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ERF 2012 European Road Statistics



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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 contributions 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 2012 edition of the European Road Statistics. This annual publication contains all essential information on the road transport sector and remains the tool of reference for policy makers and major stakeholders.

During the year that passed, financial turmoil has persisted and the Eurozone crisis has forced many countries to take drastic measures to reduce their spending, which of course continues to adversely affect investment in roads. Against this negative background, it is encouraging at least to see that policymakers are finally ready to take action.

Realising that the chronic underinvestment in roads represents a threat for Europe's competitiveness and social cohesion, the European Commission launched a major consultation on charging for the use of infrastructure which was followed by a stakeholder's conference. As taxpayer's ability to finance the road infrastructure decreases as a result of fiscal pressure and an ageing population, it is important to find new ways of financing our roads which represent one of our largest community assets.

As in the past, and despite the gloomy economic situation, the road industry continues to develop cost-effective solutions aimed at providing road users with greater safety on our roads, enhancing the potential for mobility, whilst minimising the environmental impact.

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

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

The ERF Team
March 2013

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Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles in selected countries	

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

Symbols and Abbreviations

Other abbreviations	ACEA	European Automobile Manufacturers Association
	ACEM	European Association of Motorcycle Manufacturers
	ASECAP	European Association of tolled motorways, bridges and tunnel operators
	Bn	Billion (thousand million)
	Bt	Block Train Capacity measured in Gross Tones
	CARE	European Road Database Accident
	CORDIS	Community Research and Development Information Service
	EBB	European Biodiesel Board
	EC	European Commission
	EEA	European Environment Agency
	EIB	European Investment Bank
	ETSC	European Transport Safety Council
	EU	European Union
	EUR	Euro
	GDP	Gross Domestic Product
	g	Gram
	Gpkm	Passenger Transport Demand
	IRTAD	International Road Traffic and Accident Database
	ITF	International Transport Forum
	n.a.	Not available data
	OECD	Organisation for Economic Co-operation and Development
	pkm	Passenger-kilometre
	PTW	Powered Two-Wheelers
	tCO₂ e/trip	Carbon dioxide equivalent per trip
	TEN-T	Trans-European Transport network
	TEN-T EA	Trans-European Transport Network Executive Agency
	tkm	Tonne-kilometre
	toe	Tonne of oil equivalent

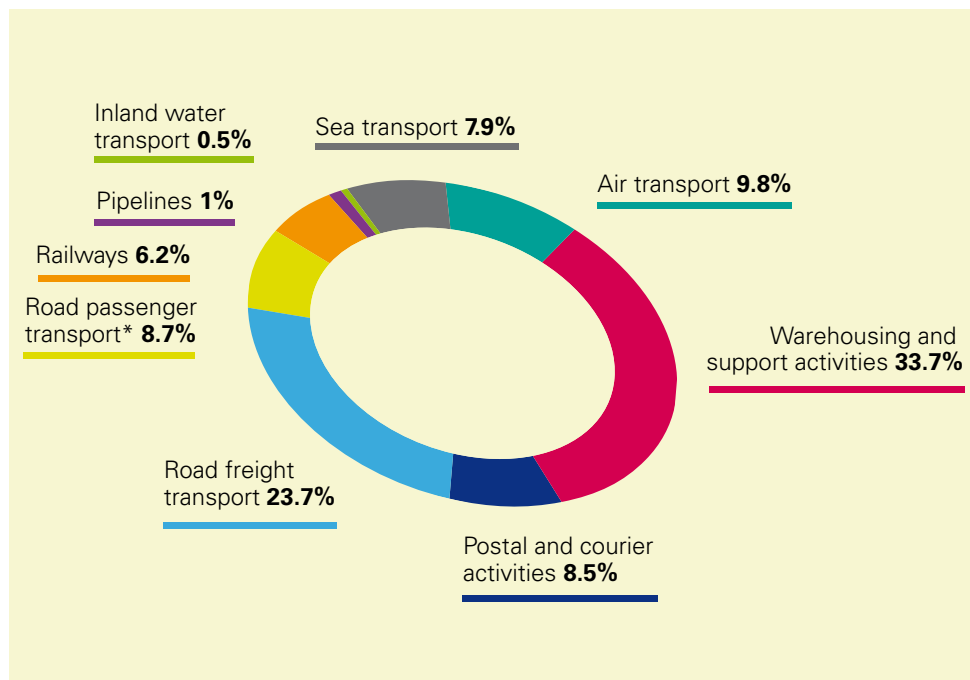
Notes

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

1.1 Percentage of turnover by mode of transport in EU-27 - 2009

(total 1,137.29 billion €)

Source: EC

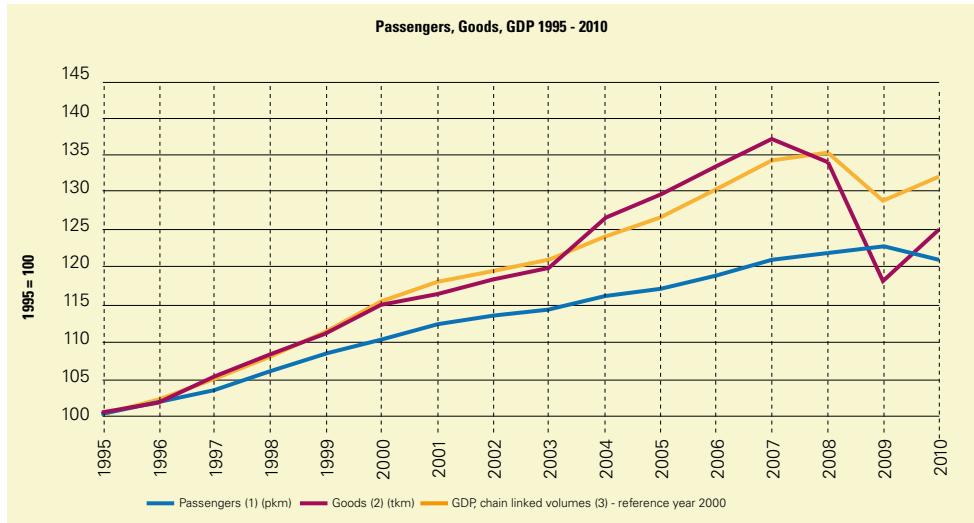


* Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

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

1.2 Transport growth in EU-27, evolution 1995-2010

Source: EC



[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: chain-linked volumes, reference year 2000 (at 2000 exchange rates)

1.3 Annual growth rates EU-27 (% change)

Source: EC

	1995 - 2010	2009 - 2010
GDP at year 2000 prices and exchange rates	1.9%	2.0%
Passenger transport pkm	1.3%	-1.0%
Freight transport tkm	1.5%	5.3%

1.4 Employment by mode of transport in EU-27 - 2009 (thousand)

Source: Eurostat

	Total	Road freight transport	Road passenger transport*	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities	Postal and courier activities
EU-27	10,580.3	2,951.8	2,951.8	712.4	22.9	41.1	179.7	379.5	2,379.3	1,803.1
EU-15	8,508.4	2,274.4	2,274.4	437.1	10.2	33.8	163.2	349.3	2,010.0	1,540.4
EU-12	2,071.8	677.4	677.4	275.3	12.7	7.3	16.4	30.2	369.3	262.7
BE	230.6	64.0	36.2	30.3	0.0	0.6	0.6	6.2	50.2	42.4
BG	162.5	45.2	37.4	16.0	0.0	1.1	4.3	2.6	34.8	21.1
CZ	288.0	108.8	42.4	46.4	0.5	0.6	0.0	5.8	38.9	44.4
DK	133.0	24.6	27.2	8.3	0.8	0.1	14.0	5.1	20.7	32.3
DE	1,846.3	357.6	323.1	75.7	1.6	8.5	28.4	56.6	548.5	446.3
EE	37.7	13.6	5.8	1.6	0.0	0.1	1.1	0.7	10.3	4.5
IE	81.1	20.4	11.9	5.2	0.0	0.0	1.0	8.5	16.5	17.6
EL	202.6	41.8	74.4	5.3	0.0	0.0	17.6	3.8	34.2	25.5
ES	946.6	382.1	191.8	20.7	0.0	0.4	7.4	34.2	209.4	100.7
FR	1,422.9	359.9	311.5	126.8	3.9	3.0	13.5	72.1	254.7	277.4
IT	1,125.2	332.8	171.3	49.4	2.6	3.1	28.7	23.5	345.7	168.0
CY	23.4	3.0	3.1	0.0	0.0	0.0	4.8	2.2	9.0	1.4
LV	70.5	17.9	13.2	4.9	0.3	0.0	1.0	1.6	24.6	7.0
LT	91.4	40.1	16.4	8.5	0.0	0.1	1.8	0.6	14.1	9.9
LU	23.4	8.7	3.0	2.4	0.0	0.1	0.0	3.9	2.9	2.3
HU	224.6	64.4	49.4	12.1	0.6	0.9	0.1	2.1	54.9	40.2
MT	8.1	1.0	1.4	0.0	0.0	0.0	0.1	2.0	2.0	1.6
NL	479.9	120.4	126.8	20.6	0.1	13.7	11.6	30.1	78.0	78.5
AT	211.6	58.0	52.3	12.8	0.4	0.5	0.0	9.3	50.3	28.0
PL	673.4	254.9	149.8	111.6	3.2	1.4	2.2	6.3	79.5	64.5
PT	168.1	65.0	36.3	6.0	0.1	0.8	1.3	8.6	32.6	17.4
RO	335.2	91.8	80.2	41.9	7.0	2.5	0.8	4.7	62.8	43.5
SI	53.5	22.4	7.9	6.3	0.0	0.1	0.2	0.9	8.0	7.8
SK	103.5	14.3	13.5	25.9	1.2	0.5	0.0	0.9	30.4	16.7
FI	153.9	45.7	27.8	8.8	0.0	0.3	9.4	7.0	28.1	26.8
SE	259.7	71.6	64.9	10.0	0.0	1.1	16.4	6.9	49.0	39.8
UK	1,223.6	321.8	231.4	54.8	0.5	1.5	13.3	73.6	289.1	237.6

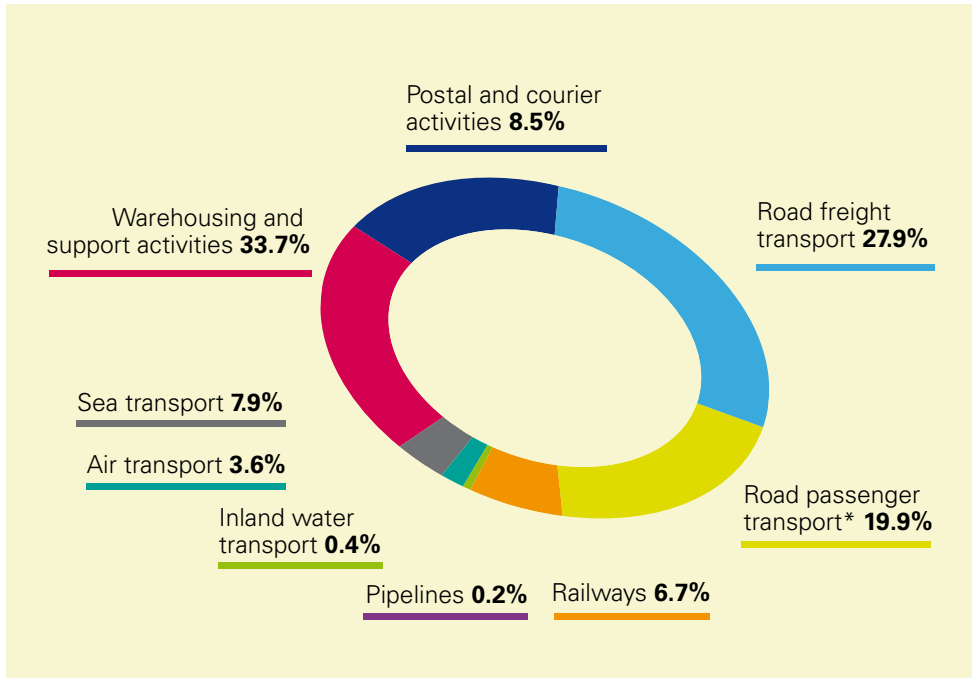
(*) Data refer to transportation and storage activities (including postal and courier services).

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

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

1.5 Employment by mode of transport in EU-27 - 2009 (%)

Source: Eurostat



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

2.1 Length of total road network by category* and country - end of 2009 (km)

Source: EC, IRF

	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
BE	1,763	12,760	1,349	138,000	153,872
BG	418	2,975	16,044	n.a.	n.a.
CZ	729	6,198	48,791	74,919	130,637
DK	1,130	2,707	69,737		73,574
DE	12,813	39,887	178,269	413,289 ⁽¹⁾	644,258
EE	100	3,893	12,427	41,911	58,331
IE	663	4,780	11,631	78,958	96,032
EL	1,103	10,189	30,864	75,600	117,756
ES	14,021	11,612	139,833	501,053	666,519
FR	11,163	9,768	377,986	642,256	1,041,173
IT	6,661	19,375	154,513	312,100 ⁽²⁾	492,649
CY	257	2,136	2,834	4,203	9,430
LV		1,653	5,327	58,668	65,648
LT	309	6,358	14,591	50,680	71,938
LU	152	837	1,891		2,880
HU	1,273	6,802	23,303	166,142	197,520
MT		184	665	1,379	2,228
NL	2,631	2,445	7,836	123,914	136,826
AT	1,696	10,003	23,653	88,666	124,018
PL	849	17,928	28,403	221,826	269,006
PT	2,705	5,976	4,431	63,900 ⁽²⁾	79,513
RO	321	16,182	65,210		81,713
SI	747	911	5,117	32,225	39,000
SK	391	3,496	14,050	25,942	43,879
FI	765	12,563	13,537	51,295	78,160
SE	1,891	13,462	83,131	122,378	220,862
UK	3,674	49,040	122,542	244,340	419,596
HR	1,097	6,960	10,939	10,347	29,343
MK	251	660	3,771	9,258	13,940

TR	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
TR	2,036	31,271	30,948	298,405	362,660
IS	11	4,934	2,920	5,007	12,872
NO	344	27,477	27,281	38,589	93,691
CH	1,406	383	18,050	51,615	71,454

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

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

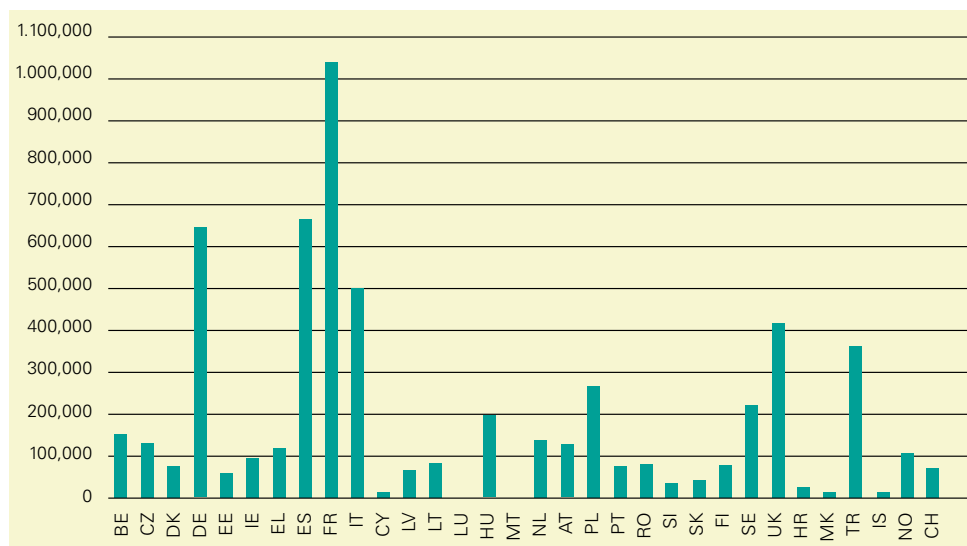
EL and **MT**: end of 2005 (except for motorways) **AT**: end of 2010 (except for motorways).

(1) 2006 figures

(2) 2005 figures

2.2 Length of total road network by country - 2009 (km)

Source: EC, IRF



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

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

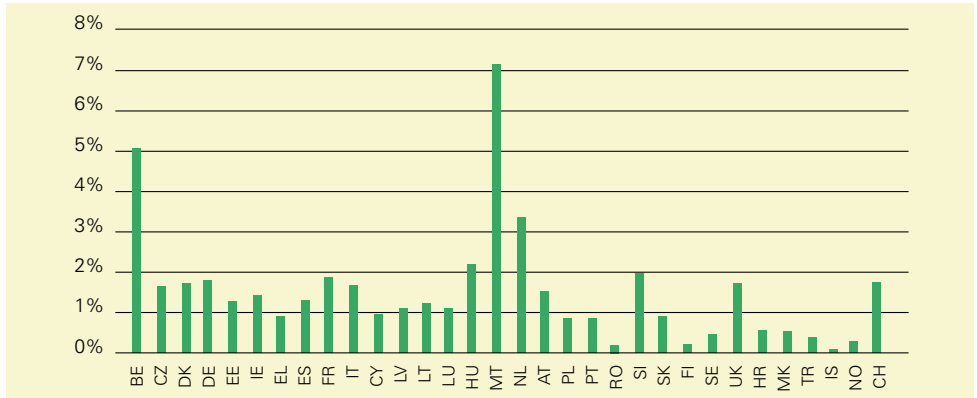
AT: end of 2010

DE: 2006 figures for «Other roads»

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

2.3 Density of the total road network (km road/ km² land area) 2009

Source: EC



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

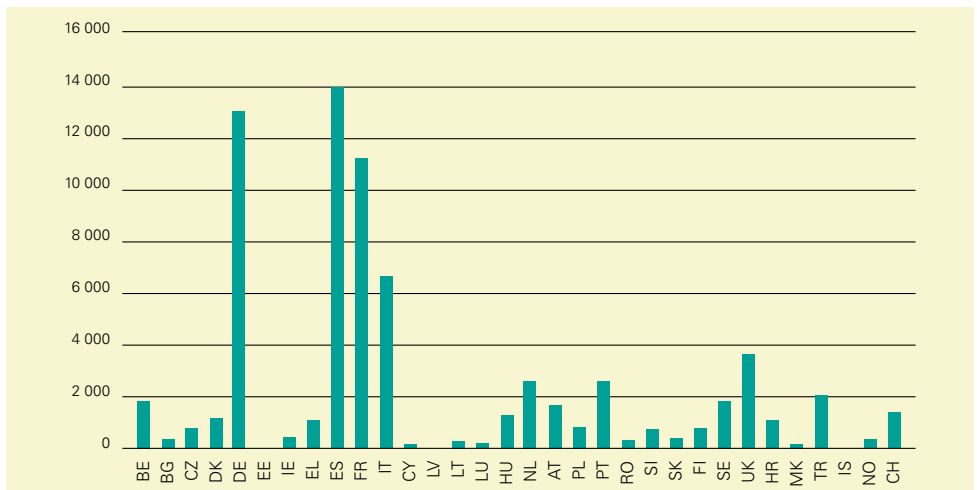
EL and MT: end of 2005 (except for motorways), AT: end of 2010

DE: 2006 figures for «Other roads»

PT and IT: 2005 figures for «Other roads»

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

Source: Eurostat, EC



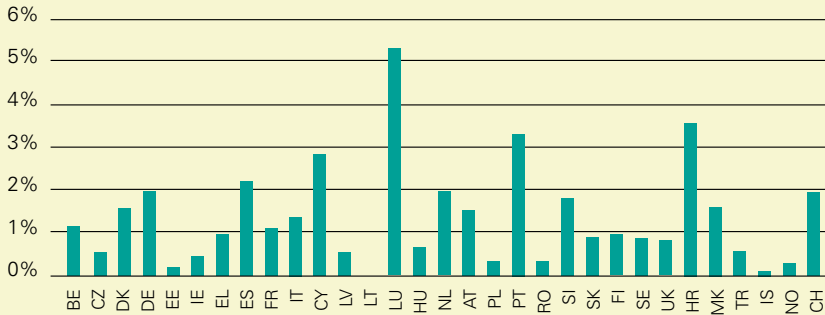
ES: 'autopistas de peaje' and 'autovías y autopistas libres'

CY: from 2006: without urban M-ways

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

2.5 Proportion of motorways compared to the total road network - 2009 (%)

Source: EC



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

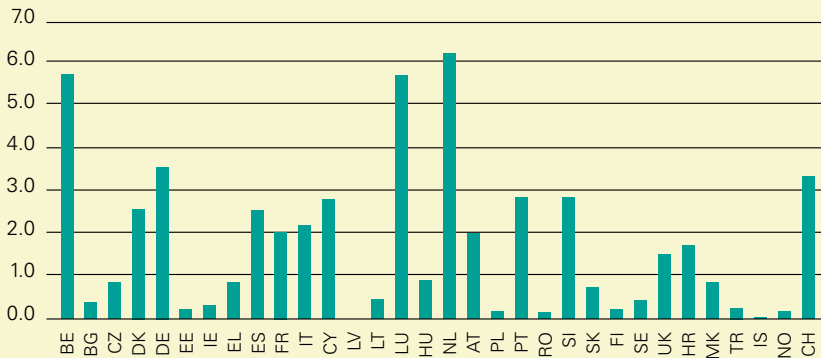
EL and **MT**: Figures for the total road network were calculated with data of the end of 2005 for national, secondary and other roads and data of 2009 for motorways

