

# European Road Statistics

■ ■ ■ ■ ■ ■ 2010



# ERF 2010 European Road Statistics



**European Union Road Federation**

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## 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 2010 edition of the European Road Statistics. This annual publication contains all essential information on the road transport sector and throughout the years it has become the tool of reference for policy makers and major stakeholders.

More than ever, in this period of economical uncertainty and low infrastructure investment, it is important to acknowledge the essential contribution of roads to the socio-economic welfare of our society and to ensure that sufficient financial resources are dedicated to the improvement and the maintenance of the current road infrastructure.

The road infrastructure sector is currently facing important challenges with respect to road safety, mobility of persons, goods and services and the environment. These challenges become even more significant if we take into account some crucial elements, such as the increasing demand for mobility, the ageing population and the constantly growing part of citizens living in an urban environment.

The ERF strongly believes that a better road infrastructure can bring valuable answers to these challenges, by not only increasing the safety and improving mobility, but also by reducing the environmental impact of road transport, congestion and CO<sub>2</sub> emissions.

The ninth edition of the European Road Statistics aims at delivering accurate and factual information that demonstrate the actual value of the road transport sector in Europe.

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

The ERF Team  
July 2010

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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>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>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>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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## 1.1 Economic figures of the road sector in EU-27 - 2007\*

Source: Eurostat

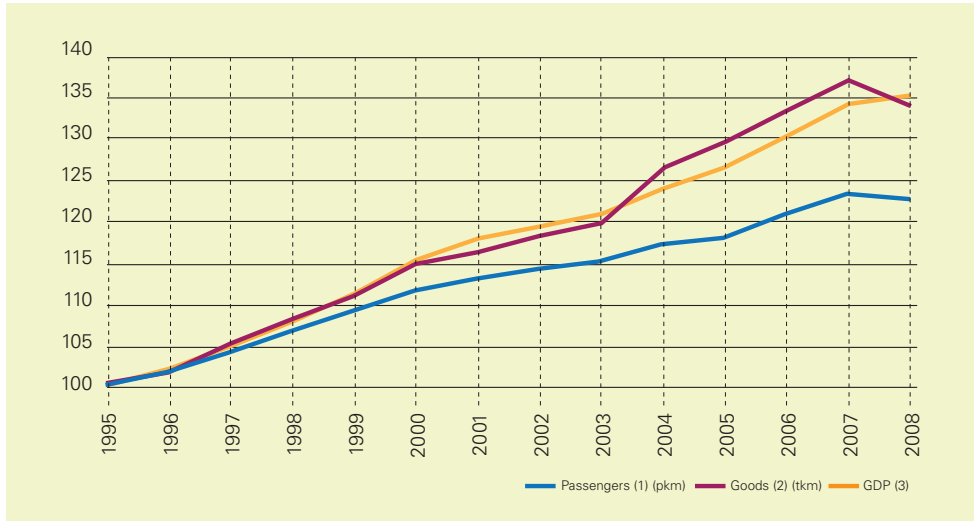
Units of economic activity	Turnover (million of €) (1)	Value added at factor cost (million of €) (2)	Employment (thousand persons) (3)	Employment (% of total EU Employment)
Manufacture of motor vehicles, trailers and semi-trailers	847,996.2	155,395.5	2,254.4	1.01%
Manufacture of powered two-wheelers and bicycles	10,707.4	2,245.7	49.3	0.02%
Sale, maintenance and repair of motor vehicles and motorcycles	1,234,809.3	157,151.9	3,802.9	1.70%
Retail sale of automotive fuel	190,535.2	13,750.4	502.0	0.22%
Passenger land transport (4)	97,157.1	56,450.7	1,981.3	0.88%
Freight transport by road	302,597.3	105,400.4	2,963.1	1.32%
Construction of highways, roads, airfields and sport facilities (5)	111,881.3	30,000.0	733.6	0.33%

\* Some activities non related to the road sector have been included because the NACE Rev. 1.1 «Classification of Economic Activities» does not show a more precise division of the «unit of economic activities». (See land passenger transport and construction)

- (1) Turnover comprises the totals invoiced by the observation unit during the reference period, and this corresponds to market sales of goods or services supplied to third parties; it includes all duties and taxes on the goods or services invoiced by the unit with the exception of the VAT invoiced by the unit to its customer and other similar deductible taxes directly linked to turnover; it also includes all other charges (transport, packaging, etc.) passed on to the customer. Price reductions, rebates and discounts as well as the value of returned packing must be deducted.
- (2) Value added at factor costs is the gross income from operating activities after adjusting for operating subsidies and indirect taxes. Value adjustments (such as depreciation) are not subtracted.
- (3) Number of persons employed is defined as the total number of persons who work in the observation unit (inclusive of working proprietors, partners working regularly in the unit and unpaid family workers), as well as persons who work outside the unit who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It excludes manpower supplied to the unit by other enterprises, persons carrying out repair and maintenance work in the enquiry unit on behalf of other enterprises, as well as those on compulsory military service.
- (4) Passenger land transport includes:
- Activities providing urban or suburban transport of passengers on scheduled routes. They may be carried out with motor bus, tramway, streetcar, trolleybus, underground and elevated railways, etc.
  - Activities providing interurban transport, except by rail, of passenger on scheduled routes
  - Operation of school buses, town-to-airport or town-to-station lines, funicular railways, aerial cableways, etc.
  - Taxi operation and other renting of private cars with operator
  - Other non-scheduled passenger road transport: Charters, excursions and other occasional coach services
- (5) Construction of highways, roads, airfields and sport facilities» includes: the construction of highways, streets, roads, railways, airfields and sport facilities includes road marking, installation of vertical signalling & restraint systems

## 1.2 Transport growth in EU-27, evolution 1995-2008

Source: EC



100=Year 1995 Data

GDP(1995): 7,980.5022 millions of euro, chain-linked volumes, reference year 2000 (at 2000 exchange rates)

tkm (1995): 3060

pkm (1995): 5327

(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

(3) GDP at constant year 2000 prices and exchange rates

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

Source: EC

	1995 - 2008	2007 - 2008
GDP at year 2000 prices and exchange rates	2.3%	0.7%
Passenger transport pkm	1.6%	-0.3%
Freight transport tkm	2.3%	-2.1%

## 1.4 Employment by mode of transport in EU-27 - 2007 (thousand)

Source: Eurostat

	Road freight transport	Road passenger transport	Railway	Pipelines	Inland water transport	Sea transport	Air transport	Travel agencies & tour operators	Other* auxiliary transport activities
<b>BE</b>	65.5	34.1	27.1	0.1	1.2	0.9	5.9	8.2	52.5
<b>BG</b>	37.6	35.9	17.9	0.0	1.7	4.8	2.7	6.2	37.4
<b>CZ</b>	115.0	44.2	59.2	0.2	0.8	0.0	5.5	11.8	38.1
<b>DK</b>	41.2	30.5	8.3	0.1	0.1	13.5	6.3	6.8	30.2
<b>DE</b>	318.0	302.8	79.4	0.7	9.0	31.1	57.3	67.8	508.1
<b>EE</b>	14.9	5.9	3.4	0.0	0.1	1.1	0.7	1.8	10.7
<b>IE</b>	17.5	12.0	5.6	0.0	0.0	3.5	4.7	5.7	16.3
<b>EL</b>	42.8	75.0	7.4	0.1	0.0	18.5	3.8	14.6	34.2
<b>ES</b>	415.7	179.2	20.6	0.0	0.3	7.6	38.8	58.2	208.7
<b>FR</b>	368.1	291.1	169.4	1.3	3.8	14.2	73.2	42.9	254.2
<b>IT</b>	346.3	150.9	64.1	3.0	3.0	25.7	22.5	47.3	321.9
<b>CY</b>	2.5	2.4	0.0	0.0	0.0	5.1	2.2	2.7	4.7
<b>LV</b>	20.6	14.5	14.0	0.4	0.0	0.8	1.2	2.2	17.0
<b>LT</b>	43.3	18.0	10.8	0.0	0.1	1.7	0.7	3.2	14.6
<b>LU</b>	8.5	2.8	3.1	0.0	0.1	0.1	4.0	0.6	2.3
<b>HU</b>	68.3	51.4	43.1	0.6	1.2	0.0	2.4	6.7	31.4
<b>MT</b>	1.1	1.4	0.0	0.0	0.0	1.0	2.5	2.0	2.9
<b>NL</b>	127.9	47.5	31.1	0.1	13.5	8.2	36.0	22.9	75.3
<b>AT</b>	60.8	47.1	14.2	0.4	0.5	0.0	9.7	11.2	51.0
<b>PL</b>	243.2	154.6	120.4	3.3	1.4	2.0	6.3	18.5	72.6
<b>PT</b>	66.9	37.3	4.3	0.1	0.1	2.5	9.4	10.0	32.1
<b>RO</b>	86.6	87.1	48.3	1.5	2.8	1.0	3.9	9.2	64.4
<b>SI</b>	21.6	8.0	4.9	0.0	0.0	0.2	0.8	2.0	8.0
<b>SK</b>	15.0	14.3	35.6	0.2	0.7	0.0	1.0	2.8	12.1
<b>FI</b>	43.2	25.9	7.7	0.0	0.2	9.5	7.1	4.8	25.0
<b>SE</b>	75.0	61.7	8.9	0.0	1.4	15.8	7.0	12.7	53.5
<b>UK</b>	296.2	224.7	55.7	0.3	1.4	15.1	93.4	107.1	307.0
<b>EU 27</b>	2,963.1	1,960.5	864.4	12	43.4	184	409.07	490	2,286.2

Estimates figures in italics.

\* Cargo handling and storage, other supporting activities, activities of other transport agencies.

The above figures refer to employment only in those companies whose main activity lies in the mode concerned.

Economic activity according to NACE Rev. 1.1 classification

## 2.1 Length of total road network by category(\*) and country - 2007 (km)

Source: EC, IRF

	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	16,032	n.a.	n.a.
<b>CZ</b>	657	6,191	48,736	74,919	130,503
<b>DK</b>	1,111	2,755	69,331	(0)	73,197
<b>DE</b>	12,594	40,420	178,180	413,289 (1)	644,483
<b>EE</b>	96	3,896	12,473	41,547	58,012
<b>IE</b>	269	5,159	11,645	79,447	96,520
<b>EL<sup>(2)</sup></b>	1,103	10,189	30,864	75,600	117,756
<b>ES</b>	13,014	12,832	140,165	501,053	667,064
<b>FR</b>	10,958	9,861	377,377	628,987	1,027,183
<b>IT</b>	6,588	19,290	156,258	312,100 (3)	494,236
<b>CY</b>	257	2,131	1,950	3,504	7,842
<b>LV</b>	0	1,647	18,532	49,608	69,787
<b>LT</b>	309	6,387	14,625	59,394	80,715
<b>LU</b>	147	837	1,891	(0)	2,875
<b>HU</b>	858	6,746	23,579	158,760	189,943
<b>MT<sup>(4)</sup></b>	0	184	665	1,379	2,228
<b>NL</b>	2,582	2,430	7,899	122,559	135,470
<b>AT</b>	1,696	10,410	23,652	71,059	106,817
<b>PL</b>	663	17,859	28,455	211,934	258,910
<b>PT</b>	2,613	5,883	4,406	63,900 (3)	76,802
<b>RO</b>	281	15,837	64,775	n.a.	n.a.
<b>SI</b>	579	976	4,921	32,233	38,709
<b>SK</b>	365	3,374	14,144	25,942	43,825
<b>FI</b>	700	12,629	13,466	51,365	78,160
<b>SE</b>	1,806	13,519	83,131	326,984	425,440
<b>UK</b>	3,673	49,016	122,281	245,027	419,997

(\*): 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.

(0) Figures for «other roads» are already included in «secondary or regional roads».

(1) 2006 figures.

(2) EL: End of 2005 figures (except for motorways length which is estimated for 2007).

(3) 2005 figure.

(4) MT: End of 2005 figures (except for motorways).



	Motorways	Main or national roads	Secondary or regional roads	Other roads	Total
<b>HR</b>	959	7,160	10,544	10,375	29,038
<b>MK</b>	221	690	3,774	9,155	13,840
<b>TR</b>	1,987	31,333	30,579	363,200 (1)	427,099
<b>IS</b>	11	4,213	3,999	4,825	13,048
<b>NO</b>	239	27,091	27,073	38,466	92,869
<b>CH</b>	1,383	381	18,136	51,446	71,346

(\*): 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.

(0) Figures for «other roads» are already included in «secondary or regional roads».

(1) 2006 figures.

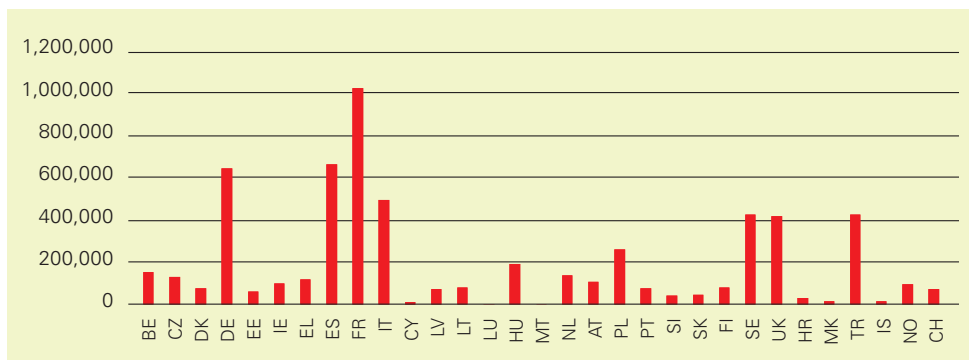
(2) EL: End of 2005 figures (except for motorways length which is estimated for 2007).

(3) 2005 figure.

(4) MT: End of 2005 figures (except for motorways).

## 2.2 Length of total road network by country - 2007 (km)

Source: EC, IRF



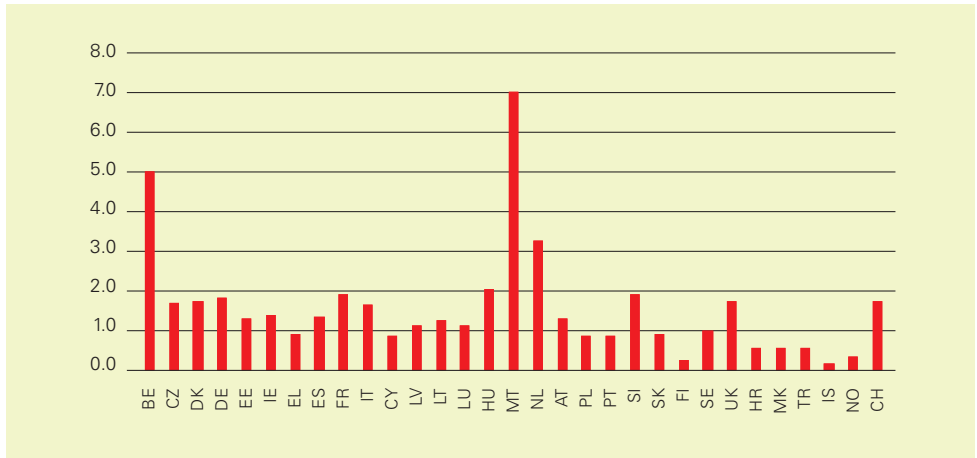
EL and MT: Figures for the total road network were calculated with data of the end of 2005 for national, secondary and other roads and data of 2007 for motorways

IT and PT: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2005 for other roads

DE and TR: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2006 for other roads

## 2.3 Density of the total road network by country - 2007 (km road per km<sup>2</sup> land area)

Source: EC, IRF



EL and MT: Figures for the total road network were calculated with data of the end of 2005 for national, secondary and other roads and data of 2007 for motorways

IT and PT: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2005 for other roads

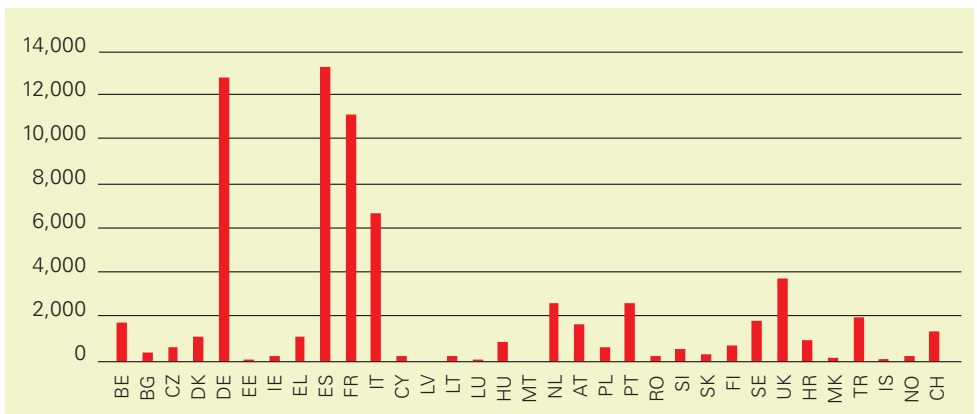
DE and TR: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2006 for other roads

CY: Density calculated with the area of the whole island

FR: Density calculated with the area of mainland France (Guyane, Martinique, Guadeloupe and la Reunion not included)

## 2.4 Length of motorway network by country - 2007 (km)

Source: EC



EL: Estimate figure

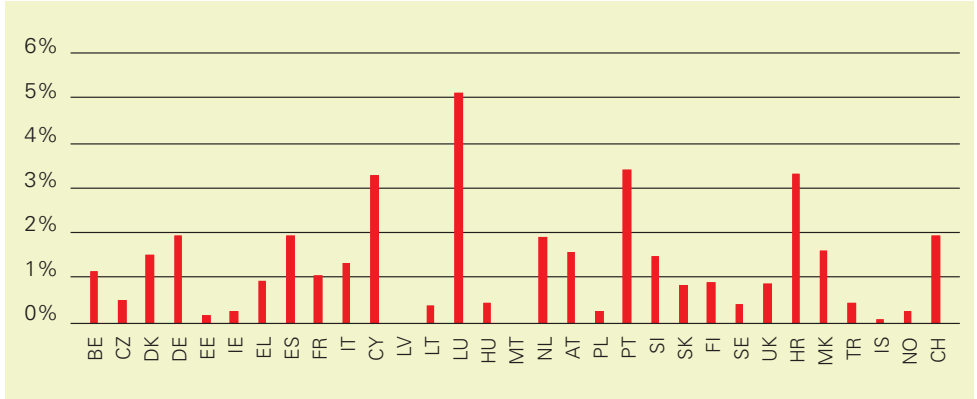
ES: Autopistas de peaje, autovías y autopistas libres

CY: Without urban M-ways

NL: all national roads (Rijkswegen) with dual carriageways

## 2.5 Proportion of motorways compared to the total road network - 2007 (%)

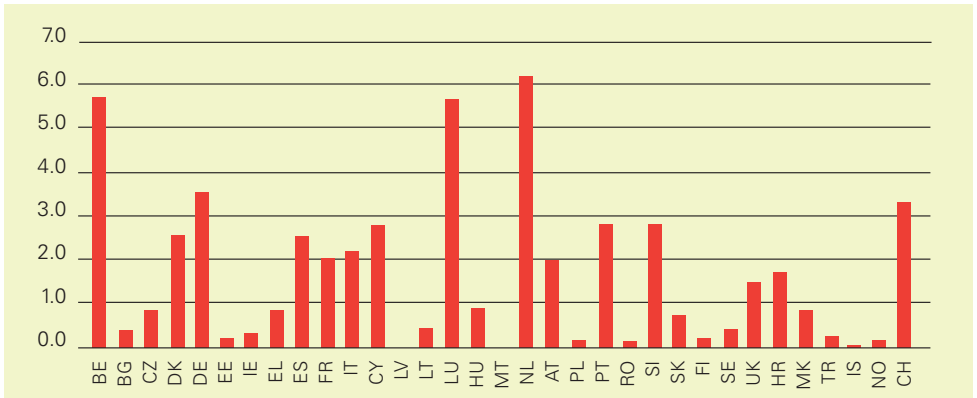
Source: EC, IRF



El and Mt: Figures for the total road network were calculated with data of the end of 2005 for national, secondary and other roads and data of 2007 for motorways  
 IT and PT: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2005 for other roads  
 DE and TR: Figures for the total road network were calculated with data of 2007 for national, secondary roads and motorways and data of 2006 for other roads

## 2.6 Density of motorways by country - 2007 (km motorway per 100 km<sup>2</sup> land area)

Source: EC

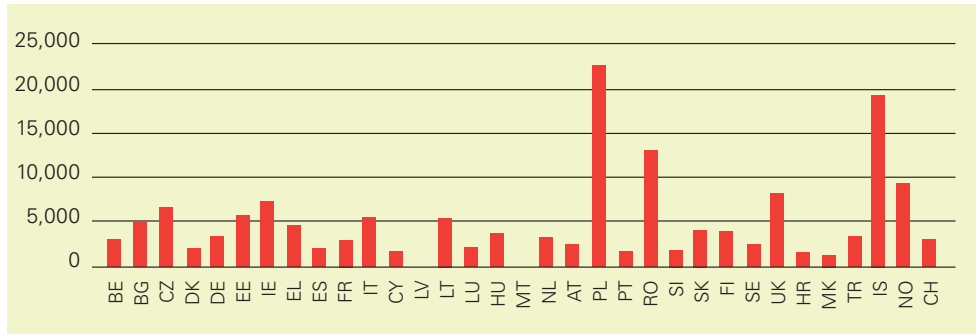


CY: Density calculated with the area of the whole island

FR: Density calculated with the area of mainland France (Guyane, Martinique, Guadeloupe and la Reunion not included)

## 2.7 Passenger cars per km of motorway - 2007

Source: EC



LV and MT did not have any km of motorway in 2007

## 2.8 Transport network

Comparison between EU-27, USA, Japan, Russia and China - 2007 (thousand km)

Source: EC

	EU-27	USA	Japan	China	Russia
Road network (paved)	5,000 <sup>(0)</sup>	4,241	956	2,535	771
Motorway network	65.1	95.3 <sup>(1)</sup>	7.6 <sup>(2)</sup>	53.9	30.0
Railway network	212.8	203.1 <sup>(3)</sup>	27.3	78.0	87.2

