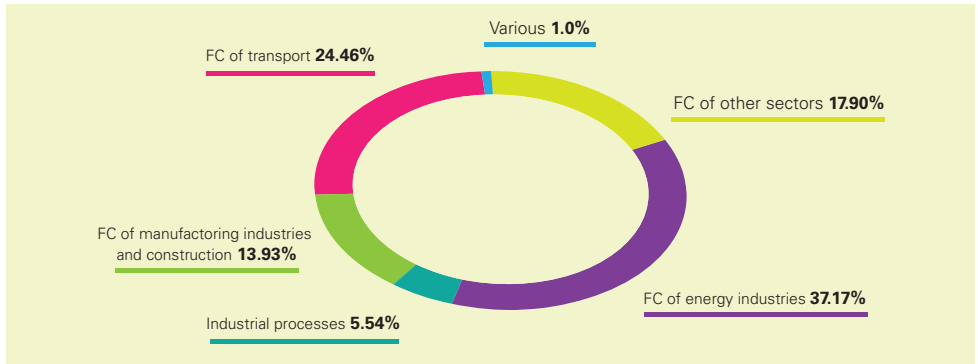
## 9.6 CO<sub>2</sub> emissions from new cars in the EU-15 - Selected years (%)

Source: ACEA



## 9.7 Share of total emissions of CO<sub>2</sub> by sector in EU-27\* - 2009 (%)

Source: EEA



(\*) Excluding LULUCF

**LULUCF** = Total CO<sub>2</sub> emissions and removals from activities relating to land use, land-use change and forestry (from the following categories: forest land, cropland, grassland, wetlands, settlements and other land)

**FC** = Fuel combustion

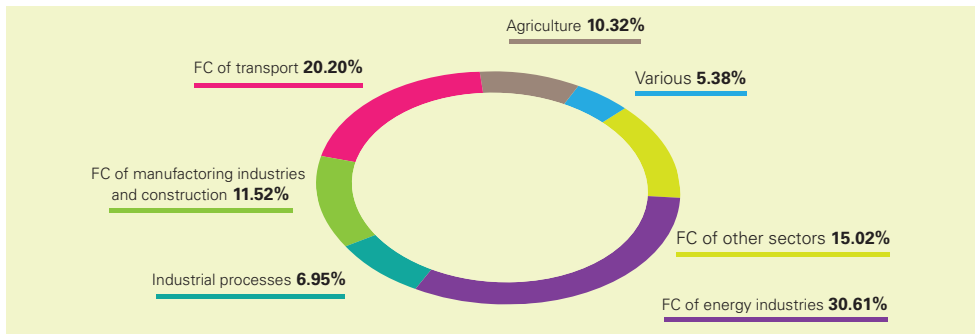
«**Various**» = CO<sub>2</sub> emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

«**FC of other sectors**» = CO<sub>2</sub> Emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.

«**FC of energy industries**» = CO<sub>2</sub> emissions from public electricity and heat production, petroleum refining, manufacture of solid fuels and other energy industries.

## 9.8 Share of total emissions of all greenhouse gases by sector\* in EU-27 - 2009 (%)

Source: EEA



**Total greenhouse gas (GHG) emissions comprise the Kyoto basket of 6 greenhouse gases: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (NO<sub>2</sub>), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulphur hexafluoride (SF<sub>6</sub>).**

(\*) LULUCF sector is excluded

**LULUCF** = Total greenhouse gas emissions and removals from activities relating to land use, land-use change and forestry (from the following categories: forest land, cropland, grassland, wetlands, settlements and other land)

**FC** = Fuel combustion

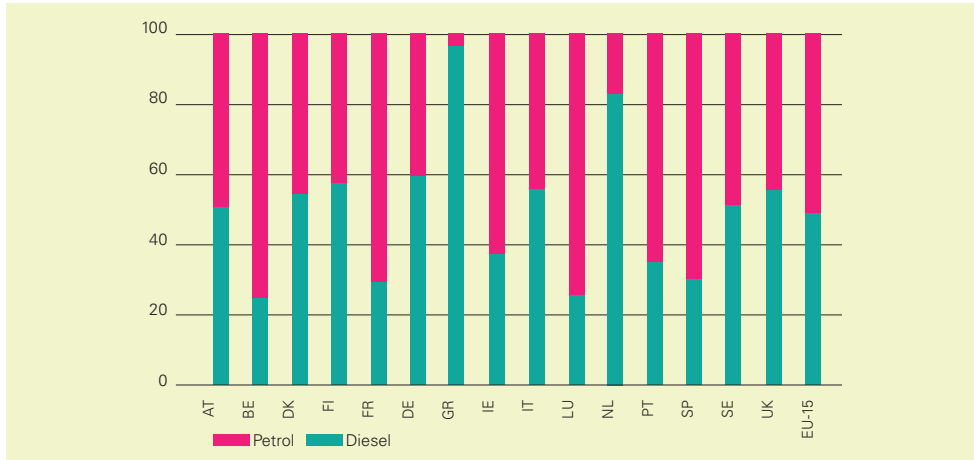
«**Various**» = Greenhouse gas emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