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

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

2.6 Density of motorways by country - 2009 (km motorway per 100 km² land area)

Source: Eurostat, EC



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

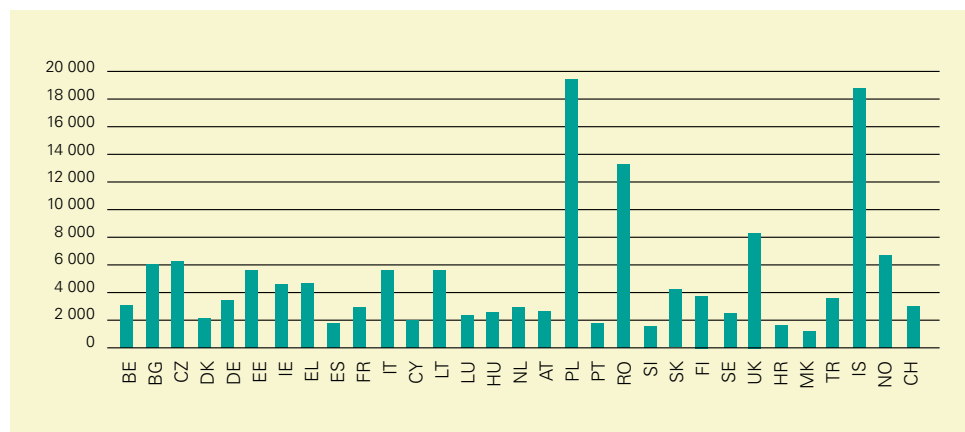
ES: 'autopistas de peaje' and 'autopistas y autopistas libres'

CY: from 2006: without urban M-ways

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

2.7 Passenger cars per km of motorway by country - 2010

Source: Eurostat, EC, UNECE statistical database



LV and MT are not included because they did not have any km of motorway in 2007

2.8 Transport network

Comparison between EU-27, USA, Japan, Russia and China - 2009 (thousand km)

Source: EC, IRF

	EU-27	USA	Japan	China	Russia
Road network (paved)	5,000 ⁽⁰⁾	4,400	968	3,056	776
Motorway network	68.2	94.3 ⁽¹⁾	7.6 ⁽²⁾	65.1	30.0
Railway network	212.7	202.4 ⁽³⁾	27.0 ⁽⁴⁾	85.5	86.0

(0): Estimate

(1): **USA:** Data on the road network and on the motorway network are from 2008

(2): **Japan:** data on the railway network are from 2008

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

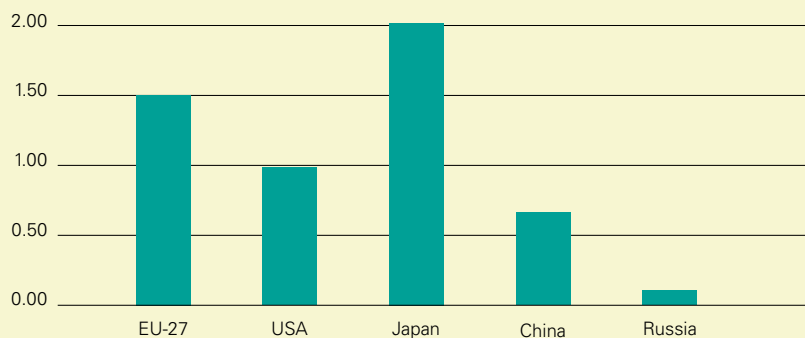
(4): **Japan:** national expressways

(5): **USA:** a sum of partly overlapping networks

2.9 Density of motorways

Comparison between EU-27, USA, Japan, Russia and China - 2009 (km motorway per 100km² land area)

Source: EC, IRF

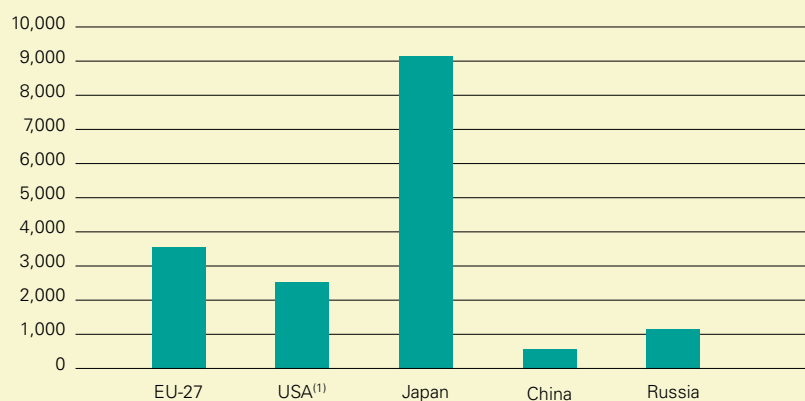


Area EU 27: Including French overseas department.

2.10 Passenger cars per km of motorway

Comparison between EU-27, USA, Japan, Russia and China - 2010

Source: EC, IRF



[1] USA: data are from 2009

3.1 Toll net revenues in selected countries - 2007-2011 (€ million)

Source: ASECAP

Country	2007	2008	2009	2010	2011
DK	437.00	450.00	448.00	454.00	472.00
EL	170.50	100.00	550.00	565.00	530.00
ES	1,992.46	1,997.80	2,003.93	1,820.56	1,808.70
FR	7,383.60	7,800.00	7,300.00	7,775.60 ⁽¹⁾	8,442.60 ⁽¹⁾
IE	na	153.00	175.00	184.00	184.00
IT	4,473.80	4,533.72	4,545.00	4,835.90	4,971.00
NL	24.50	26.14	26.44	27.21	28.49
AT	1,435.00	1,516.00	1,387.00	1,535.50	1,561.00 ⁽²⁾
PT	713.90	722.74	737.94	725.31	693.43
HU	155.60	171.40	146.20	145.50	167.90
SI	172.72	201.62	238.00	290.10	298.34
NO	386.20	424.20	407.50	457.30	605.70
HR	258.56	266.78	272.11	267.40	272.34 ⁽²⁾
PL	175.48	175.10 ⁽³⁾	162.70 ⁽³⁾	189.30 ⁽³⁾	148.25 ⁽³⁾
UK	78.00	74.00	68.70	70.10	64.40
RS	182.80	200.80	147.40	137.90	137.90
CZ	198.50	245.40	221.70	262.80	325 ⁽⁴⁾
DE	3,359.30	3,466.40	4,409.00	4,484.00	4,498.00
SK	74.94 ⁽⁵⁾	90.38 ⁽⁵⁾	88.48 ⁽⁵⁾	175.30 ⁽⁵⁾	199.88 ⁽⁵⁾

(1) Provisional figure

(2) Preliminary value for 2011

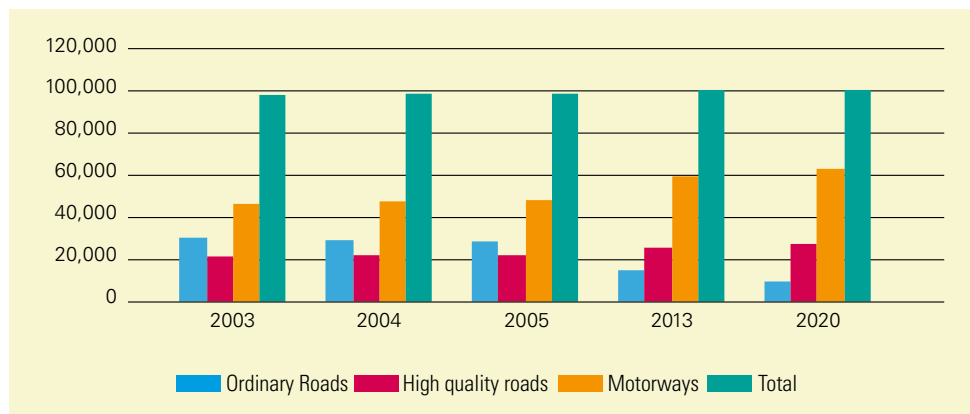
(3) Toll revenues on motorways A2 and A4

(4) km-based tolling only

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

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

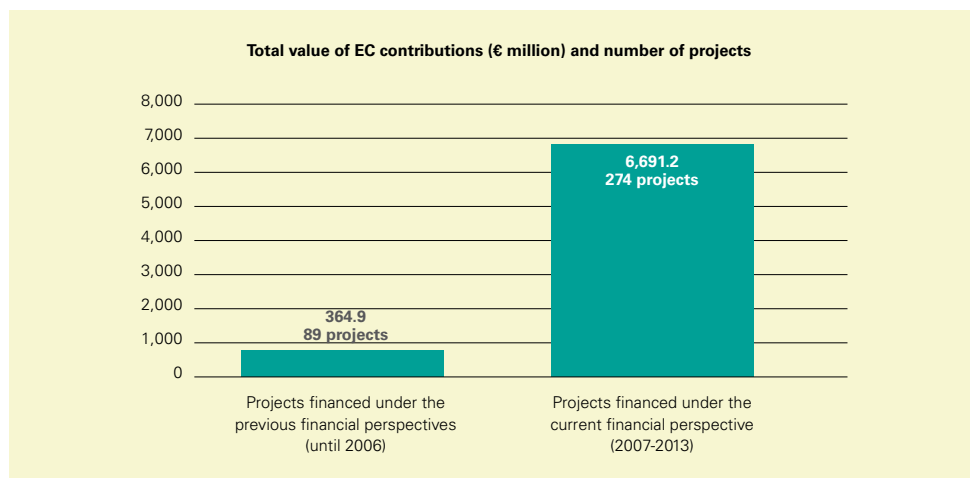
Source: EC



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

3.3 Projects managed by the TEN-T EA

Source: TEN-T EA



State-of-play on 1st January 2011

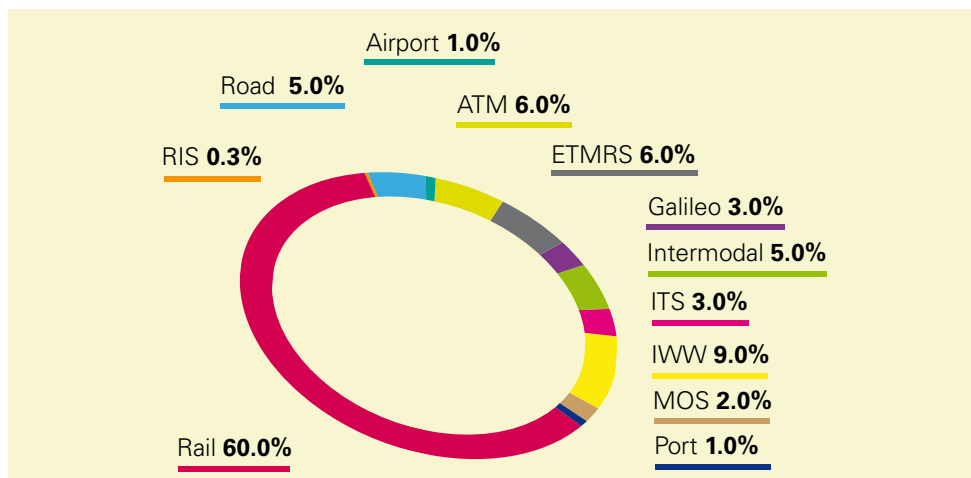
3.4 Trans-European Network Funding 2007-2013

Source: EC

Trans-European Transport Network	2007 – 2013
Cost (€ billion)	
TEN-T Basic Network	390
New Member States (EU-12)	72
Old Member States (EU-15)	318
Community contribution (€ billion)	
Programme TEN-T	8,013
Cohesion Fund	34.8
ERDF (regions convergence)	9.4
EIB Loans and guarantees	53
Total Community contribution (€ billion)	
Grants	52.2 (13.4%)
Grants and Loans	105 (27%)
Other resources (national)	285 (73%)

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

Source: TEN-T EA



* Projects Managed by the TEN-T Executive Agency and Financed by the TEN-T Programme under the current 2007-2013 Financial Perspective. State-of-play on 1st April 2012

ATM= Air Traffic Management • ERTMS= European Rail Traffic Management System • ITS=Intelligent Transport Systems and Services • MOS= Motorways of the Sea

RIS= River Information Services • IWW= Inland Waterways

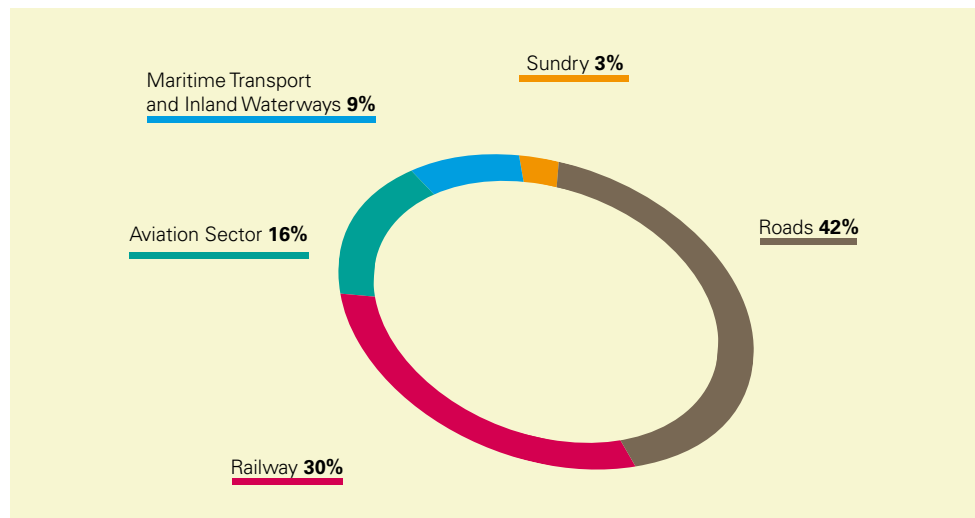
3.6 European Investment Bank loans for transport provided within the EU 2006-2011 (€ million)

Source: EIB

	2006	2007	2008	2009	2010	2011
Roads, Motorways	4,384	3,542	4,932	6,030	3,716	3,876
Railway	2,999	3,534	2,495	2,704	4,352	4,624
Urban Transport	1,294	1,924	1,981	3,399	4,151	4,411
Air Transport	764	644	2,458	1,740	487	500
Maritime Transport	593	454	894	1,821	496	793
Intermodal Freight Terminals & Other	36	29	763	n.a.	2	66
Space Transport				n.a.	n.a	n.a
Total Transport Sector	10,070	10,127	13,523	15,694	13,204	14,270

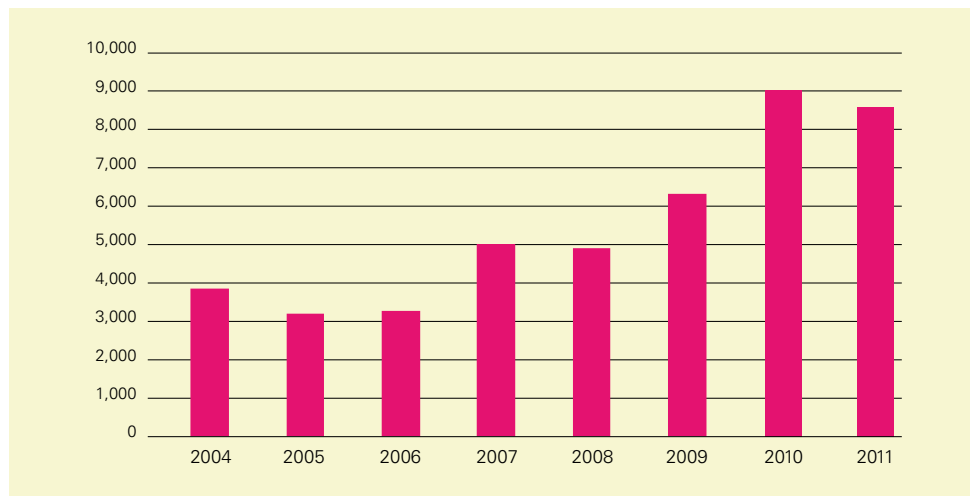
3.7 European Investment Bank loans for Trans-European Network (TEN-T) - 2009 (total € 10.741 billion)

Source: EIB



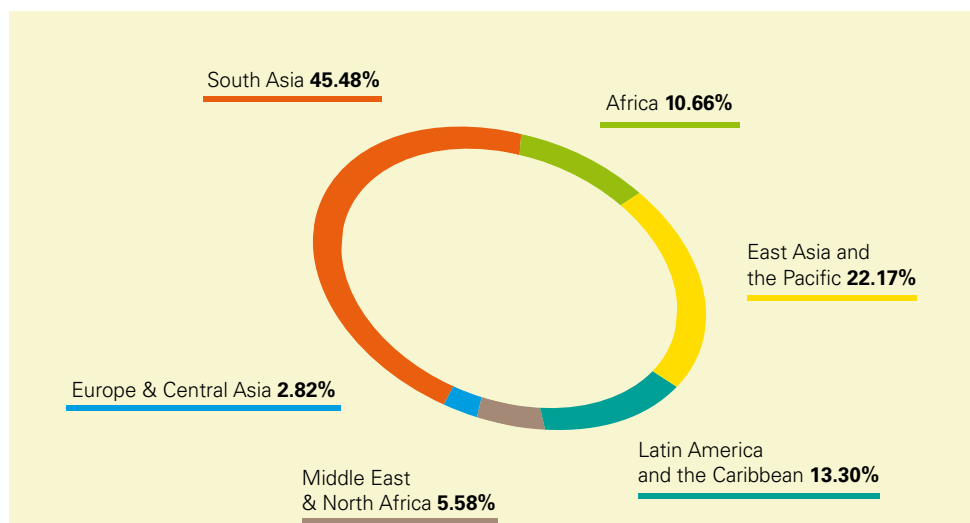
3.8 World Bank Total Transport Lending - 2004-2011 (\$ million)

Source: World Bank



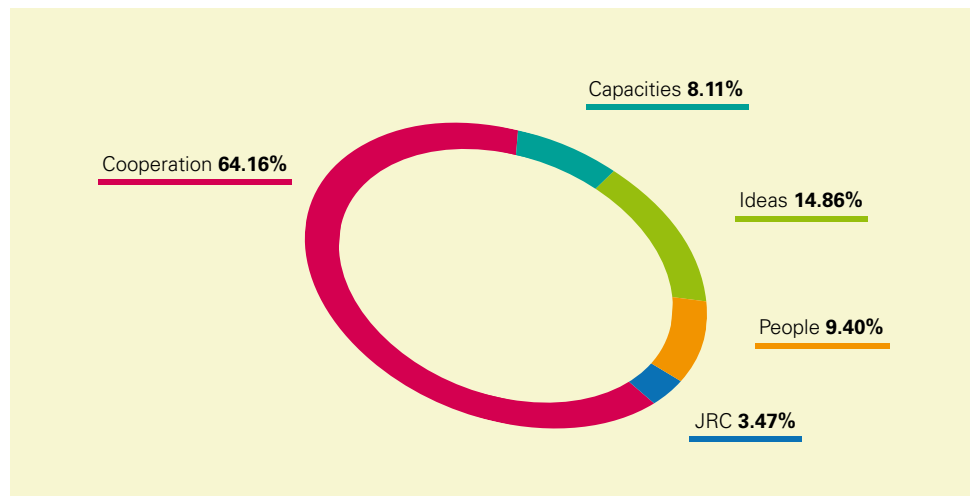
3.9 Transport Lending Breakdown by Region - 2011 (total \$ 8,6 billion)

Source: World Bank



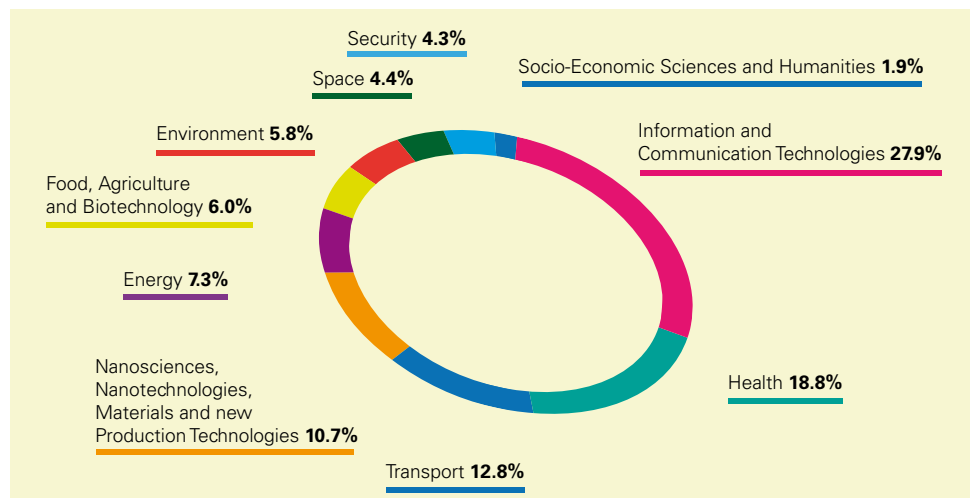
3.10 Seventh Framework Programme Breakdown - 2007-2013 (total € 50.5 billion)

Source: Cordis



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

Source: Cordis



4.1 Gross investment spending in road infrastructure in selected countries - 2007-2010 (at current prices and exchange rates - million €)

Source: ITF

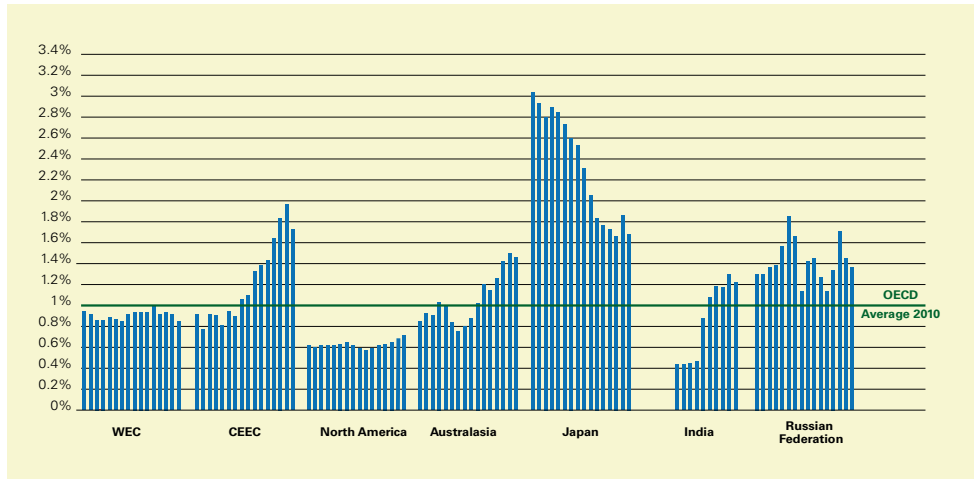
GEO/TIME	2007	2008	2009	2010
Albania	253	497	486	242
Bulgaria	134	169	101	281
Czech Republic	1,493	2,043	1,987	1,720
Denmark	1,029	936	714	937
Germany	n.a.	n.a.	n.a.	n.a.
Estonia	131	162	133	140
Ireland	1,425	1,319	1,173	841
Spain	7,770	8,099	8,692	6,858
France	12,489	12,623	12,648	11,942
Italy	13,664	13,051	5,641	n.a.
Cyprus	n.a.	n.a.	n.a.	n.a.
Latvia	241	265	135	140
Lithuania	312	437	448	422
Luxemburg	157	138	138	n.a.
Hungary	646	979	1,566	840
Austria	802	n.a.	n.a.	n.a.
Poland	3,443	4,508	5,340	6,510
Portugal	1,453	1366	951	1,511
Romania	2,806	3,891	3,105	2,850
Slovenia	666	694	406	221
Slovakia	520	567	662	342
Finland	802	973	922	890
Sweden	1,423	1,604	1,574	1,653
United Kingdom	6,341	6,137	6,610	6,555
Iceland	187	216	121	79
Norway	1,719	1,993	2,399	n.a.
Switzerland	2,674	2,840	2,997	n.a.
Croatia	1,066	1,101	909	515
FYROM*	39	45	43	32
Turkey	1,947	2,233	2,918	5,419

* Former Yugoslav Republic of Macedonia

The data coverage varies significantly from a country to another, mainly due to the lack of more detailed common definitions and the difficulty for countries to change their data collection system.