(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

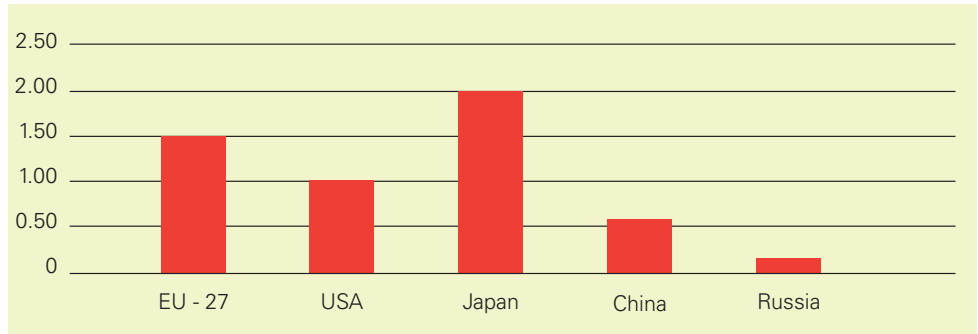
(2) Japan: national expressways

(3) USA: a sum of partly overlapping networks

## 2.9 Density of motorways

Comparison between EU-27, USA, Japan, Russia and China - 2007 (km motorway per 100km<sup>2</sup> land area)

Source: EC

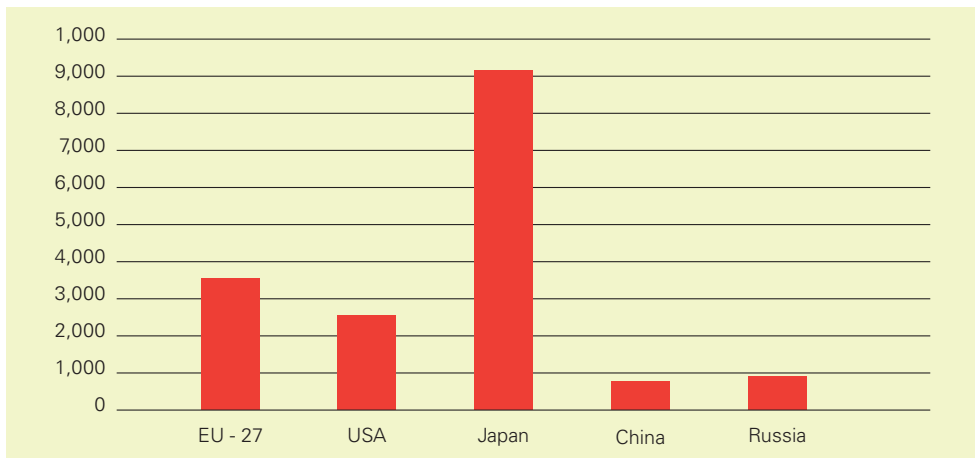


Area EU 27: Including French overseas department

## 2.10 Passenger cars per km of motorway

Comparison between EU-27, USA, Japan, Russia and China - 2007

Source: EC



### 3.1 Toll net revenues in selected countries - 2006-2009 (€ million)

Source: ASECAP

Country	2006	2007	2008	2009
BE	41.60	49.20	53.70	47.90
DK	396.80	437.00	450.00	448.00
EL	155.00	170.50	100.00	550.00
ES	1,821.95	1,992.46	1,997.80	2,003.93
FR	6,849.00	7,383.60 <sup>(3)</sup>	7,800.00 <sup>(6)</sup>	7,300.00 <sup>(10)</sup>
IE	n.a.	n.a.	153.00	175.00
IT	4,333.40	4,473.80 <sup>(3)</sup>	4,533.72	4,545.00
NL	22.59	24.50	26.14	26.44
AT	1,250.28 <sup>(2)</sup>	1,435.00 <sup>(4)</sup>	1,516.00 <sup>(7)</sup>	1,387.00 <sup>(11)</sup>
PT	664.80	713.90	722.74	737.94
HU	114.80	155.60	171.40	146.20
SI	151.96	172.72	201.62	238.00
NO	388.10	386.20	424.20	407.50
HR	226.94	258.56	266.78	272.11 <sup>(11)</sup>
PL	n.a.	175.48	175.10 <sup>(8)</sup>	162.70 <sup>(12)</sup>
UK	81.00	78.00	74.00	68.70
RS	176.50	182.80	200.80	147.40
CZ	n.a.	198.50	245.40	221.70
DE	3,078.00	3,359.30	3,466.40	4,409.00
SK	n.a.	74.94 <sup>(5)</sup>	90.38 <sup>(9)</sup>	88.48 <sup>(13)</sup>

(1) The revenue collected by AAK Zrt on all motorways in Hungary

(2) Preliminary value for 2006

(3), (6) and (10) Provisional figures

(4) Preliminary value 2007

(5), (9) and (13) Revenue from vignette on the whole charged network including motorways, expressways and selected 1<sup>st</sup> class roads

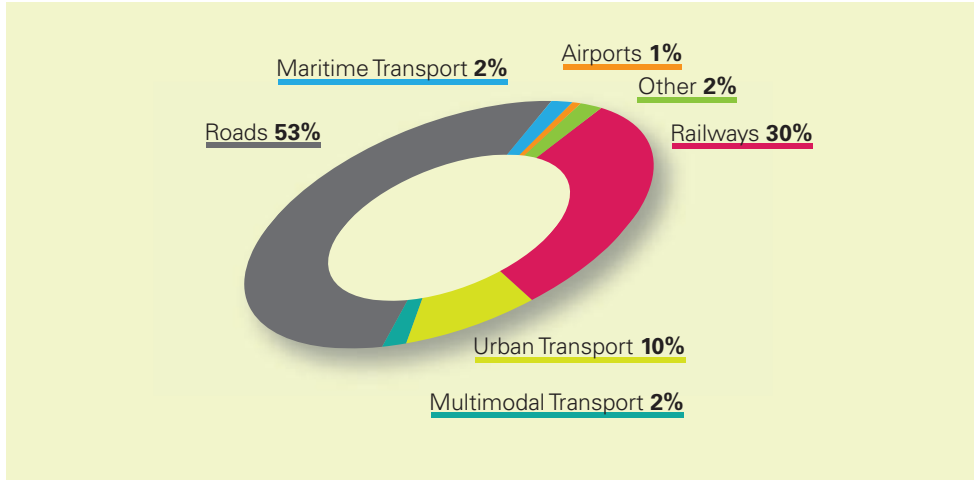
(7) Preliminary value for 2008

(8) and (12) Toll Revenues on A2 and A4

(11) Preliminary value for 2009

### 3.2 Allocation of EU Structural Funds - 2007-2013 (EU-12)

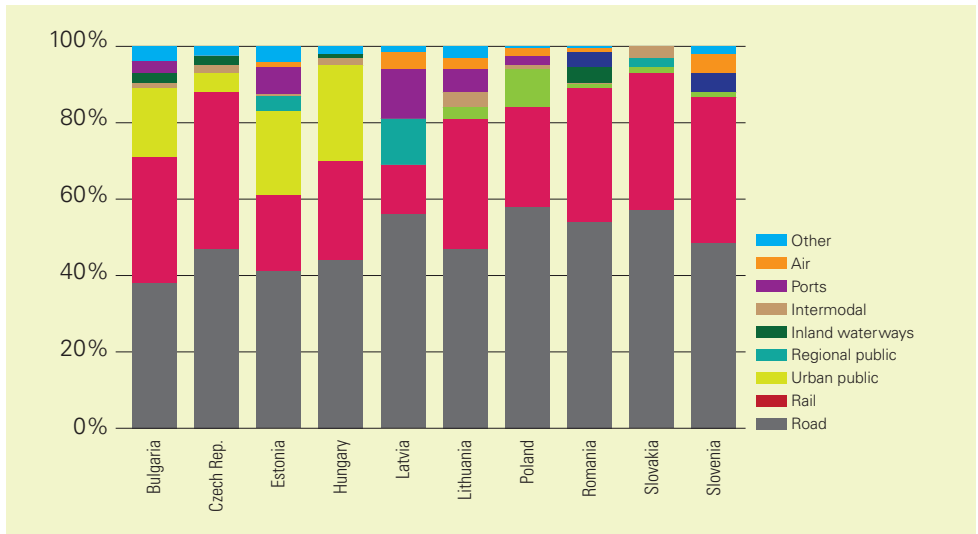
Source: EC



### 3.3 Comparison of EU Structural Funds allocation for transport

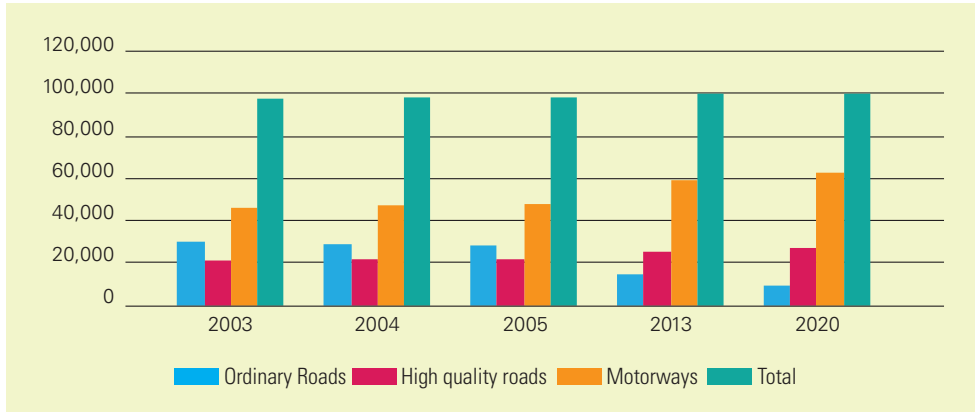
Selected countries - 2007-2013

Source: EC, ERF



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

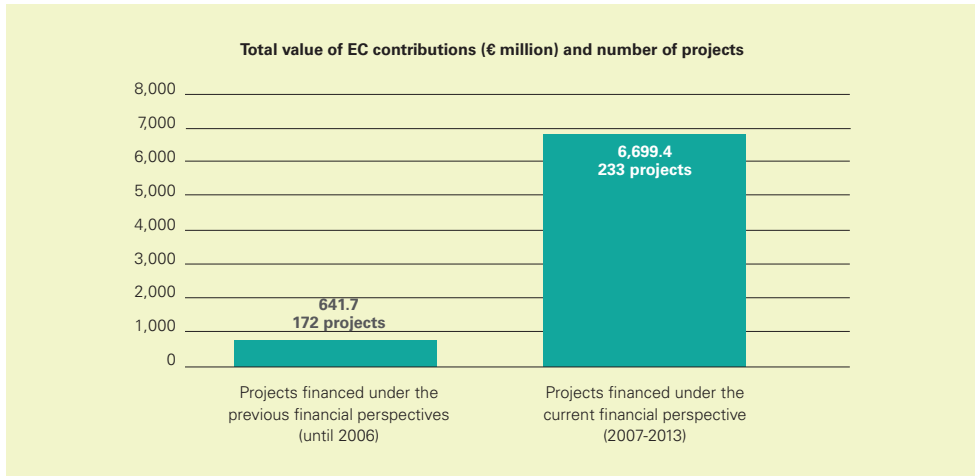
Source: EC



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

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

Source: TEN-T EA



State-of-play on 1<sup>st</sup> February 2010



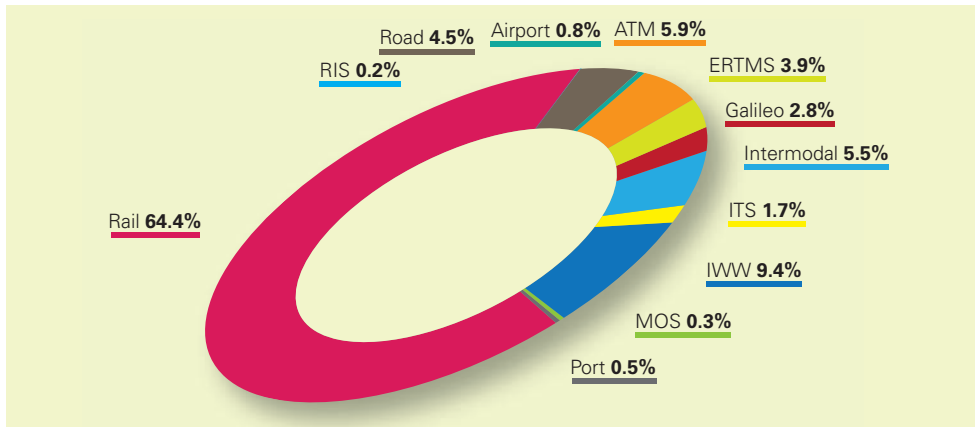
### 3.6 Transeuropean Network Funding 2007-2013

Source: EC

Transeuropean 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	8,013
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>

### 3.7 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> February 2010  
 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

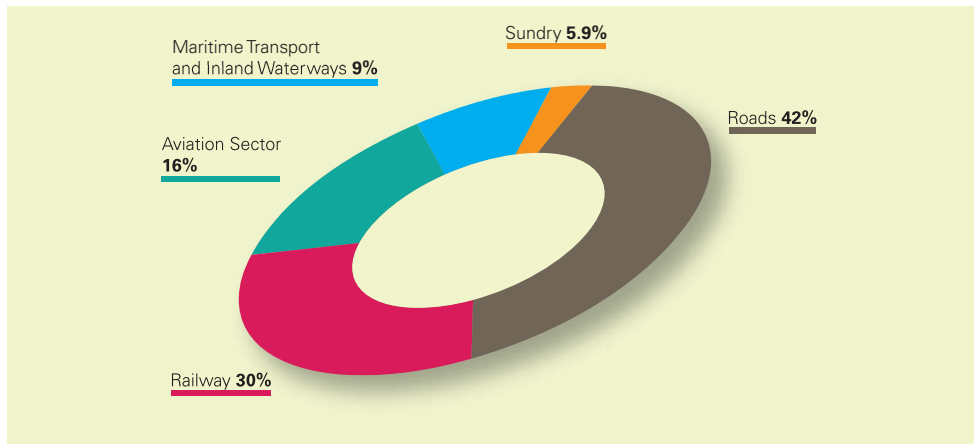
### 3.8 European Investment Bank loans for transport provided within the EU 2006-2008 (€ million)

Source: EIB

	2006	2007	2008
<b>Roads, Motorways</b>	4,384	3,542	4,932
<b>Railway</b>	2,999	3,534	2,495
<b>Urban Transport</b>	1,294	1,924	1,981
<b>Air Transport</b>	764	644	2,458
<b>Maritime Transport</b>	593	454	894
<b>Intermodal Freight Terminals and Other</b>	36	29	763
<b>Space Transport</b>			
<b>Total Transport Sector</b>	10,070	10,127	13,523

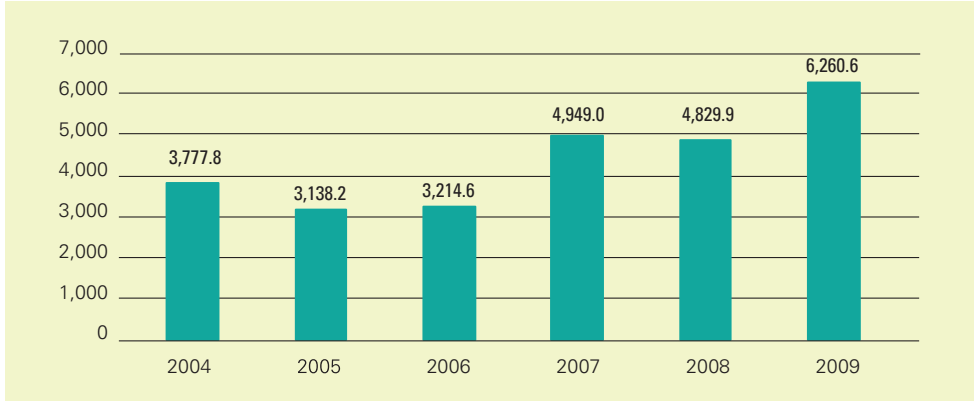
### 3.9 European Investment Bank loans for Trans-European Transport Networks (TEN-Ts) - 2009 (total € 10.741 billion)

Source: EIB



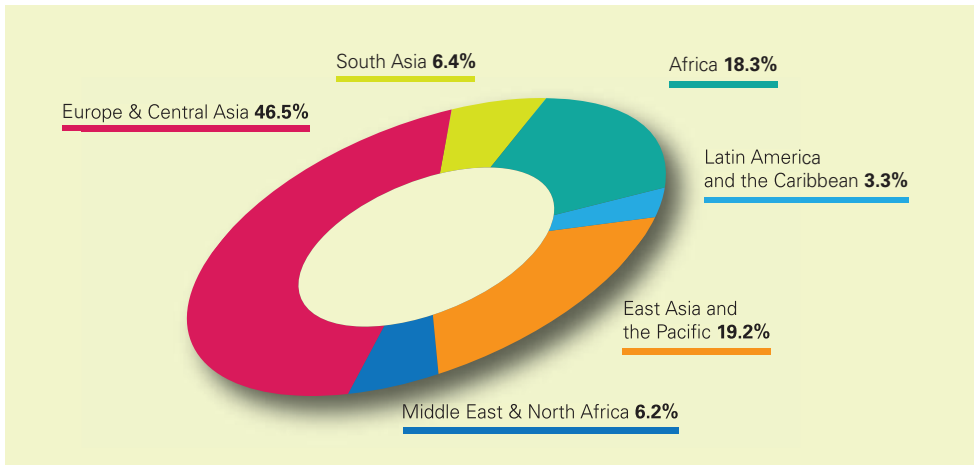
### 3.10 World Bank Total Transport Lending 2004-2009 (\$ Million)

Source: World Bank



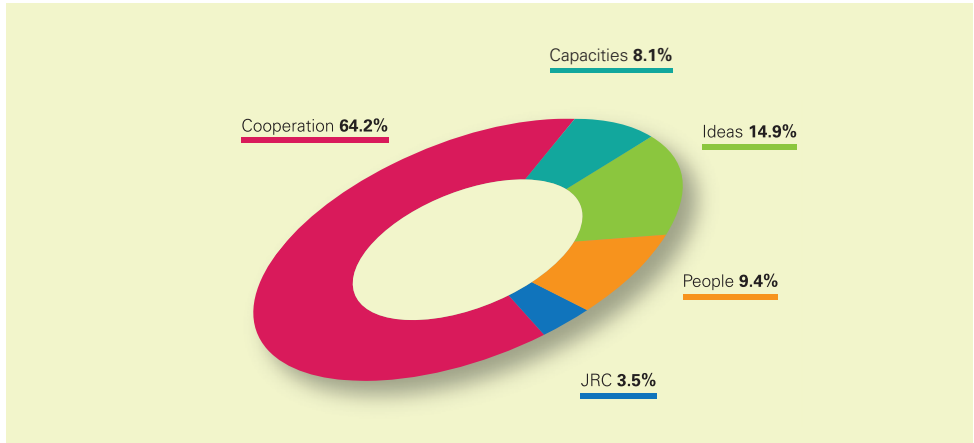
### 3.11 Transport Lending Breakdown by Region - 2009 (total \$ 6.261 billion)

Source: World Bank



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

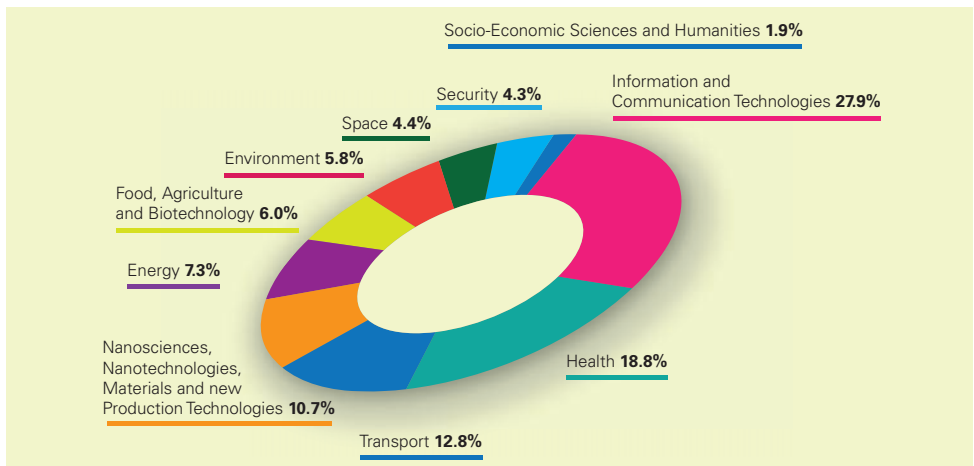
Source: Cordis



State of play: December 2006

### 3.13 Breakdown of funds for the Cooperation Specific Programme - 2007-2013 (total € 32.4 billion)

Source: Cordis



## 4.1 Investment and maintenance - Definition

This chapter contains annual data of gross investment spending and maintenance expenditure for the road sector in the European Countries. For a better understanding of the information provided, it is necessary to previously state some definitions.

“Investment expenditure on infrastructure”: Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs of infrastructure.

Infrastructure expenditures include both public (state, regional and local authorities) and private sources of financing.

Maintenance expenditure on infrastructure: Expenditure for keeping infrastructure in working order. It includes surface maintenance, patching and running repairs (work relating to roughness of carriageway's wearing course, roadsides, etc.).

Maintenance expenditures refer to government spending only and do not include expenditure financed by the private sector.

It is important to draw the attention on the fact that the data coverage varies significantly from a country to another. This is mainly due to the lack of more detailed common definitions and the difficulty for countries to change their data collection system.

For example depending on countries, private investment are or are not included in annual figures and road data could include urban road, some countries include VAT in their data, others don't. In addition, the border line between investment and maintenance expenditure is not the same for all countries, etc.

