

# European Road Statistics

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# ERF 2013 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 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 presents you with the 12<sup>th</sup> edition of the European Road Statistics. This annual publication provides the key data on the road transport sector and remains the tool of reference for policy makers and major stakeholders.

Because of the financial turmoil that has persisted in the Eurozone, many countries took drastic measures to reduce their spending, which affected investment in roads. A safe, efficient and properly maintained road infrastructure is a significant condition to ensure global mobility and economic development, and therefore the importance of investing in roads looms large.

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. ERF is more than ever convinced that Europe's exit from the economic crisis will come from a sustained investment into our transport infrastructure.

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

The ERF Team  
March 2014

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## Symbols and Abbreviations

EU 28	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
		HR	Croatia

## Symbols and Abbreviations

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

## Symbols and Abbreviations

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

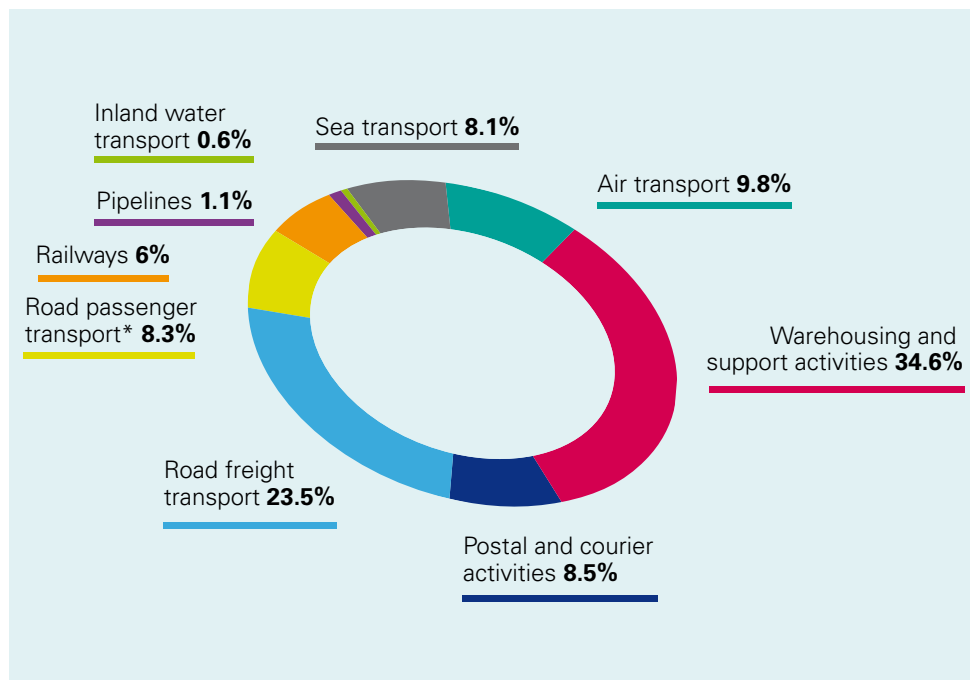
## Notes

This image shows a single sheet of white paper with horizontal blue or grey ruling lines, typical of notebook paper. 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 - 2010

(total 1,137.29 billion €)