4.2 Investment in inland transport infrastructure - 1995-2010 (as a percentage of GDP, at current prices)

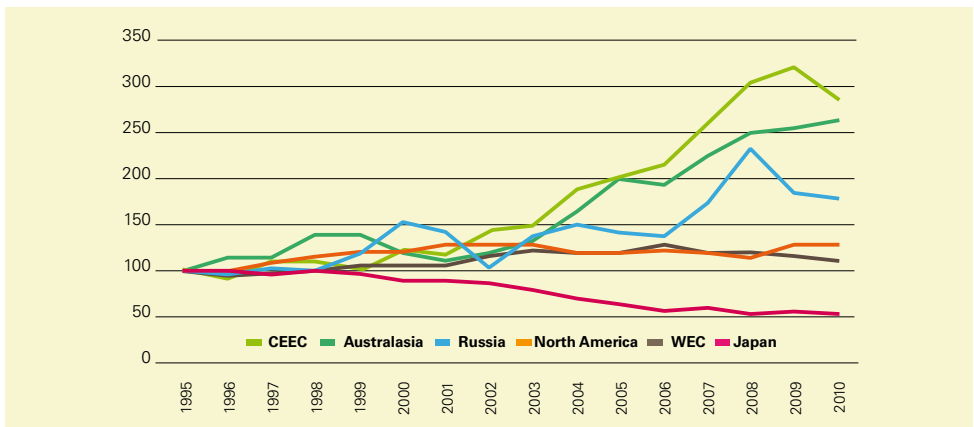
Source: ITF, OECD



Note: **WECs** include Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Norway, Portugal, Spain, Switzerland and the United Kingdom. **CEECs** include Albania, Bulgaria, Croatia, Czech Republic, Estonia, FYROM, Hungary, Latvia, Lithuania, Montenegro, Poland, Romania, Serbia, Slovakia and Slovenia. **North America** include Canada, Mexico and the United States. **Australasia** include Australia and New Zealand.

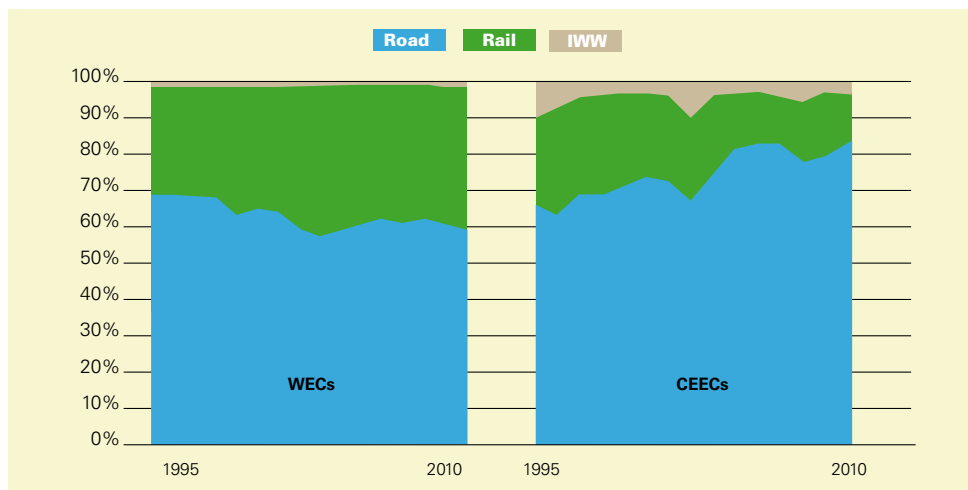
4.3 Volume of investment in inland transport infrastructure by region - 1995-2010 (at constant 2005 prices, 1995=100)

Source: ITF



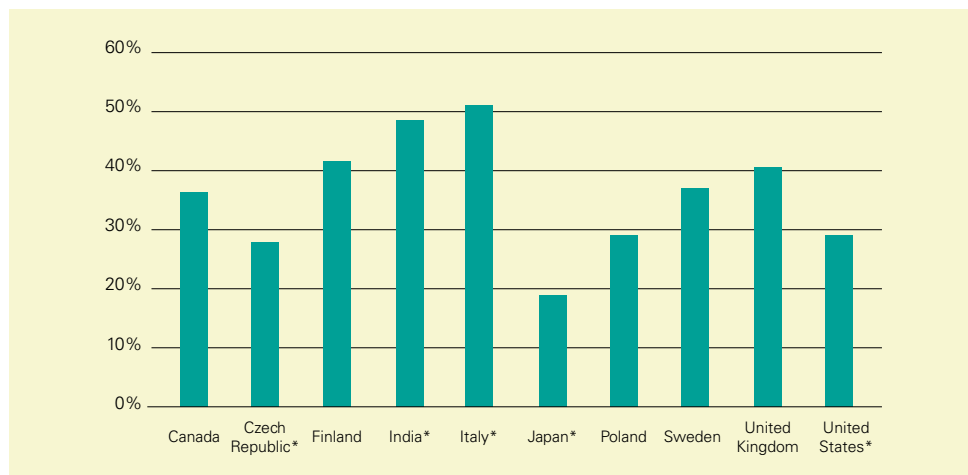
4.4 Distribution of infrastructure investment between modes (€) - 1995-2010 (at current prices and exchange rates)

Source: ITF



4.5 Road maintenance share of total road expenditure 2010 (at current prices)

Source: ITF



* 2009 data

4.6 Maintenance expenditures in road infrastructure in selected countries - 2005-2009

at current prices and exchange rates - million €

Source: ITF

GEO/TIME	2005	2006	2007	2008	2009
Bulgaria	n.a.	108	215	203	69
Czech Republic	350	544	590	584	587
Denmark	763	701	728	712	866
Estonia	26	28	32	38	39
Ireland	53	54	50	55	45
Spain	n.a.	n.a.	n.a.	n.a.	n.a.
France	2,189	2,235	2,294	2,184	2,207
Italy	12,549	13,452	9,764	10,756	n.a.
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.
Latvia	80	129	213	227	135
Lithuania	122	125	161	125	134
Luxembourg	35	24	23	27	n.a.
Hungary	283	1,255	1,367	444	453
Austria	443	495	486	n.a.	n.a.
Poland	1,265	1,670	1,515	2,007	2,340
Portugal	177	203	192	n.a.	n.a.
Romania	426	1,041	1,338	n.a.	n.a.
Slovenia	99	140	139	148	155
Slovakia	100	130	156	161	192
Finland	600	612	611	673	684
Sweden	788	810	836	858	n.a.
United Kingdom	5,953	6,155	6,272	5,425	4,944
Iceland	53	54	50	55	45
Norway	993	1,054	1,150	1,192	1,290
Switzerland	1,520	1,534	1,410	1,608	n.a.
Croatia	242	155	158	168	144
FYROM*	6	4	14	14	12
Turkey	89	158	279	309	412

* Former Yugoslav Republic of Macedonia

5.1 Transport of goods, performance by mode in EU-27 - 1995-2010 (billion tkm)

Source: EC

	Road	Rail	Inland waterways	Pipelines	Sea	Air	Total
1995	1,289	386	122	115	1,146	2.0	3,060
1996	1,303	392	120	119	1,160	2.1	3,096
1997	1,352	410	128	118	1,193	2.2	3,202
1998	1,414	393	131	125	1,232	2.3	3,297
1999	1,470	384	129	124	1,268	2.3	3,377
2000	1,519	404	134	127	1,314	2.5	3,499
2001	1,556	386	133	133	1,334	2.5	3,544
2002	1,606	384	133	128	1,355	2.4	3,608
2003	1,625	392	124	130	1,378	2.4	3,652
2004	1,742	416	137	132	1,427	2.5	3,856
2005	1,794	414	139	136	1,461	2.6	3,946
2006	1,848	440	138	135	1,505	2.7	4,069
2007	1,914	453	145	127	1,532	2.8	4,175
2008	1,881	443	143	124	1,498	2.7	4,091
2009	1,691	362	120	120	1,336	2.5	3,632
2010	1,756	390	147	121	1,415	3.0	3,832
1995 -2010	36.2%	1.0%	20.8%	4.9%	23.5%	27.4%	25.2%
per year	2.1%	0.1%	1.3%	0.3%	1.4%	1.6%	1.5%
2000 -2010	15.6%	-3.4%	10.1%	-4.8%	7.7%	4.0%	9.5%
per year	1.5%	-0.3%	1.0%	-0.5%	0.7%	0.4%	0.9%
2009-2010	3.9%	8.0%	13.6%	1.1%	5.9%	2.8%	5.3%

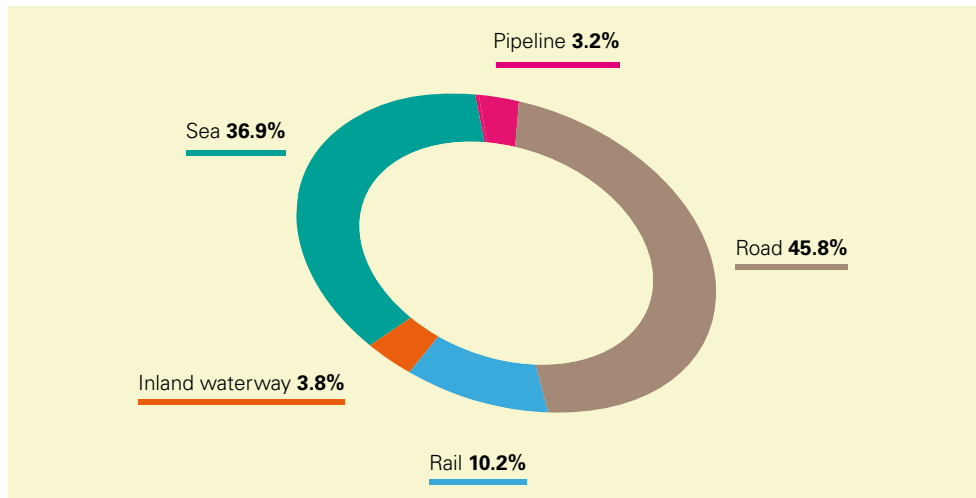
In italics: Estimates

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

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

5.2 Goods transport by mode in EU-27 - 2010 (% 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 - 2000-2010 (% of tkm)

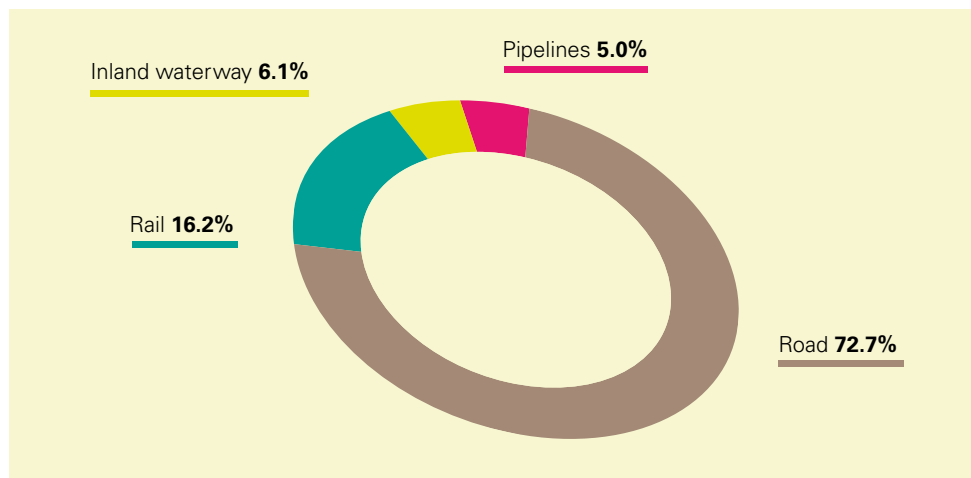
Source: EC

	Road	Rail	Inland waterway	Pipelines
2000	69.6	18.5	6.1	5.8
2001	70.5	17.5	6.0	6.0
2002	71.4	17.1	5.9	5.7
2003	71.6	17.3	5.4	5.7
2004	71.8	17.2	5.6	5.4
2005	72.3	16.7	5.6	5.5
2006	72.1	17.2	5.4	5.3
2007	72.5	17.2	5.5	4.8
2008	72.6	17.1	5.5	4.8
2009	73.8	15.8	5.2	5.2
2010	72.7	16.2	6.1	5.0
2000-2010	4.5	-12.4	0.0	-13.8

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

5.4 Inland transport modal split in EU-27 - 2010 (% of tkm)

Source: EC



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

5.5 Performance of inland freight transport by mode and country - 2010

(billion tkm)

Source: EC

	Road*	Railways	Inland Waterways **	Pipelines (Oil) ***
EU-27	1,755.70	389.90	147.50	120.70
EU-15	1,333.40	254.40	123.50	82.30
EU-12	422.30	135.50	24.00	38.40
BE	35.00	6.30	8.20	1.50
BG	19.40	3.10	6.00	0.40
CZ	51.90	13.80	0.00	2.20
DK	15.00	2.20	-	3.50
DE	313.10	107.30	62.30	16.30
EE	5.60	6.60	-	-
IE	10.90	0.10	-	-
EL	29.90	0.60	-	0.20
ES	210.10	9.20	-	8.20
FR	182.20	30.00	9.50	17.70
IT	175.70	18.60	0.10	11.10
CY	1.10	-	-	-
LV	10.60	17.20	-	2.40
LT	19.40	13.40	0.00	0.60
LU	8.70	0.20	0.40	-
HU	33.70	8.80	2.40	3.20
MT	0.30	-	-	-
NL	76.30	5.90	40.30	5.60
AT	28.60	19.80	2.40	7.00
PL	210.90	48.70	0.10	24.20
PT	35.40	2.30	-	0.40
RO	25.90	12.40	14.30	1.00
SI	15.90	3.40	-	-
SK	27.60	8.10	1.20	5.00
FI	29.60	9.80	0.10	-
SE	36.20	23.50	-	-
UK	146.70	18.60	0.20	10.20

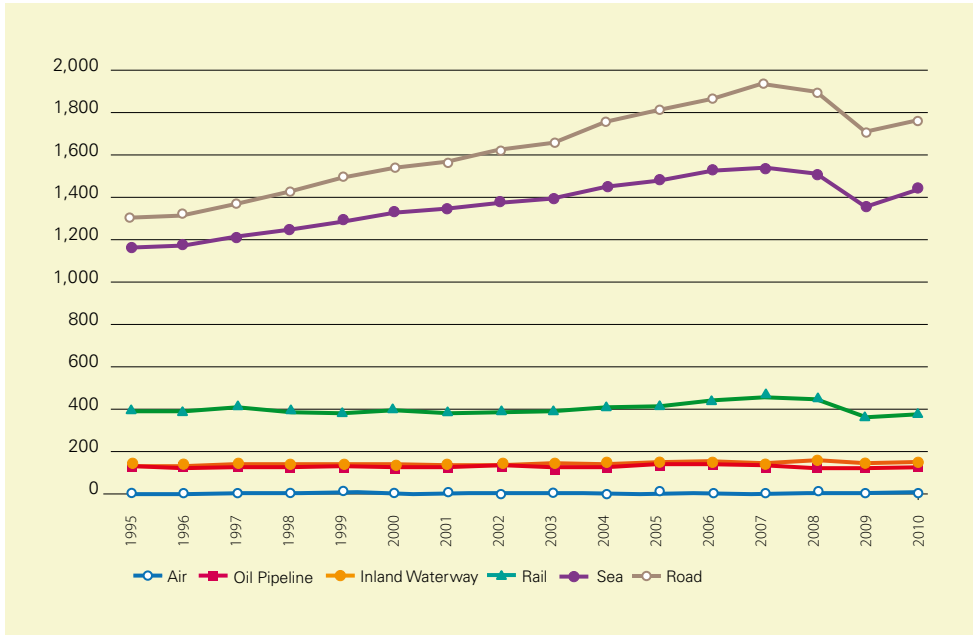
(*) National and international haulage by vehicles registered in the reporting country (including cross-trade and cabotage). Only haulage of heavy goods vehicles (usually > 3.5 tonnes load capacity)

(**) 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 - 1995-2010 (billion tkm)

Source: EC



5.7 Total road transport by group of goods in EU-27 - 2010

(1,000 tonnes and million tkm)

Source: Eurostat

Group of goods	Thousand tonnes	Million tkm
1. Products of agriculture, hunting, and forestry; fish and other fishing products	1,211,297	180,437
2. Coal and lignite; crude petroleum and natural gas	161,917	11,740
3. Metal ores and other mining and quarrying products; peat; uranium and thorium	4,305,599	142,820
4. Food products, beverages and tobacco	1,630,309	293,914
5. Textiles and textile products; leather and leather products	70,653	19,260
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	626,483	131,052
7. Coke and refined petroleum products	547,450	52,679
8. Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel	587,609	132,013
9. Other non metallic mineral products	2,067,227	152,690
10. Basic metals; fabricated metal products, except machinery and equipment	577,587	127,469
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	296,063	60,261
12. Transport equipment	223,678	63,668
13. Furniture; other manufactured goods n.e.c.	113,515	32,273
14. Secondary raw materials; municipal wastes and other wastes	1,052,885	62,997
15. Mail, parcels	171,277	34,400
16. Equipment and material utilised in the transport of goods	223,247	34,634
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.	76,402	7,719
18. Grouped goods: a mixture of types of goods which are transported together	526,998	127,897
19. Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1-16	253,139	37,540
20. Other goods n.e.c.	228,727	44,112
TOTAL	14,952,062	1,749,575

5.8 Transport of dangerous goods* in EU-27 - 2005-2011 (million tkm)

Source: Eurostat

Country	2005	2006	2007	2008	2009	2010	2011
BE	2,473	2,203	2,191	1,904	1,832	1,853	1,973
BG	n.a.	438	491	694	735	347	665
CZ	1,814	1,875	1,376	1,140	1,050	1,669	1,787
DK	693	933	620	1,256	1,015	772	730
DE	13,158	13,717	12,834	13,616	12,961	12,853	13,028
EE	286	193	276	189	82	171	189
IE	1,403	1,340	1,291	1,351	530	379	419
EL	1,975	3,085	2,228	3,144	3,283	2,708	n.a.
ES	12,474	12,700	12,671	12,605	11,253	11,643	11,908
FR	8,825	9,456	9,755	9,441	7,755	7,325	7,776
IT	11,406	10,777	11,392	11,151	11,270	11,342	9,561
CY	221	166	224	181	169	184	194
LV	159	154	162	185	215	114	234
LT	383	461	461	384	308	283	324
LU	444	445	468	337	359	413	482
HU	n.a.	n.a.	1,217	1,348	1,241	1,049	1,032
NL	2,203	2,390	2,098	2,554	2,408	3,432	2,540
AT	972	1,122	1,054	1,175	1,082	1,083	1,144
PL	3,649	3,267	4,708	5,380	5,697	5,880	6,848
PT	1,984	2,046	1,979	1,846	1,480	938	1,143
RO	n.a.	2,559	2,057	1,782	2,250	1,369	1,182
SI	620	571	631	662	668	607	842
SK	366	517	562	281	278	498	361
FI	2,165	2,317	1,847	1,585	1,640	2,169	1,535
SE	1,634	1,743	1,409	1,265	1,162	1,387	1,304
UK	8,187	7,380	7,812	9,229	6,965	8,157	n.a.
Total EU-27	77,494	81,855	81,814	84,685	77,688	78,625	67,201
NO	944	931	1,454	1,018	976	1,321	778
CH	n.a.	n.a.	n.a.	811	848	794	507
HR	n.a.	n.a.	n.a.	668	493	481	533

*Total of dangerous goods includes: Explosives; Gases - compressed, liquefied, dissolved under pressure; Flammable liquids and solids; Substances liable to spontaneous combustion; Substance emitting flammable gases (with water); Oxidising substances; Organic peroxides; Toxic substances; Substances liable to cause infections; Radioactive material; Corrosives; Miscellaneous dangerous substances.