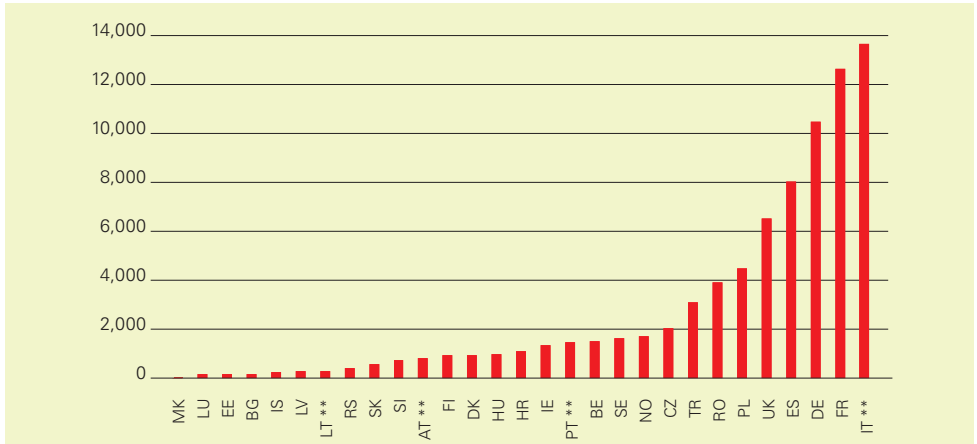
Then it is recommended to use these figures with great care and to rather analyse country data trends instead of spending levels.

There is a strong need for having more precise common definitions and methodology in order to improve the quality and the comparability of the data series.

## 4.2 Gross investment spending in road infrastructure

Selected countries - 2008 (€ million) \*

Source: ITF

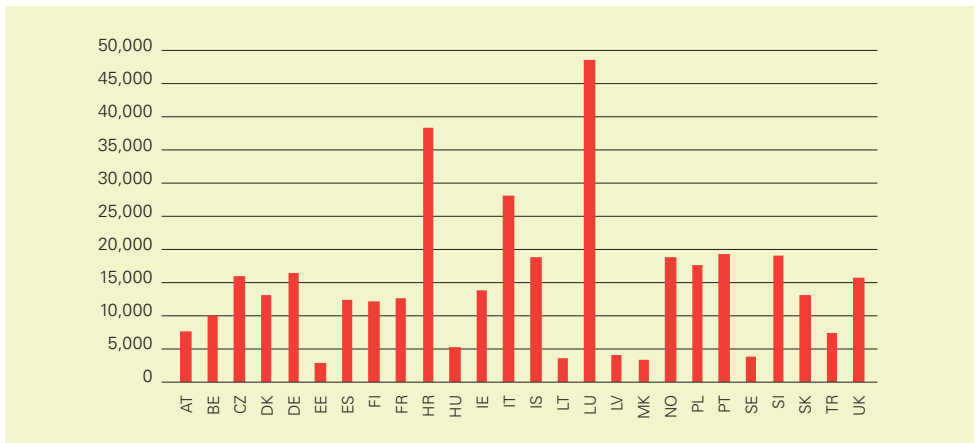


\* Current prices and exchange rates

\*\* 2007 figures

## 4.3 Gross investment spending in road infrastructure per km of total network - Selected countries - 2008 (€ per km)\*

Source: ITF, EC, IRF



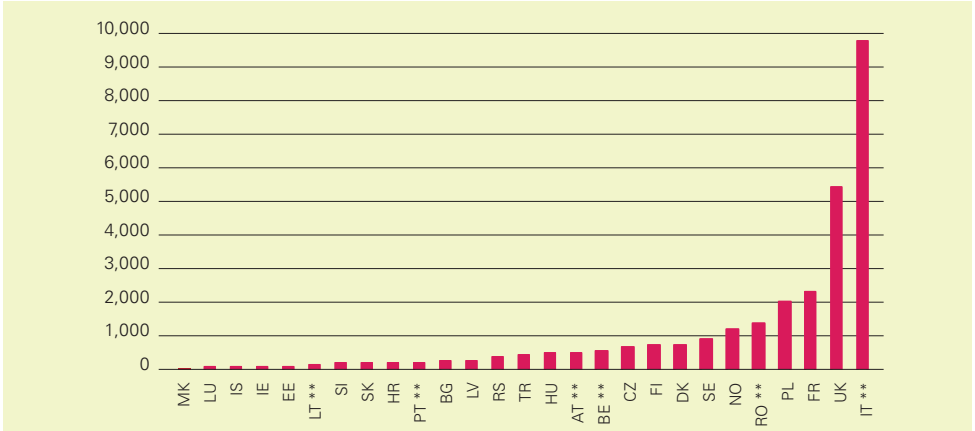
\* Calculation made with:

-2008 gross investment figures except for AT, IT, LT and PT (2007)

-2007 length of total network figures

### 4.4 Maintenance expenditures in road infrastructure in selected countries - 2008 (€ million)\*

Source: ITF

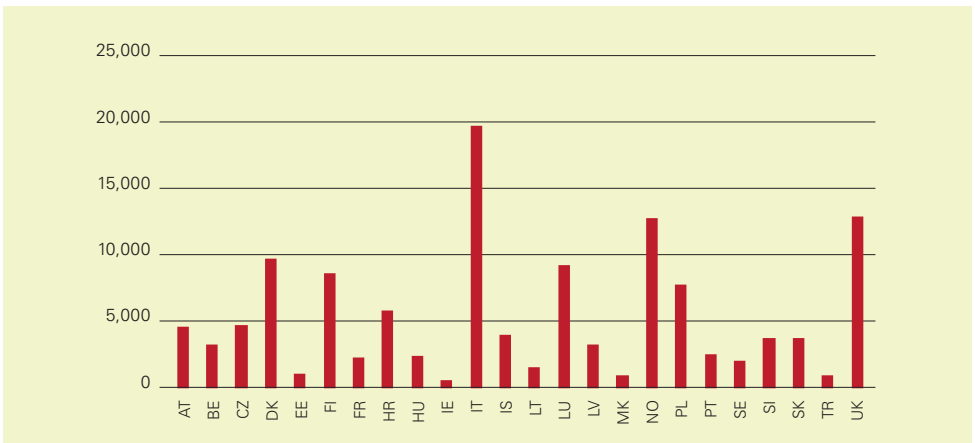


\* Current prices and exchange rates

\*\* 2007 figures

### 4.5 Maintenance expenditures in road infrastructure per km of total network - Selected countries - 2008 (€ per km)\*

Source: ITF, EC, IRF

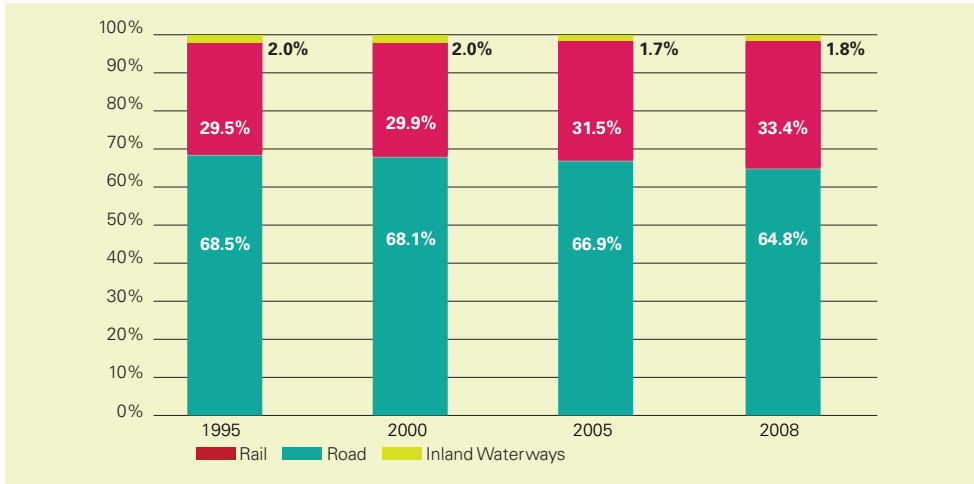


\* Calculation made with investment in maintenance figures (2008) and length of total road network figures (2007)

\*\* AT, BE and LT: Calculation made with 2007 figures for investment in maintenance and for length of total network

## 4.6 Transport infrastructure investment modal split in Western European Countries\* (%)

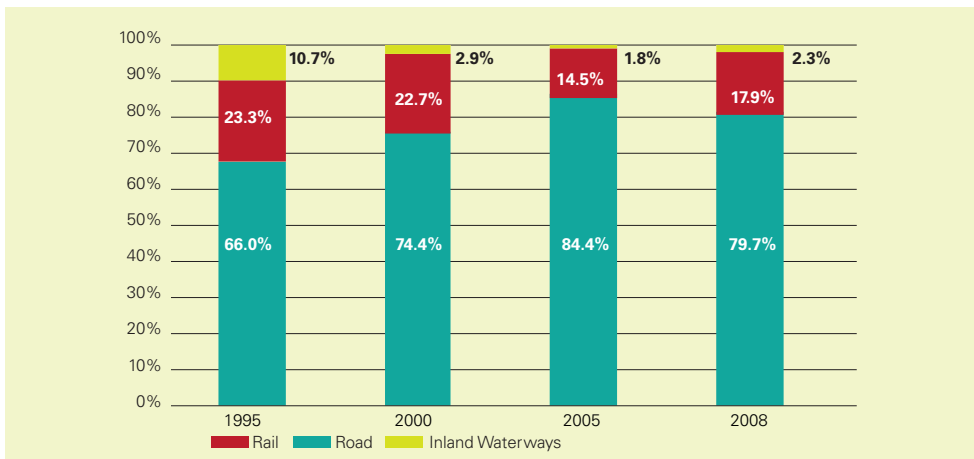
Source: ITF



\* West European Countries include Denmark, Finland, France, Iceland, Luxembourg, Sweden and the United Kingdom.

## 4.7 Transport infrastructure investment modal split in Central and Eastern European Countries\* (%)

Source: ITF



\* Central and Eastern European Countries include Croatia, Czech Republic, FYROM, Hungary, Latvia, Poland, Serbia, Slovakia and Slovenia.



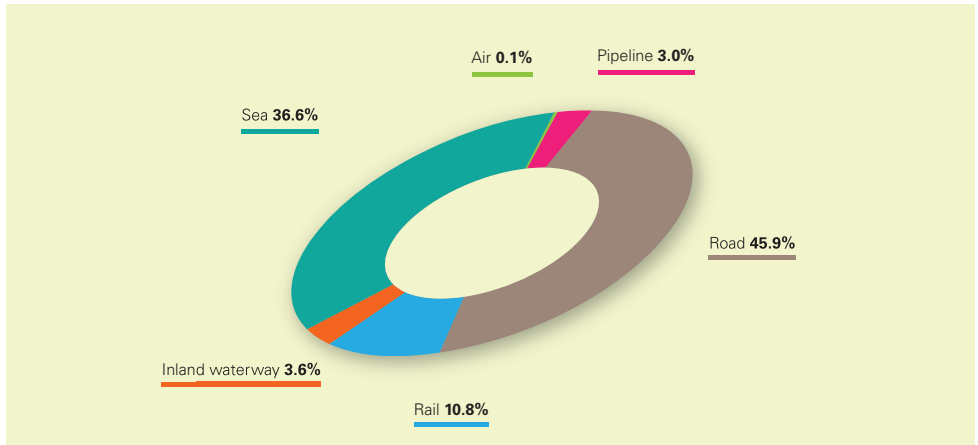
## 5.1 Transport of goods, performance by mode in EU-27 - 1995-2008 (billion tkm)

Source: EC

	Road	Rail	Inland waterway	Oil Pipeline	Sea	Air	Total
<b>1995</b>	1,288.7	386.1	122.1	114.9	1,146.0	2.0	3,059.8
<b>1996</b>	1,302.6	392.1	119.8	119.3	1,160.0	2.1	3,095.9
<b>1997</b>	1,351.7	409.5	127.8	118.2	1,193.0	2.2	3,202.4
<b>1998</b>	1,414.2	392.5	131.0	125.4	1,232.0	2.3	3,297.4
<b>1999</b>	1,469.9	383.6	128.7	124.2	1,268.0	2.3	3,376.8
<b>2000</b>	1,518.7	403.7	133.9	126.7	1,314.0	2.5	3,499.4
<b>2001</b>	1,556.3	386.0	132.5	133.0	1,334.0	2.5	3,544.3
<b>2002</b>	1,605.9	383.8	132.5	128.4	1,355.0	2.4	3,608.0
<b>2003</b>	1,625.4	391.9	123.5	130.4	1,378.0	2.4	3,651.6
<b>2004</b>	1,747.3	416.3	136.7	131.6	1,427.0	2.5	3,861.4
<b>2005</b>	1,800.3	414.1	138.7	135.9	1,461.0	2.6	3,952.6
<b>2006</b>	1,854.3	440.4	138.5	135.2	1,505.0	2.7	4,076.0
<b>2007</b>	1,914.9	453.1	147.0	126.9	1,532.0	2.8	4,176.7
<b>2008</b>	1,877.7	442.7	145.3	124.1	1,498.0	2.7	4,090.5
<b>1995-2008</b>	45.7%	14.7%	19.0%	8.0%	30.7%	35.0%	33.7%
<b>Per year</b>	2.9%	1.1%	1.3%	0.6%	2.1%	2.3%	2.3%
<b>2007-2008</b>	-1.9%	-2.3%	-1.2%	-2.2%	-2.2%	-1.8%	-2.1%

## 5.2 Goods transport by mode in EU-27 - 2008 (% 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

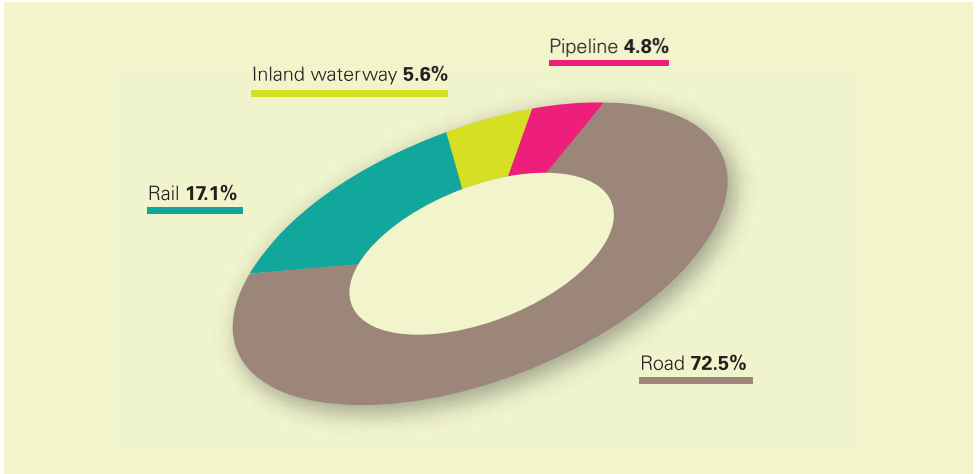
## 5.3 Inland transport modal split in EU-27 - 2000-2008 (% of tkm)

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	17.1	5.6	5.4
2005	72.3	16.6	5.6	5.5
2006	72.2	17.1	5.4	5.3
2007	72.5	17.1	5.6	4.8
2008	72.5	17.1	5.6	4.8
2000-2008	4.2	-7.6	-8.5	-17.4

## 5.4 Inland transport modal split in EU-25 - 2008 (% of tkm)

Source: EC



## 5.5 Performance of inland freight transport by mode and country - 2008 (billion tkm)

Source: EC

	Road*	Railways	Inland Waterways **	Pipelines (Oil) ***
<b>EU27</b>	1,877.73	442.74	145.27	124.09
<b>EU15</b>	1,467.24	292.37	130.03	87.49
<b>EU12</b>	410.49	150.37	15.25	36.60
<b>BE</b>	38.36	8.57	8.75	1.45
<b>BG</b>	15.32	4.69	2.89	0.42
<b>CZ</b>	50.88	15.44	0.03	2.32
<b>DK</b>	19.48	1.87	-	4.21
<b>DE</b>	341.53	115.65	64.06	15.94
<b>EE</b>	7.35	5.94	-	-
<b>IE</b>	17.40	0.10	-	-
<b>EL</b>	28.85	0.79	-	0.10
<b>ES</b>	242.98	10.48	-	9.14
<b>FR</b>	206.30	40.63	8.90	20.92
<b>IT</b>	175.00	23.83	0.08	11.62
<b>CY</b>	1.31	-	-	-
<b>LV</b>	12.34	19.58	-	2.10
<b>LT</b>	20.42	14.75	0.01	0.53
<b>LU</b>	10.53	0.28	0.37	-
<b>HU</b>	35.76	9.87	2.25	2.97
<b>MT</b>	0.25	-	-	-
<b>NL</b>	78.16	6.98	45.30	5.97
<b>AT</b>	34.33	21.92	2.36	7.52

(\*) 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)

	Road (*)	Railways	Inland Waterways (**)	Pipelines (Oil) (***)
<b>PL</b>	164.93	52.04	0.28	21.25
<b>PT</b>	39.09	2.55	-	0.45
<b>RO</b>	56.39	15.24	8.69	1.72
<b>SI</b>	16.26	3.52	-	-
<b>SK</b>	29.28	9.30	1.10	5.30
<b>FI</b>	29.86	10.78	0.08	-
<b>SE</b>	42.37	23.12	-	-
<b>UK</b>	163.00	24.83	0.15	10.18

(\*) National and international haulage by vehicles registered in the reporting country (including cross-trade and cabotage).

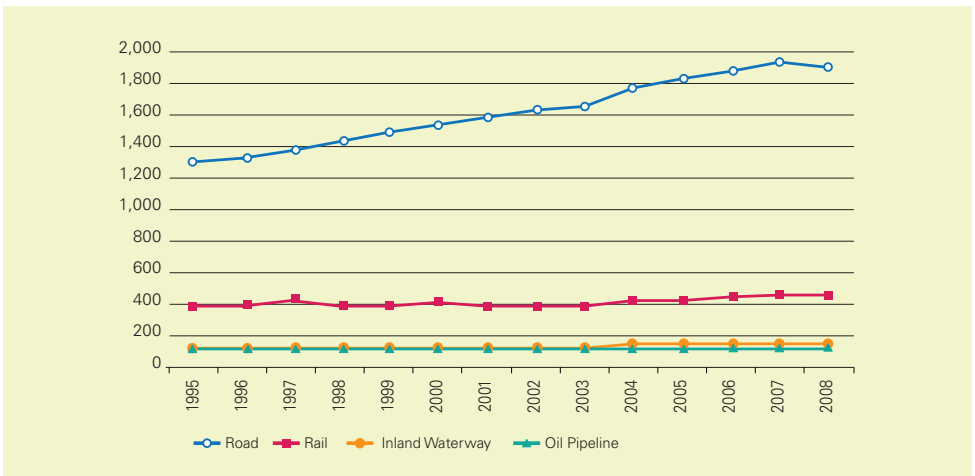
Only haulage of heavy goods vehicles (usually > 3.5 tonnes load capacity)

(\*\*) 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 - 1995-2008 (billion tkm)

Source: EC



## 5.7 Main country to country flows in intra EU-27 road goods transport - 2007 (million tonnes)

Source: Eurostat

Rank	Pair of countries	Total tonnes (million)	% hauliers of first county	% hauliers of second country	% other hauliers	Main other hauliers
1	DE - NL	86.2	33.6	61.3	5.2	PL
2	BE - FR	62.7	51.1	35.9	13.0	LU
3	DE - FR	54.5	61.8	20.7	17.6	PL
4	BE - NL	49.7	26.6	69.2	4.2	PL
5	BE - DE	43.1	26.7	48.6	24.7	NL
6	ES - FR	38.7	72.5	17.7	9.8	PT
7	AT - DE	37.1	44.5	45.1	10.4	CZ
8	DE - PL	29.1	8.4	90.5	1.1	CZ
9	ES - PT	26.0	35.0	64.5	0.6	PL
10	DE - IT	25.5	45.8	32.5	21.7	AT
11	FR - IT	22.8	39.1	50.8	10.1	PL
12	CZ - DE	19.6	78.6	16.7	4.8	PL
13	IE - UK	18.9	38.1	61.4	0.5	NL
14	FR - NL	17.2	11.5	66.3	22.2	BE
15	DE - DK	15.0	63.6	29.8	6.6	LU
16	FR - UK	13.5	40.0	32.4	27.5	PL
17	DE - ES	12.6	26.0	55.7	18.3	PL
18	AT - IT	12.5	62.9	17.2	19.8	CZ

## 5.8 Total road transport by group of goods in EU-27\* - 2008 (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	998,217	154,089
2. Coal and lignite; crude petroleum and natural gas	118,119	8,052
3. Metal ores and other mining and quarrying products; peat; uranium and thorium	4,502,189	133,087
4. Food products, beverages and tobacco	1,282,294	233,933
5. Textiles and textile products; leather and leather products	49,701	19,279
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	532,806	114,125
7. Coke and refined petroleum products	467,738	42,622
8. Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel	614,729	117,647
9. Other non metallic mineral products	1,892,244	144,710
10. Basic metals; fabricated metal products, except machinery and equipment	511,880	119,462
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	296,229	63,812
12. Transport equipment	227,103	62,411
13. Furniture; other manufactured goods n.e.c.	113,871	36,099
14. Secondary raw materials; municipal wastes and other wastes	1,003,489	46,904
15. Mail, parcels	73,997	20,279
16. Equipment and material utilized in the transport of goods	218,045	33,929
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.	50,493	5,950

\*IT, UK: Data for the reference year 2008 are not available; SE and NL data are provisional

Group of goods	Thousand tonnes	Million tkm
18. Grouped goods: a mixture of types of goods which are transported together	509,980	114,208
19. Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1-16	210,657	42,944
20. Other goods n.e.c.	115,469	18,499
<b>TOTAL</b>	<b>13,789,250</b>	<b>1,532,041</b>

\*IT, UK: Data for the reference year 2008 are not available; SE and NL data are provisional