«**FC of other sectors**» = Greenhouse gas emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.

«**FC of energy industries**» = Greenhouse gas emissions from public electricity and heat production, petroleum refining, manufacture of solid fuels and other energy industries.

## 9.9 Fuel market share for new car registrations in EU-15 - 2010 (January - August)

Source : ACEA



## 9.10 Evolution of Diesel market share for new car registrations in EU-15 - 2000-2010\*

Source : ACEA

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Evolution (%)
AT	61.9	65.7	69.6	71.5	70.7	64.7	62.1	59.0	54.6	45.7	49.6	-19.9
BE	56.3	62.6	64.3	68.2	70.0	72.6	74.5	77.0	79.0	75.3	75.2	33.6
DK	13.2	17.8	20.2	22.7	24.0	23.8	26.3	38.4	45.9	44.1	45.3	243.2
FI	0.0	16.6	15.6	15.2	15.5	17.0	20.2	28.4	49.6	46.2	42.1	153.6
FR	49.0	56.2	63.2	67.4	69.2	69.1	71.4	73.9	77.3	70.4	70.4	43.7
DE	30.3	34.5	37.9	39.9	44.0	42.0	44.2	47.8	44.1	30.7	40.5	33.7
EL	0.7	0.8	0.9	1.5	2.9	1.6	2.1	2.9	3.6	3.3	3.5	400.0
IE	10.1	12.9	16.4	17.2	18.3	21.5	24.4	27.1	33.5	52.2	62.3	516.8
IT	33.6	36.6	43.4	48.7	58.0	58.3	58.2	55.8	50.7	41.9	44.0	31.0
LU	50.4	58.2	61.9	65.9	72.5	75.4	77.4	77.2	77.0	73.0	74.2	47.2
NL	22.5	22.9	21.6	22.6	24.6	26.8	27.0	28.3	25.1	20.1	17.1	-24.0
PT	24.2	28.4	34.6	44.9	56.6	63.3	65.2	69.3	68.4	66.6	64.9	168.2
ES	53.1	52.5	57.1	60.9	65.4	67.8	68.2	70.9	69.3	70.1	69.7	31.3
SE	6.3	5.6	7.0	7.7	8.0	9.7	19.4	34.7	36.2	41.0	49.1	679.4
UK	14.1	17.8	23.5	27.3	32.5	36.8	38.3	40.1	43.6	41.7	44.4	214.9
EU-15	32.8	36.7	41.0	44.3	48.9	49.8	51.2	53.6	52.9	46.1	50.9	55.2

\* Data from 08.2010

## 9.11 Final energy consumption by sector in EU-27 - 2009 (% of TOE)

Source : Eurostat

	Industry	Transport	Households	Agriculture	Services	Fisheries
BE	27%	32%	25%	2%	13%	0%
BG	28%	34%	25%	2%	11%	0%
CZ	34%	27%	24%	2%	12%	1%
DK	16%	36%	31%	5%	13%	0%
DE	24%	29%	32%	0%	14%	2%
EE	20%	27%	35%	3%	15%	0%
IE	18%	39%	27%	2%	13%	0%
EL	17%	44%	25%	4%	10%	0%
ES	26%	42%	17%	3%	10%	1%
FR	19%	33%	28%	2%	14%	5%
IT	25%	35%	23%	3%	14%	0%
CY	14%	53%	15%	2%	12%	4%
LV	17%	27%	38%	3%	15%	0%
LT	19%	34%	31%	2%	14%	0%
LU	15%	59%	16%	1%	9%	0%
HU	16%	29%	34%	3%	18%	0%
MT	16%	54%	18%	0%	12%	0%
NL	26%	30%	20%	7%	18%	0%
AT	31%	32%	24%	2%	10%	0%
PL	24%	27%	30%	6%	12%	0%
PT	29%	41%	17%	2%	11%	0%
RO	29%	24%	36%	2%	8%	1%
SI	26%	38%	24%	2%	10%	1%
SK	38%	22%	20%	1%	18%	0%
FI	43%	20%	21%	4%	8%	4%
SE	36%	27%	21%	2%	14%	0%
UK	20%	38%	30%	1%	10%	1%
<b>EU-27</b>	<b>24%</b>	<b>33%</b>	<b>27%</b>	<b>2%</b>	<b>13%</b>	<b>1%</b>
HR	23%	34%	29%	4%	11%	0%
TR	30%	24%	30%	7%	9%	0%
NO	32%	28%	23%	2%	15%	0%
CH	18%	35%	28%	1%	16%	1%