5.9 Registration of commercial vehicles in EU-27 and selected countries - 2008-2011

Source: ACEA

Light Commercial Vehicles (LCV) Up to 3.5 t						
	Registrations 2008	Registrations 2009	Registrations 2010	Registrations 2011	Evolution 2009-2010	Evolution 2010-2011
AT	32,746	25,567	27,991	32,563	9.5%	16.3%
BE	64,639	51,250	52,509	64,148	2.5%	22.2%
DK	33,626	15,271	16,269	24,311	6.5%	49.4%
FI	15,522	8,677	11,045	14,346	27.3%	29.9%
FR	458,946	372,575	415,449	426,651	11.5%	2.7%
DE	223,234	169,376	196,533	233,617	16.0%	18.9%
EL	22,211	14,549	10,631	6,357	-26.9%	-40.2%
IE	29,961	9,267	10,546	10,860	13.8%	3.0%
IT	230,964	181,274	186,738	172,265	3.0%	-7.8%
LU	3,869	2,927	3,100	3,600	5.9%	16.1%
NL	84,656	51,286	49,610	58,667	-3.3%	18.3%
PT	55,404	38,906	45,678	34,963	17.4%	-23.5%
ES	165,961	106,669	116,075	104,374	8.8%	-10.1%
SE	39,181	27,413	37,902	46,401	38.3%	22.4%
UK	290,999	186,818	223,276	259,532	19.5%	16.2%
EU-15	1,751,919	1,261,825	1,403,352	1,492,655	11.2%	6.4%
BG	8,669	2,836	2,560	2,979	-9.7%	16.4%
CZ	59,986	19,427	11,576	12,942	-40.4%	11.8%
EE	2,776	941	1,069	2,435	13.6%	127.8%
HU	23,741	11,655	9,195	11,446	-21.1%	24.5%
LV	1,918	428	548	1,755	28.0%	220.3%
LT	2,920	699	936	1,824	33.9%	94.9%
PL	58,308	41,652	40,445	45,632	-2.9%	12.8%
RO	33,117	15,445	6,904	10,883	-55.3%	57.6%
SK	26,857	15,709	6,918	5,684	-56.0%	-17.8%
SI	8,532	5,239	5,345	5,753	2.0%	7.6%
EU-27 (*)	1,978,743	1,375,856	1,488,848	1,593,988	8.2%	7.1%
IC	1,226	262	231	347	-11.8%	50.2%
NO	34,870	23,504	29,040	35,513	23.6%	22.3%
CH	24,718	22,148	24,715	30,479	11.6%	23.3%
EU+EFTA	2,039,557	1,421,770	1,542,834	1,660,327	8.5%	7.6%

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

Medium and Heavy Commercial Vehicles Over 3.5 t						
	Registrations 2008	Registrations 2009	Registrations 2010	Registrations 2011	Evolution 2009-2010	Evolution 2010-2011
AT	8,607	4,805	5,250	7,345	9.3%	39.9%
BE	12,106	8,358	7,649	10,281	-8.5%	34.4%
DK	6,684	3,261	2,749	3,658	-15.7%	33.1%
FI	5,211	3,173	2,870	3,430	-9.5%	19.5%
FR	57,870	36,174	35,859	49,366	-0.9%	27.4%
DE	105,879	67,196	80,405	96,161	19.7%	19.6%
EL	2,778	1,872	1,307	547	-30.2%	-58.1%
IE	3,634	1,103	1,020	1,497	-7.5%	46.8%
IT	34,477	19,087	18,130	20,747	-5.0%	14.4%
LU	1,713	870	784	1,337	-9.9%	70.5%
NL	18,355	11,834	9,487	12,854	-19.8%	35.5%
PT	5,536	3,213	3,122	2,630	-2.8%	-15.8%
ES	31,936	12,137	13,601	16,300	12.1%	19.8%
SE	7,092	5,519	4,876	6,060	-11.7%	24.3%
UK	57,410	34,746	34,458	41,125	-0.8%	19.3%
EU-15	359,288	213,348	221,567	273,338	3.9%	23.4%
BG	3,790	932	1,180		26.6%	
CZ	10,581	4,760	5,445	7,629	14.4%	40.1%
EE	1,280	225	368	746	63.6%	102.7%
HU	7,172	2,729	2,278	4,301	-16.5%	77.0%
LV	1,856	297	528	1,390	77.8%	163.3%
LT	3,474	514	1,369	2,762	166.3%	101.8%
PL	22,302	10,064	13,815	17,105	37.3%	23.8%
RO	8,382	2,160	2,350	2,081	8.8%	-11.4%
SK	4,885	1,664	2,364	3,691	42.1%	56.1%
SI	2,576	758	883	1,382	16.5%	36.1%
EU-27 (*)	425,586	237,451	252,147	314,425	5.2%	24.7%
IC	288	47	33	55	-29.8%	66.7%
NO	6,528	4,098	4,078	5,110	-0.5%	20.2%
CH	5,042	4,319	3,439	4,520	-20.4%	31.4%
EU+EFTA	437,444	245,915	259,697	324,110	4.7%	24.8%

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

HCV- Heavy Commercial Vehicles (Trucks) of 16t and over						
	Registrations 2008	Registrations 2009	Registrations 2010	Registrations 2011	Evolution 2009-2010	Evolution 2010-2011
AT	7,775	4,202	4,654	6,446	10.8%	38.5%
BE	9,634	6,202	5,598	7,803	-9.7%	39.4%
DK	5,573	2,688	2,241	3,224	-16.6%	43.9%
FI	3,339	2,201	1,882	2,345	-14.5%	24.6%
FR	48,163	28,575	28,172	39,864	-1.4%	41.5%
DE	67,748	40,199	48,817	60,218	21.4%	23.4%
EL	1,597	940	705	264	-25.0%	-62.6%
IE	2,648	674	611	807	-9.3%	63.0%
IT	25,662	12,731	12,298	14,166	-3.4%	15.2%
LU	1,584	790	700	1,141	-11.4%	63.0%
NL	16,695	10,644	7,929	11,107	74.5%	40.1%
PT	4,493	2,364	2,302	2,035	-2.6%	-11.6%
ES	25,088	8,378	10,226	12,890	22.1%	26.1%
SE	6,027	4,782	4,162	5,100	-13.0%	22.5%
UK	35,094	19,326	20,301	28,940	5.0%	42.6%
EU-15	261,120	144,696	150,598	196,350	4.1%	30.4%
BG	2,389	495	908	n.a.	83.4%	n.a.
CZ	7,436	2,997	3,996	6,025	33.3%	50.8%
EE	1,124	202	307	694	52.0%	126.1%
HU	4,477	1,467	1,965	3,884	33.9%	97.7%
LV	1,632	254	466	1,280	83.5%	174.7%
LT	3,084	414	1,300	2,638	214.0%	102.9%
PL	16,326	6,341	9,239	14,555	45.7%	57.5%
RO	5,994	1,542	1,897	1,602	23.0%	-15.6%
SK	3,718	1,149	1,865	3,091	62.3%	65.7%
SI	2,175	531	682	1,209	28.4%	77.3%
EU-27 (*)	309,475	160,088	171,258	231,328	7.0%	35.1%
IC	193	30	26	36	-13.3%	38.5%
NO	4,659	2,822	2,525	3,268	-10.5%	29.4%
CH	1,703	1,705	1,424	3,260	-16.5%	128.9%
EU+EFTA	316,030	164,645	175,233	237,892	6.4%	35.8%

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

6.1 Transport of passengers by mode in EU-27 - 1995-2010 (billion pkm)

Source: EC

	Passenger Cars	PTW	Bus & Coach	Railway	Tram & Metro	Air	Sea	Total
1995	3,893	122	500	351	71	346	44	5,327
1996	3,960	123	504	349	72	366	44	5,419
1997	4,039	126	505	351	73	390	44	5,526
1998	4,137	129	513	351	74	409	43	5,654
1999	4,240	132	515	359	75	425	43	5,789
2000	4,321	134	518	371	77	457	42	5,920
2001	4,405	138	520	373	78	453	42	6,008
2002	4,479	138	519	366	79	445	42	6,067
2003	4,510	142	520	362	79	463	41	6,118
2004	4,572	145	516	368	82	493	41	6,215
2005	4,564	148	516	377	82	527	40	6,254
2006	4,678	151	514	390	84	549	40	6,406
2007	4,757	152	527	397	86	572	41	6,532
2008	4,763	154	530	411	89	561	41	6,548
2009	4,781	122	515	405	89	522	40	6,473
2010	4,738	120	510	404	90	524	38	6,424
1995-2009	21.7%	-1.8%	2.0%	15.3%	26.6%	51.4%	-14.4%	20.6%
Per Year	1.4%	-0.1%	0.1%	1.0%	1.7%	3.0%	-1.1%	1.3%
2008-2009	-0.9%	-1.6%	-1.0%	-0.2%	1.4%	0.4%	-4.9%	-0.8%

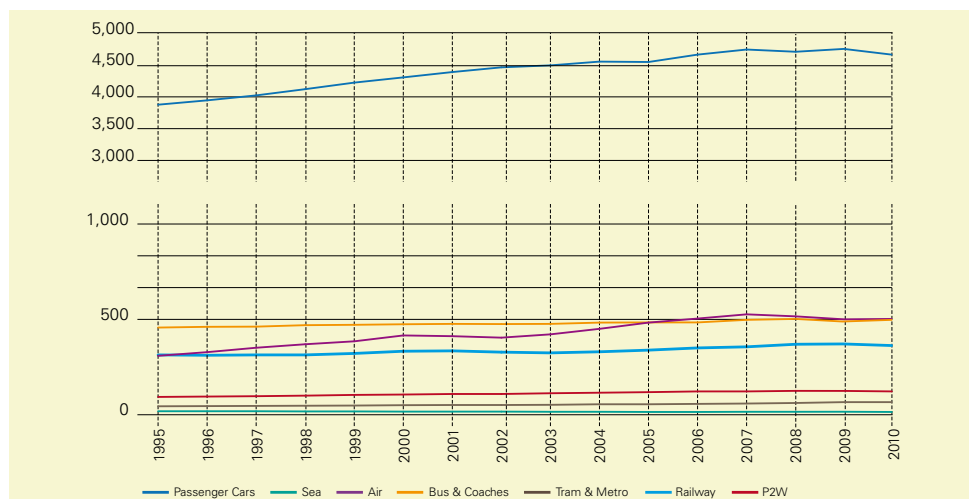
In italics: Estimates

Air and **Sea**: only domestic and intra-EU-27 transport; provisional estimates**P2W**: Powered two-wheelers

6.2 Evolution of passenger transport by mode in EU-27 - 1995-2010

(billion pkm)

Source: EC

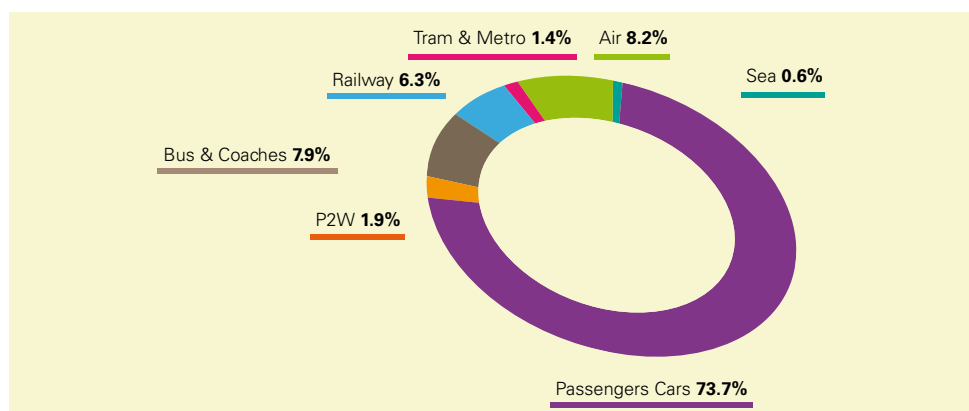


Air and **Sea**: only domestic and intra-EU-27 transport; provisional estimates

P2W: Powered two-wheelers

6.3 Passenger transport modal split in EU-27 - 2010 (pkm in %)

Source: EC



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

P2W: Powered two-wheelers

6.4 Modal split of passenger transport on land by country in EU-27 - 2010 (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)
BE	109.10	78.40	18.90	13.60	10.00	7.20	1.10	0.80	139.10
BG	46.90	77.50	10.60	17.50	2.10	3.50	0.90	1.50	60.50
CZ	63.60	65.80	17.40	18.10	6.60	6.80	9.00	9.30	96.60
DK	51.00	79.80	6.30	9.90	6.30	9.90	0.20	4.00	63.80
DE	887.00	84.60	61.80	5.90	83.00	7.90	16.30	1.60	1,048.10
EE	10.10	80.90	2.10	16.50	0.20	2.00	0.10	0.60	12.50
IE	46.00	84.10	6.90	12.60	1.70	3.10	0.10	0.30	54.70
EL	99.60	80.50	21.10	17.10	1.30	1.10	1.70	1.40	123.70
ES	341.60	81.10	50.90	12.10	22.40	5.30	6.30	1.50	421.20
FR	727.30	83.00	49.90	5.70	85.90	9.80	13.40	1.50	876.50
IT	700.20	81.60	103.50	12.10	47.30	5.50	6.90	0.80	857.90
CY	5.90	82.10	1.30	17.90	-	-	-	-	-
LV	16.50	85.30	2.00	10.20	0.70	3.90	0.12	0.60	19.32
LT	29.90	90.70	2.70	8.20	0.40	1.10	-	-	-
LU	6.50	83.50	0.90	12.10	0.30	4.50	-	-	-
HU	52.60	66.80	16.00	20.30	7.70	9.80	2.50	3.20	78.80
MT	2.20	81.50	0.50	18.50	-	-	-	-	-
NL	141.20	82.90	12.10	7.10	15.40	9.00	1.60	0.90	170.30
AT	73.00	74.70	9.90	10.10	10.70	11.00	4.10	4.20	97.70
PL	297.90	87.20	21.60	6.30	17.90	5.20	4.30	1.30	341.70
PT	83.70	84.10	10.60	10.60	4.10	4.10	1.10	1.10	99.50
RO	75.50	75.50	12.00	12.00	5.40	5.40	7.10	7.10	100.00
SI	25.60	86.50	3.20	10.70	0.80	2.70	-	-	-
SK	26.90	77.40	5.30	15.20	2.30	6.60	0.30	0.80	34.80
FI	64.70	84.30	7.50	9.80	4.00	5.20	0.50	0.70	76.70
SE	99.20	81.80	8.60	7.10	11.20	9.20	2.30	1.90	121.30
UK	653.80	85.30	46.50	6.10	55.80	7.30	10.20	1.30	766.30
EU-27	4,737.50	82.50	510.10	8.90	403.80	7.00	90.10	1.60	5,741.50

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

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

6.5 Passenger vehicles in figures by country - 2010

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	5,276.00	482.00	418.90	16.20
BG	2,602.00	347.00	125.40	24.50
CZ	4,496.00	427.00	924.30	20.40
DK	2,164.00	389.00	203.60	14.50
DE	42,302.00	517.00	5,870.90	76.50
EE	553.00	412.00	19.70	4.20
IE	1,899.00	424.00	38.10	8.20
EL	5,217.00	461.00	1,499.10	27.30
ES	22,147.00	480.00	4,967.90	62.40
FR	31,709.00	502.00	3,918.00	96.20
IT	36,751.00	606.00	8,855.00	99.90
CY	463.00	575.00	40.70	3.40
LV	637.00	286.00	36.70	5.40
LT	1,692.00	521.00	56.30	13.70
LU	337.00	659.00	42.10	1.60
HU	2,984.00	299.00	142.30	17.60
MT	239.00	573.00	14.80	1.20
NL	7,536.00	452.00	1,664.30	11.30
AT	4,441.00	528.00	727.90	9.60
PL	17,240.00	451.00	1,935.10	97.00
PT	4,480.00	421.00	498.00	15.60
RO	4,320.00	202.00	85.20	40.90
SI	1,062.00	518.00	91.00	2.40
SK	1,669.00	307.00	59.60	9.40
FI	2,877.00	535.00	486.80	13.70
SE	4,335.00	460.00	570.20	13.90
UK	29,334.00	470.00	1,264.40	111.50
EU-27	238,762.00	477.00	34,556.30	818.50
HR	1,515.00	343.00	176.80	4.90
MK	<i>310.00</i>	<i>151.00</i>	7.80	2.70
TR	7,545.00	102.00	2,389.50	595.50

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

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

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

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

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

Tricycles and quads are sometimes included in the data.

6.6 Registration of new passenger cars in EU-27 - 2009-2011

Source: ACEA

	2009	2010	2011	Evolution 2009-2010	Evolution 2010-2011
AT	319,403	328,563	356,145	2.9%	8.4%
BE	476,194	547,347	572,211	14.9%	4.5%
DK	112,271	151,550	169,744	35.0%	12.0%
FI	90,574	111,968	121,171	23.6%	8.2%
FR	2,268,671	2,251,669	2,204,229	-0.7%	-2.1%
DE	3,807,175	2,916,260	3,173,634	-23.4%	8.8%
EL	220,548	141,499	97,680	-35.8%	-31.0%
IE⁽¹⁾	57,460	88,373	89,904	53.8%	1.7%
IT	2,158,010	1,960,282	1,749,074	-9.2%	-10.8%
LU	47,265	49,726	49,881	5.2%	0.3%
NL	387,679	483,619	555,798	24.7%	14.9%
PT	160,996	223,491	153,404	38.8%	-31.4%
ES	952,772	982,015	808,051	3.1%	-17.7%
SE	213,408	289,684	304,984	35.7%	5.3%
UK	1,994,999	2,030,846	1,941,253	1.8%	-4.4%
EU-15	13,267,425	12,556,892	12,347,163	-5.4%	-1.7%
BG	22,869	16,257	18,631	-28.9%	14.6%
CY⁽³⁾	15,900	15,100	14,700	-5.0%	-2.6%
CZ	161,659	169,236	173,595	4.7%	2.6%
EE	8,234	8,848	17,070	7.5%	92.9%
HU	78,590	45,081	45,094	-42.6%	0.0%
LV	3,745	4,976	10,980	32.9%	120.7%
LT	7,003	7,970	13,234	13.8%	66.0%
MT⁽³⁾	5,900	4,100	5,400	-30.5%	31.7%
PL⁽²⁾	320,119	333,539	297,937	4.2%	-10.7%
RO	115,979	94,541	94,619	-18.5%	0.1%
SK	74,717	64,033	68,254	-14.3%	6.6%
SI	55,712	59,226	60,193	6.3%	1.6%
EU-27	14,137,852	13,360,599	13,166,870	-5.5%	-1.5%
IC	2,020	3,106	5,038	53.8%	62.2%
NO	98,675	127,754	138,345	29.5%	8.3%
CH	264,798	294,239	316,846	11.1%	7.7%
EU+EFTA	14,503,345	13,785,698	13,627,099	-4.9%	-1.2%

(1) ACEA estimates

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

(3) **CY** and **MT**, source: EC

6.7 Motorcycle Registrations 2008-2010 in EU-27

Source: ACEM

	2008	2009	2010	Evolution 2008-2009	Evolution 2009-2010
AT	24,480	23,712	21,444	-3.1%	-9.6%
BE	26,393	26,423	24,274	0.1%	-8.1%
BG	n.a.	n.a.	n.a.	n.a.	n.a.
CY	4,459	3,140	3,060	-29.6%	-2.5%
CZ	9,641	7,214	5,418	-25.2%	-24.9%
DE	166,281	138,979	122,372	-16.4%	-11.9%
DK	6,692	5,165	3,210	-22.8%	-37.9%
EE	1,186	468	244	-60.5%	-47.9%
EL	100,118	69,246	59,492	-30.8%	-14.1%
ES	209,941	134,640	134,290	-35.9%	-0.3%
FI	9,065	8,842	6,074	-2.5%	-31.3%
FR	237,592	200,017	198,152	-15.8%	-0.9%
HU	12,285	4,369	2,453	-64.4%	-43.9%
IE	2,645	1,422	1,042	-46.2%	-26.7%
IT	408,249	445,621	308,091	9.2%	-30.9%
LT	5,622	3,890	229	-30.8%	-94.1%
LU	1,353	1,553	1,255	14.8%	-19.2%
LV	1,568	355	278	-77.4%	-21.7%
MT	576	608	541	5.6%	-11.0%
NL	16,961	18,278	13,107	7.8%	-28.3%
PL	10,696	9,430	8,718	-11.8%	-7.6%
PT	10,762	13,475	1,893	25.2%	-86.0%
RO	n.a.	n.a.	n.a.	n.a.	n.a.
SE	20,423	11,839	8,981	-42.0%	-24.1%
SK	3,139	2,331	2,324	-25.7%	-0.3%
SI	5,296	3,795	2,658	-28.3%	-30.0%
UK	114,474	95,231	81,372	-16.8%	-14.6%
EU-27	1,409,897	1,230,043	1,010,972	-12.8%	-17.8%