Source: EC

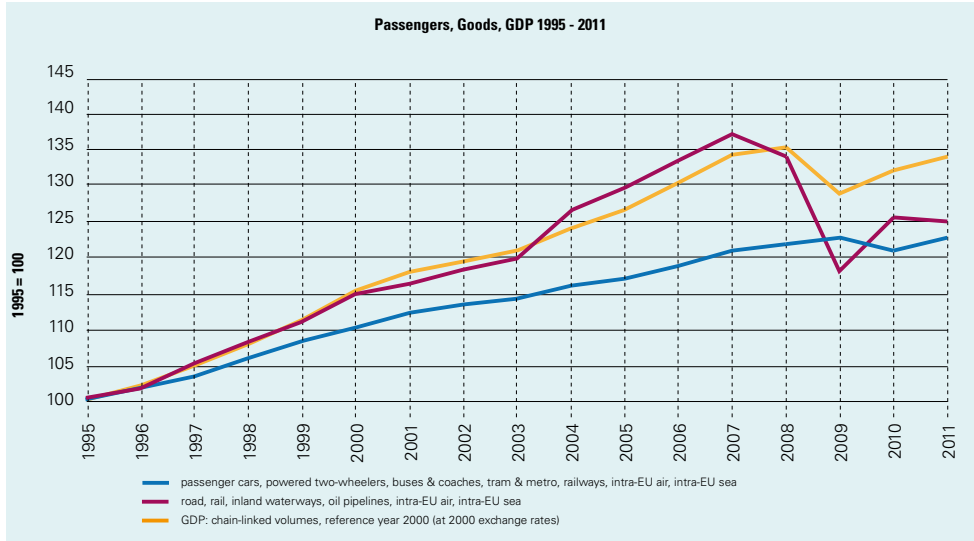


\* Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

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 1995-2011

Source: EC



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

Source: EC

	1995 - 2011	2010 - 2011
GDP at year 2000 prices and exchange rates	1.9%	1.5%
Passenger transport pkm	1.4%	-2.0%
Freight transport tkm	1.3%	0.8%

## 1.4 Employment by mode of transport by country - 2010 (thousand)

Source: Eurostat, estimates (in italics)

	Total	Road freight transport	Road passenger transport*	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities	Postal and courier activities
<b>EU-27</b>	<b>10,449.1</b>	2,926.4	1,933.1	678.2	22.6	42.0	182.2	394.4	2,492.3	1,778.0
<b>EU-15</b>	<b>8,346.3</b>	2,220.9	1,477.3	499.7	10.8	34.5	169.2	370.3	2,081.6	1,482.0
<b>EU-12</b>	<b>2,102.7</b>	705.5	455.8	178.5	11.8	7.5	13.0	24.0	410.7	296.0
<b>BE</b>	<b>217.0</b>	62.1	12.5	4.5	0.1	0.8	1.7	4.3	91.0	40.1
<b>BG</b>	<b>155.6</b>	44.4	35.9	14.6	0.1	1.1	2.9	2.6	33.8	20.3
<b>CZ</b>	<b>291.3</b>	110.9	80.0	13.1	0.1	0.4	0.0	4.8	38.7	43.3
<b>DK</b>	<b>131.4</b>	28.5	26.3	10.1	0.0	0.1	11.4	4.7	23.0	27.1
<b>DE</b>	<b>1,880.6</b>	359.8	331.6	73.4	2.9	8.7	27.7	63.7	569.4	443.4
<b>EE</b>	<b>36.9</b>	13.4	5.3	2.2	0.0	0.0	0.8	0.4	10.7	4.1
<b>IE</b>	<b>78.2</b>	19.3	9.6	6.3	0.0	0.2	2.6	8.2	14.7	17.2
<b>EL</b>	<b>198.2</b>	45.4	74.0	1.9	0.0	0.0	16.4	4.6	40.2	15.9
<b>ES</b>	<b>921.0</b>	361.9	179.4	20.5	0.0	0.4	7.0	32.6	221.8	97.4
<b>FR</b>	<b>1,380.2</b>	375.1	243.7	170.3	4.4	3.7	14.3	69.2	254.8	244.6
<b>IT</b>	<b>1,109.6</b>	331.8	174.9	44.5	2.6	2.5	27.2	23.6	339.7	162.9
<b>CY</b>	<b>21.4</b>	2.8	3.6	0.0	0.0	0.0	3.5	1.6	8.6	1.3
<b>LV</b>	<b>68.2</b>	18.2	12.5	4.8	0.3	0.1	0.9	1.4	23.8	6.4
<b>LT</b>	<b>90.4</b>	39.4	15.3	10.7	0.0	0.2	1.4	0.5	14.1	8.8
<b>LU</b>	<b>22.9</b>	8.3	3.3	2.2	0.0	0.1	0.3	3.9	2.8	2.0
<b>HU</b>	<b>219.8</b>	62.5	48.6	11.9	0.8	0.9	0.0	1.9	54.0	39.3
<b>MT</b>	<b>7.4</b>	2.1	3.7	0.0	0.0	0.0	0.1	0.0	1.4	0.1
<b>NL</b>	<b>407.1</b>	119.3	68.9	15.3	0.1	13.6	9.6	25.7	77.5	77.0
<b>AT</b>	<b>208.4</b>	57.3	53.4	12.5	0.4	0.5	0.0	8.3	49.5	26.6
<b>PL</b>	<b>727.8</b>	272.1	148.5	64.6	3.3	1.8	2.3	5.7	124.5	105.1
<b>PT</b>	<b>163.2</b>	65.6	35.5	4.1	0.1	0.9	1.3	10.8	27.8	17.1
<b>RO</b>	<b>318.5</b>	88.4	76.1	36.3	6.9	2.4	0.8	4.1	60.4	43.1
<b>SI</b>	<b>50.8</b>	21.6	8.0	4.1	0.2	0.5	0.2	0.7	7.8	7.6
<b>SK</b>	<b>114.5</b>	29.9	18.4	16.2	0.1	0.2	0.0	0.3	32.8	16.6
<b>FI</b>	<b>148.1</b>	44.0	30.8	1.6	0.0	0.2	9.1	9.0	27.3	26.1
<b>SE</b>	<b>269.0</b>	75.0	65.1	10.1	0.0	1.2	15.5	24.9	51.8	25.4
<b>UK</b>	<b>1,211.4</b>	267.6	168.3	122.5	0.2	1.5	24.9	76.9	290.2	259.4