## 9.12 Biodiesel production in EU-27 - 2005-2009 (1,000 tonnes)

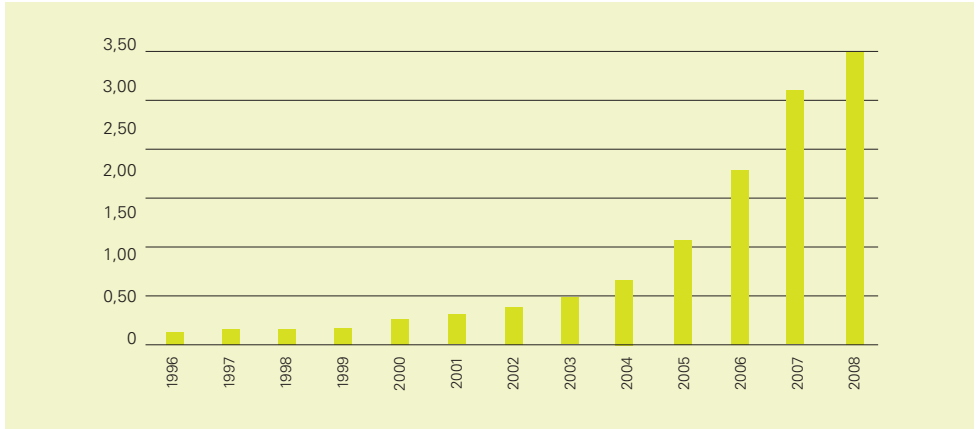
Source : EBB

	2005	2006	2007	2008	2009
<b>BE</b>	1	25	166	277	416
<b>DK</b>	71	80	85	231	233
<b>DE</b>	1,669	2,662	2,890	2,819	2,539
<b>EL</b>	3	42	100	107	77
<b>ES</b>	73	99	168	207	859
<b>FR</b>	492	743	872	1,815	1,959
<b>IE</b>	n.a.	4	3	24	17
<b>IT</b>	396	447	363	595	737
<b>LU</b>	n.a.	0	0	0	0
<b>NL</b>	n.a.	18	85	101	323
<b>AT</b>	85	123	267	213	310
<b>PT</b>	1	91	175	268	250
<b>FI</b>	n.a.	0	39	85	220
<b>SE</b>	1	13	63	(*)	(*)
<b>UK</b>	51	192	150	192	137
<b>Total EU-15</b>	2,843	4,539	5,426	6,934	8,077
<b>BG</b>	n.a.	4	9	11	25
<b>CZ</b>	133	107	61	104	164
<b>EE</b>	7	1	0	0	24
<b>CY</b>	1	1	1	9	9
<b>LV</b>	5	7	9	30	44
<b>LT</b>	7	10	26	66	98
<b>HU</b>	n.a.	0	7	105	133
<b>MT</b>	2	2	1	1	1
<b>PL</b>	100	116	80	275	332
<b>RO</b>	n.a.	10	36	65	29
<b>SI</b>	8	11	11	9	9
<b>SK</b>	78	82	46	146	101
<b>Total EU-27</b>	3,184	4,890	5,713	7,755	9,046

(\*) 2008 Biodiesel production of **SE** is included in the 231.000 tonnes indicated for **DK**