## 5.9 Registration of commercial vehicles in EU-27 and selected countries - 2007-2009

Source: ACEA

Light Commercial Vehicles (LCV) Up to 3.5 t					
	Registrations 2007	Registrations 2008	Registrations 2009	Evolution 2007-2008	Evolution 2008-2009
<b>AT</b>	32,315	32,746	25,567	1.3%	-21.9%
<b>BE</b>	65,392	64,639	51,250	-1.2%	-20.7%
<b>DK</b>	56,152	33,626	15,271	-40.1%	-54.6%
<b>FI</b>	16,888	15,522	8,677	-8.1%	-44.1%
<b>FR</b>	460,552	458,946	372,575	-0.3%	-18.8%
<b>DE</b>	221,540	223,234	169,376	0.8%	-24.1%
<b>EL</b>	24,007	22,211	14,549	-7.5%	-34.5%
<b>IE</b>	44,056	29,961	9,267	-32.0%	-69.1%
<b>IT</b>	252,796	230,964	181,274	-8.6%	-21.5%
<b>LU</b>	3,492	3,869	2,927	10.8%	-24.3%
<b>NL</b>	80,783	84,656	51,286	4.8%	-39.4%
<b>PT</b>	68,421	55,404	38,906	-19.0%	-29.8%
<b>ES</b>	275,398	165,961	106,669	-39.7%	-35.7%
<b>SE</b>	44,095	39,181	27,413	-11.1%	-30.0%
<b>UK</b>	341,719	290,999	186,818	-14.8%	-35.8%
<b>EU 15</b>	1,987,606	1,751,919	1,261,825	-11.9%	-28.0%
<b>BG</b>	8,488	8,669	2,836	2.1%	-67.3%
<b>CZ</b>	62,038	59,986	19,427	-3.3%	-67.6%
<b>EE</b>	4,553	2,776	941	-39.0%	-66.1%
<b>HU</b>	21,920	23,741	11,655	8.3%	-50.9%
<b>LV</b>	3,342	1,918	428	-42.6%	-77.7%
<b>LT</b>	3,999	2,920	699	-27.0%	-76.1%
<b>PL</b>	53,401	58,308	41,652	9.2%	-28.6%
<b>RO</b>	24,468	33,117	15,445	35.3%	-53.4%
<b>SK</b>	23,555	26,857	15,709	14.0%	-41.5%
<b>SI</b>	7,804	8,532	5,239	9.3%	-38.6%
<b>EU 27 (*)</b>	2,201,174	1,978,743	1,375,856	-10.1%	-30.5%
<b>IC</b>	2,773	1,226	262	-55.8%	-78.6%
<b>NO</b>	45,608	34,870	23,504	-23.5%	-32.6%
<b>CH</b>	25,794	24,718	22,148	-4.2%	-10.4%
<b>EU+EFTA</b>	2,275,349	2,039,557	1,421,770	-10.4%	-30.3%

(\*) Data for Malta and Cyprus currently not available  
The data include buses and coaches

Medium and Heavy Commercial Vehicles Over 3.5 t					
	Registrations 2007	Registrations 2008	Registrations 2009	Evolution 2007-2008	Evolution 2008-2009
<b>AT</b>	8,423	8,607	4,805	2.2%	-44.2%
<b>BE</b>	12,178	12,106	8,358	-0.6%	-31.0%
<b>DK</b>	7,200	6,684	3,261	-7.2%	-51.2%
<b>FI</b>	4,853	5,211	3,173	7.4%	-39.1%
<b>FR</b>	52,808	57,870	36,174	9.6%	-37.5%
<b>DE</b>	107,105	105,879	67,196	-1.1%	-36.5%
<b>EL</b>	2,392	2,778	1,872	16.1%	-32.6%
<b>IE</b>	5,444	3,634	1,103	-33.2%	-69.6%
<b>IT</b>	35,820	34,477	19,087	-3.7%	-44.6%
<b>LU</b>	1,647	1,713	870	4.0%	-49.2%
<b>NL</b>	15,340	18,355	11,834	19.7%	-35.5%
<b>PT</b>	5,644	5,536	3,213	-1.9%	-42.0%
<b>ES</b>	45,260	31,936	12,137	-29.4%	-62.0%
<b>SE</b>	6,848	7,092	5,519	3.6%	-22.2%
<b>UK</b>	50,747	57,410	34,746	13.1%	-39.5%
<b>EU 15</b>	361,709	359,288	213,348	-0.7%	-40.6%
<b>BG</b>	3,101	3,790	932	22.2%	-75.4%
<b>CZ</b>	11,587	10,581	4,760	-8.7%	-55.0%
<b>EE</b>	1,903	1,280	225	-32.7%	-82.4%
<b>HU</b>	n.a.	7,172	2,729	n.a.	-61.9%
<b>LV</b>	3,129	1,856	297	-40.7%	-84.0%
<b>LT</b>	5,006	3,474	514	-30.6%	-85.2%
<b>PL</b>	24,586	22,302	10,064	-9.3%	-54.9%
<b>RO</b>	18,362	8,382	2,160	-54.4%	-74.2%
<b>SK</b>	5,506	4,885	1,664	-11.3%	-65.9%
<b>SI</b>	2,717	2,576	758	-5.2%	-70.6%
<b>EU 27 (*)</b>	437,606	425,586	237,451	-2.7%	-44.2%
<b>IC</b>	544	288	47	-47.1%	-83.7%
<b>NO</b>	6,261	6,528	4,098	4.3%	-37.2%
<b>CH</b>	4,396	5,042	4,319	14.7%	-14.3%
<b>EU+EFTA</b>	448,807	437,444	245,915	-2.5%	-43.8%

(\*) Data for Malta and Cyprus currently not available  
The data exclude buses and coaches

## HCV- Heavy Commercial Vehicles (Trucks) of 16t and over

	Registrations 2007	Registrations 2008	Registrations 2009	Evolution 2007-2008	Evolution 2008-2009
<b>AT</b>	7,555	7,775	4,202	2.9%	-46.0%
<b>BE</b>	9,340	9,634	6,202	3.1%	-35.6%
<b>DK</b>	6,371	5,573	2,688	-12.5%	-51.8%
<b>FI</b>	2,749	3,339	2,201	21.5%	-34.1%
<b>FR</b>	44,405	48,163	28,575	8.5%	-40.7%
<b>DE</b>	68,420	67,748	40,199	-1.0%	-40.7%
<b>EL</b>	1,417	1,597	940	12.7%	-41.1%
<b>IE</b>	3,519	2,648	674	-24.8%	-74.5%
<b>IT</b>	26,226	25,662	12,731	-2.2%	-50.4%
<b>LU</b>	1,472	1,584	790	7.6%	-50.1%
<b>NL</b>	13,175	16,695	10,644	26.7%	-36.2%
<b>PT</b>	4,247	4,493	2,364	5.8%	-47.4%
<b>ES</b>	35,971	25,088	8,378	-30.3%	-66.6%
<b>SE</b>	5,861	6,027	4,782	2.8%	-20.7%
<b>UK</b>	29,332	35,094	19,326	19.6%	-44.9%
<b>EU 15</b>	260,060	261,120	144,696	0.4%	-44.6%
<b>BG</b>	2,421	2,389	495	-1.3%	-79.3%
<b>CZ</b>	8,217	7,436	2,997	-9.5%	-59.7%
<b>EE</b>	1,644	1,124	202	-31.6%	-82.0%
<b>HU</b>	n.a.	4,477	1,467	n.a.	-67.2%
<b>LV</b>	2,813	1,632	254	-42.0%	-84.4%
<b>LT</b>	4,679	3,084	414	-34.1%	-86.6%
<b>PL</b>	19,239	16,326	6,341	-15.1%	-61.2%
<b>RO</b>	6,991	5,994	1,542	-14.3%	-74.3%
<b>SK</b>	4,289	3,718	1,149	-13.3%	-69.1%
<b>SI</b>	2,326	2,175	531	-6.5%	-75.6%
<b>EU 27 (*)</b>	312,679	309,475	160,088	-1.0%	-48.3%
<b>IC</b>	307	193	30	-37.1%	-84.5%
<b>NO</b>	4,591	4,659	2,822	1.5%	-39.4%
<b>CH</b>	3,290	1,703	1,705	-48.2%	0.1%
<b>EU+EFTA</b>	320,867	316,030	164,645	-1.5%	-47.9%

(\*) Data for Malta and Cyprus currently not available  
The data exclude buses and coaches

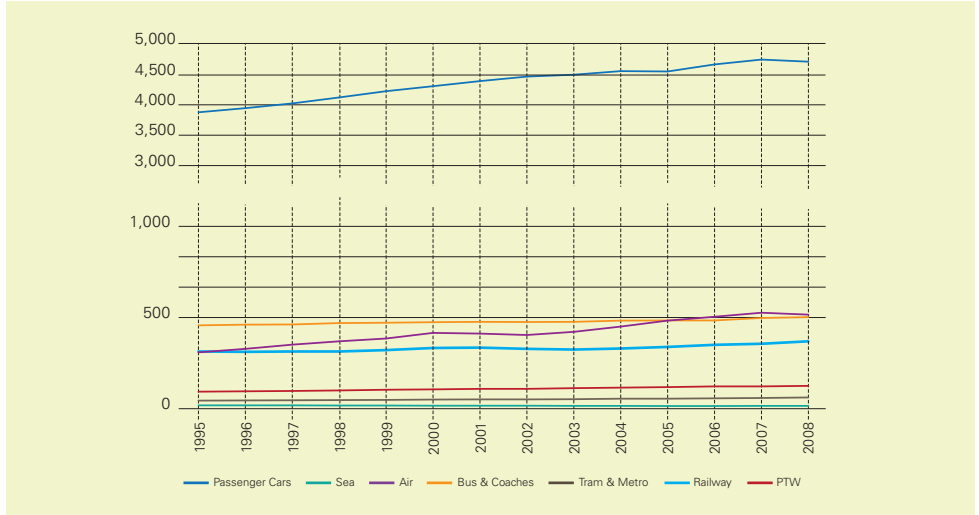
## 6.1 Transport of passengers by mode in EU-27 - 1995-2008 (billion pkm)

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>	3,961	124	504	349	72	366	44	5,419
<b>1997</b>	4,039	126	505	351	73	390	44	5,527
<b>1998</b>	4,137	129	513	351	74	409	43	5,655
<b>1999</b>	4,240	133	515	359	75	425	43	5,789
<b>2000</b>	4,322	135	518	371	77	457	42	5,921
<b>2001</b>	4,406	138	520	373	78	453	42	6,009
<b>2002</b>	4,480	138	519	366	78	445	42	6,068
<b>2003</b>	4,511	142	520	362	79	463	41	6,119
<b>2004</b>	4,570	145	527	368	82	493	41	6,226
<b>2005</b>	4,564	148	528	377	82	527	40	6,266
<b>2006</b>	4,680	152	528	389	84	549	40	6,422
<b>2007</b>	4,760	152	542	395	86	572	41	6,549
<b>2008</b>	4,725	155	547	409	89	561	41	6,527
<b>1995-2008</b>	21.4%	26.9%	9.4%	16.7%	25.1%	62.1%	-7.9%	22.5%
<b>Per Year</b>	1.5%	1.8%	0.7%	1.2%	1.7%	3.8%	-0.6%	1.6%
<b>2007-2008</b>	-0.7%	1.9%	0.9%	3.5%	3.5%	-1.9%	-0.2%	-0.3%

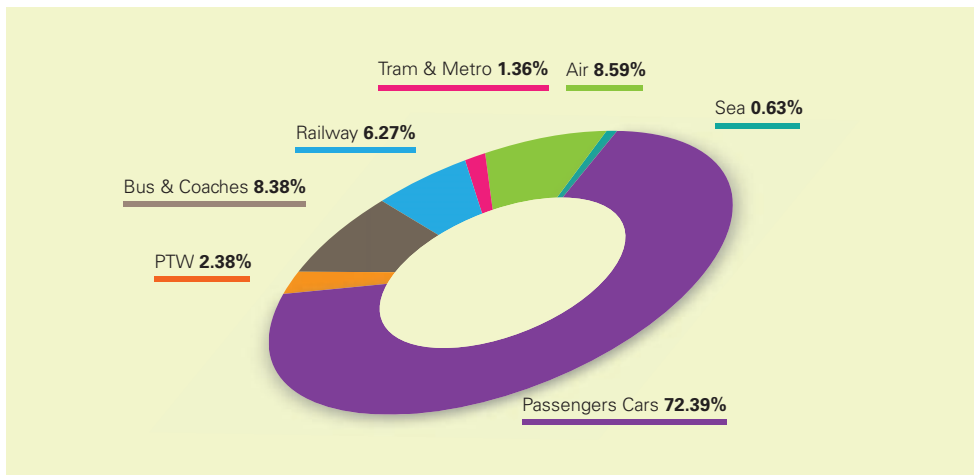
## 6.2 Evolution of passenger transport by mode in EU-27 - 1995-2008 (billion pkm)

Source: EC



## 6.3 Passenger transport modal split in EU-27 - 2008 (pkm in %)

Source: EC



## 6.4 Modal split of passenger transport on land by country

EU-27 - 2008 (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>	110.90	77.7	20.37	14.3	10.40	7.3	1.00	0.7	142.67
<b>BG</b>	43.20	72.2	13.84	23.1	2.34	3.9	0.49	0.8	59.86
<b>CZ</b>	72.38	69.3	16.09	15.4	6.80	6.5	9.14	8.8	104.41
<b>DK</b>	52.86	79.3	7.33	11.0	6.28	9.4	0.20	0.3	66.67
<b>DE</b>	852.27	84.1	63.52	6.3	81.76	8.1	16.19	1.6	1,013.74
<b>EE</b>	10.50	78.9	2.45	18.4	0.27	2.1	0.08	0.6	13.30
<b>IE</b>	49.03	83.6	7.50	12.8	1.98	3.4	0.14	0.2	58.65
<b>EL</b>	100.00	79.7	22.10	17.6	1.66	1.3	1.66	1.3	125.42
<b>ES</b>	339.10	78.8	60.90	14.1	23.97	5.6	6.50	1.5	430.47
<b>FR</b>	720.17	83.1	48.55	5.6	84.97	9.8	13.33	1.5	867.02
<b>IT</b>	719.56	81.8	103.91	11.8	49.80	5.7	6.47	0.7	879.74
<b>CY</b>	5.75	81.2	1.33	18.8	-	-	-	-	-
<b>LV</b>	17.00	82.1	2.49	12.0	0.95	4.6	0.26	1.2	20.70
<b>LT</b>	38.00	90.9	3.42	8.2	0.40	1.0	-	-	-
<b>LU</b>	6.70	84.2	0.91	11.4	0.35	4.3	-	-	-
<b>HU</b>	42.00	59.8	17.65	25.1	8.29	11.8	2.34	3.3	70.28
<b>MT</b>	2.15	80.8	0.51	19.2	-	-	-	-	-
<b>NL</b>	147.00	83.0	12.50	7.1	16.00	9.0	1.55	0.9	177.05
<b>AT</b>	73.28	75.1	9.55	9.8	10.84	11.1	3.96	4.1	97.63
<b>PL</b>	273.50	84.1	26.79	8.2	20.19	6.2	4.60	1.4	325.09
<b>PT</b>	87.00	84.3	10.93	10.6	4.21	4.1	1.09	1.1	103.24
<b>RO</b>	70.50	71.8	13.88	14.1	6.88	7.0	7.00	7.1	98.26
<b>SI</b>	24.88	86.2	3.15	10.9	0.83	2.9	-	-	-
<b>SK</b>	26.40	69.8	8.75	23.1	2.30	6.1	0.37	1.0	37.81
<b>FI</b>	63.40	83.9	7.54	10.0	4.05	5.4	0.53	0.7	75.52
<b>SE</b>	98.42	81.7	8.76	7.3	11.02	9.1	2.24	1.9	120.44
<b>UK</b>	679.00	85.6	52.00	6.6	52.68	6.6	9.84	1.2	793.51
<b>EU-27</b>	4,724.95	81.9	546.72	9.5	409.20	7.1	88.96	1.5	5,769.83

\* Data are not harmonised and therefore not fully comparable. Some data are provisional. Estimates in italics

BE: Passenger cars data include pkm by vehicles registered as light goods vehicles but used as personal cars.

UK: Passenger cars data refer to Great Britain only; include pkm by vans.

RO: Buses and coaches data include only regular interurban transport.

UK: Buses and coaches data: GB data + 1,5billion pkm throughout to account for Northern Ireland.

FR: Tram and metro data refer to the Paris Metro and RER (Réseau Express Régional) systems and to metros in other French cities.

PT: Tram and Metro data refer only to Lisbon and Porto Metro.

## 6.5 Passenger vehicles in figures by country - 2008

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)
BE	5,131	477	388.3	16.0
BG	2,366	311	106.9	25.4
CZ	4,423	423	892.8	21.1
DK	2,099	381	204.8	14.5
DE	41,321	504	5,852.3	75.3
EE	552	412	17.6	4.3
IE	1,953	439	39.4	8.9
EL	5,024	446	1,388.6	27.2
ES	22,145	483	4,911.5	62.2
FR	31,109	498	2,704.2	92.9
IT	36,105	601	9,189.1	97.6
CY	444	557	43.2	3.4
LV	933	413	51.3	10.5
LT	1,671	499	45.6	14.3
LU	329	667	40.3	1.5
HU	3,055	305	141.5	18.0
MT	229	555	14.4	1.2
NL	7,542	458	1,479.5	11.3
AT	4,285	513	691.2	9.4
PL	16,080	422	1,607.3	92.4
PT	4,408	415	550.0	15.4
RO	4,027	187	71.8	41.5
SI	1,045	514	82.0	2.4
SK	1,545	285	70.3	10.5
FI	2,700	507	421.5	12.3
SE	4,279	462	553.9	13.5
UK	29,279	475	1,322.0	114.0
<b>EU27</b>	<b>234,081</b>	<b>470</b>	<b>32,881.5</b>	<b>816.9</b>
HR	1,535	346	183.8	5.1
MK	290	142	5.0	2.5
TR	6,797	95	2,181.4	583.5

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), CH (30 September) and LI (1 July).

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.

Tricycles and quads are sometimes included in the data.

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

Source: ACEA

	2007	2008	2009	Evolution 2007-2008	Evolution 2008-2009
<b>AT</b>	298,182	293,697	319,403	-1.5%	8.8%
<b>BE</b>	524,798	535,947	476,194	2.1%	-11.1%
<b>DK</b>	162,684	150,197	112,271	-7.7%	-25.3%
<b>FI</b>	125,617	139,669	90,574	11.2%	-35.2%
<b>FR</b>	2,064,543	2,050,282	2,268,671	-0.7%	10.7%
<b>DE</b>	3,148,163	3,090,040	3,807,175	-1.8%	23.2%
<b>EL</b>	279,794	267,242	220,548	-4.5%	-17.5%
<b>IE</b>	186,540	151,607	57,460	-18.7%	-62.1%
<b>IT</b>	2,493,106	2,161,682	2,158,010	-13.3%	-0.2%
<b>LU</b>	51,332	52,359	47,265	2.0%	-9.7%
<b>NL</b>	505,538	499,918	387,679	-1.1%	-22.5%
<b>PT</b>	201,816	213,389	160,996	5.7%	-24.6%
<b>ES</b>	1,614,835	1,161,176	952,772	-28.1%	-17.9%
<b>SE</b>	306,794	253,982	213,408	-17.2%	-16.0%
<b>UK</b>	2,404,007	2,131,795	1,994,999	-11.3%	-6.4%
<b>EU-15</b>	14,367,749	13,152,982	13,267,425	-8.5%	0.9%
<b>BG</b>	43,521	45,143	22,869	3.7%	-49.3%
<b>CZ</b>	132,542	143,661	161,659	8.4%	12.5%
<b>EE</b>	30,902	24,347	8,234	-21.2%	-66.2%
<b>HU</b>	171,661	158,328	78,590	-7.8%	-50.4%
<b>LV</b>	32,497	19,192	3,745	-40.9%	-80.5%
<b>LT</b>	20,988	21,514	7,003	2.5%	-67.4%
<b>PL</b>	292,376	319,922	320,119	9.4%	0.1%
<b>RO</b>	312,532	285,489	115,979	-8.7%	-59.4%
<b>SK</b>	59,700	70,040	74,717	17.3%	6.7%
<b>SI</b>	65,511	68,533	55,712	4.6%	-18.7%
<b>EU-27*</b>	15,529,979	14,309,151	14,116,052	-7.9%	-1.3%
<b>IC</b>	15,942	9,033	2,020	-43.3%	-77.6%
<b>NO</b>	129,195	110,617	98,675	-14.4%	-10.8%
<b>CH</b>	284,688	288,557	264,798	1.4%	-8.2%
<b>EU+EFTA</b>	15,959,804	14,717,358	14,481,545	-7.8%	-1.6%

\* Data for Malta and Cyprus currently not available.