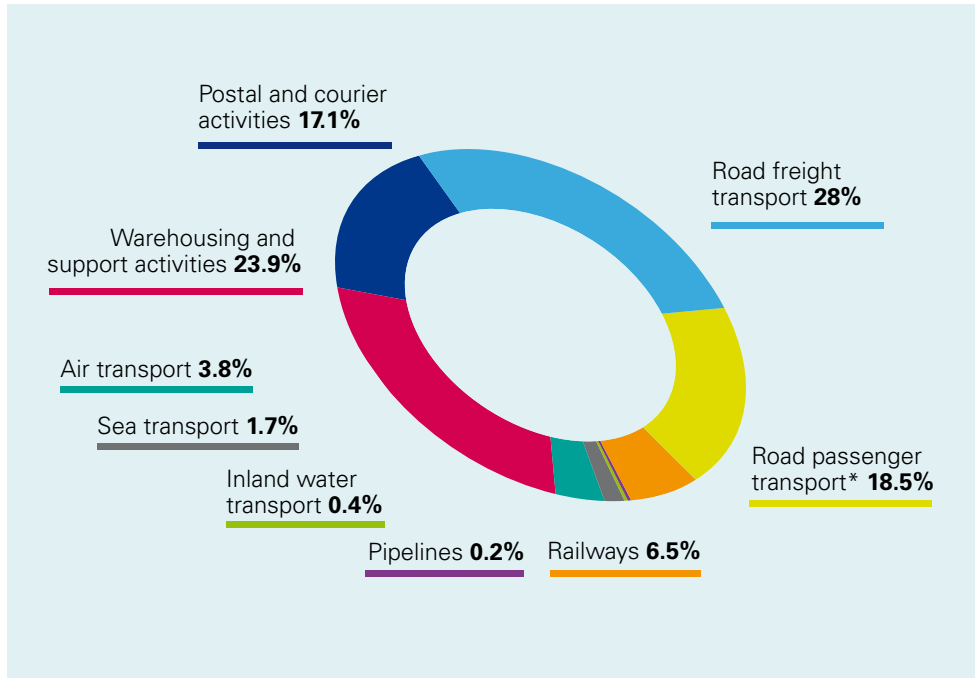
(\*) Data refer to transportation and storage activities (including postal and courier services).

(\*\*) 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 - 2010 (%)

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 2010 (km)