6.8 Transport of passengers per mode

Comparison EU-27/World - 2010 (billion pkm)

Source: EC, International Transport Forum

Passenger transport 2010	EU-27	USA	Japan	China	Russia
Passenger car	4,738.0	5,828.4 ⁽¹⁾	766.7 ⁽²⁾	1,491.4 ⁽³⁾	n.a.
Bus + trolley-bus + coach	510.1	490.1	87.0	n.a.	147.7
Railway	403.8	40.1	393.0	876.2	139.0
Tram + metro	90.1	17.9	n.a.	n.a.	49.1
Waterborne	38.1	0.6	4.3	7.2	0.9
Air (domestic/intra EU-27)	524.2	887.9	73.8	403.2	147.1

In italics: Estimates

(1): **USA**: including light trucks / vans and data is from 2009

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

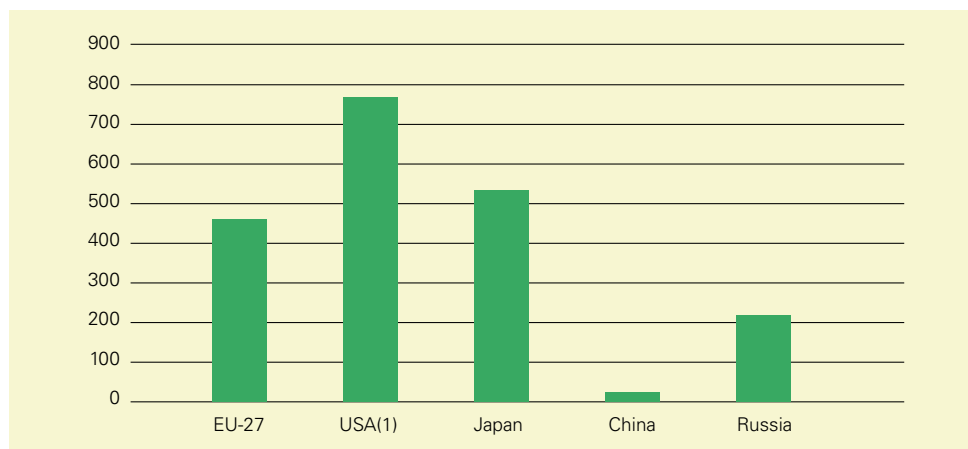
(3): **China**: including buses and coaches

(4): **Japan**: 2009

6.9 Motorisation

Comparison EU-27/World - 2010 (passenger cars/1,000 inhabitants)

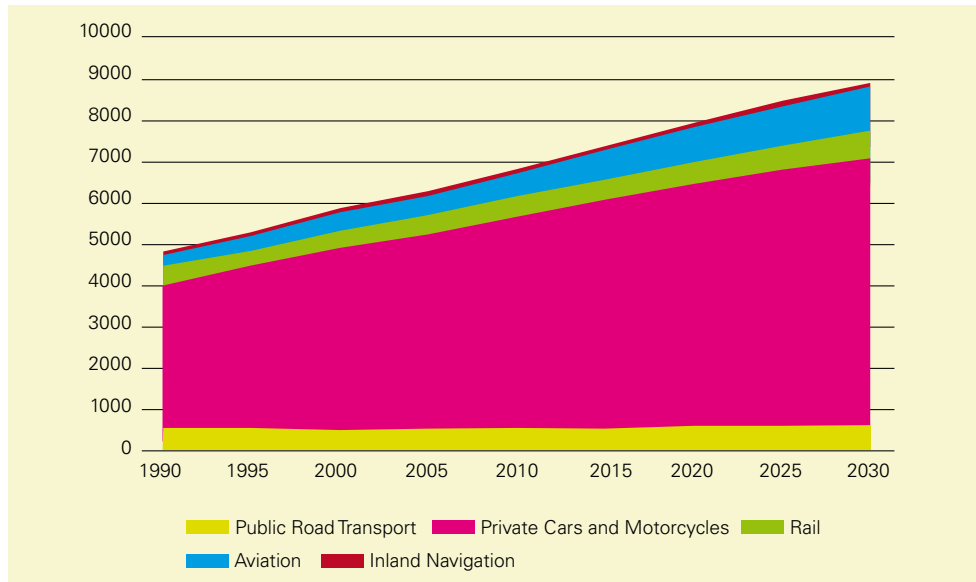
Source: EC



'(1): **USA**: Including light trucks/vans and data are from 2009

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

Source: EEA



Unit: Gpkm

7.1 Road accidents involving personal injury - 1990-2010 (thousand)

Source: CARE, United Nations, National Statistics

	1990	1995	2000	2005	2008	2009	2010	Evolution 2000-2010 (%)	Evolution 2009-2010 (%)
EU-27	1,487.61	1,420.35	1,491.22	1,326.30	1,239.11	1,188.99	1,115.25	-25.21	-6.20
EU-15	1,342.80	1,269.19	1,343.89	1,165.08	1,075.76	1,042.09	981.94	-26.93	-5.77
EU-12	144.81	151.17	147.34	161.22	163.36	146.90	133.31	-9.52	-9.25
BE	62.45	50.74	49.07	49.31	42.12	41.94	39.31	-19.89	-6.29
BG	6.48	7.43	6.89	8.22	8.05	7.07	6.61	-4.01	-6.48
CZ	21.91	28.75	25.45	25.24	22.48	21.71	19.68	-22.67	-9.35
DK	9.16	8.38	7.35	5.41	5.02	4.17	3.50	-52.38	-16.20
DE	389.35	388.00	382.95	336.62	320.61	310.67	288.30	-24.72	-7.20
EE	2.10	1.64	1.50	2.34	1.87	1.51	1.35	-10.44	-10.56
IE	6.07	8.12	7.75	6.53	6.74	6.62	6.62	-14.63	-0.05
EL	19.61	22.80	23.00	16.91	15.08	14.79	15.03	-11.13	1.64
ES	101.51	83.59	101.73	91.19	93.16	88.25	85.50	-15.95	-3.11
FR	162.57	132.95	121.22	84.53	74.49	72.32	67.29	-44.49	-6.95
IT	161.78	182.76	256.55	240.01	218.96	215.43	211.40	-17.60	-1.87
CY	3.17	3.05	2.41	1.38	1.39	1.20	1.20	-50.35	0.00
LV	4.33	4.06	4.48	9.31	8.89	3.16	3.19	-28.76	1.04
LT	5.14	4.14	5.81	6.77	4.80	3.83	3.63	-37.58	-5.28
LU	1.22	1.15	0.90	0.78	0.93	0.87	0.79	-12.46	-9.44
HU	27.80	19.82	17.49	20.78	19.17	17.86	16.31	-6.77	-8.71
MT	0.24	0.97	1.25	0.85	0.76	0.64	0.75	-39.90	18.40
NL	44.89	42.64	42.27	27.01	23.71	19.38	10.78	-74.50	-44.38
AT	46.34	38.96	42.13	40.90	39.17	37.93	35.35	-16.09	-6.79
PL	50.53	56.90	57.33	48.10	49.05	44.20	38.83	-32.27	-12.13
PT	45.11	48.34	44.46	37.07	33.61	35.48	35.43	-20.32	-0.16
RO	9.71	9.12	7.89	19.82	29.31	28.61	26.00	229.51	-9.15
SI	5.18	6.57	8.95	10.51	9.17	8.72	7.66	-14.43	-12.14
SK	8.24	8.71	7.88	7.90	8.42	8.42	8.12	2.98	-3.52
FI	10.18	7.81	6.63	7.02	6.88	6.41	6.07	-8.46	-5.33
SE	16.98	15.63	15.77	18.09	18.46	18.03	16.50	4.65	-8.45
UK	265.60	237.34	242.12	203.71	176.81	169.81	160.08	-33.88	-5.73

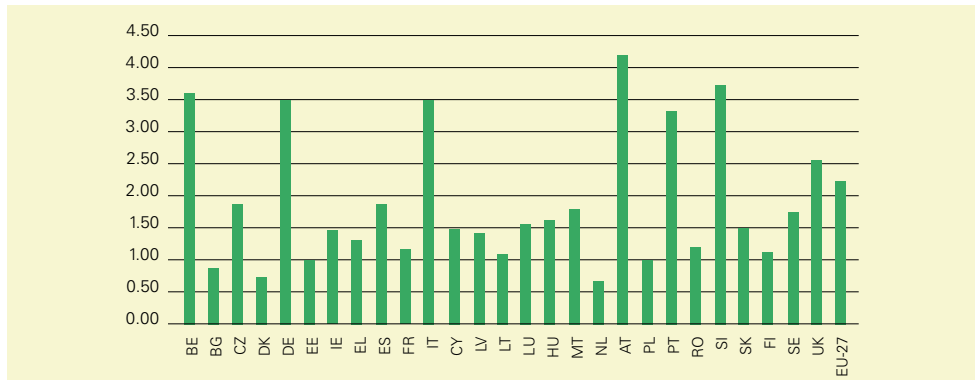
Notes: the definition of an accident involving personal injury differs from country to country.

BE: 2009 provisional

7.2 Road accidents involving personal injury per thousand of population

EU-27 - 2010

Source: EC



The definition of an accident involving personal injury differs from country to country.
The number of inhabitants used in this table is the sum of the population at 1 January 2009 and at 1 January 2010 divided by two.

7.3 Road fatalities* in EU-27 - 1990-2010

Source: CARE

	EU27	EU15	EU12	BE	BG	CZ	DK	DE	EE	IE	EL	ES
1990	75,977.00	55,888.00	20,089.00	1,976.00	1,567.00	1,291.00	634.00	11,046.00	436.00	478.00	2,050.00	9,032.00
2000	56,459.00	41,421.00	15,038.00	1,470.00	1,012.00	1,486.00	498.00	7,503.00	204.00	418.00	2,037.00	5,777.00
2001	54,303.00	40,266.00	14,037.00	1,486.00	1,011.00	1,334.00	431.00	6,977.00	199.00	412.00	1,880.00	5,517.00
2002	53,344.00	38,819.00	14,525.00	1,306.00	959.00	1,431.00	463.00	6,842.00	223.00	376.00	1,634.00	5,347.00
2003	50,349.00	36,342.00	14,007.00	1,214.00	960.00	1,447.00	432.00	6,613.00	164.00	337.00	1,605.00	5,400.00
2004	47,290.00	33,070.00	14,220.00	1,162.00	943.00	1,382.00	369.00	5,842.00	170.00	377.00	1,670.00	4,749.00
2005	45,300.00	31,384.00	13,916.00	1,089.00	957.00	1,286.00	331.00	5,361.00	170.00	400.00	1,658.00	4,442.00
2006	43,062.00	29,514.00	13,548.00	1,069.00	1,043.00	1,063.00	306.00	5,091.00	204.00	365.00	1,657.00	4,104.00
2007	42,496.00	28,277.00	14,219.00	1,071.00	1,006.00	1,221.00	406.00	4,949.00	196.00	338.00	1,612.00	3,823.00
2008	38,875.00	25,429.00	13,446.00	944.00	1,061.00	1,076.00	406.00	4,477.00	132.00	279.00	1,555.00	3,100.00
2009	34,814.00	23,457.00	11,357.00	944.00	901.00	901.00	303.00	4,152.00	98.00	239.00	1,456.00	2,714.00
2010	31,030.00	21,247.00	9,783.00	812.00	776.00	802.00	255.00	3,648.00	78.00	212.00	1,258.00	2,479.00
Evolution 2009-2010 (%)	-10.87	-9.42	-13.86	-13.98	-13.87	-10.99	-15.84	-12.14	-20.41	-11.30	-13.60	-8.66
Evolution 2001-2010 (%)	-42.86	-47.23	-30.31	-45.36	-23.24	-39.88	-40.84	-47.71	-60.80	-48.54	-33.09	-55.07

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

BE: 2009 provisional

	FR	IT	CY	LV	LT	LU	HU	MT	NL	AT	PL	PT	RO
1990	11,215.00	7,151.00	116.00	947.00	933.00	70.00	2,432.00	4.00	1,376.00	1,391.00	7,333.00	2,646.00	3,782.00
2000	8,079.00	7,061.00	111.00	635.00	641.00	76.00	1,200.00	15.00	1,082.00	976.00	6,294.00	1,877.00	2,499.00
2001	8,162.00	7,096.00	98.00	558.00	706.00	70.00	1,239.00	16.00	993.00	958.00	5,534.00	1,670.00	2,450.00
2002	7,655.00	6,980.00	94.00	559.00	697.00	62.00	1,429.00	16.00	987.00	956.00	5,827.00	1,655.00	2,411.00
2003	6,058.00	6,563.00	97.00	532.00	709.00	53.00	1,326.00	16.00	1,028.00	931.00	5,640.00	1,542.00	2,229.00
2004	5,530.00	6,122.00	117.00	516.00	752.00	50.00	1,296.00	13.00	804.00	878.00	5,712.00	1,294.00	2,442.00
2005	5,318.00	5,818.00	102.00	442.00	773.00	47.00	1,278.00	17.00	750.00	768.00	5,444.00	1,247.00	2,629.00
2006	4,709.00	5,669.00	86.00	407.00	760.00	36.00	1,303.00	11.00	730.00	730.00	5,243.00	969.00	2,587.00
2007	4,620.00	5,131.00	89.00	419.00	739.00	43.00	1,232.00	14.00	709.00	691.00	5,583.00	974.00	2,800.00
2008	4,275.00	4,731.00	82.00	316.00	498.00	35.00	996.00	15.00	677.00	679.00	5,437.00	885.00	3,061.00
2009	4,273.00	4,237.00	71.00	254.00	370.00	48.00	822.00	21.00	644.00	633.00	4,572.00	840.00	2,796.00
2010	3,992.00	4,090.00	60.00	218.00	300.00	32.00	740.00	15.00	537.00	552.00	3,908.00	937.00	2,377.00
Evolution 2009-2010 (%)	-6.58	-3.47	-15.49	-14.17	-18.92	-33.33	-9.98	-28.57	-16.61	-12.80	-14.52	-5.08	-14.99
Evolution 2001-2010 (%)	-51.09	-42.36	-38.78	-60.93	-57.51	-54.29	-40.27	-6.25	-45.92	-42.38	-29.38	-43.89	-2.98

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

BE: 2009 provisional

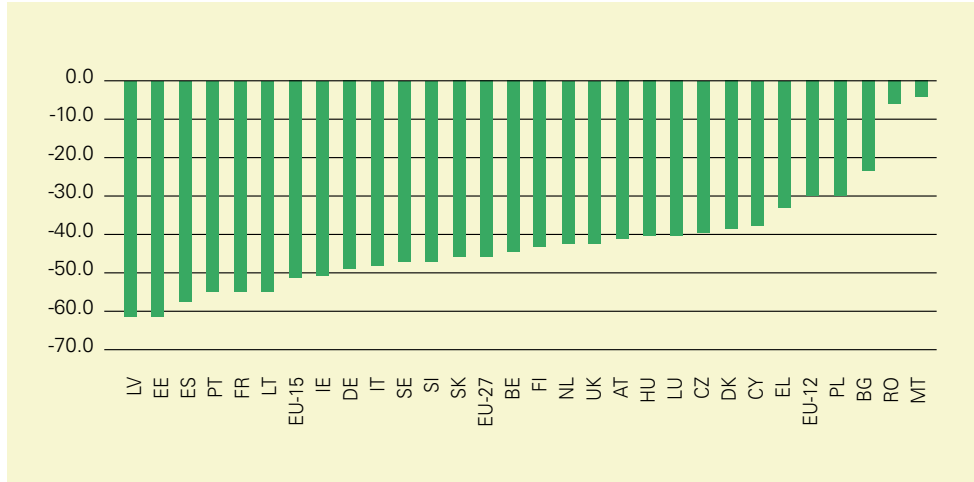
	SI	SK	FI	SE	UK
1990	517.00	731.00	649.00	772.00	5,402.00
2000	313.00	628.00	396.00	591.00	3,580.00
2001	278.00	614.00	433.00	583.00	3,598.00
2002	269.00	610.00	415.00	560.00	3,581.00
2003	242.00	645.00	379.00	529.00	3,658.00
2004	274.00	603.00	375.00	480.00	3,368.00
2005	258.00	560.00	379.00	440.00	3,336.00
2006	262.00	579.00	336.00	445.00	3,298.00
2007	293.00	627.00	380.00	471.00	3,059.00
2008	214.00	558.00	344.00	397.00	2,645.00
2009	171.00	380.00	279.00	358.00	2,337.00
2010	138.00	371.00	272.00	266.00	1,905.00
Evolution 2009-2010 (%)	-19.30	-2.37	-2.51	-25.70	-18.49
Evolution 2001-2010 (%)	-50.36	-39.58	-37.18	-54.37	-47.05

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

BE: 2009 provisional

7.4 Percentage change in road fatalities between 2001 and 2010 (%)

Source: CARE



7.5 Road fatalities country rankings - 2010

Source: CARE

Road fatalities per million inhabitants		Road fatalities per 10 billion pkm		Road fatalities per million passenger cars	
SE	28	SE	27	SE	62
UK	31	UK	29	MT	63
NL	32	NL	37	UK	65
MT	36	DE	40	NL	71
DE	45	FI	41	DE	87
DK	46	IE	46	LU	96
IE	47	LU	48	FI	96
FI	51	DK	49	IE	111
ES	54	SI	53	IT	112
EE	58	FR	54	ES	112
EU-27	62	IT	55	DK	119
LU	63	EU-27	64	AT	125
FR	63	MT	66	FR	127
AT	66	ES	70	CY	130
SI	67	BE	74	SI	130
IT	68	AT	74	EU-27	131
SK	68	EE	76	EE	142
HU	74	LT	98	BE	155
BE	75	CY	100	LT	177
CY	75	PT	110	CZ	180
CZ	76	EL	119	PT	210
PT	88	CZ	120	SK	228
LT	91	LV	129	PL	232
LV	97	PL	129	EL	243
PL	102	SK	135	HU	247
BG	103	HU	137	LV	283
RO	111	BG	162	BG	304
EL	111	RO	303	RO	555

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 2009.

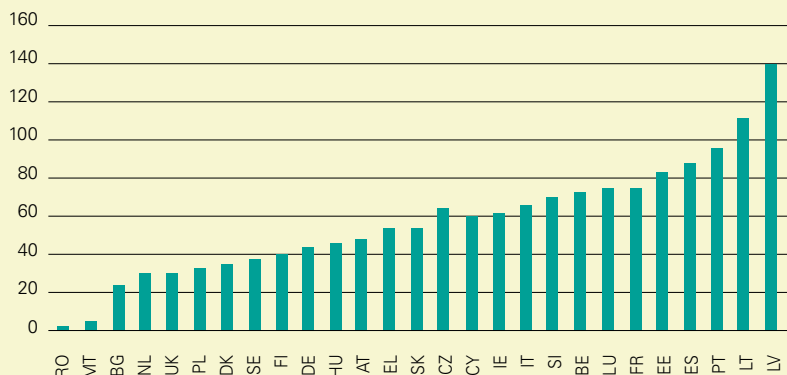
pkm: indicator of traffic volume (in the absence of consistent vehicle-kilometre data).

Inhabitants: the sum of the population at 1 January 2010 and 1 January 2011 divided by two.

Passenger cars: the sum of the stock of vehicles for 2009 and 2010 divided by two.