Estimate figures for CH (2007, 2008 and 2009), HU (2007) and LU (2007)



## 6.7 Motorcycle Registrations 2006-2008 in EU-27

Source: ACEM

	2006	2007	2008	Evolution 2006-2007	Evolution 2007-2008
<b>AT</b>	18,873	23,748	24,480	26%	3%
<b>BE</b>	27,269	30,131	26,393	10%	-12%
<b>BG</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>CY</b>	2,925	3,710	4,459	27%	20%
<b>CZ</b>	8,423	9,985	9,641	19%	-3%
<b>DE</b>	165,842	166,883	166,281	1%	0%
<b>DK</b>	7,578	9,777	6,692	29%	-32%
<b>EE</b>	771	1,254	1,186	63%	-5%
<b>EL</b>	88,480	100,458	100,118	14%	0%
<b>ES</b>	258,355	269,479	209,941	4%	-22%
<b>FI</b>	11,058	11,533	9,065	4%	-21%
<b>FR</b>	229,364	238,966	237,592	4%	-1%
<b>HU</b>	12,048	12,781	12,285	6%	-4%
<b>IE</b>	2,508	2,882	2,645	15%	-8%
<b>IT</b>	444,987	435,959	408,249	-2%	-6%
<b>LT</b>	2,457	4,420	5,622	80%	27%
<b>LU</b>	1,378	1,417	1,353	3%	-5%
<b>LV</b>	773	1,530	1,568	98%	2%
<b>MT</b>	423	532	576	26%	8%
<b>NL</b>	14,790	16,237	16,961	10%	4%
<b>PL</b>	5,115	7,574	10,696	48%	41%
<b>PT</b>	11,435	11,991	10,762	5%	-10%
<b>RO</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>SE</b>	27,051	30,715	20,423	14%	-34%
<b>SK</b>	2,122	3,144	3,139	48%	0%
<b>SI</b>	3,598	5,061	5,296	41%	5%
<b>UK</b>	109,527	119,863	114,474	9%	-4%
<b>EU-27</b>	1,457,150	1,520,030	1,409,897	4%	-7%

## 6.8 Transport of passengers per mode

Comparison EU-27/World - 2008 (billion pkm)

Source: EC

Passenger transport 2007	EU-27	USA	Japan	China	Russia
<b>Passenger car</b>	4,725.0	7,201.8 <sup>(1)</sup>	769.1 <sup>(2)</sup>	1,263.6 <sup>(3)</sup>	n.a.
<b>Bus + trolley-bus + coach</b>	546.7	243.0	89.9		124.8
<b>Railway</b>	409.2	37.1	404.6 <sup>(4)</sup>	777.9	175.9
<b>Tram + metro</b>	89.0	21.1		n.a.	51.6
<b>Waterborne</b>	40.9	0.6	5.5	7.5	0.9
<b>Air (domestic/intra EU-27)</b>	561.0	977.8	81.0	288.3	122.6

(1): USA: Including light trucks / vans

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

(3): China: including buses and coaches

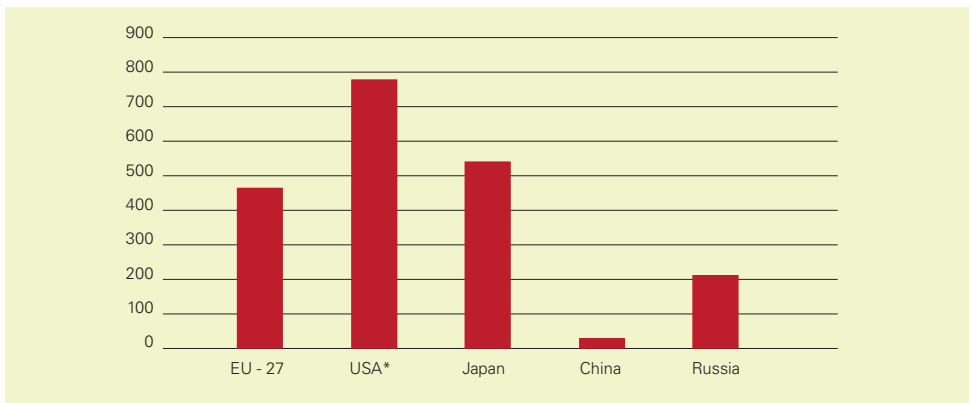
(4): Japan: including tram and metro

(5): China: oil and gas pipelines

## 6.9 Motorisation

Comparison EU-27/World - 2008 (passenger cars/1,000 inhabitants)

Source: CE



\* Figures for USA are for 2007

## 7.1 Road accidents involving personal injury - 1990-2008 (thousand)

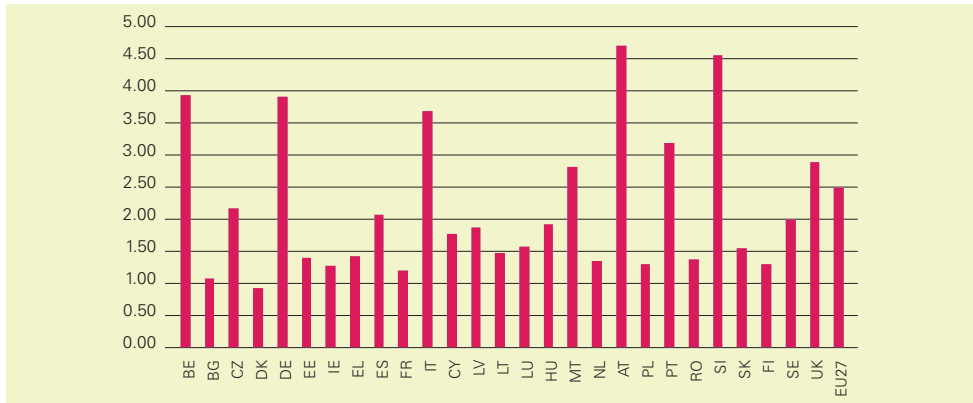
Source: EC

	1990	2000	2001	2005	2007	2008	Evolution 2001-2008 (%)	Evolution 2007-2008 (%)
<b>BE</b>	62.45	49.07	47.44	49.31	43.24	42.12	-11.2	-2.6
<b>BG</b>	6.48	6.89	6.71	8.22	8.01	8.05	19.9	0.4
<b>CZ</b>	21.91	25.45	26.03	25.24	23.06	22.48	-13.6	-2.5
<b>DK</b>	9.16	7.35	6.86	5.41	5.55	5.02	-26.8	-9.5
<b>DE</b>	389.35	382.95	375.35	336.62	335.85	320.61	-14.6	-4.5
<b>EE</b>	2.10	1.50	1.89	2.34	2.45	1.86	-1.6	-24.2
<b>IE</b>	6.07	7.75	6.91	6.53	5.54	5.54	-19.8	0.0
<b>EL</b>	19.61	23.00	19.67	16.91	15.50	15.98	-18.7	3.1
<b>ES</b>	101.51	101.73	100.39	91.19	100.51	93.16	-7.2	-7.3
<b>FR</b>	162.57	121.22	116.75	84.53	81.27	74.49	-36.2	-8.3
<b>IT</b>	161.78	229.03	263.10	240.01	230.87	218.96	-16.8	-5.2
<b>CY</b>	3.17	2.40	2.39	1.38	1.47	1.39	-41.8	-5.2
<b>LV</b>	4.33	4.48	4.77	4.47	4.78	4.18	-12.2	-12.5
<b>LT</b>	5.14	5.81	5.97	6.77	6.45	4.90	-18.0	-24.1
<b>LU</b>	1.22	0.90	0.77	0.78	0.94	0.76	-1.9	-19.2
<b>HU</b>	27.80	17.49	18.51	20.78	20.63	19.17	3.6	-7.1
<b>MT</b>	0.24	1.25	1.23	0.85	0.94	1.16	-6.0	22.8
<b>NL</b>	44.89	42.27	35.31	27.01	25.82	21.83	-38.2	-15.4
<b>AT</b>	46.34	42.13	43.07	40.90	41.10	39.17	-9.1	-4.7
<b>PL</b>	50.53	57.33	53.80	48.10	49.54	49.05	-8.8	-1.0
<b>PT</b>	45.11	44.46	42.52	37.07	35.31	33.61	-20.9	-4.8
<b>RO</b>	9.71	7.56	7.53	19.82	24.66	29.31	289.3	18.8
<b>SI</b>	5.18	8.58	9.60	10.51	11.64	9.17	-4.5	-21.3
<b>SK</b>	8.24	7.88	8.18	7.90	8.50	8.25	0.8	-3.0
<b>FI</b>	10.18	6.63	6.45	7.02	6.66	6.88	6.7	3.4
<b>SE</b>	16.98	15.77	15.80	18.09	18.55	18.31	15.9	-1.3
<b>UK</b>	265.60	242.12	236.46	203.71	188.11	176.80	-25.2	-6.0
<b>EU-27</b>	1,487.61	1,463.00	1,463.44	1,321.45	1,296.93	1,232.21	-15.8	-5.0
<b>EU-15</b>	1,342.80	1,316.38	1,316.85	1,165.08	1,134.80	1,073.25	-18.5	-5.4
<b>EU-12</b>	144.81	146.62	146.59	156.37	162.13	158.96	8.4	-2.0

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

## 7.2 Road accidents involving personal injury per one thousand of population EU 27 - 2008

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 2008 and at 1 January 2009 divided by two

## 7.3 Road fatalities\* in EU 27 - 1990-2008

Source: EC

	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>Evolution 2007-2008 (%)</b>	-8.5	-10.1	-5.4	-11.9	5.5	-11.9	0.0	-9.5	-32.7	-17.5	-3.5	-18.9
<b>Evolution 2001-2008 (%)</b>	-28.4	-36.8	-4.2	-36.5	4.9	-19.3	-5.8	-35.8	-33.7	-32.3	-17.3	-43.8

\* 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.

	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>Evolution 2007-2008 (%)</b>	-7.5	-7.8	-7.9	-24.6	-32.6	-18.6	-19.2	7.1	-4.5	-1.7	-2.6	-9.1	9.3
<b>Evolution 2001-2008 (%)</b>	-47.6	-33.3	-16.3	-43.4	-29.5	-50.0	-19.6	-6.3	-31.8	-29.1	-1.8	-47.0	24.9

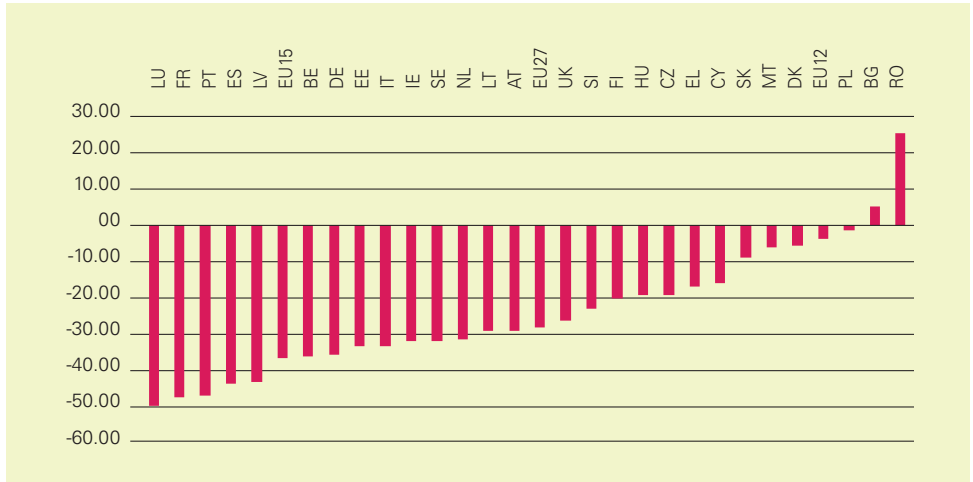
\* Persons killed are all persons deceased within 30 days of the accident. Corrective factors have been applied to the figures which did not follow this definition.

	SI	SK	FI	SE	UK	HR	MK	TR	IS	NO	CH
<b>1990</b>	517	731	649	772	5,402	1,360		6,317	24	332	954
<b>2000</b>	313	628	396	591	3,580	655	162	5,510	32	341	592
<b>2001</b>	278	614	433	583	3,598	647	107	4,386	24	275	544
<b>2002</b>	269	610	415	560	3,581	627	176	4,093	29	312	513
<b>2003</b>	242	645	379	529	3,658	701	118	3,946	23	282	546
<b>2004</b>	274	603	375	480	3,368	608	155	4,427	23	259	510
<b>2005</b>	258	560	379	440	3,336	597	143	4,505	19	224	409
<b>2006</b>	262	579	336	445	3,298	614	140	4,633	31	242	370
<b>2007</b>	293	627	380	471	3,059	619	173	5,007	15	233	384
<b>2008</b>	214	558	344	397	2,645	664	162		12	255	357
<b>Evolution 2007-2008 (%)</b>	-27.0	-11.0	-9.5	-15.7	-13.5	7.3	-6.4		-20.0	9.4	-7.0
<b>Evolution 2001-2008 (%)</b>	-23.0	-9.1	-20.6	-31.9	-26.5	2.6	51.4		-50.0	-7.3	-34.4

\* 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.

## 7.4 Percentage change in road fatalities between 2001 and 2008 (%)

Source: EC



## 7.5 Road fatalities country rankings - 2008

Source: EC

Road fatalities per million inhabitants		Road fatalities per 10 billion pkm		Road fatalities per million passenger cars	
MT	36	UK	39	MT	66
NL	41	SE	40	UK	91
SE	43	NL	45	NL	91
UK	43	LU	51	SE	93
DE	55	DE	51	LU	108
IE	63	FI	53	DE	109
FI	65	IE	56	FI	131
ES	68	FR	58	IT	132
FR	69	IT	59	FR	137
LU	72	MT	68	ES	141
DK	74	DK	75	IE	144
EU-27	78	EU-27	80	AT	159
IT	79	BE	84	EU-27	168
AT	81	SI	85	BE	185
PT	83	ES	89	CY	192
BE	88	AT	91	DK	195
EE	98	PT	99	PT	201
HU	99	EE	124	SI	208
SK	103	LT	129	EE	245
CZ	103	CY	139	CZ	247
CY	103	CZ	142	LT	306
SI	106	EL	147	EL	317
EL	138	LV	181	HU	328
BG	139	PL	196	LV	344
LV	139	SK	206	PL	355
RO	142	HU	230	SK	375
PL	143	BG	241	BG	477
LT	148	RO	420	RO	809

**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. for 2008

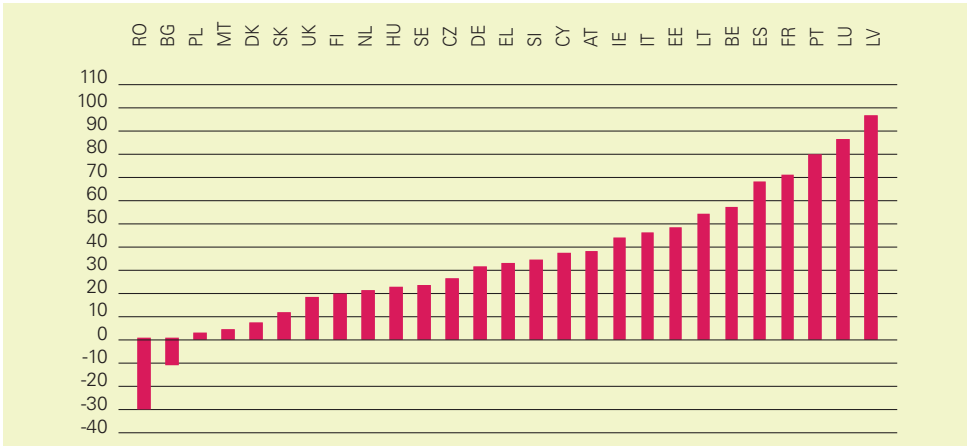
**pkm:** passenger-kilometres of cars for 2008 plus (mostly estimated) passenger-kilometres of motorised two-wheelers

**Inhabitants:** the sum of the population at 1 January 2008 and at 1 January 2009 divided by two

**Passenger cars:** the sum of the stock of vehicles for 2007 and for 2008 divided by two

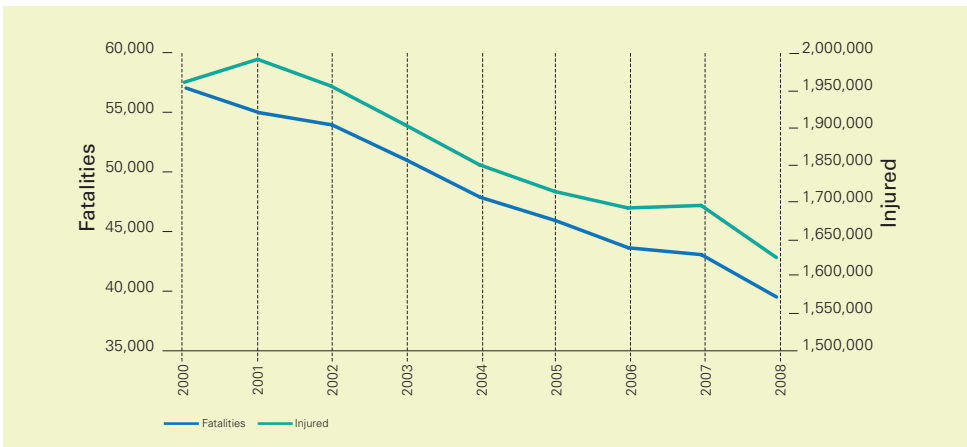
## 7.6 Lives saved per million inhabitants in each EU-27 countries - 2008 (compared with 2001)

Source: CARE



## 7.7 Evolution of road fatalities and injured in EU-27 - 2000-2008

Source: CARE

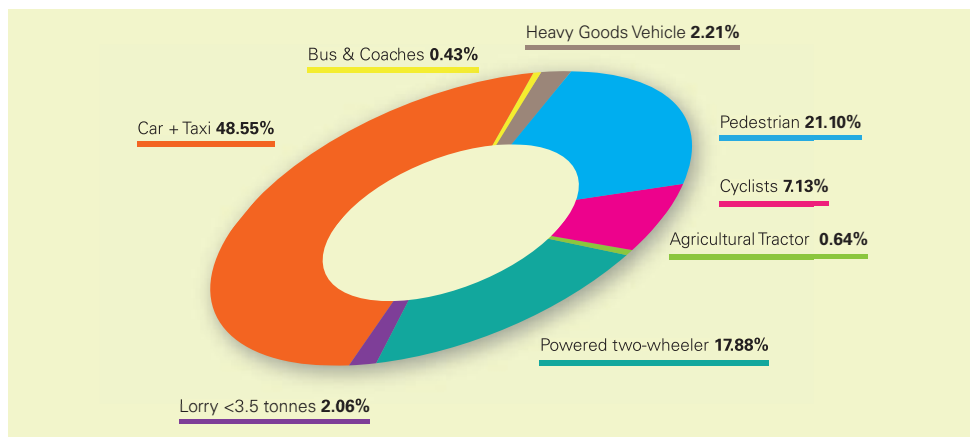




## 7.8 Road fatalities by mode of transport in 24 EU Member States\* - 2008

Source: CARE

### 7.8.1 Total



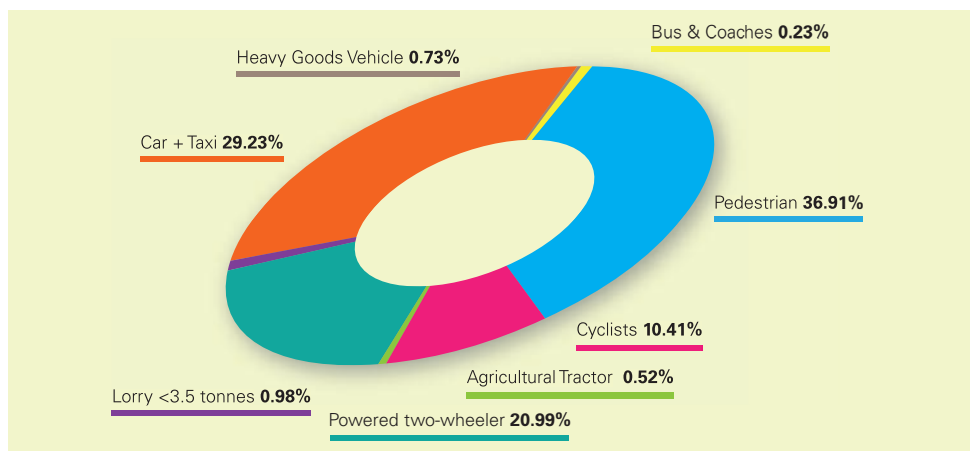
\* BG and LT: Data not yet available, CY: Data in test

(1) Urban Area: Area inside urban area boundary signs (except UK and IE). Includes dual carriageways and national roads.

Can include motorways (except DK, DK, EL, IT). Opinion of the police (DK, SE)

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

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



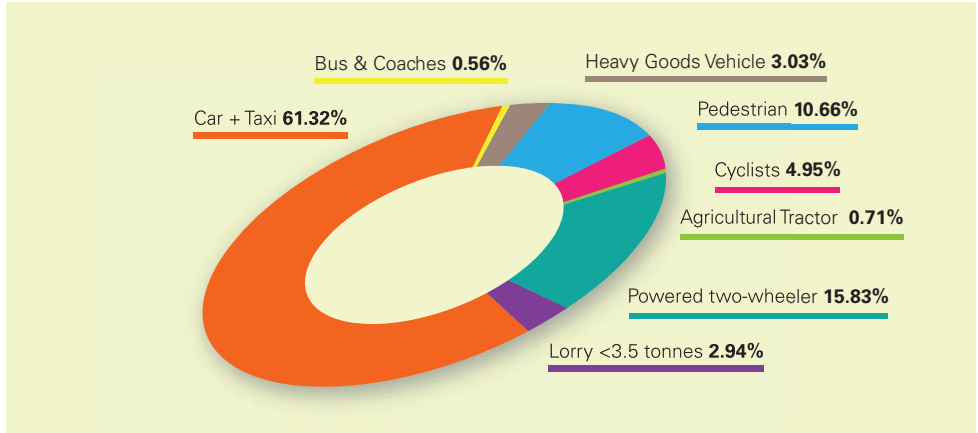
\* BG and LT: Data not yet available, CY: Data in test

(1) Urban Area: Area inside urban area boundary signs (except UK and IE). Includes dual carriageways and national roads.

Can include motorways (except DK, DK, EL, IT). Opinion of the police (DK, SE)

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

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



\* BG and LT: Data not yet available

CY: Data in test

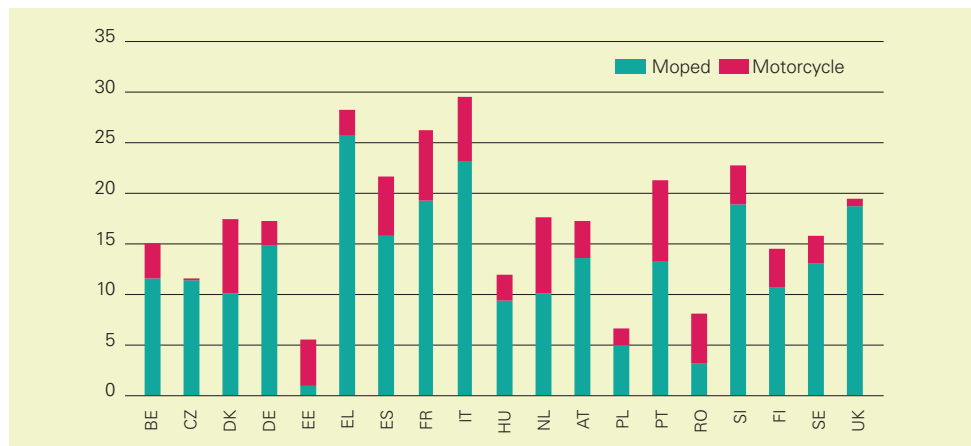
(1) Urban Area: Area inside urban area boundary signs (except UK and IE). Includes dual carriageways and national roads.