Source: EC, IRF

	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
<b>BE</b>	1,763	13,229	1,349	138,869	<b>155,210</b>
<b>BG</b>	437	2,970	4,030	12,019	<b>19,456</b>
<b>CZ</b>	734	6,225	48,763	74,919	<b>130,641</b>
<b>DK</b>	1,130	2,705	70,336		<b>74,171</b>
<b>DE</b>	12,819	39,710	178,253	413,289 <sup>(1)</sup>	<b>230,782</b>
<b>EE</b>	115	4,003	12,440	42,072	<b>58,630</b>
<b>IE</b>	900	4,780	11,631	78,958 <sup>(2)</sup>	<b>17,311</b>
<b>EL</b>	1,191	9,299	30,864	75,600 <sup>(2)</sup>	<b>41,354</b>
<b>ES</b>	14,262	15,103	136,422	501,053	<b>666,840</b>
<b>FR</b>	11,392	9,754	377,769	651,202	<b>1,050,117</b>
<b>IT</b>	6,668	20,856	158,895	68,986	<b>255,405</b>
<b>CY</b>	257	2,186	2,753	4,248	<b>9,444</b>
<b>LV</b>		1,653	5,316	58,173	<b>65,142</b>
<b>LT</b>	309	6,366	14,591	50,781	<b>72,047</b>
<b>LU</b>	152	837	1,891		<b>2,880</b>
<b>HU</b>	1,477	6,821	23,330	167,939	<b>199,567</b>
<b>MT</b>		184	665	1,379 <sup>(3)</sup>	<b>849</b>
<b>NL</b>	2,651	2,470	7,863	124,707	<b>137,691</b>
<b>AT</b>	1,719	10,469	23,654	88,666	<b>124,508</b>
<b>PL</b>	857	17,751	154,634	232,880	<b>406,122</b>
<b>PT</b>	2,737	5,966	4,420	63,900 <sup>(3)</sup>	<b>13,123</b>
<b>RO</b>	332	16,220	35,221	30,613	<b>82,386</b>
<b>SI</b>	771	817	5,143	32,342	<b>39,073</b>
<b>SK</b>	416	3,507	14,052	25,351	<b>43,326</b>
<b>FI</b>	779	12,550	13,574	51,258	<b>78,161</b>
<b>SE</b>	1,927	13,507	83,031	117,487	<b>215,952</b>
<b>UK</b>	3,673	49,024	122,620	244,311	<b>419,628</b>
<b>HR</b>	1,126	6,929	10,936	10,342	<b>29,333</b>
<b>MK</b>	251	660	3,772	9,300	<b>13,983</b>

TR	Motorways	Main or national roads	Secondary or regional roads	Other roads*	Total
TR	2,080	31,395	31,390	302,398	367,263
IS	11	4,930	2,950	5,010	12,901
NO	381	10,496	44,281	38,732	93,890
CH	1,406	384	18,040	51,622	71,452

\* 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.

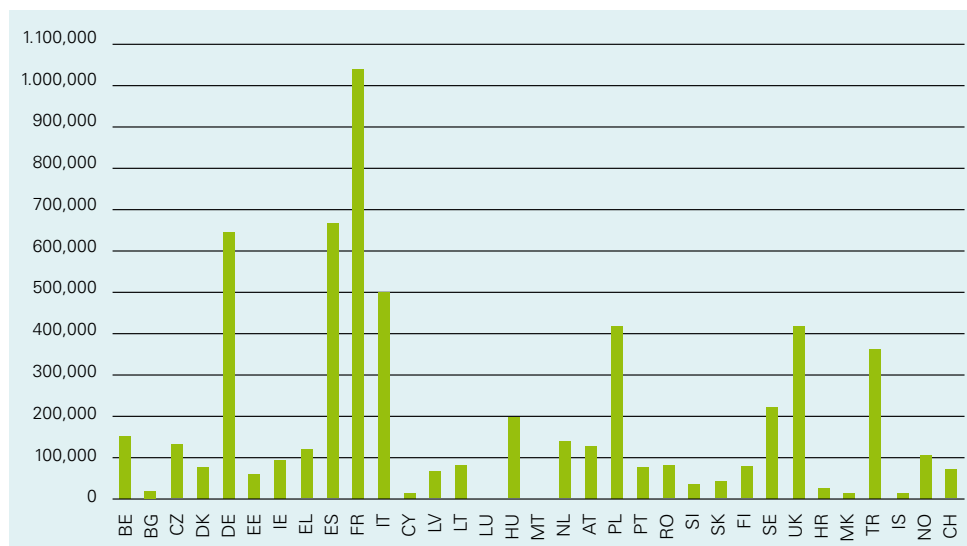
(1) 2006 figures

(2) 2009 figures

(3) 2005 figures (except for motorways)