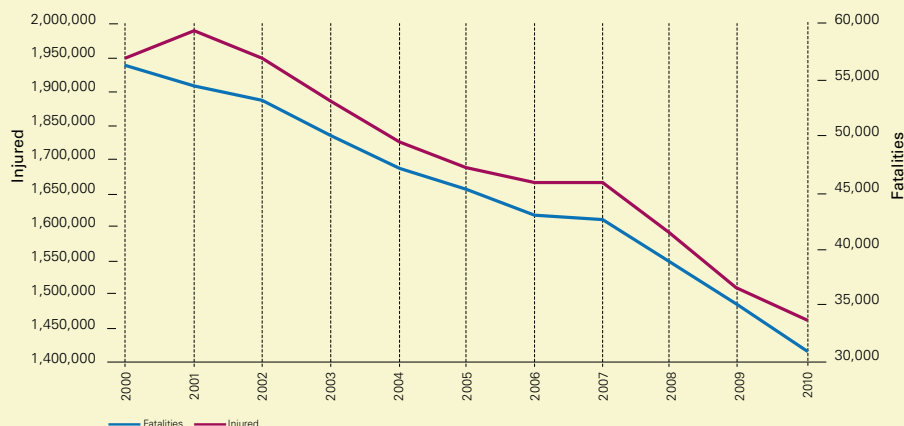
7.6 Lives saved per million inhabitants in each EU-27 country in 2010 (compared to 2001)

Source: CARE



7.7 Evolution of road fatalities and injured in EU-27 - 2000-2010

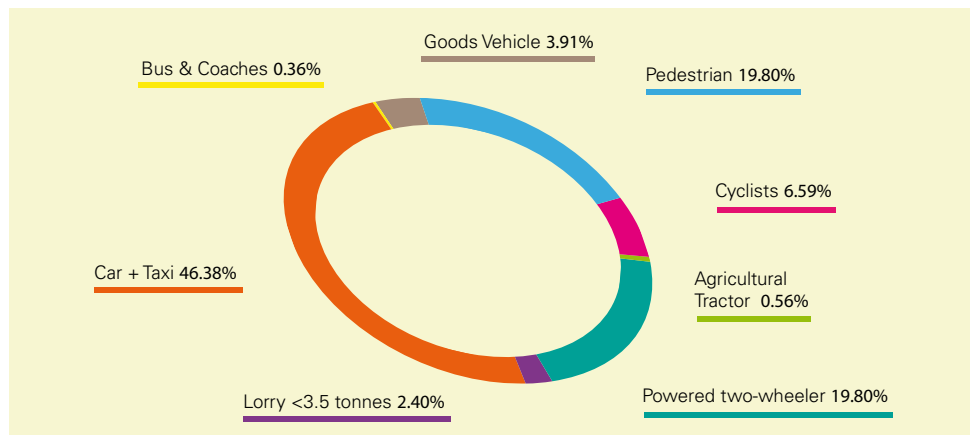
Source: CARE



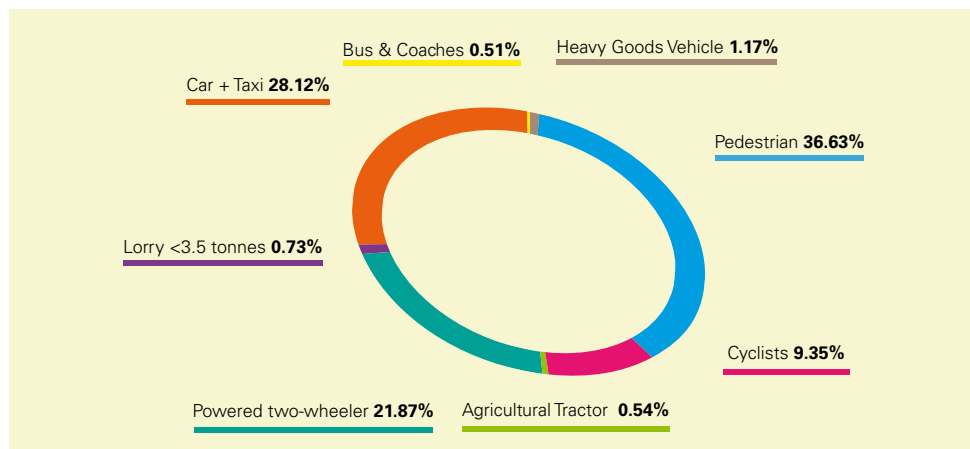
7.8 Road fatalities by mode of transport in EU-27 - 2010

Source: CARE

7.8.1 Total

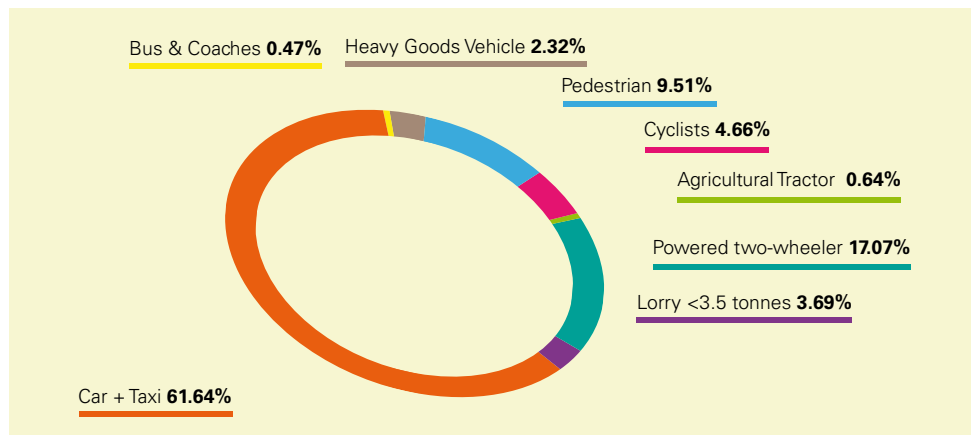


7.8.2 Inside Urban Area⁽¹⁾



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

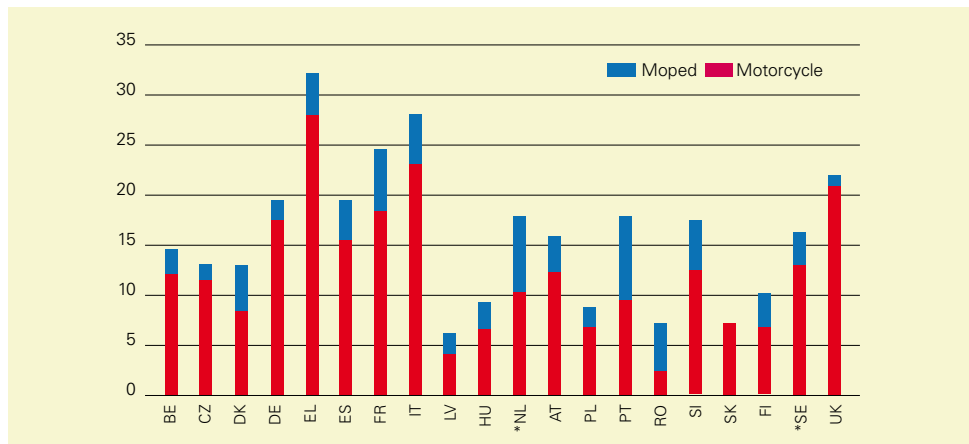
7.8.3 Outside Urban Area ⁽²⁾



(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 - 2010 (%)

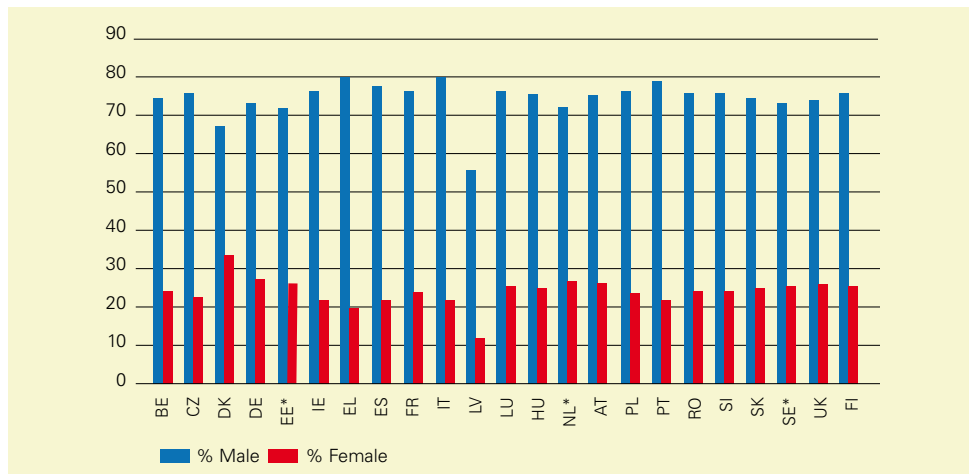
Source: CARE



* NL, SE: 2009 figures

7.10 Road fatalities by gender in 23 EU Member States - 2010 (%)

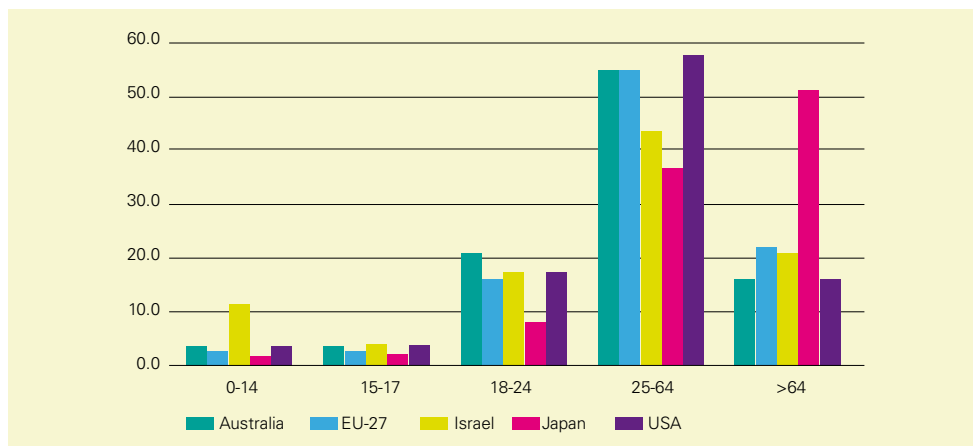
Source: CARE



* EE, NL, SE: 2009 figures

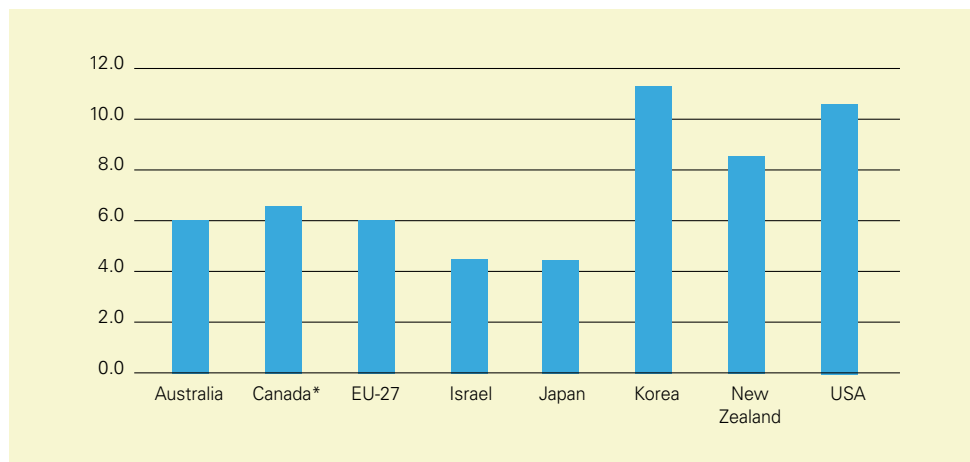
7.11 Road fatalities by age group in EU-27 and selected countries - 2010 (%)

Source: IRTAD, CARE



7.12 Road fatalities (per 100,000 population) in EU-27 and selected countries - 2010

Source: IRTAD



* 2009 figures

7.13 Speed limits, blood alcohol limits in EU-27

Source: National sources, ITF

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

	Speed limit, cars (in general), km/h:			Blood alcohol limit, grams of alcohol in 1 litre of blood
	Built-up areas	Outside built-up areas	Motorways	
HR	50	90-100	130	0.0
MK	60	80-100	120	0.5
TR	50	90	130	0.5
IS	30-50	80-90	-	0.5
NO	30-50-70	80	90-100	0.2
CH	30-50	80	120	0.5

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

Speed limits:

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

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

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

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

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

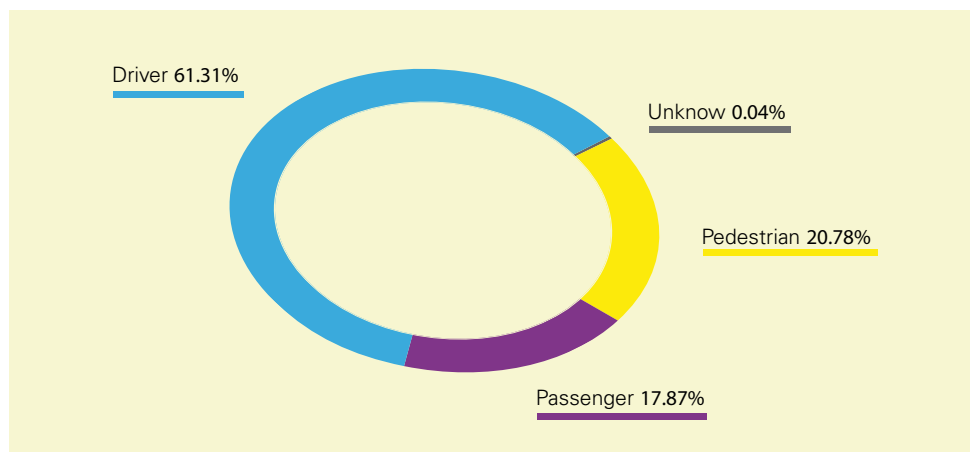
Blood alcohol limits:

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

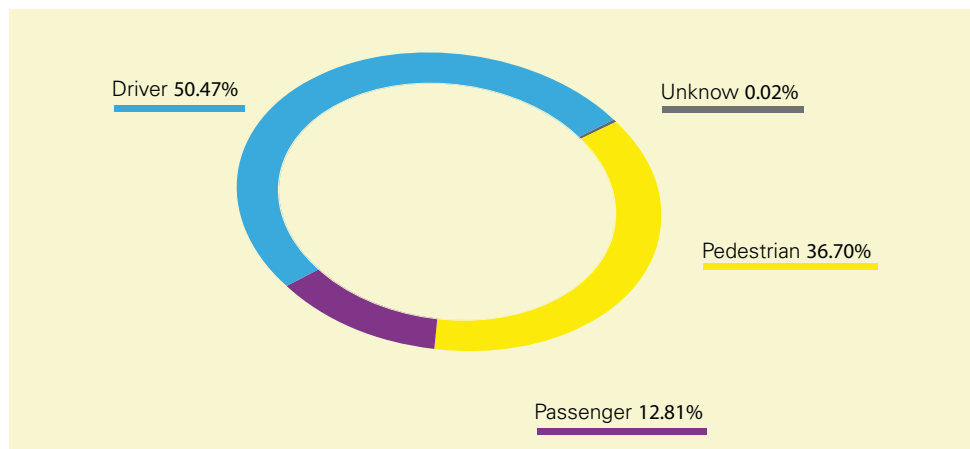
7.14 Fatalities at 30 days by road user type in EU countries

Source: CARE

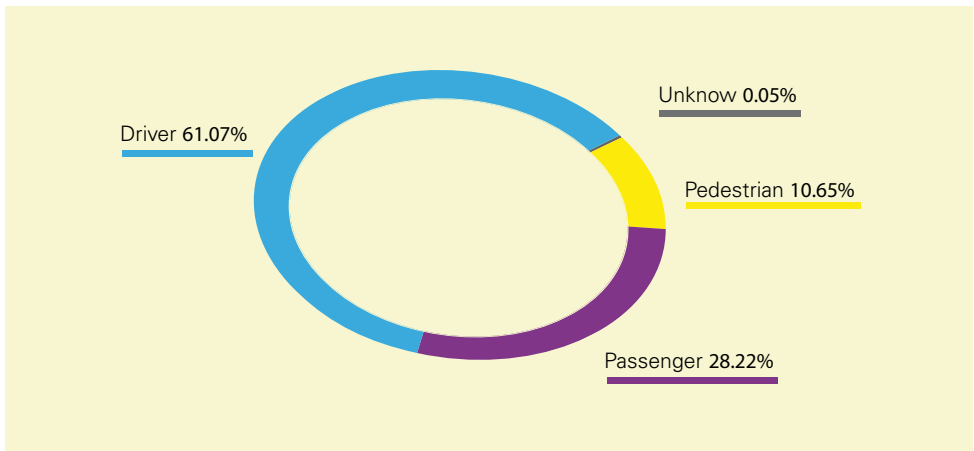
7.14.1 Total



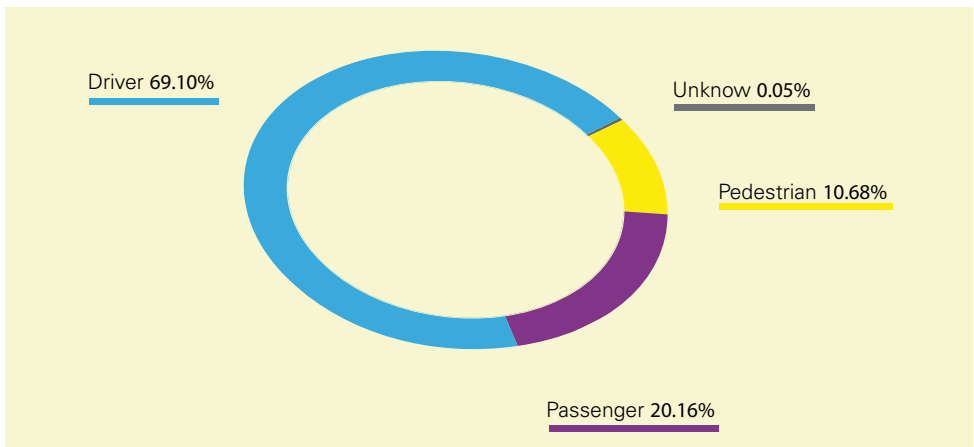
7.14.2 Urban



7.14.3 Motorway



7.14.4 Rural



8.1 Taxes on acquisition of motor vehicles in EU-27 - January 2012

Source: ACEA

	VAT	Registration Tax
AT	20%	Based on fuel consumption. Maximum 16%+bonus/malus
BE	21%	Based on cc + age. CO ₂ emissions (Wallonia)
BG	20%	None
CY	15%	Based on cc + CO ₂
CZ	20%	None
DE	19%	None
DK	25%	105% up to DKK 79.000. 180% on the remainder
EE	20%	None
ES	18%	Based on CO ₂ emissions. From 4.75% (121-159g/km) to 14.75% (200g/km or more)
FI	23%	Based on price + CO ₂ emissions. Tax % = $4.88 + (0,122 \times \text{CO}_2)$. Min 12.2%. Max 48.8%
FR	19.60%	Based on CO ₂ emissions. From 200 € (151 to 155 g/km) to 2,600 € (above 240g/km)
EL	23%	Based on cc + emissions. 5% - 50%
HU	27%	Based on emissions
IE	21%	Based on CO ₂ emissions. 14% to 36%
IT	21%	Based on kilowatt/weight/seats
LI	21%	LTL 50
LU	15%	None
LV	22%	Based on CO ₂ emissions.
MT	18%	Based on price, CO ₂ emissions, vehicle length
NL	19%	Based on price + CO ₂ emissions
PL	23%	Based on cc. 3.1% - 18.6 %
PT	23%	Based on cc + CO ₂ emissions
RO	24%	Based on cc + CO ₂ emissions
SE	25%	None
SI	20%	Based on price. 1% - 13%
SK	20%	None
UK	20%	None

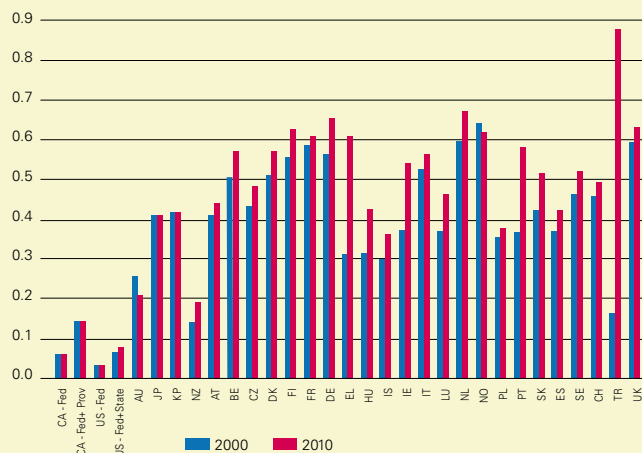
8.2 Excise duties on fuels in EU-27 at 1-1-2011 and 1-1-2012 (£/1000 litres)

Source: ACEA

	1 January 2011		1 January 2012		% change 2011-2012	
	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel	Unleaded Petrol	Diesel
AT	442	347	482	397	9.0%	14.4%
BE	614	353	628	428	2.3%	21.2%
DE	655	470	655	470	0.0%	0.0%
DK	571	386	587	444	2.8%	15.0%
EL	410	302	670	412	63.4%	36.4%
ES	425	331	456	331	7.3%	0.0%
FI	627	364	650	470	3.7%	29.1%
FR	607	428	607	428	0.0%	0.0%
IE	543	449	587	479	8.1%	6.7%
IT	564	423	704	593	24.8%	40.2%
LU	462	310	462	302	0.0%	-2.6%
NL	714	421	730	431	2.2%	2.4%
PT	583	364	584	366	0.2%	0.5%
SE	540	451	617	509	14.3%	12.9%
UK	617	617	674	674	9.2%	9.2%
EU-15 average	558	401	606	449	8.6%	11.9%
BG	350	307	363	322	3.7%	4.9%
CY	299	245	359	330	20.1%	34.7%
CZ	505	431	516	440	2.2%	2.1%
EE	423	393	423	393	0.0%	0.0%
HU	444	360	419	386	-5.6%	7.2%
LT	434	274	434	302	0.0%	10.2%
LV	380	330	408	330	7.4%	0.0%
MT	459	352	469	382	2.2%	8.5%
PL	391	302	380	330	-2.8%	9.3%
RO	348	293	316	316	-9.2%	7.8%
SI	499	432	491	362	-1.6%	-16.2%
SK	515	368	515	368	0.0%	0.0%
EU-27 average	497	374	525	407	5.7%	8.8%

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

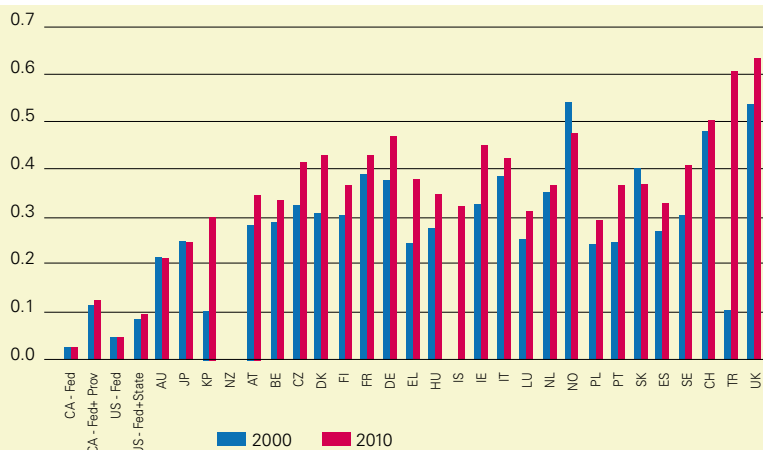
Source: ITF, OECD/EEA



8.4 Nominal tax rates for diesel

Selected countries at 1.1.2000 and 1.1.2010 (€/litre)

Source: ITF, OECD/EEA



8.5 Fiscal income from motor vehicles

EU selected countries - 2010 (€ 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
	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010	2010
VAT on vehicles, servicing/repair parts, tyres	2.15	4.35	n.a.	25.75	4.24	13.60	0.34	0.38	18.10	1.30	1.72	1.34	18.50	12.50
Fuels & Lubricants	5.10	6.27	17.22	39.99	18.38	32.26	4.29	2.52	31.32	7.66	2.50	3.36	50.50	27.01
Sales & registration taxes	0.45	0.38	13.43		0.65	1.92	0.25	0.38	1.14	2.01	0.63	0.96		
Annual ownership taxes	1.60	1.46	10.08	8.50	2.81	1.27	1.59	0.99	6.61	3.61	0.40	0.67	13.50	5.84
Driving license fees		0.01		0.01	0.08					0.24				
Insurance taxes	0.32	0.73	1.86	3.50	0.69	3.93			4.05			0.28	3.10	
Tolls	0.32	0.73	1.86	3.50	0.69	3.93			4.05			0.28	3.10	
Customs duties		0.09		0.53							0.03			
Other taxes	0.57	0.65		0.82	0.37	1.20	0.06		5.19	1.32	0.37		6.50	1.50
TOTAL	11.60	13.94	42.94	79.10	27.24	63.54	6.53	4.28	67.83	16.13	5.64	6.61	92.10	46.85
EURO bn	Total = EUR 375 bn													

* No data are available for other EU Member States.