### 9.13 Biofuels share in transport consumption in EU-27 - 1996-2008 (%)

Source : Eurostat



### 9.14 % of people exposed to night-time noise from road transport (\*) in European capitals - 2010

Source : EEA

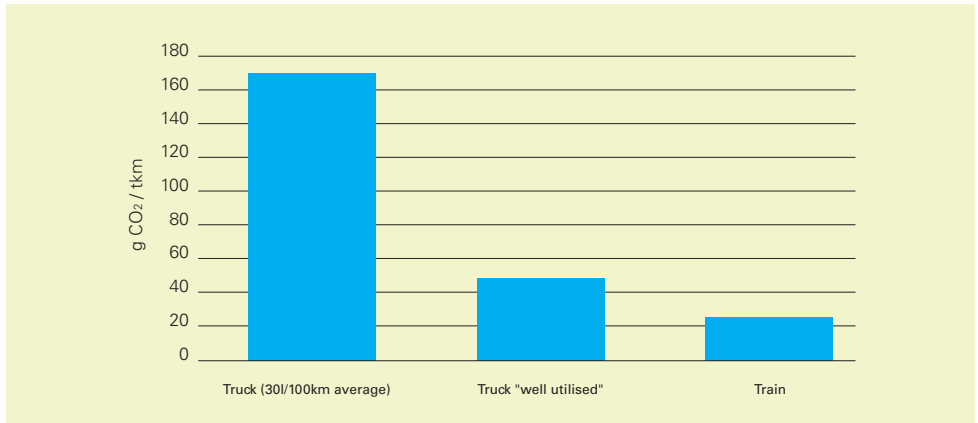


\* Data for all traffic  
The table shows the available data for each city



### 10.1 Comparison of the CO<sub>2</sub> emissions from truck and train - 2009 (g CO<sub>2</sub> / tkm)

Source : PE International

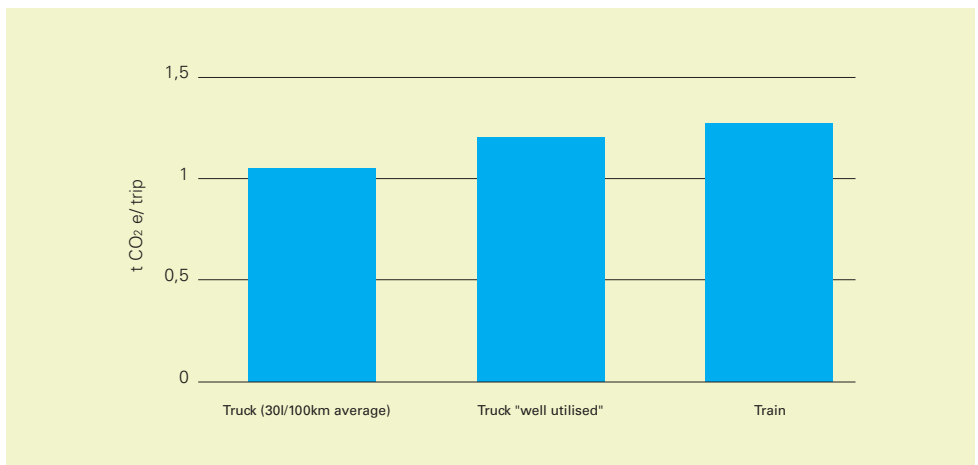


Case 1: "poorly utilised": seven pallets of 500 kg each, which results in a capacity utilisation rate by mass of 14%.

Case 2: "well utilised": the seven pallets are co-loaded to a truck with an existing 11.5 t load. This results in a total payload of 15 t, which equates to a capacity utilisation rate by mass of 60%.

### 10.2 Comparison of the GHG emissions during intra-company transport of heavy piece goods from Stuttgart to Rastatt (t CO<sub>2</sub> e/ trip)