## 2.2 Length of total road network by country - 2010 (km)

Source: EC, IRF



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

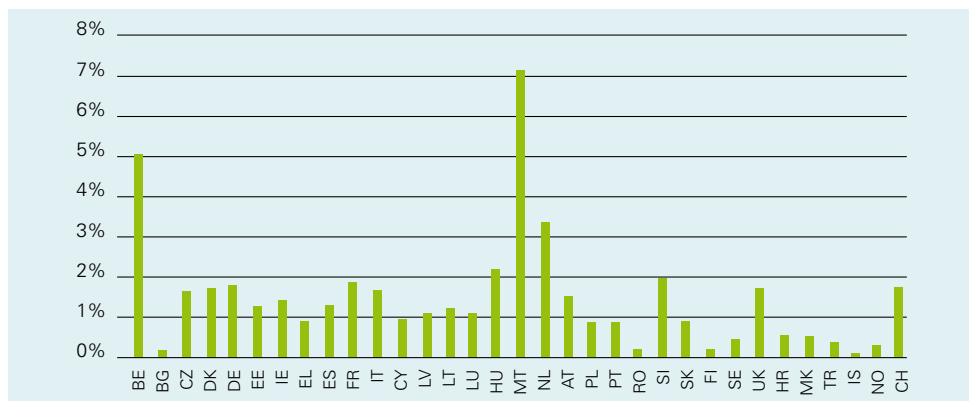
DE: 2006 figures for «Other roads»

IE & EL: 2009 figures for «Other Roads»

MT & PT: 2005 figures for «Other Roads»

## 2.3 Density of the total road network (km road/ km<sup>2</sup> land area) - 2010

Source: EC



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

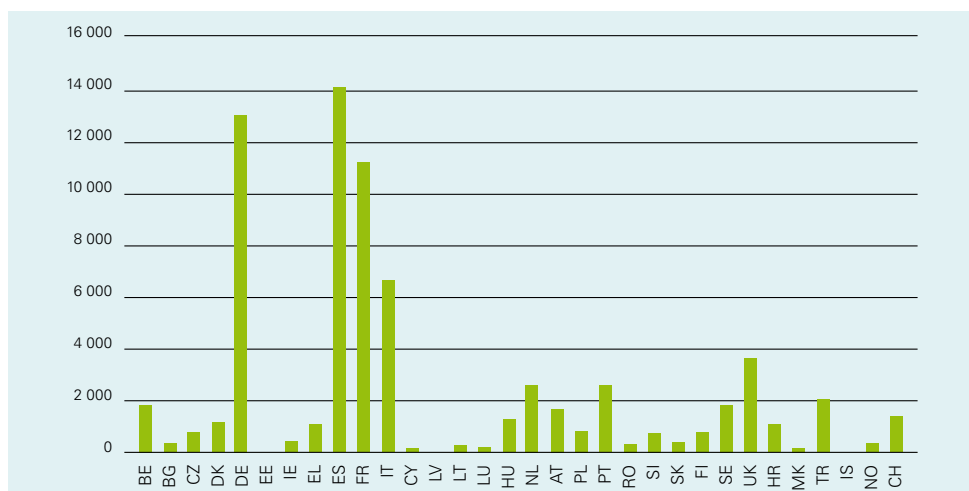
**DE:** 2006 figures for «Other Roads»

**IE & EL:** 2009 figures for «Other Roads»

**MT & PT:** 2005 figures for «Other Roads»

## 2.4 Length of motorway network by country - 2010 (km)

Source: Eurostat, EC



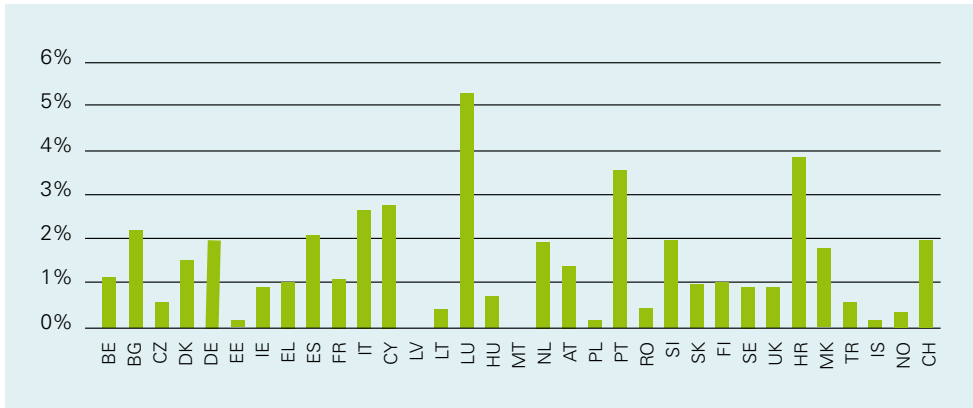
**ES:** 'autopistas de peaje' and 'autovías y autopistas libres'