Can include motorways (except DK, DK, EL, IT). Opinion of the police (DK, SE)

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

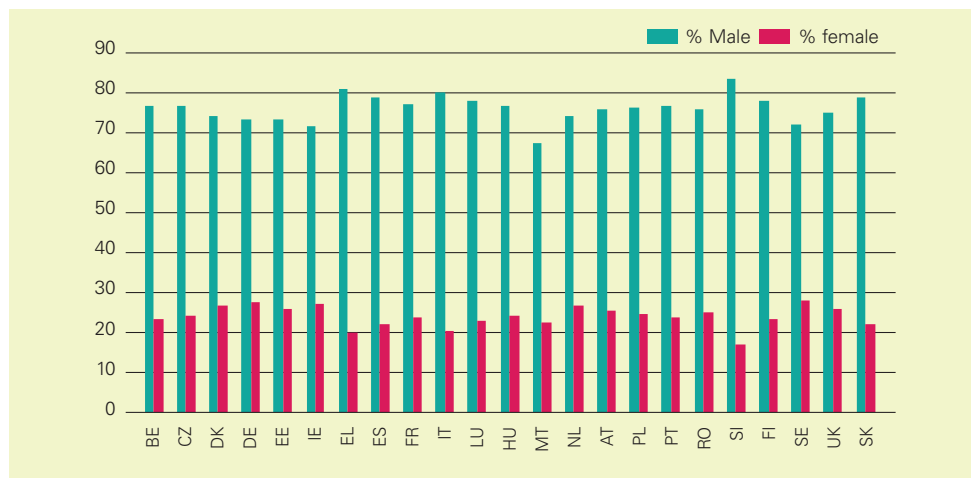
### 7.9 PTWs fatalities in selected EU countries - 2008 (%)

Source: CARE



### 7.10 Road fatalities by gender in 23 EU Member States\* - 2008 (%)

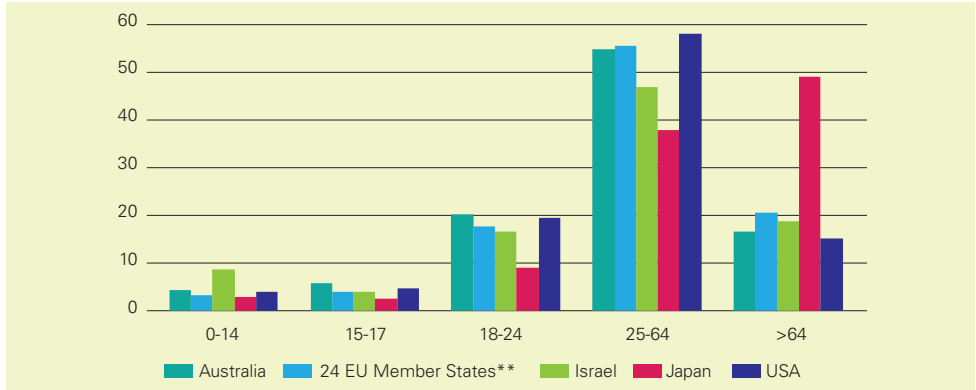
Source: CARE



\*BG and LT: Data not yet available  
 CY: Data in test  
 LV: Not correct data available

## 7.11 Road fatalities by age group in 24 EU Member States\* and selected countries - 2008 (%)

Source: IRTAD, CARE



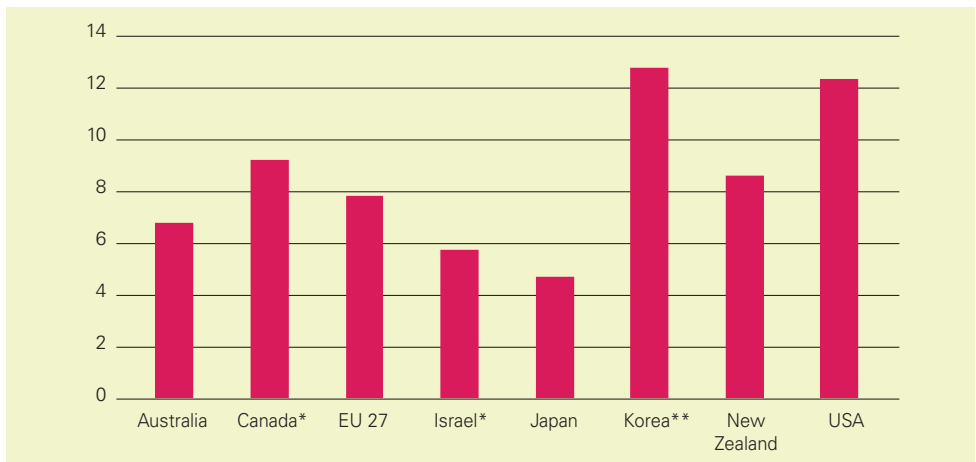
\* BG and LT: Data not yet available

CY: Data in test

\*\* All data correspond to 2008 except those from SK that correspond to 2006

## 7.12 Road fatalities (per 100,000 population) in EU-27 and selected countries - 2008

Source: IRTAD, CARE



\* 2006, \*\* 2007

## 7.13 Fatalities by type of area and road in EU-27 - 2008 (%)

Source: EC

	Fatalities Inside Urban Area <sup>1</sup>	Fatalities Outside Urban Area <sup>2</sup> Motorway <sup>3</sup>	Fatalities Outside Urban Area No Motorway
BE*	31%	16%	53%
BG	n.a.	n.a.	n.a.
CZ	41%	3%	56%
DK	32%	8%	61%
DE	28%	11%	61%
EE	31%	0%	69%
IE*	22%	1%	77%
EL*	48%	39%	13%
ES*	20%	4%	76%
FR	29%	5%	66%
IT	44%	10%	47%
CY**	63%	8%	29%
LV*	31%	0%	69%
LT	n.a.	n.a.	n.a.
LU	26%	17%	57%
HU	42%	5%	53%
MT	n.a.	n.a.	n.a.
NL*	36%	0%	64%
AT	28%	10%	62%
PL	46%	4%	50%
PT*	47%	11%	42%
RO	63%	1%	37%
SI	34%	6%	60%
SK*	47%	2%	50%
FI	31%	3%	66%
SE*	26%	4%	70%
UK*	37%	5%	58%

\* Approximate value • \*\* CY: 2004 data

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)

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

3 Motorways: Public road with dual carriageways, and at least two lanes each way. Entrance and exit signposted. Road with grade separated interchanges. Road with a central barrier or central reservation. No crossing permitted. No stopping permitted unless in an emergency. Entry prohibited for pedestrians, animals, pedal cycles, mopeds, agricultural vehicles; learner drivers (BE, UK, EL, IE, PT). Access restricted to motor vehicles (AT, DK, FI). Minimum speed between 50 km/h and 80 km/h (except FR, UK). Maximum speed between 100 km/h and 130 km/h (except DK recommended 130 km/h)

## 7.14 Fatalities by area type and junction in EU-27 - 2008 (%)

Source: EC

	Inside Urban Area <sup>1</sup>			Outside Urban Area <sup>2</sup>			Unknown
	Junction <sup>3</sup>	No Junction	Unknown	Junction <sup>3</sup>	No Junction	Unknown	
<b>BE</b>	9%	20%	0%	9%	56%	0%	6%
<b>BG</b>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
<b>CZ</b>	13%	29%	0%	10%	49%	0%	0%
<b>DK</b>	14%	17%	0%	17%	51%	0%	0%
<b>DE</b>	11%	5%	11%	13%	30%	30%	0%
<b>EE</b>	10%	20%	1%	19%	48%	2%	0%
<b>IE</b>	5%	0%	17%	10%	0%	68%	0%
<b>EL</b>	6%	42%	0%	3%	49%	0%	0%
<b>ES</b>	7%	13%	0%	11%	68%	0%	0%
<b>FR</b>	6%	23%	0%	5%	66%	0%	0%
<b>IT</b>	16%	28%	0%	13%	43%	0%	0%
<b>CY**</b>	30%	33%	0%	3%	34%	0%	0%
<b>LV</b>	4%	25%	1%	2%	65%	0%	2%
<b>LT</b>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
<b>LU</b>	11%	14%	0%	6%	51%	0%	17%
<b>HU</b>	16%	26%	0%	9%	49%	0%	0%
<b>MT</b>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
<b>NL</b>	18%	18%	0%	16%	48%	0%	0%
<b>AT</b>	8%	15%	5%	9%	46%	17%	0%
<b>PL</b>	10%	36%	0%	5%	49%	0%	0%
<b>PT</b>	12%	34%	2%	4%	47%	2%	0%
<b>RO</b>	7%	56%	0%	2%	36%	0%	0%
<b>SI</b>	0%	7%	27%	0%	66%	0%	0%
<b>SK</b>	7%	39%	1%	5%	47%	0%	0%
<b>FI</b>	9%	22%	0%	12%	57%	0%	0%
<b>SE</b>	11%	1%	13%	12%	0%	60%	3%
<b>UK</b>	21%	20%	0%	13%	46%	0%	0%

\*\*CY: 2004 data

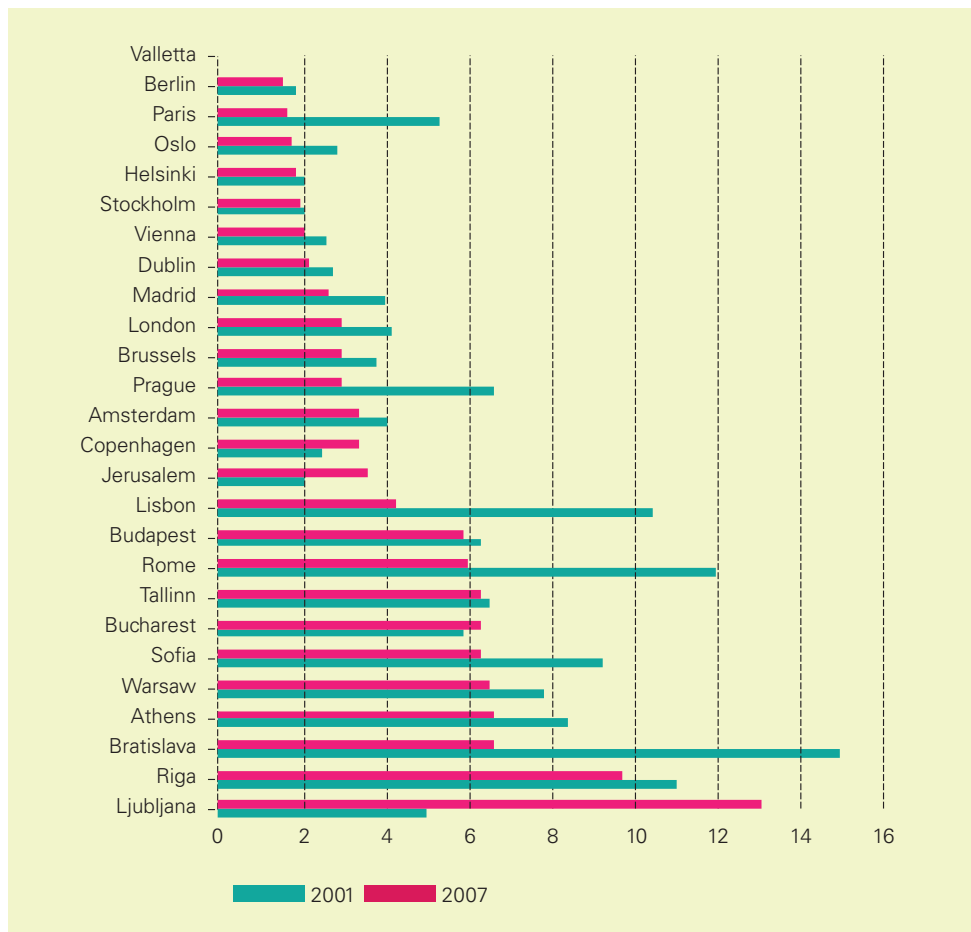
1 Urban Area: Area inside urban area boundary signs (except UK and IE). Includes dual carriageways and national roads. Can include motorways (except DK, DK, EL, IT). Opinion of the police (DK, SE)

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

3 Junction: The road is an intersection. Not grade separated. Includes t junction, y junction, crossroad, level crossing (except DK, FI, UK), roundabout (except FR), multiple junction.

## 7.15 Road fatalities in selected capital cities per 100,000 resident capitals' population - 2000 and 2007

Source: ETSC



## 8.1 Taxes on acquisition of motor vehicles in EU- 27- January 2010

Source: ACEA - Status : January 2010

	VAT	Registration Tax
AT	20%	Based on fuel consumption. Maximum 16% + bonus/malus
BE	21%	Based on cc + age / CO <sub>2</sub> emissions (Wallonia)
BG	20%	None
CY	15%	Based on cc + CO <sub>2</sub>
CZ	20%	None
DE	19%	None
DK	25%	105% up to DKK 79.000 / 180% on the remainder
EE	20%	None
ES	16% 18% as from 1.7.2010	Based on CO <sub>2</sub> emissions. / From 0% (up to 120g/km) to 14,75% (above 200g/km)
FI	22%	Based on price + CO <sub>2</sub> emissions / Tax % = 4,88 + (0,122 x CO <sub>2</sub> ) / Min 12,2%. Max 48,8%
FR	19,60%	Based on CO <sub>2</sub> emissions / From 200 € (156 to 160 g/km) to 2.600 € (above 245g/km)
EL	21%	Based on cc + emissions / 5% - 50%
HU	25%	Based on emissions
IE	21%	Based on CO <sub>2</sub> emissions / 14% to 36%
IT	20%	+ - 300 €
LI	21%	LTL 50
LU	15%	None
LV	21%	Based on CO <sub>2</sub> emissions
MT	18%	Based on price, CO <sub>2</sub> emissions, vehicle length
NL	19%	Based on price + CO <sub>2</sub> emissions
PL	22%	Based on cc / 3,1% - 18,6 %
PT	20%	Based on cc + CO <sub>2</sub> emissions
RO	19%	Based on cc + emissions + CO <sub>2</sub>
SE	25%	None
SI	20%	Based on price / 1% - 13%
SK	19%	None
UK	17,5%	None



## 8.2 Excise duties on fuels in EU-27 - 1.1.2009 and 1.1.2010 (€/1000 litres)

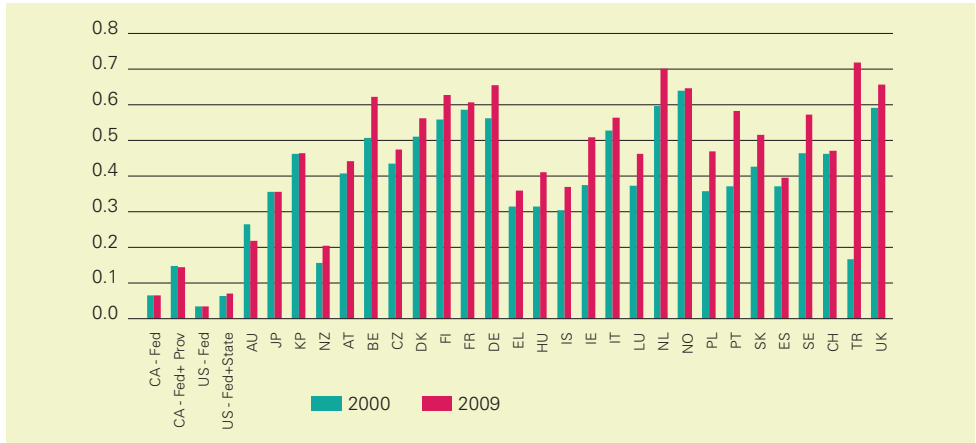
Source: ACEA

	1 January 2009		1 January 2010		% change 2009-2010	
	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel
<b>AT</b>	442	347	442	347	0.0%	0.0%
<b>BE</b>	592	318	614	353	3.7%	11.0%
<b>DE</b>	655	470	655	470	0.0%	0.0%
<b>DK</b>	561	382	571	386	1.8%	1.0%
<b>EL</b>	359	302	410	302	14.2%	0.0%
<b>ES</b>	360	302	425	331	18.1%	9.6%
<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>	509	368	543	449	6.7%	22.0%
<b>IT</b>	564	423	564	423	0.0%	0.0%
<b>LU</b>	462	302	462	310	0.0%	2.6%
<b>NL</b>	701	413	714	421	1.9%	1.9%
<b>PT</b>	583	364	583	364	0.0%	0.0%
<b>SE</b>	568	446	540	451	-4.9%	1.1%
<b>UK</b>	661	661	617	617	-6.7%	-6.7%
<b>EU-15 average</b>	550	393	558	401	1.5%	2.1%
<b>BG</b>	350	307	350	307	0.0%	0.0%
<b>CY</b>	299	245	299	245	0.0%	0.0%
<b>CZ</b>	483	406	505	431	4.6%	6.2%
<b>EE</b>	359	330	423	393	17.8%	19.1%
<b>HU</b>	448	368	444	360	-0.9%	-2.2%
<b>LT</b>	434	330	434	274	0.0%	-17.0%
<b>LV</b>	379	330	380	330	0.3%	0.0%
<b>MT</b>	459	352	459	352	0.0%	0.0%
<b>PL</b>	488	339	391	302	-19.9%	-10.9%
<b>RO</b>	336	284	348	293	3.6%	3.2%
<b>SI</b>	403	383	499	432	23.8%	12.8%
<b>SK</b>	515	481	515	368	0.0%	-23.5%
<b>EU-27 average</b>	489	372	497	374	1.6%	0.6%

### 8.3 Nominal tax rates for unleaded petrol

Selected countries at 1.1.2000 and 1.1.2009 (£/litre)

Source: ITF, OECD/EEA

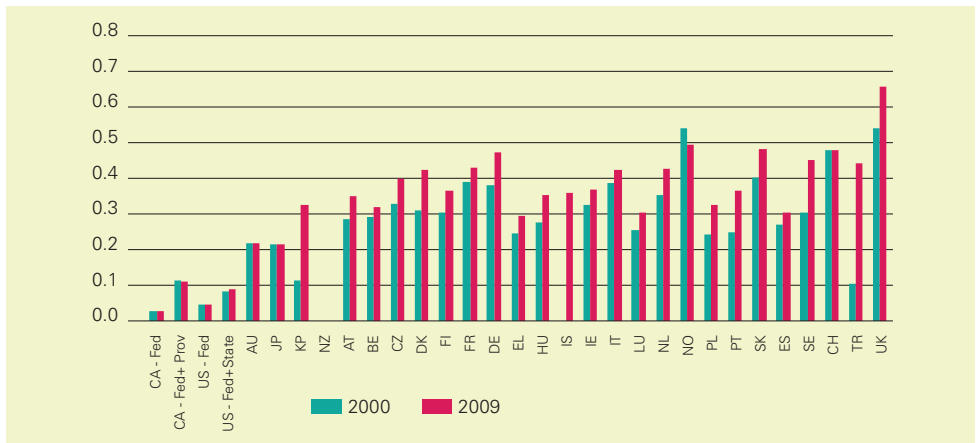


Note: Illustrated using constant 2008 exchange rates. No correction is made for inflation over this period.

### 8.4 Nominal tax rates for diesel

Selected countries at 1.1.2000 and 1.1.2009 (£/litre)

Source: ITF, OECD/EEA



Note: Illustrated using constant 2008 exchange rates. No correction is made for inflation over this period.

## 8.5 Fiscal income from motor vehicles

EU selected countries - 2008 (€ 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
	2008	2008	2008	2008	2007	2008	2008	2008	2008	2008	2006	2008	2008	2007
VAT on vehicles, servicing/repair parts, tyres	2.510	3.054	n.a.	27.100	4.957	13.186	n.a.	0.084	18.460	1.607	1.200	1.272	15.000	12.83
New vehicles sales		1.431		19.100	2.871	7.184	0.721			0.783				
Second hand vehicles sales		0.081		2.200	0.062	0.586				0.094				
Services & repair + tyres		1.637		4.470		5.416				0.730				
Accessories & spare parts		0.905		1.330	2.024									
Fuels & Lubricants	5.523	6.073	15.000	39.930	16.815	34.735	3.115	2.651	33.460	9.867	3.700	3.284	50.000	24.51
Sales & registration taxes	0.530	0.358	24.300		1.043	1.888	0.843	1.121	1.230	3.271	1.175	1.018		
Annual ownership taxes	1.510	1.401	9.627	8.840	2.636	1.296	0.996	1.057	6.470	3.079	0.080	0.637	11.850	5.38
Driving license fees		0.007		0.010	0.092									0.07
Insurance taxes	0.320	0.462	2.096	3.570	0.739	3.933			4.230			0.260	3.350	
Tolls	1.300		0.413			9.484	n.a.	0.040	1.250					
Customs duties		0.093		0.480							0.125			
Other taxes	0.570	0.589		0.750	0.355	1.435	n.a.	0.177	4.600	0.501	0.090		7.250	3.71
<b>Total</b>	<b>12.263</b>	<b>16.091</b>	<b>51.436</b>	<b>107.780</b>	<b>31.594</b>	<b>79.143</b>	<b>5.675</b>	<b>5.130</b>	<b>69.700</b>	<b>19.932</b>	<b>6.370</b>	<b>6.471</b>	<b>87.450</b>	<b>46.500</b>
<b>€ bn</b>	<b>12.3</b>	<b>16.1</b>	<b>51.4</b>	<b>107.8</b>	<b>31.6</b>	<b>79.1</b>	<b>5.7</b>	<b>5.1</b>	<b>69.7</b>	<b>19.9</b>	<b>6.4</b>	<b>6.5</b>	<b>87.5</b>	<b>46.5</b>
<b>Total</b>	<b>€ 545.5 bn</b>													

\* Notes:

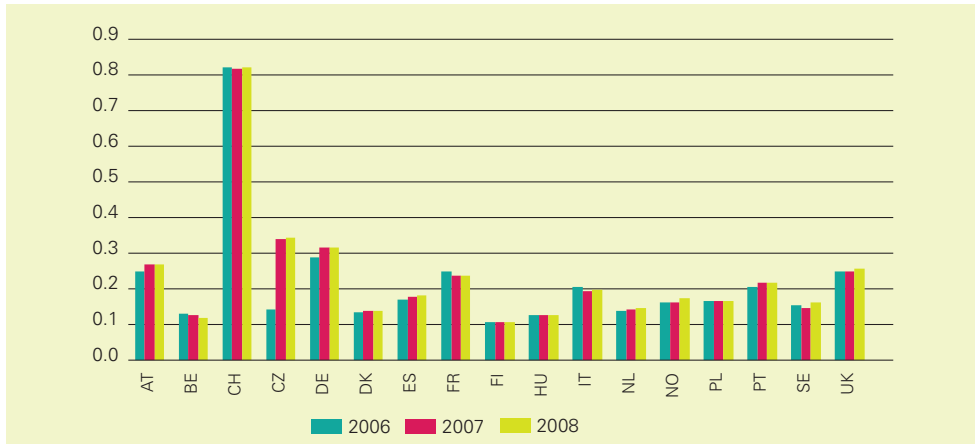
No data are available for other EU Member States.