Source : PE International

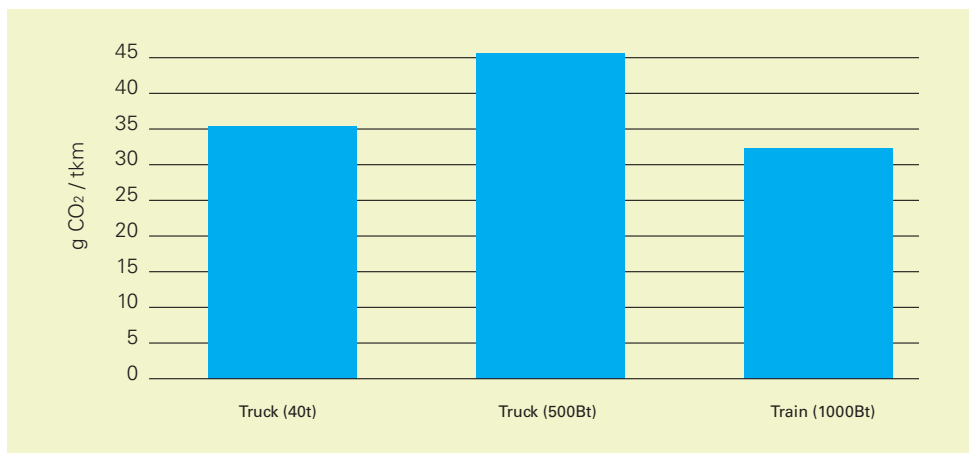


Case 1: "poorly utilised": seven pallets of 500 kg each, which results in a capacity utilisation rate by mass of 14%.

Case 2: "well utilised": the seven pallets are co-loaded to a truck with an existing 11.5 t load. This results in a total payload of 15 t, which equates to a capacity utilisation rate by mass of 60%.

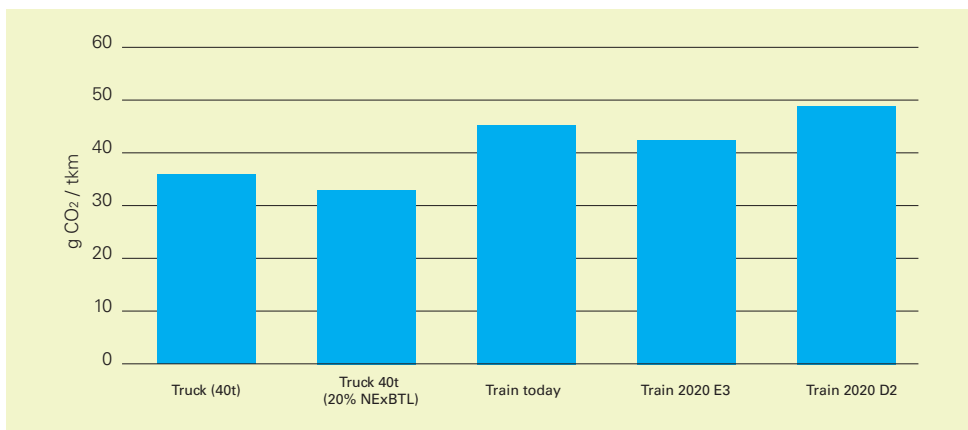
### 10.3 Comparison of GHG emissions during container transport of heavy goods (g CO<sub>2</sub> / tkm)

Source : PE International



### 10.4 Comparison of future specific GHG emissions from heavy goods transport in containers by rail (train of 500 gross tonnes) and road

Source : PE International



NExBTL is a diesel fuel based on hydrogenated plant oil (here palm oil from Malaysia). The production technology is commercialised by Neste Oil (Finland) scenario **E3** (higher energy efficiency, major expansion of renewable energy (RE) to a share of 36%, nuclear energy 6%, coal 35%, remainder: natural gas/fuel oil) scenario **D2** (increased use of coal (49% share), 28% RE, nuclear unchanged at 6%)

## CASE STUDY B: Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles

Source : ETC/ACC (The European Topic Centre on Air and Climate Change)

	Policy categories/ Fields of action	Examples for policies and initiatives	Status
Austria	Monetary incentives	Fuel consumption tax is CO <sub>2</sub> based: alternative fuelled vehicles attract a € 500 bonus	In place
		Some pilot projects include access to "mobility card", car leasing and maintenance and free charging	Pilot projects
Belgium	Monetary incentives	15 % reduction of purchase price up to € 4,540	In place
		Wallonia: up to € 1,000 bonus (cars < 105 g/km), up to € 1,000 penalty (cars > 195 g/km)	In place
	Public Procurement	Wallonia: 2 million € to buy electric vehicles like cars, cycles, vans	In place
Denmark	Monetary incentives	Clean cars free of all taxes	Planned
		Electric cars qualify for free parking	In place
	Infrastructure	Cooperation between Danish Energy Cooperation DONG and Better Place, investment of 100 million €	Planned
	Research	R&D project (5.6 mill. €) and fleet trial program (4.0 mill. €)	Planned
France	Monetary incentives	Tax exemption for electric vehicles (passenger cars and light commercial vehicles) of 5,000 € available	In place
		Company car tax: € 2 per gram emitted under 100 g/km or less	In place
		Free parking spaces for EVs	Planned
	Public Procurement	Mass order of 5,000 hybrid and fully electric cars	In place
		Public-private procurement programme	Planned
	Standardisation	National charging network set-up	Start 2009
	Research & infrastructure	€ 400 million fund for R&D and demonstration projects	Committed
Including support (57+50 million €) of demonstration projects		Committed	
Including € 90 million research fund (battery and vehicle technology)		Committed	