**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 - 2010 (%)

Source: EC



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

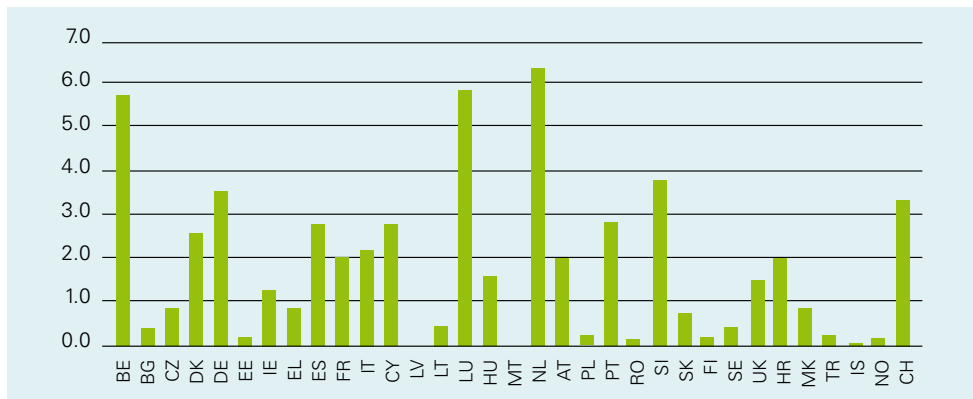
**DE:** 2006 figures for «Other roads»

**IE & EL:** 2009 figures for «Other Roads»

**MT & PT:** 2005 figures for «Other Roads»

## 2.6 Density of motorways by country - 2010 (km motorway per 100 km<sup>2</sup> land area)

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

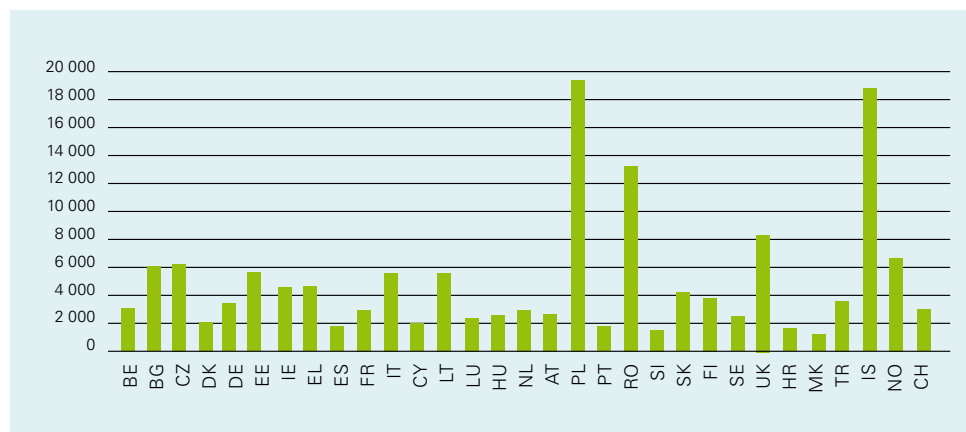
**DE:** 2006 figures for «Other roads»

**IE & EL:** 2009 figures for «Other Roads»

**MT & PT:** 2005 figures for «Other Roads»

## 2.7 Passenger cars per km of motorway by country - 2011

Source: Eurostat, EC, UNECE statistical database



Stock at the end of year, except for BE: 1 August, CH: 30 September, LI: 1 July.

Taxis are usually included. HR: since 2009 light vans have been included in passenger cars and no longer in Goods Vehicles.