IE, PT, SE: 2010 data

FR: 2009 data

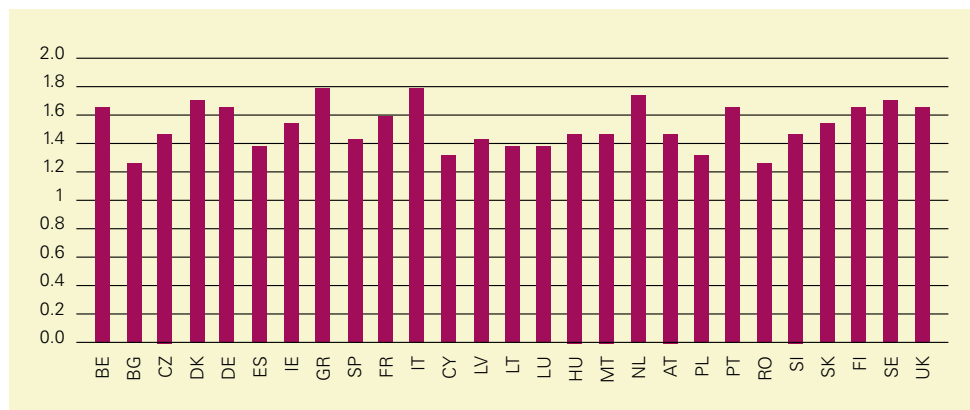
8.6 At the pump prices of petroleum in EU-27

First quarter 2012 All taxes included (£/litre)

Source : DG ENER, Member States

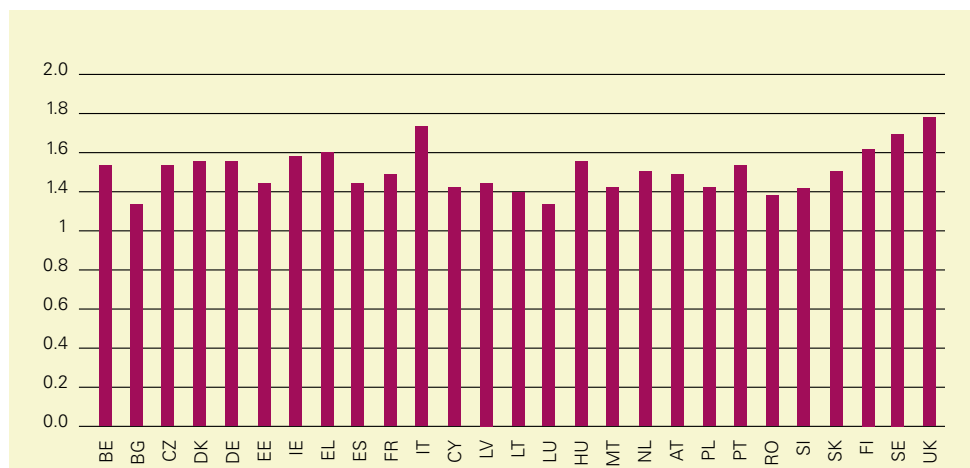
8.6.1 At the pump prices of premium unleaded gasoline 95 in EU-27 - 2012

All taxes included (£/litre)



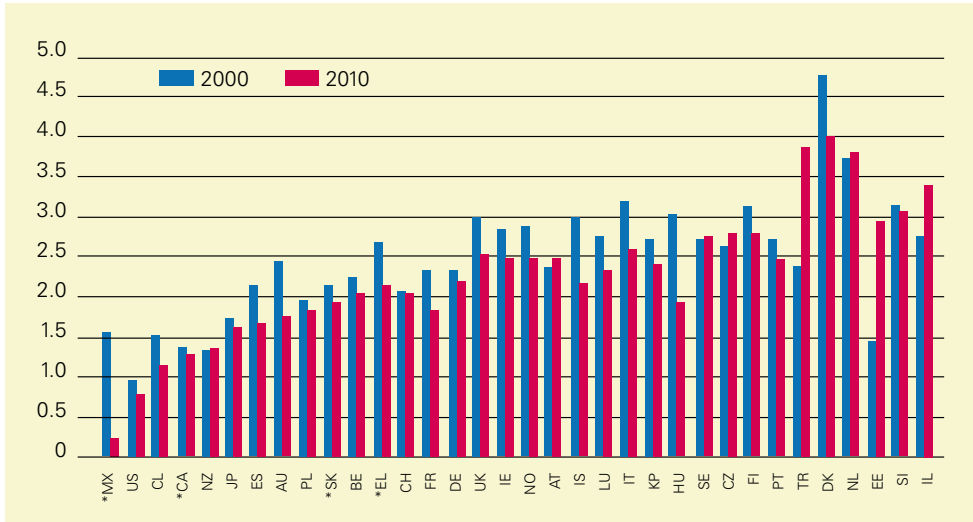
8.6.2 At the pump prices of automotive diesel in EU-27 - 2012

All taxes included (£/litre)



8.7 Revenues from environmentally related taxes in % of GDP in selected countries - 2000 and 2010 (% of GDP)

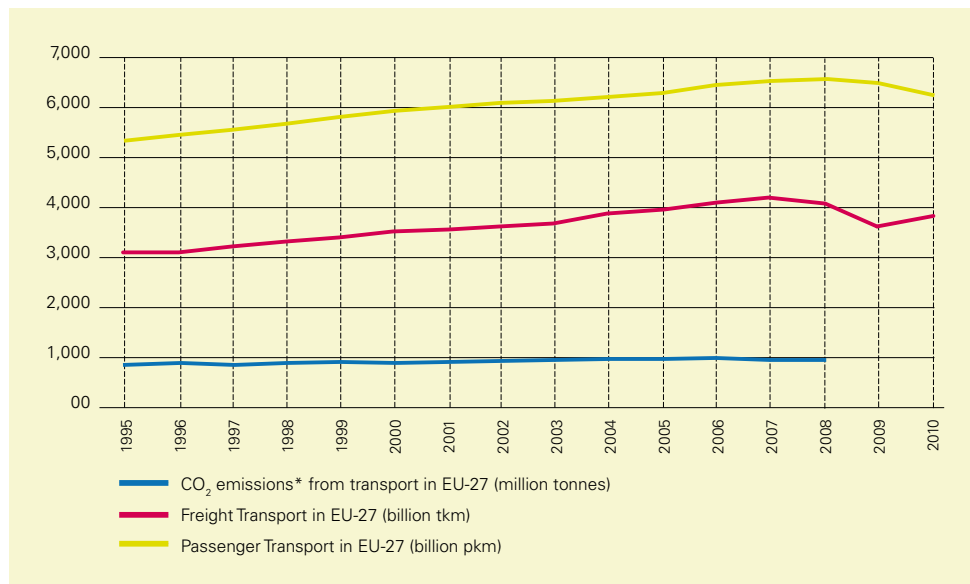
Source : ITF, OECD/EEA



*CA, EL, SK, MX - 2009 figures

9.1 Comparison between freight and passenger transport evolution and CO₂ emissions 1995-2010

Source : EC

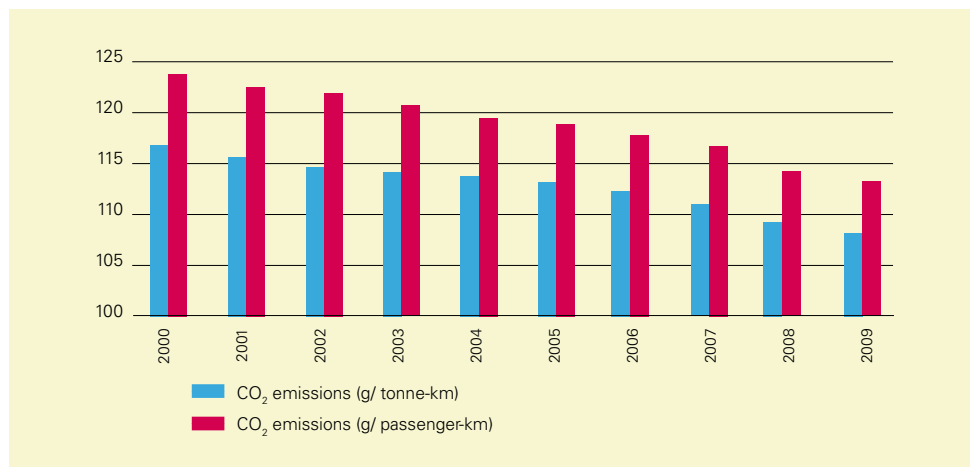


* Excluding International Bunkers (international traffic departing from the EU)

9.2 CO₂ emissions from road transport in EU-27 and selected countries*

2000-2009 (g/ tonne-km) and (g/ passenger-km)

Source : EEA

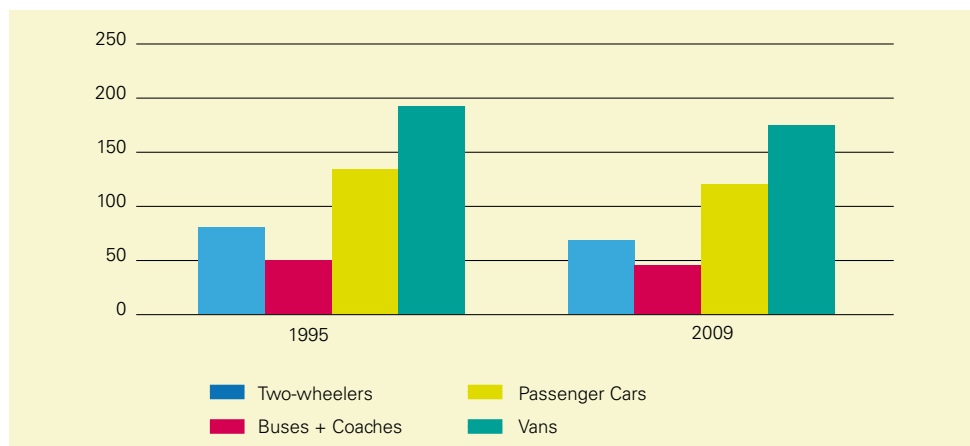


* EU-27 plus NO, CH and TR

9.3 CO₂ emissions from road passenger transport by mode

EU-27 and selected countries* - 1995 and 2009 (g/pkm)

Source : EEA

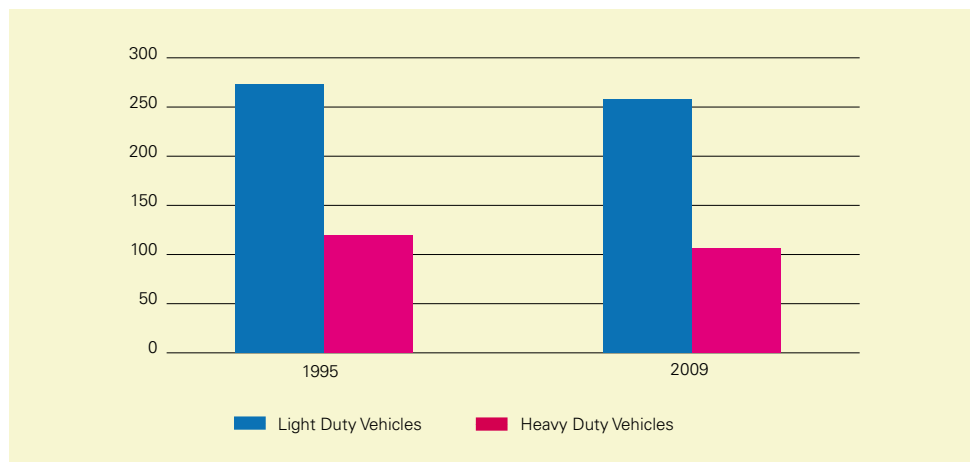


* EU-27 plus NO, CH and TR

9.4 CO₂ emissions from road freight transport

EU-27 and selected countries* - 1995 and 2009 (g/tkm)

Source : EEA



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

9.5 Average CO₂ emissions per km from new passenger cars

EU-23 - 2004-2011 (g/km)

Source : Eurostat, ACEA

9.5.1 Average CO₂ emissions by country

Source : Eurostat

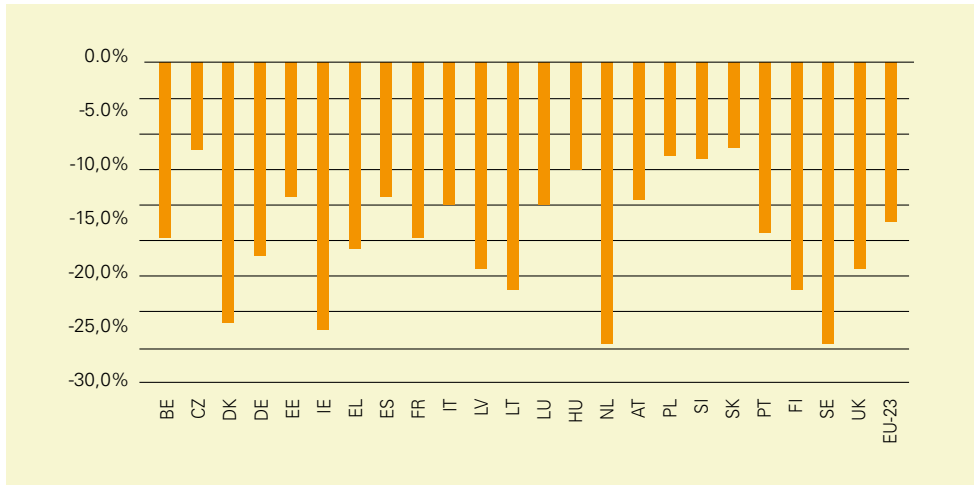
	BE	CZ	DK	DE	EE	IE	EL	ES
2004	156.5	154.0	165.9	174.9	179.0	167.6	168.8	155.3
2005	155.2	155.3	163.7	173.4	183.7	166.8	167.4	155.3
2006	153.9	154.2	162.5	172.5	182.7	166.3	166.5	155.6
2007	152.8	154.2	159.8	169.5	181.6	161.6	165.3	153.2
2008	147.8	154.4	146.4	164.8	177.4	156.8	160.8	148.2
2009	142.1	155.5	139.1	154.0	170.3	144.0	157.4	142.2
2011	130.0	141.0	125.0	143.0	156.0	126.0	139.0	136.0
Evolution 2004-2011	-16.9%	-8.4%	-24.7%	-18.2%	-12.8%	-24.8%	-17.7%	-12.4%

	FR	IT	LV	LT	LU	HU	NL	AT
2004	153.1	150.0	192.4	187.5	169.7	158.5	171.0	161.9
2005	152.3	149.5	187.2	186.3	168.6	156.3	169.9	162.1
2006	149.9	149.2	183.1	163.4	168.2	154.6	166.7	163.7
2007	149.4	146.5	183.5	176.5	165.8	155	164.8	162.9
2008	140.1	144.7	180.6	170.1	159.5	153.4	157.9	158.1
2009	133.5	136.3	176.9	166	152.5	153.4	146.9	150.2
2011	128.0	130.0	155	147	147.0	142.0	126.0	141.0
Evolution 2004-2011	-16.4%	-13.3%	-19.4%	-21.6%	-13.4%	-10.4%	-26.3%	-12.9%

	PL	SI	SK	PT	FI	SE	UK	EU-23
2004	154.1	152.7	n.a.	147.1	179.8	197.2	171.4	163.4
2005	155.2	157.2	157.4	144.9	179.5	193.8	169.7	162.4
2006	155.9	155.3	152	145.0	179.2	188.6	167.7	161.3
2007	153.7	155.3	152.7	144.2	177.3	181.4	164.7	158.7
2008	153.1	155.9	150.4	138.2	162.9	173.9	158.2	153.4
2009	151.6	152	146.6	133.8	157	164.5	149.7	145.6
2011	141	139	145	124.0	142.0	145.0	138.0	138.5
Evolution 2004-2011	-8.5%	-9.0%	-7.9%	-15.7%	-21.0%	-26.5%	-19.5%	-15.2%

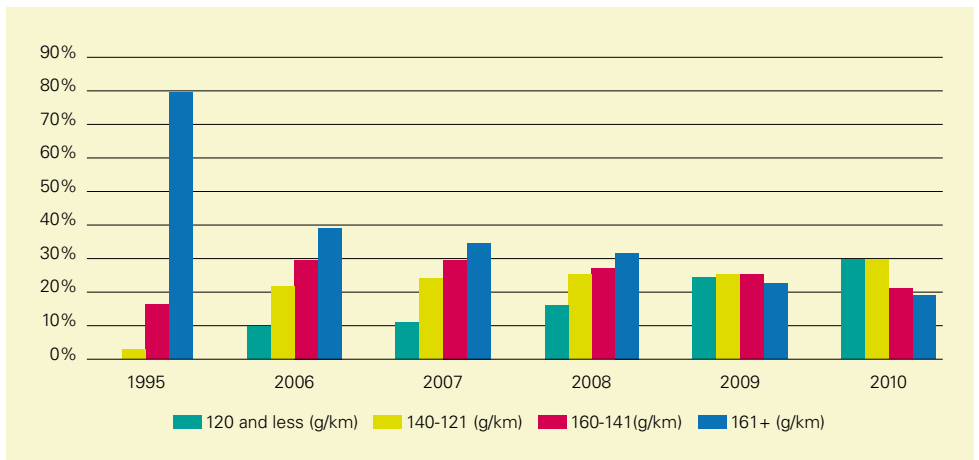
9.5.2 Evolution in CO₂ emissions - 2004-2011 (%)

Source: Eurostat



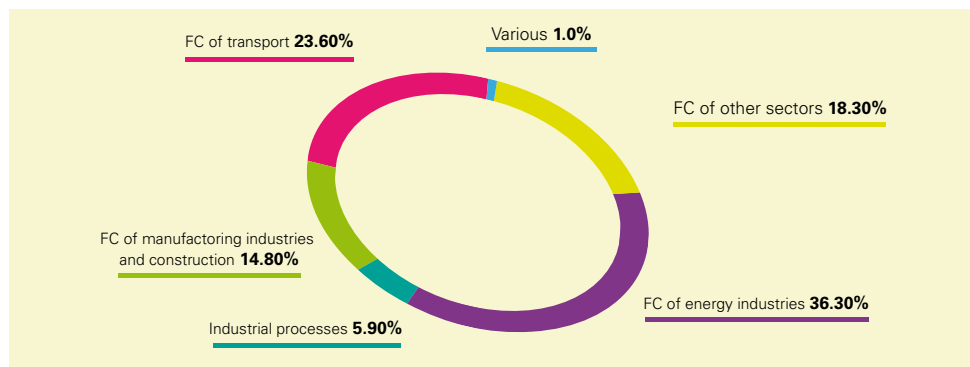
9.6 CO₂ emissions from new cars in the EU-15 - Selected years (%)

Source: ACEA



9.7 Share of total emissions of CO₂ by sector in EU-27* - 2010 (%)

Source: EEA



(*) Excluding LULUCF

LULUCF = Total CO₂ 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

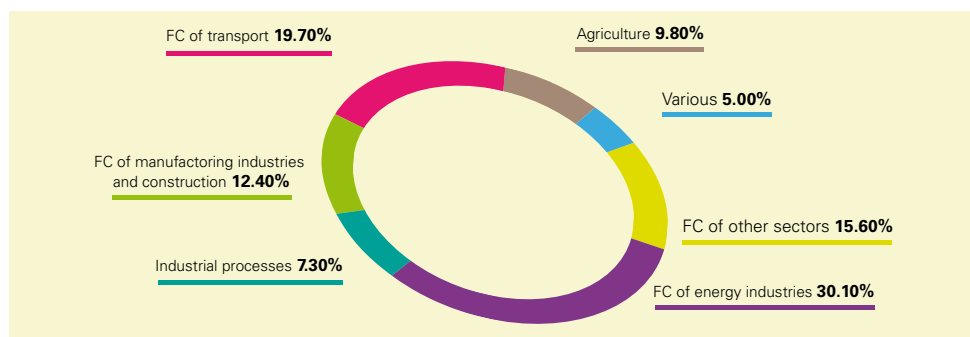
«**Various**» = CO₂ emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

«**FC of other sectors**» = CO₂ emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.