**CASE STUDY B: Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles**

	Policy categories/ Fields of action	Examples for policies and initiatives	Status
<b>Germany</b>	Monetary incentives	€ 500 million programme to support pilot projects, research, development of battery technology and vehicles	Committed
		€ 60 million (additional € 360 million by industry consortium) research and development for lithiumion batteries	Committed
		CO <sub>2</sub> based taxation system starts, EVs five years no tax	July 2009
		Free inner circle parking, congestion	Planned
	Infrastructure	500 charging stations by end of 2009	Planned
	Standardisation	Common standard for plug, capacity of 400 voltage and 63 ampere	Developed
<b>Ireland</b>	Monetary incentives	Exemption from vehicle registration tax for EVs	In place
		Tax remission of up to £2,500 for hybrid and flexible fuel vehicles	In place
	PublicProcurement	10 % of national fleet to be electric cars by 2020	Planned
<b>Norway</b>	PublicProcurement	No car registration tax, VAT and annual car tax	In place
		Exemption from parking fees and combustion charge	In place
		Free use of ferryboats on national roads in 2009	Planned
<b>Portugal</b>	Monetary incentives	Electric cars are exempt from circulation and registration tax. Deduction of € 800 at purchase of EVs.	As of 2010
	Infrastructure	320 charging points by 2010 and 1,300 by 2011	Planned
<b>Spain</b>	Monetary incentives	15 % rebate at purchase of an electric vehicle	Committed
		Registration tax is CO <sub>2</sub> based. Rates vary from 0 % (up to 120 g/km) to 14.75% (200 g/km and more)	In place

	Policy categories/ Fields of action	Examples for policies and initiatives	Status
<b>Sweden</b>	Monetary incentives	Green car rebate for buyers of electric and hybrid cars worth SEK 10,000	In place
		Tax incentive as tax system is CO <sub>2</sub> based (SEK 10 – SEK 15 per gram of CO <sub>2</sub> emitted above 100 g/km)	In place
		Exemption from congestion charge in Stockholm	In place
		1.5 million € investment in recharging infrastructure	In place
	Infrastructure	500 charging points by end of 2010	Planned
<b>United Kingdom</b>	Monetary incentives	£350 million for demonstration projects, research	Committed
		Annual circulation tax is £ 0 below CO <sub>2</sub> emissions up to 100 g/km (compared to £ 400 at 225 g/km).	In place
		Exemption from parking fees in London	In place
		No congestion charge in London	In place
	Public Procurement	£20 million procurement programme	Planned
	Infrastructure	25,000 charging points in London	Planned
		dedicated bays for car club EVs in London	Planned
	Standardisation	Support development of standards for charging infrastructure	Committed
International Collaboration	Develop international standards for charging infrastructure	Committed	
Consumer behaviour	Incentive programme – rebate on purchase of cars	Planned to start 2011	
<b>European Union</b>	Monetary Incentives	Tax reductions for low-carbon vehicles	Planned
	Public Procurement	Encourage public procurement of low-carbon vehicle	Planned
	Research	€ 500 million funding for research & EIB loans for industry	Planned

	Policy categories/ Fields of action	Examples for policies and initiatives	Status
<b>United States</b>	Monetary Incentives	Tax credits for low-emission vehicles	In place
		Reduced parking, registration and toll fees	In place
		\$ 2.5 billion programme for the development of electric-power cars	Committed
	Non-monetary Incentives	Special lane access rights for lowcarbon vehicles in California	In place
	Public Procurement	Some states mandate the purchase of hybrid cars.	In place
Collaboration	Initiative to help communities prepare for deployment of EVs and to share best practices / lessons learned	In place	
<b>Japan</b>	Monetary Incentives	High tax incentives for fuel efficient vehicles	In place
		Tax credits of up to 3,500 for hybrid buyers	In place
	Research	Highest research budget for development of batteries worldwide	In place

## Notes

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## **Authors**

Christophe Nicodème, Director General

Konstandinos Diamandouros, Head of Office

José Luiz Díez, Director of Public Affairs and Communication

Irene Fusco, Project Manager

Concetta Durso, Research Assistant

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