PT: 2006 figures • ES: 2007 figures • UK: 2007 figures. Currency: British Pound (£) • DK: Currency: Danish Krone (DKK) • SE: Currency: Swedish Krona (SEK)

## 8.6 Net taxation per v-km (€/km) on domestic standard haul

Selected countries 2006-2008

Source : International Transport Forum



## 8.7 At the pump prices of petroleum 25 EU Member States First semester 2008 (€/litre)

Source : Eurostat

### 8.7.1 At the pump prices of premium unleaded gasoline 95 in 25 EU Member States - First semester 2008 (€/litre)



### 8.7.2 At the pump prices of automotive diesel in 25 EU Member States - First semester 2008 (€/litre)



## 8.8 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**	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	1 January until 30 September
		>12 years purchase old***	d) New light commercial vehicle emits less than 160g/km e) New vehicle value must be below 30.000 € f) Maximum 200.000 vehicles	
RO	RON 3,800 (950 €)	> 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€	>13 years	a) Petrol cars/light commercial vehicles b) 750 € if old car/van > 19 years c) 1000 € if old car/van >13<19 years d) New car/van < 8 years e) Diesel cars/ light commercial vehicles f) 1.000 € for old car g) 1.000 € for old van < 1.800 Kg h) 1.750 € for old van > 1.800 Kg i) New car/van must be equipped with particular filter	Ongoing
	1,000€ - 1,750€	>9 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) b) 1.500€ if new car emits maximum 150g/km of CO <sub>2</sub>	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

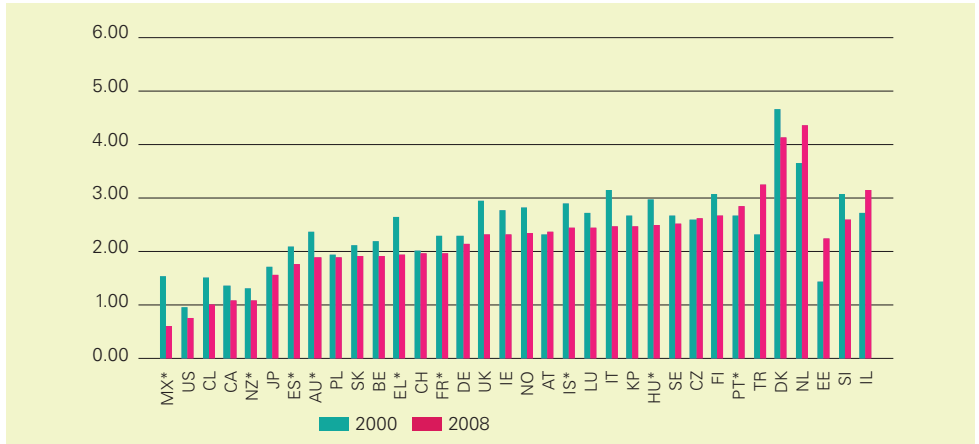
\*\* The beneficiary is going to buy a new car

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

## 8.9 Revenues from environmentally related taxes in per cent of GDP

Selected countries - 2000 and 2008

Source : ITF, OECD/EEA

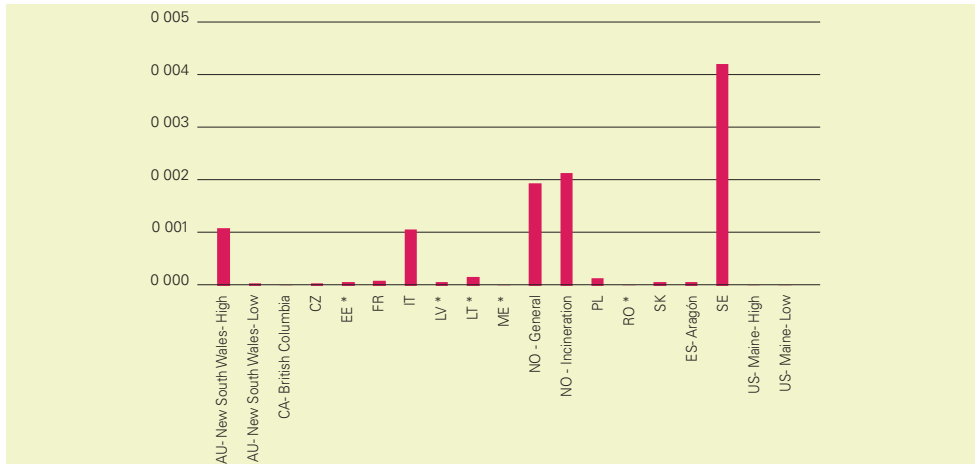


\*Not available data for 2008. Figures for 2007 reflected instead

## 8.10 Tax rates on NO<sub>x</sub> emissions

Selected countries - 01.01.2009 (€/Kg NO<sub>x</sub>)

Source : ITF, OECD/EEA

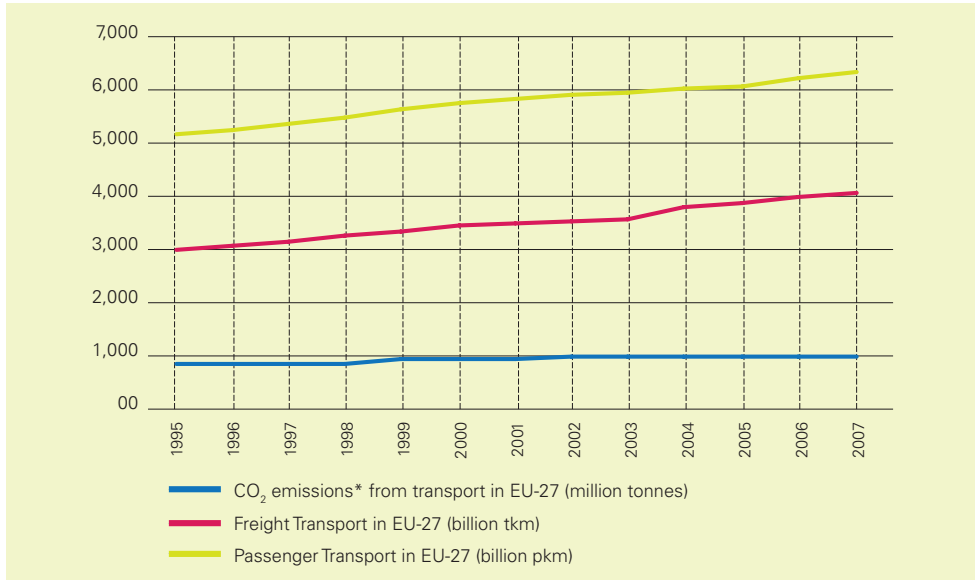


When a country apply a large number of different tax rates, the graph only reflect a selected number of them

(\*) Not available data as of 01.01.2009. Figures as of 01.01.2007 reflected instead.

## 9.1 Comparison between freight and passenger transport CO<sub>2</sub> emissions EU-27 - 1995-2007

Source : EC

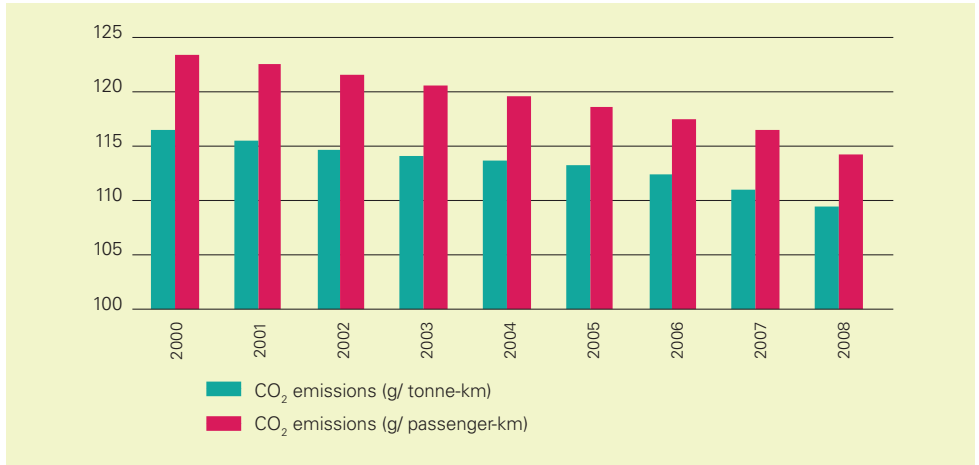


\* Excluding International Bunkers (international traffic departing from the EU)



### 9.2 CO<sub>2</sub> emissions from road in EU-27 and selected countries\* 2000-2008 (g/ tonne-km) and (g/ passenger-km)

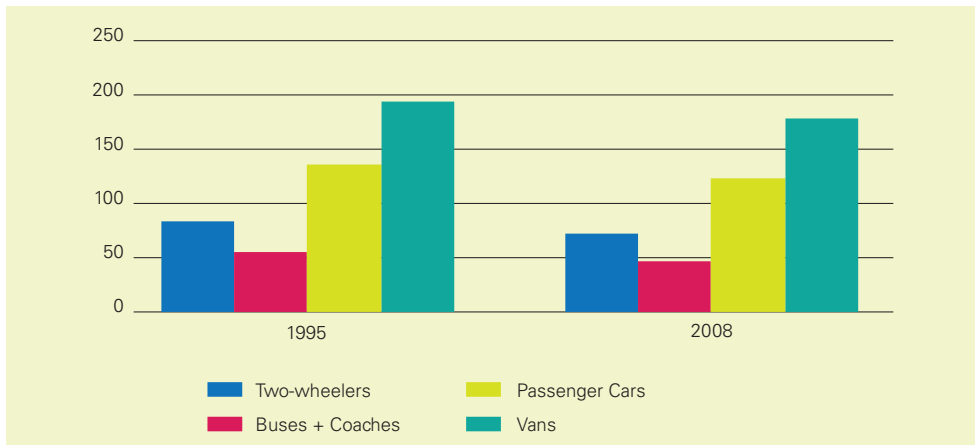
Source : EEA



\* EU-27 plus Norway, Switzerland and Turkey

### 9.3 CO<sub>2</sub> emissions from road passenger transport by mode EU-27 and selected countries\* - 1995 and 2008 (g/pkm)

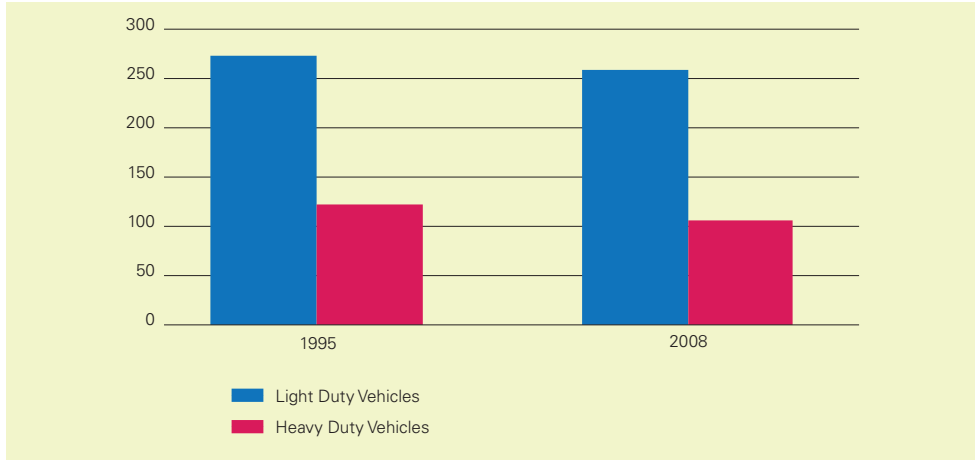
Source : EEA



\* EU-27 plus Norway, Switzerland and Turkey

## 9.4 CO<sub>2</sub> emissions from road freight transport EU-27 and selected countries\* - 1995 and 2008 (g/tkm)

Source : EEA



\* EU-27 plus Norway, Switzerland and Turkey

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

EU-15 - 2000-2008 (g/km)

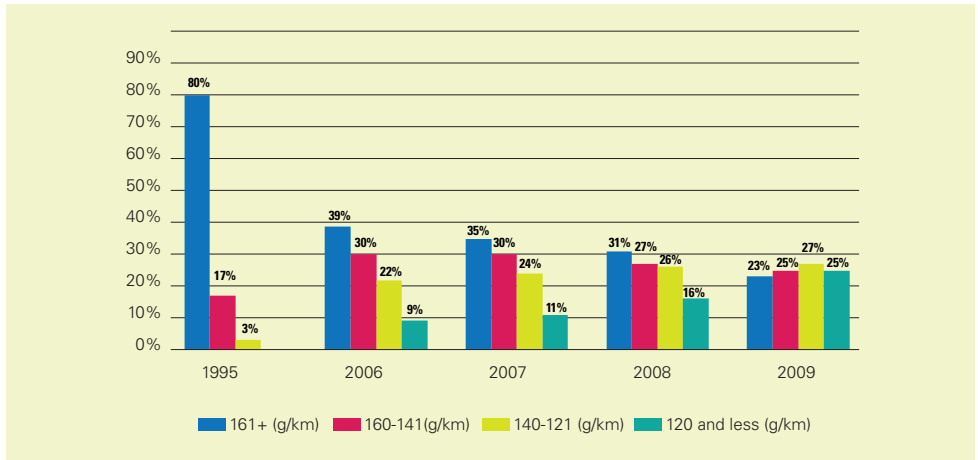
Source : Eurostat

	BE	DK	DE	IE	EL	ES	FR	IT
<b>2000</b>	166.5	175.7	182.2	161.3	180.3	159.2	163.6	155.1
<b>2001</b>	163.7	172.9	179.5	166.6	166.5	156.8	159.8	158.3
<b>2002</b>	161.1	170.0	177.4	164.3	167.8	156.4	156.8	156.6
<b>2003</b>	158.1	169.0	175.9	166.7	168.9	157.0	155.0	152.9
<b>2004</b>	156.5	165.9	174.9	167.6	168.8	155.3	153.1	150.0
<b>2005</b>	155.2	163.7	173.4	166.8	167.4	155.3	152.3	149.5
<b>2006</b>	153.9	162.5	172.5	166.3	166.5	155.6	149.9	149.2
<b>2007</b>	152.8	159.8	169.5	161.6	165.3	153.2	149.4	146.5
<b>2008</b>	147.8	146.4	164.8	156.8	160.8	148.2	140.1	144.7
<b>Evolution 2000-2008</b>	-11.2%	-16.7%	-9.5%	-2.8%	-10.8%	-6.9%	-14.4%	-6.7%

	LU	NL	AT	PT	FI	SE	UK	EU-15
<b>2000</b>	176.7	174.2	168.0	169.2	181.1	200.0	185.4	172.2
<b>2001</b>	177.0	174.0	165.6	n.a.	178.1	200.2	177.9	169.7
<b>2002</b>	173.8	172.4	164.4	154.0	177.2	198.2	174.8	167.2
<b>2003</b>	173.5	173.5	163.8	149.9	178.3	198.5	172.7	165.5
<b>2004</b>	169.7	171.0	161.9	147.1	179.8	197.2	171.4	163.7
<b>2005</b>	168.6	169.9	162.1	144.9	179.5	193.8	169.7	162.6
<b>2006</b>	168.2	166.7	163.7	145.0	179.2	188.6	167.7	161.5
<b>2007</b>	165.8	164.8	162.9	144.2	177.3	181.4	164.7	158.8
<b>2008</b>	159.5	157.9	158.1	138.2	162.9	173.9	158.2	153.3
<b>Evolution 2000-2008</b>	-9.7%	-9.4%	-5.9%	-18.3%	-10.0%	-13.1%	-14.7%	-11.0%

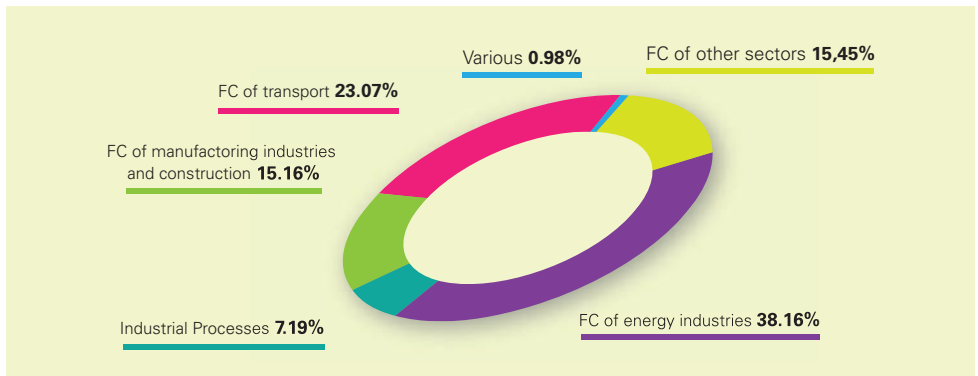
## 9.6 CO<sub>2</sub> emissions from new cars in EU-15 - Selected years (%)

Source : ACEA



## 9.7 Share of total emissions of CO<sub>2</sub> by sector in EU-27\* - 2007 (%)

Source : EEA



(\*) Excluding LULUCF

### Notes:

«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

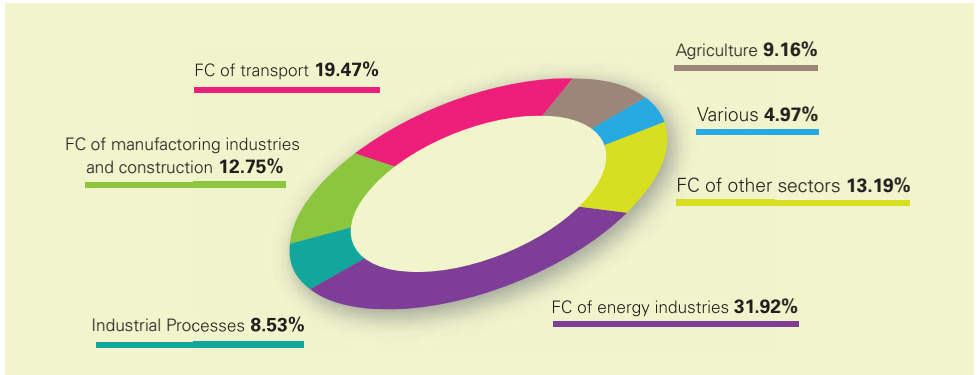
«FC of other sectors» = CO<sub>2</sub> Emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.

«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\*

EU-27 - 2007 (%)

Source : EEA



\*LULUCF sector is excluded

**Notes:**

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>x</sub>), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulphur hexafluoride (SF6).