«**FC of energy industries**» = CO₂ emissions from public electricity and heat production, petroleum refining, manufacture of solid fuels and other energy industries.

9.8 Share of total emissions of all greenhouse gases by sector* in EU-27 - 2010 (%)

Source: EEA



Total greenhouse gas (GHG) emissions comprise the Kyoto basket of 6 greenhouse gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (NO₂), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulphur hexafluoride (SF₆).

(*) LULUCF sector is excluded

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

FC = Fuel combustion

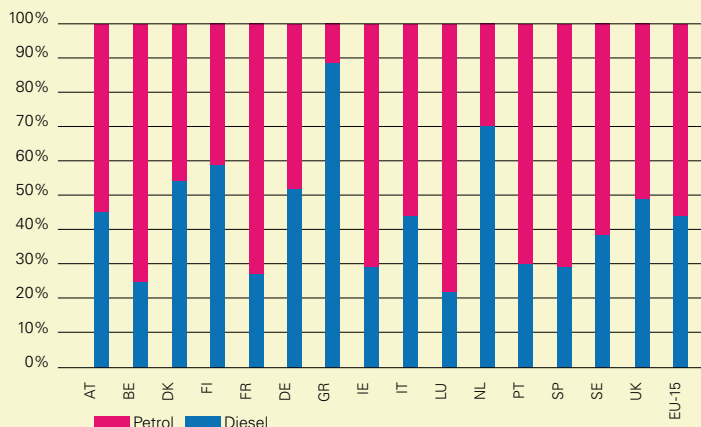
«**Various**» = Greenhouse gas emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

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

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

9.9 Fuel market share for new car registrations in EU-15 - 2011

Source : ACEA



9.10 Evolution of Diesel market share for new car registrations in EU-15 - 2000-2011

Source : ACEA

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Evolution (%) 2000-2011
AT	61.9	65.7	69.6	71.5	70.7	64.7	62.1	59.0	54.6	45.7	49.6	55.0	-11.1
BE	56.3	62.6	64.3	68.2	70.0	72.6	74.5	77.0	79.0	75.3	75.2	76.0	35.0
DK	13.2	17.8	20.2	22.7	24.0	23.8	26.3	38.4	45.9	44.1	45.3	47.0	256.1
FI	0.0	16.6	15.6	15.2	15.5	17.0	20.2	28.4	49.6	46.2	42.1	42.0	153.0
FR	49.0	56.2	63.2	67.4	69.2	69.1	71.4	73.9	77.3	70.4	70.4	73.0	49.0
DE	30.3	34.5	37.9	39.9	44.0	42.0	44.2	47.8	44.1	30.7	40.5	48.0	58.4
EL	0.7	0.8	0.9	1.5	2.9	1.6	2.1	2.9	3.6	3.3	3.5	11.0	1,471.4
IE	10.1	12.9	16.4	17.2	18.3	21.5	24.4	27.1	33.5	52.2	62.3	71.0	603.0
IT	33.6	36.6	43.4	48.7	58.0	58.3	58.2	55.8	50.7	41.9	44.0	56.0	66.7
LU	50.4	58.2	61.9	65.9	72.5	75.4	77.4	77.2	77.0	73.0	74.2	78.0	54.8
NL	22.5	22.9	21.6	22.6	24.6	26.8	27.0	28.3	25.1	20.1	17.1	29.0	28.9
PT	24.2	28.4	34.6	44.9	56.6	63.3	65.2	69.3	68.4	66.6	64.9	70.0	189.3
ES	53.1	52.5	57.1	60.9	65.4	67.8	68.2	70.9	69.3	70.1	69.7	71.0	33.7
SE	6.3	5.6	7.0	7.7	8.0	9.7	19.4	34.7	36.2	41.0	49.1	62.0	884.1
UK	14.1	17.8	23.5	27.3	32.5	36.8	38.3	40.1	43.6	41.7	44.4	51.0	261.7
EU-15	32.8	36.7	41.0	44.3	48.9	49.8	51.2	53.6	52.9	46.1	50.9	56	70.7

9.11 Final energy consumption by sector in EU-27 - 2010 (% of TOE)

Source : Eurostat

	Industry	Transport	Households	Agriculture	Services	Fisheries
BE	31%	28%	25%	2%	14%	0%
BG	29%	33%	25%	2%	11%	0%
CZ	34%	25%	26%	2%	12%	1%
DK	16%	34%	32%	5%	14%	0%
DE	28%	28%	29%	0%	15%	0%
EE	20%	27%	35%	3%	15%	0%
IE	16%	40%	27%	2%	14%	0%
EL	18%	43%	24%	4%	10%	0%
ES	26%	41%	18%	3%	11%	1%
FR	20%	32%	28%	2%	15%	4%
IT	26%	34%	25%	2%	14%	0%
CY	12%	54%	15%	2%	12%	4%
LV	18%	28%	35%	3%	14%	0%
LT	19%	33%	33%	2%	13%	0%
LU	17%	61%	11%	1%	10%	0%
HU	17%	26%	34%	3%	19%	0%
MT	11%	62%	14%	0%	12%	0%
NL	27%	28%	21%	6%	18%	0%
AT	32%	31%	25%	2%	10%	0%
PL	23%	27%	32%	6%	13%	0%
PT	30%	41%	17%	2%	11%	0%
RO	31%	22%	36%	2%	8%	1%
SI	26%	36%	26%	2%	10%	1%
SK	38%	23%	20%	1%	18%	0%
FI	44%	19%	22%	3%	7%	5%
SE	37%	25%	22%	2%	14%	0%
UK	20%	38%	31%	1%	10%	1%
EU-27	25%	32%	27%	2%	13%	1%
HR	22%	33%	25%	3%	17%	0%
TR	33%	22%	31%	7%	8%	0%
NO	32%	28%	23%	2%	16%	0%
CH	18%	34%	29%	1%	17%	1%

9.12 Biodiesel production in EU-27 - 2005-2010 (1,000 tonnes)

Source : EBB

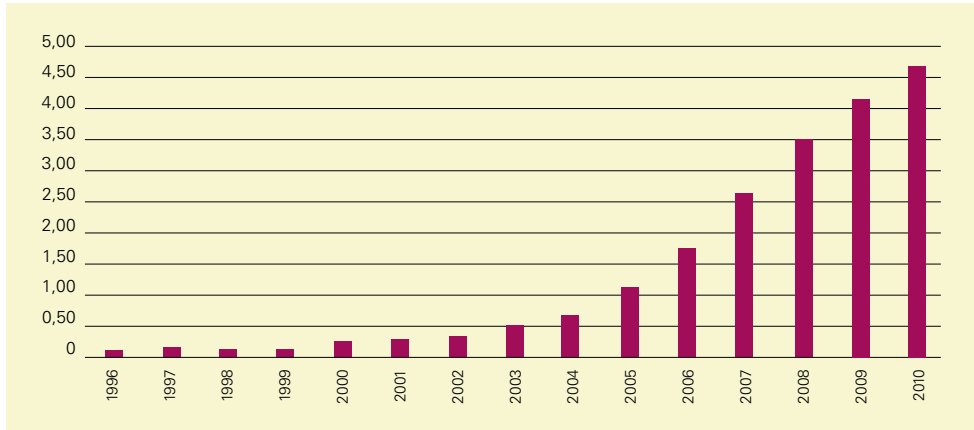
	2005	2006	2007	2008	2009	2010
BE	1	25	166	277	416	435
DK	71	80	85	231	233	246
DE	1,669	2,662	2,890	2,819	2,539	2,861
EL	3	42	100	107	77	33
ES	73	99	168	207	859	925
FR	492	743	872	1,815	1,959	1,910
IE	n.a.	4	3	24	17	28*
IT	396	447	363	595	737	706
LU	n.a.	0	0	0	0	0
NL	n.a.	18	85	101	323	368
AT	85	123	267	213	310	289
PT	1	91	175	268	250	289
FI	n.a.	0	39	85	220	288*
SE	1	13	63	**	**	0
UK	51	192	150	192	137	145
Total EU-15	2,843	4,539	5,426	6,934	8,077	8,523
BG	n.a.	4	9	11	25	30
CZ	133	107	61	104	164	181
EE	7	1	0	0	24	3
CY	1	1	1	9	9	6
LV	5	7	9	30	44	43
LT	7	10	26	66	98	85
HU	n.a.	0	7	105	133	149
MT	2	2	1	1	1	0
PL	100	116	80	275	332	370
RO	n.a.	10	36	65	29	70
SI	8	11	11	9	9	22
SK	78	82	46	146	101	88
Total EU-27	3,184	4,890	5,713	7,755	9,046	9,570

* IE, FI: Data include hydro-diesel production

** 2010 Biodiesel production of SE is included in the 246.000 tonnes indicated for DK

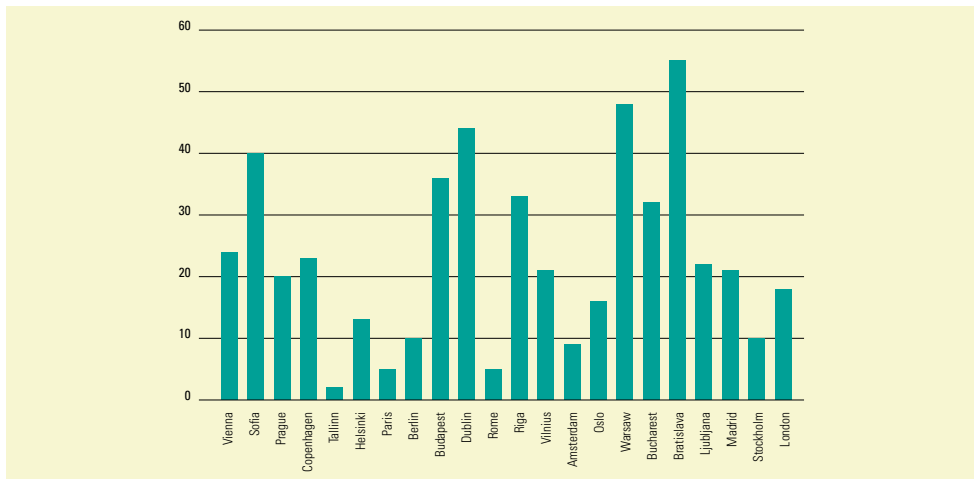
9.13 Biofuels share in transport consumption in EU-27 - 1996-2010 (%)

Source : Eurostat



9.14 Percentage of people exposed to night-time noise from road transport * in European capitals - 2010

Source : EEA



* Levels above the WHO interim target for night-time noise in Europe from road transport (> 55 dB Lnight)

Lnight is the A-weighted average sound level used to assess sleep disturbance over an 8 hour night time period.

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

Source : EV City Casebook

Country/ Location	Policy categories/ Fields of action	Examples for policies and initiatives	Status
Amsterdam	Public procurement	Up to 2015 9 million budget	In place
		10000 EVs by 2015	Planned
	Infrastructure	1000 public charging points by 2013	Planned
Barcelona	Monetary incentives	10 year car tax exemption	In place
		Up to 75% percent of vehicle registration tax	In place
		Free parking spaces for EVs	Planned
	Public Procurement	Mobecpoint: motorcycle charging stations at hotels and universities.	In place
		LIVE: the first citizens' office on electric mobility providing practical information	In place
	Research & Infrastructure	New public car parks with 2% of the spaces reserved for EVs.	Planned
Berlin	Monetary incentives	10 year exemption from vehicle registration tax for EVs	In place
		Transferable licence plates	In place
	Infrastructure	Conceptualized city "map" for expanding the public charging structure	Planned
	Public Procurement	Development of a uniform platform for information and date.	Planned
Hamburg	Commercial Fleets	Continuous introduction of EVs in the existing cluster patterns and in specific branches of trade	Ongoing
	Public Procurement	60 EVs in municipal fleets	In place
	Public Procurement	Up to 500 Evs/PHEVS by the end of 2015	Planned
New-York City	Public Procurement	A tax credit of up to \$ 7,500 for PEV purchases	In place
	Non-monetary Incentives	Access to high-occupancy vehicle (HOV) lanes, regardless of the number of passengers	In place
North East England	Monetary incentives	20%, up to £8,000, off the cost of a plug-in van. 25%, up to £5,000, off the cost of a plug-in vehicle	In place
	Infrastructure	50-100% grants available for the purchase and installation of charging infrastructure	In place

Country/ Location	Policy categories/ Fields of action	Examples for policies and initiatives	Status
Portland	Infrastructure	Deployment of 2,000 stations by 2013, EV Project	Planned
		Free charging to participants who agree to anonymous data collection.	Planned
	Monetary incentives	A tax credit of up to \$ 7,500 for PEV purchases	In place
		Up to \$750 for residential charging installations	In place
	Public Procurement	Electrification 20% of vehicle fleet by 2030	Planned
		\$4 million for Oregon businesses interested replacing diesel trucks with electric	In place
Rotterdam	Public Procurement	15 million for the coming four years	Committed
		€9 million available up to 2015 to implement the national Action Plan	In place
	Infrastructure	1,000 charging points by 2014	Planned
		Over 100 EVs/plug-in EVs so far	In place
		By 2014, at least 25% (about 400 vehicles) of the fleet should consist of electric or hybrid vehicles	Planned
		Deployment of charging points on public and private land and centered in focus area	Planned
Shanghai	Monetary incentives	National subsidies of 50,000 RMB for plug in hybrid EV and 20,000 RMB by the City	In place
		National subsidies of 60,000 RMB for pure electric vehicles and 40,000 RMB by the City	In place
		Subsidies for public service vehicles (light duty commercial trucks and buses)	In place
	Infrastructure	A ratio of 1.2 - 1.5 charging stations for every electric vehicle	In place
		81 AC slow-charging poles	In place
		700 future charging locations	Planned

Country/ Location	Policy categories/ Fields of action	Examples for policies and initiatives	Status
Stockholm	Monetary Incentives	Exemption for vehicle tax for the first five years	In place
		Reduced tax on company vehicles	In place
		State funding of 40,000 SEK to purchasers of EVs	In place
	Public Procurement	29 EVs are procured for its fleet each year	In place
	Infrastructure	100 locations offering 140 charging points for EVs	In place
		New parking facilities are equipped with charging units	In place
		Engine block heaters in parking garages and private residences	In place

CASE STUDY B:

Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles in selected countries

Source : ACEA

Country	Initiatives and Policies
Austria	<p>Electric vehicles are exempt from the fuel consumption tax and from the monthly vehicle tax.</p> <p>Hybrid vehicles and other alternative fuel vehicles benefit from an additional bonus under the fuel consumption tax. This fuel consumption tax (Normverbrauchsabsage or NoVA) is levied upon the first registration of a passenger car. Under a bonus-malus system, cars emitting less than 120g/km receive a maximum bonus of € 300. Alternative fuel vehicles including hybrid vehicles attract an additional bonus of maximum € 500. This bonus regime is valid from 1 July 2008 until 31 August 2012.</p>
Belgium	<p>Private persons who purchase a passenger car that is powered exclusively by an electric motor receive a personal income tax reduction of 30% of the purchase price (with a maximum of € 9,510).</p> <p>Vehicles that do not qualify for the 30% income tax reduction may benefit from the Eco-bonus in Wallonia (€ 500 - 3,500 for cars emitting less than 80g/km). Electric vehicles are exempt from registration tax in Flanders. They pay the lowest rate of tax under the registration tax (€ 61.50) in the Brussels and Walloon regions and under the annual circulation tax (€ 73.79) in all three regions.</p> <p>The deductibility rate for expenses related to the purchase and use of company cars is 120% for zero-emissions vehicles and 100% for vehicles emitting between 1 and 60 g/km of CO₂. Above 60 g/km, the deductibility rate decreases gradually from 90% to 50%.</p>
Czech Republic	Electric, hybrid and other alternative fuel vehicles are exempt from the road tax (this tax applies to cars used for business purposes only).
Denmark	Electric vehicles weighing less than 2,000 kg are exempt from the registration tax. This exemption does not apply to hybrid vehicles.
Germany	Electric vehicles are exempt from the annual circulation tax for a period of five years from the date of their first registration.
Spain	Various regional governments (Aragon, Asturias, Baleares, Madrid, Navarra, Valencia, Castilla la Mancha, Murcia, Castilla y León, Cantabria, Catalunya, Galicia, Pais Vasco, Extremadura) grant incentives of € 2,000 to € 7,000 for the purchase of electric, hybrid, fuel cell, CNG and LPG vehicles. In Andalucia, the incentive is maximum 70% of the investment.
France	<p>Vehicles emitting 50 g/km or less of CO₂ benefit from a premium of maximum € 5,000 under a bonus/malus scheme. For such vehicles, the amount of the incentive cannot exceed 20% of the vehicle purchase price including VAT, increased with the cost of the battery if this is rented.</p> <p>Hybrid vehicles emitting 110 g/km or less of CO₂ benefit from a premium of € 2,000. Electric and hybrid vehicles are exempt from the company car tax.</p> <p>Hybrid vehicles emitting less than 110g/km are exempt during the first two years after registration.</p>

Country	Initiatives and Policies
Finland	Electric vehicles pay the minimum rate (5%) of the CO ₂ based registration tax.
Ireland	Electric vehicles are exempt from the registration tax VRT up to a maximum of € 5,000. Plug-in hybrids benefit from VRT relief of maximum € 2,500. Conventional hybrid vehicles and other flexible fuel vehicles benefit from VRT relief of maximum € 1,500.
Italy	Electric vehicles are exempt from the annual circulation tax (ownership tax) for a period of five years from the date of their first registration. After this five-year period, they benefit from a 75% reduction of the tax rate applied to equivalent petrol vehicles in many regions.
Luxembourg	Purchasers of electric vehicles (or other vehicles emitting 60 g/km or less of CO ₂) receive a premium of € 5,000 (PRIME CAR-e) until 31 December 2011. The purchaser must have concluded an agreement to buy electricity from renewable energy sources in order to obtain the premium.
Netherlands	Electric vehicles are exempt from the registration tax BPM and from the annual circulation tax. Other vehicles including hybrid vehicles are also exempt from these taxes if they emit less than 95 g/km (diesel) or less than 110 g/km (petrol) respectively.
Portugal	Electric vehicles are exempt from the registration tax ISV and from the annual circulation tax. Hybrid vehicles benefit from a 50% reduction of the registration tax.
Romania	Electric and hybrid vehicles are exempt from the special pollution tax (registration tax).
Sweden	Electric vehicles with an energy consumption of 37 kWh per 100 km or less and hybrid vehicles with CO ₂ emissions of 120 g/km or less are exempt from the annual circulation tax for a period of five years from the date of their first registration. For electric and plug-in hybrid vehicles, the taxable value of the car for the purposes of calculating the benefit in kind of a company car under personal income tax is reduced by 40% compared with the corresponding or comparable petrol or diesel car. The maximum reduction of the taxable value is SEK 16,000 per year. From 1 January 2012 a so called «Super green car premium» Supermiljöbilspremie of SEK 40,000 has been introduced for the purchase of a new car with CO ₂ emissions of maximum 50g/km. The premium is applied both for the purchase by private persons and companies. For companies purchasing a super green car, the premium is calculated as 35% of the price difference between the super green car and a corresponding petrol/diesel car, with a maximum of SEK 40,000.
United Kingdom	Purchasers of electric vehicles and plug-in hybrid vehicles with CO ₂ emissions below 75 g/km receive a premium of £ 5,000 (maximum) or 25% of the value of the value of a new car or £ 8,000 or 20% of the value of a new LCV meeting eligibility criteria (for example, minimum range 70 miles for electric vehicles, 10 miles electric range for plug-in hybrid vehicles). Electric vehicles are exempt from the annual circulation tax. This tax is based on CO ₂ emissions and all vehicles with emissions below 100 g/km are exempt from it. Electric cars are exempt from company car tax until April 2015 and electric vans are also exempt from the van benefit charge until that date.

A line of ants is shown on a dark, textured rock surface, each carrying a large green leaf fragment on its back. They are moving from left to right across the frame. The background is a bright blue sky filled with large, white, fluffy clouds.

Colas is paving new ways

Colas paves the way... to sustainability.

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

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

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

Colas paves the way... naturally.



The road forward

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