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

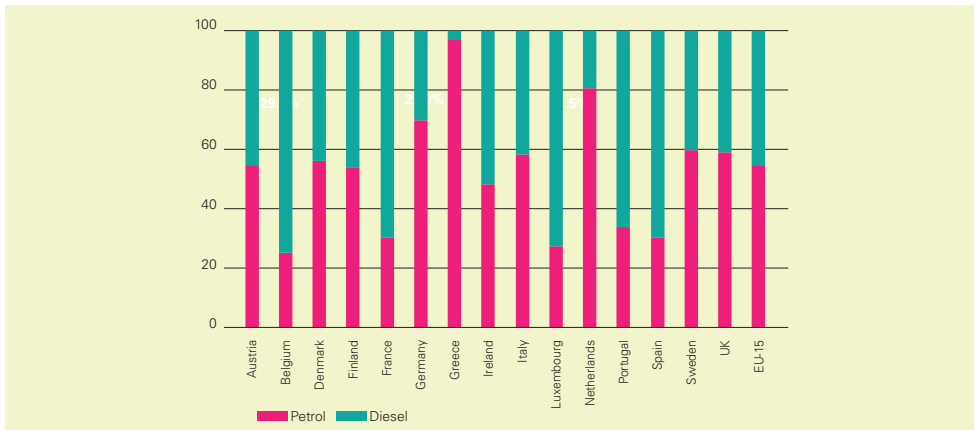
«Various» = Greenhouse gas emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

«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 - 2009 (%)

Source : ACEA



## 9.10 Evolution of Diesel market share for new car registrations

EU-15 - 1999 - 2009 (%)

Source : ACEA

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	1999-2009
<b>AT</b>	57.4	61.9	65.7	69.6	71.5	70.7	64.7	62.1	59.0	54.6	45.7	-20.4
<b>BE</b>	54.3	56.3	62.6	64.3	68.2	70.0	72.6	74.5	77.0	79.0	75.3	38.7
<b>DK</b>	9.4	13.2	17.8	20.2	22.7	24.0	23.8	26.3	38.4	45.9	44.1	369.1
<b>FI</b>	15.7	0.0	16.6	15.6	15.2	15.5	17.0	20.2	28.4	49.6	46.2	194.3
<b>FR</b>	44.1	49.0	56.2	63.2	67.4	69.2	69.1	71.4	73.9	77.3	70.4	59.6
<b>DE</b>	22.4	30.3	34.5	37.9	39.9	44.0	42.0	44.2	47.8	44.1	30.7	37.1
<b>EL</b>	0.7	0.7	0.8	0.9	1.5	2.9	1.6	2.1	2.9	3.6	3.3	371.4
<b>IE</b>	10.9	10.1	12.9	16.4	17.2	18.3	21.5	24.4	27.1	33.5	52.2	378.9
<b>IT</b>	29.4	33.6	36.6	43.4	48.7	58.0	58.3	58.2	55.8	50.7	41.9	42.5
<b>LU</b>	42.0	50.4	58.2	61.9	65.9	72.5	75.4	77.4	77.2	77.0	73.0	73.8
<b>NL</b>	22.8	22.5	22.9	21.6	22.6	24.6	26.8	27.0	28.3	25.1	20.1	-11.8
<b>PT</b>	20.9	24.2	28.4	34.6	44.9	56.6	63.3	65.2	69.3	68.4	66.6	218.7
<b>ES</b>	50.6	53.1	52.5	57.1	60.9	65.4	67.8	68.2	70.9	69.3	70.1	38.5
<b>SE</b>	7.2	6.3	5.6	7.0	7.7	8.0	9.7	19.4	34.7	36.2	41.0	469.4
<b>UK</b>	13.8	14.1	17.8	23.5	27.3	32.5	36.8	38.3	40.1	43.6	41.7	202.2
<b>EU-15</b>	29.0	32.8	36.7	41.0	44.3	48.9	49.8	51.2	53.6	52.9	46.1	59.0

## 9.11 Final energy consumption by sector in EU-27 - 2008 (% of TOE)

Source : Eurostat

	Industry	Transport	Households	Agriculture	Services	Fisheries and other sectors
BE	32%	30%	23%	2%	13%	1%
BG	37%	30%	22%	2%	10%	0%
CZ	36%	25%	23%	2%	12%	1%
DK	18%	35%	29%	6%	12%	0%
DE	27%	27%	30%	0%	12%	3%
EE	25%	26%	32%	2%	14%	0%
IE	19%	41%	24%	2%	14%	0%
EL	20%	40%	24%	5%	10%	0%
ES	28%	42%	16%	3%	10%	1%
FR	23%	32%	27%	3%	12%	2%
IT	29%	34%	21%	3%	13%	0%
CY	19%	50%	15%	2%	10%	4%
LV	16%	31%	35%	3%	15%	0%
LT	20%	37%	28%	2%	12%	0%
LU	20%	60%	16%	1%	3%	0%
HU	20%	28%	33%	3%	16%	0%
MT	9%	63%	16%	0%	12%	0%
NL	26%	31%	19%	6%	18%	0%
AT	33%	31%	24%	2%	10%	0%
PL	27%	26%	30%	6%	12%	0%
PT	30%	40%	17%	2%	11%	0%
RO	37%	21%	32%	1%	7%	2%
SI	28%	39%	21%	1%	9%	0%
SK	40%	20%	20%	1%	18%	0%
FI	48%	19%	19%	3%	7%	3%
SE	37%	28%	20%	2%	13%	0%
UK	22%	37%	28%	1%	11%	1%
EU-27	27%	32%	25%	2%	12%	1%
HR	26%	32%	27%	4%	11%	0%
TR	27%	23%	31%	7%	11%	1%
NO	36%	27%	20%	4%	13%	0%
CH	19%	34%	28%	1%	17%	1%

## 9.12 Biodiesel production in EU-27 - 2005-2008 (1,000 tonnes)

Source : EBB

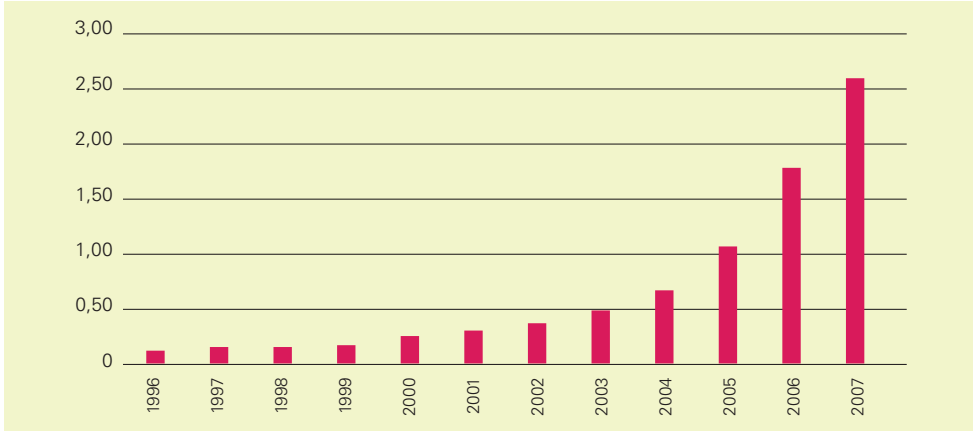
	2005	2006	2007	2008
<b>BE</b>	1	25	166	277
<b>DK</b>	71	80	85	231
<b>DE</b>	1,669	2,662	2,890	2,819
<b>EL</b>	3	42	100	107
<b>ES</b>	73	99	168	207
<b>FR</b>	492	743	872	1,815
<b>IE</b>	n.a.	4	3	24
<b>IT</b>	396	447	363	595
<b>LU</b>	n.a.	0	0	0
<b>NL</b>	n.a.	18	85	101
<b>AT</b>	85	123	267	213
<b>PT</b>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

(\*) 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 - 1996-2007 (%)

Source : Eurostat



## CASE STUDY A: SPEED ON THE ROAD

**10.1 Speed limits and mean speed of cars and vans on motorways**

Selected EU countries (km/h)

Source : ETSC

	Speed limit (km/h)	Mean Speed Year 2001 (km/h)	Mean Speed Year 2008 (km/h)
<b>AT</b>	130	122.1	117.0
<b>BE</b>	120		
<b>BG</b>	130		
<b>CY</b>	100		
<b>CZ</b>	130		
<b>DK</b>	110		117.0
<b>DK</b>	130		122.0
<b>ES</b>	120		114.0
<b>FI</b>	120	109.5	110.0
<b>FI</b>	100	97.5	99.0
<b>FR</b>	110	110.1	108.0
<b>FR</b>	130	125.6	118.0
<b>EL</b>	130		
<b>HU</b>	80		84.0
<b>HU</b>	130		115.8
<b>IE</b>	120		107.0
<b>IT</b>	130		
<b>LI*</b>	100	100.4	
<b>LI*</b>	110	97.2	107.0
<b>LI*</b>	130	105.7	111.0
<b>LU</b>	110		
<b>LU</b>	130		
<b>NL</b>	100	95.1	96.0
<b>NL</b>	120	115.0	114.0
<b>PL</b>	130		
<b>PT</b>	120		
<b>RO</b>	130		
<b>SE</b>	110	108.6	
<b>SI</b>	130		
<b>SK</b>	130		
<b>UK</b>	113	112.7	111.0

\* Data for all traffic

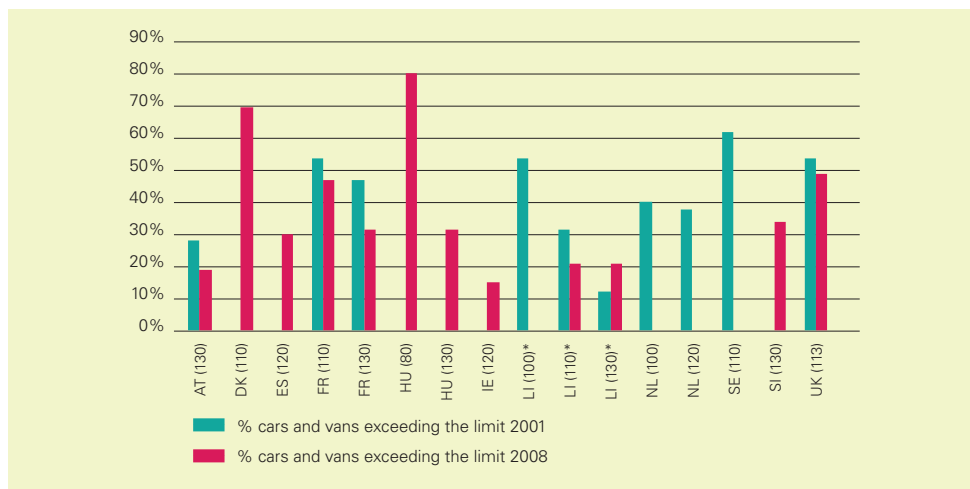
The table shows the available data for each country

## CASE STUDY A: SPEED ON THE ROAD

**10.2 Percentage of cars and vans exceeding speed limits on motorways**

Selected EU countries - 2001 and 2008 (%)

Source : ETSC



( ): Speed limit in km/h

\* Data for all traffic

The graphic shows the available figures for each country

## CASE STUDY A: SPEED ON THE ROAD

### 10.3 Speed limits and mean speed of cars and vans on rural roads

Selected EU countries (km/h)

Source : ETSC

	Speed limit (km/h)	Mean Speed Year 2001 (km/h)	Mean Speed Year 2008 (km/h)
AT	70	68.0	
AT	100	89.0	89.0
BE	70		74.0
BE	90		85.0
BG	90		
CY	80		
CZ	90		69.0
DK	80		85.0
EE*	90	93.3	
EE*	110	99.1	
ES	90		
FI	80	82.0	81.0
FI	100	99.0	97.0
FR1	90	90.1	79.4
FR2	90	93.1	82.2
FR	110	112.4	98.4
HU	90		82.0
HU	80		72.1
IE3	80		76.0
IE4	80		69.0
IE5	100		96.0
IE6	100		91.0
IE7	100		81.0
IT	90		
LI*	90	87.8	88.0

\* Data for all traffic

The table shows the available figures for each country

FR1: National road

FR2: Departmental road

IE3: 2<sup>nd</sup> Lane Regional road

IE4: 2<sup>nd</sup> Lane Country road

IE5: Dual carriageway- National primary road

IE6: 2<sup>nd</sup> Lane National primary road

IE7: 2<sup>nd</sup> Lane National secondary road

PT8: Single carriageway- access controlled

PT9: Single carriageway- non controlled access

## CASE STUDY A: SPEED ON THE ROAD

	Speed limit (km/h)	Mean Speed Year 2001 (km/h)	Mean Speed Year 2008 (km/h)
<b>LU</b>	90		
<b>LV*</b>	90		91.2
<b>MT</b>	80		
<b>NL</b>	80		
<b>PL*</b>	90		92.0
<b>PT8</b>	90		
<b>PT9</b>	90		
<b>RO</b>	90		
<b>SE</b>	70	67.9	
<b>SE</b>	90	89.5	
<b>SE</b>	110	109.9	
<b>SI*</b>	90		63.0
<b>SK</b>	90		
<b>UK</b>	97	72.5	
<b>UK</b>	113	112.7	

\* Data for all traffic

The table shows the available figures for each country

FR1: National road

FR2: Departmental road

IE3: 2<sup>nd</sup> Lane Regional road

IE4: 2<sup>nd</sup> Lane Country road

IE5: Dual carriageway, National primary road

IE6: 2<sup>nd</sup> Lane National primary road

IE7: 2<sup>nd</sup> Lane National secondary road

PT8: Single carriageway- access controlled

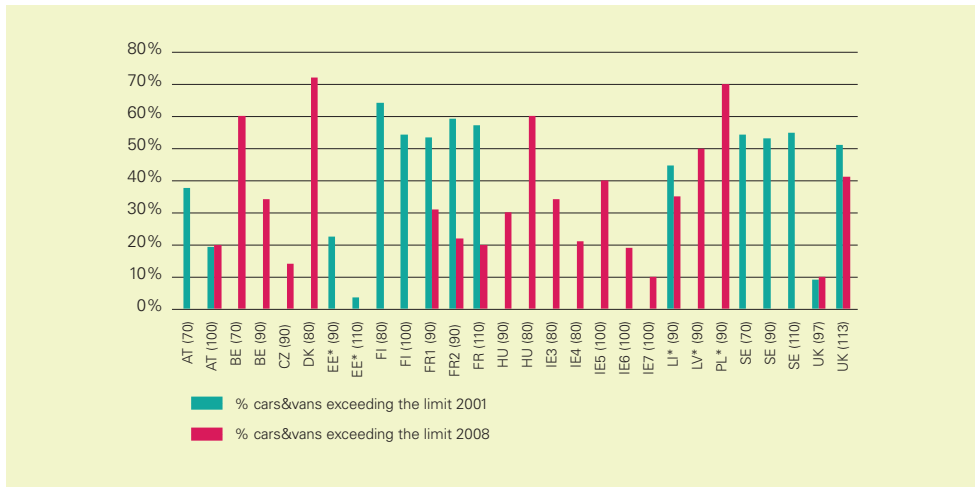
PT9: Single carriageway- non controlled access

## CASE STUDY A: SPEED ON THE ROAD

**10.4 Percentage of cars and vans exceeding speed limits on rural roads**

Selected EU countries - 2001 and 2008 (%)

Source : ETSC



( ): Speed limit in km/h

\* Data for all traffic

The graphic shows the available figures for each country

FR1: National road

FR2: Departmental road

IE3: 2nd Lane Regional road

IE4: 2nd Lane Country road

IE5: Dual carriageway, National primary road

IE6: 2nd Lane National primary road

IE7: 2nd Lane National secondary road

PT8: Single carriageway- access controlled

PT9: Single carriageway- non controlled access

## CASE STUDY A: SPEED ON THE ROAD

## 10.5 Speed limits and mean speed of cars and vans on urban roads

Selected EU countries (km/h)

Source : ETSC

	Speed limit (km/h)	Mean Speed Year 2001 (km/h)	Mean Speed Year 2008 (km/h)
AT	30	33.4	
AT	50	51.6	51.0
BE	30		51.0
BE	50		56.0
BG	50		
CY*	50		
CZ	50		45.0
DE	50		
DK	50		52.0
EE	50		
ES	50		
FI	50		
FR	50	51.4	50.0
EL	50		
HU	50		45.6
IE1	50		70.0
IE2	50		35.0
IT	50		
LI	50		
LU	50		
LV	50		
MT	50		
NL	50		
PL*	50		63.0
PL*	60		
PT	50		
RO	50		
SE	50	47.8	
SE	70	61.8	
SI	50		
SK	50		
UK	48	51.5	48.3
UK	64	58.0	58.0

\* Data for all traffic

The table shows the available figures for each country

IE1: Urban arterial

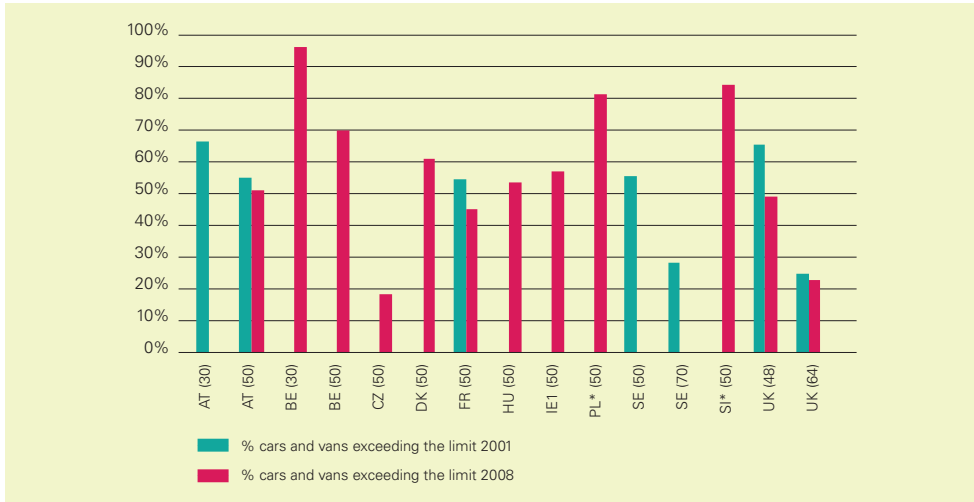
IE2: Urban residential

## CASE STUDY A: SPEED ON THE ROAD

## 10.6 Percentage of cars and vans exceeding speed limits on urban roads

Selected EU countries - 2001 and 2008 (%)

Source : ETSC



( ): Speed limit in km/h

\* Data for all traffic

The graphic shows the available figures for each country

IE1: Urban arterial



## CASE STUDY A: SPEED ON THE ROAD

## 10.7 Number of speed tickets per 1,000 inhabitants\* - 2006-2008

Source : ETSC

	Yearly speed tickets per 1000 inhabitants		
	2006	2007	2008
<b>AT</b>	327	458	456
<b>BE</b>	n.a.	n.a.	n.a.
<b>BG</b>	13	18	20
<b>CY</b>	87	165	137
<b>CZ</b>	30	21	17
<b>DE</b>	n.a.	n.a.	n.a.
<b>DK</b>	47	48	45
<b>EE</b>	n.a.	n.a.	n.a.
<b>ES</b>	17	27	44
<b>FI</b>	38	42	50
<b>FR</b>	114	127	138
<b>EL</b>	34	32	31
<b>HU</b>	17	16	29
<b>IE</b>	n.a.	45	40
<b>IT</b>	23	25	24
<b>LI</b>	18	20	10
<b>LU</b>	48	49	42
<b>LV</b>	41	45	49
<b>MT</b>	n.a.	n.a.	n.a.
<b>NL</b>	543	595	558
<b>NO</b>	52	52	51
<b>PL</b>	28	32	34
<b>PT</b>	9	n.a.	n.a.
<b>RO</b>	n.a.	n.a.	51
<b>SE</b>	21	24	25
<b>SI</b>	n.a.	n.a.	72
<b>SK</b>	25	21	24
<b>UK</b>	n.a.	n.a.	n.a.

\* Both from police roadside checks and from speed cameras

IT: Data from Polstrada and Polizia Municipale

PT: Data from PSP (GNP still missing)

ES: No available data from País Vasco, Cataluña and urban areas

## CASE STUDY A: SPEED ON THE ROAD

**10.8 Countries with a penalty point system in the EU-27**

Source : ETSC

<b>AT</b>	Yes
<b>BE</b>	No
<b>BG</b>	Yes
<b>CY</b>	Yes
<b>CZ</b>	Yes (from July 2007)
<b>DE</b>	Yes
<b>DK</b>	Yes
<b>EE</b>	No
<b>ES</b>	Yes (from July 2006)
<b>FI</b>	No
<b>FR</b>	Yes
<b>EL</b>	Yes
<b>HU</b>	Yes
<b>IE</b>	Yes
<b>IT</b>	Yes
<b>LI</b>	Yes
<b>LU</b>	Yes
<b>LV</b>	Yes
<b>MT</b>	Yes
<b>NL</b>	No (a especial point system for novice drivers is operating since 2002)
<b>PL</b>	Yes
<b>PT</b>	No
<b>RO</b>	Yes
<b>SE</b>	No
<b>SI</b>	Yes
<b>SK</b>	No
<b>UK</b>	Yes

## CASE STUDY B: SOCIOLOGICAL STUDY ON SPANISH DRIVERS' OPINION OF THE ROAD SIGNALLING

### 10.9. Background

Source : FESVIAL,

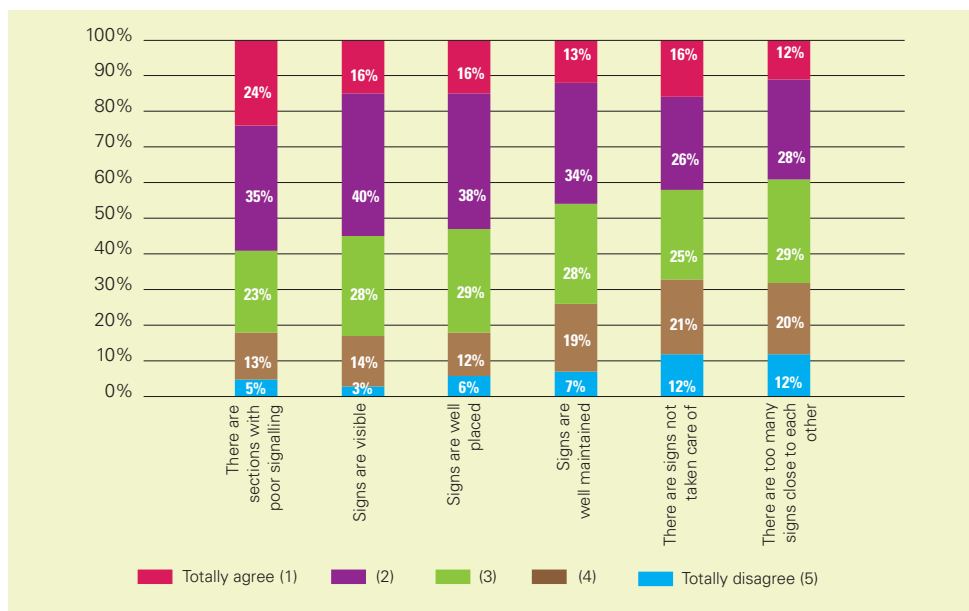
"Las señales a examen: la opinión de los conductores españoles sobre las señales de tráfico (2010)"

In April 2010, FESVIAL (Spanish Foundation for Road Safety) published a sociological study on Spanish drivers' opinion in relation to different aspects of road marking and signs in Spain. The results reflect the opinion of 1723 regular drivers based on 3000 computer - assisted personal interviews, carried out nationwide between January 25 and February 15 of 2010, through proportional stratified sampling by region, type of residence, sex and age. Margin of error: +/- 2.4%.

The following table shows the Spanish drivers' opinion on the condition and position of the signalisation.

### 10.10 Spanish drivers' opinion on the condition and position of the signalisation

Source : FESVIAL



## Main conclusions about the chart

- ▶ Almost 60% of drivers think that there are sections with poor signalling
- ▶ Slightly over 50% of drivers think that signs are visible and are well placed
- ▶ 47% of drivers think that signs are well maintained
- ▶ 42% of drivers point out that there are signs not taken care of
- ▶ 40% of drivers think that there are too many signs closed to each other



**Notes**

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