## 2.8 Transport network

### Comparison between EU-27, USA, Japan, Russia and China - 2010 (thousand km)

Source: EC, IRF

	EU-27	USA	Japan	China	Russia
Road network (paved)	5,000 <sup>(0)</sup>	4,400	973	3,305	786
Motorway network	69.5	94.9 <sup>(1)</sup>	7.8 <sup>(2)</sup>	74.1	29.0
Railway network	212.8	204.5 <sup>(3)</sup>	27.8 <sup>(4)</sup>	91.2	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

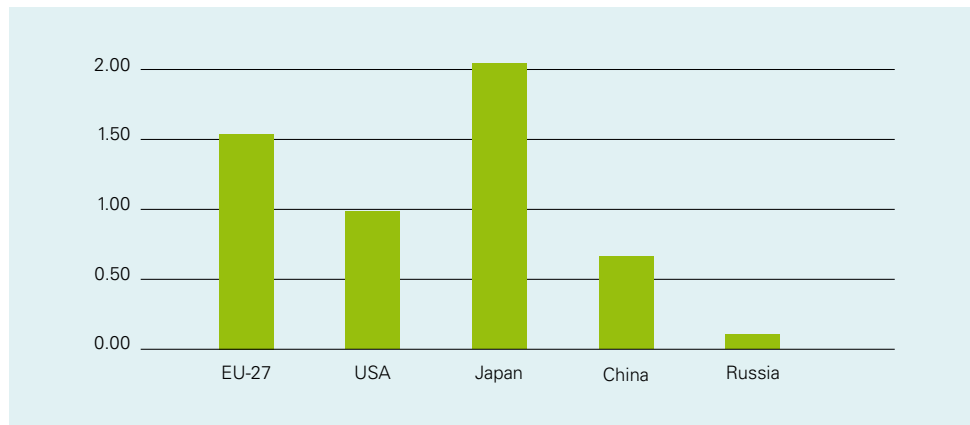
(4): **Japan:** national expressways

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

## 2.9 Density of motorways

Comparison between EU-27, USA, Japan, Russia and China - 2011 (km motorway per 100km land area)

Source: EC, IRF

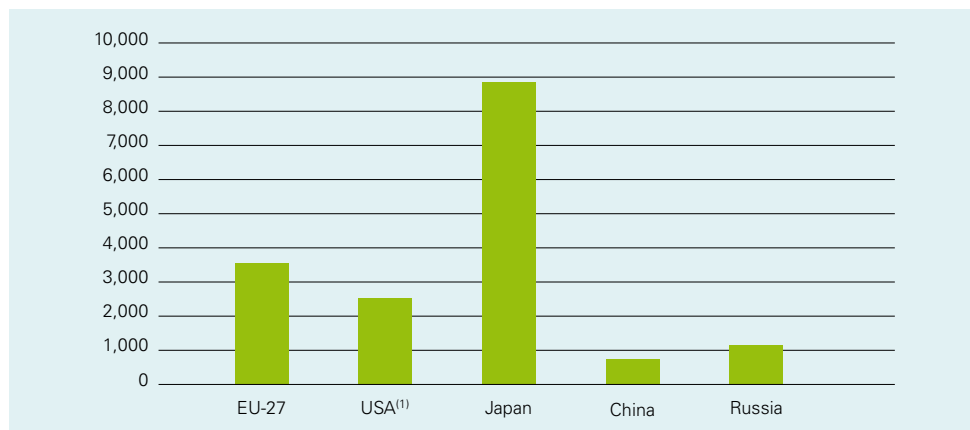


Area EU-27: Including French overseas department.

## 2.10 Passenger cars per km of motorway

Comparison between EU-27, USA, Japan, Russia and China - 2011

Source: EC, IRF



[1] USA: data are from 2009

### 3.1 Toll net revenues in selected countries - 2007-2012 (€ million)

Source: ASECAP

Country	2007	2008	2009	2010	2011	2012
<b>DK</b>	437.00	450.00	448.00	454.00	472.00	492.00
<b>EL</b>	170.50	100.00	550.00	565.00	530.00	516.00
<b>ES</b>	1,992.46	1,997.80	2,003.93	1,820.56	1,808.70	1,623.83
<b>FR</b>	7,383.60	7,800.00	7,300.00	7,775.60 <sup>(1)</sup>	8,442.60 <sup>(1)</sup>	8,450.00
<b>IE</b>	n.a.	153.00	175.00	184.00	184.00	193.00
<b>IT</b>	4,473.80	4,533.72	4,545.00	4,835.90	4,971.00	4,804.50
<b>NL</b>	24.50	26.14	26.44	27.21	28.49	26.76
<b>AT</b>	1,435.00	1,516.00	1,387.00	1,535.50	1,561.00	1,622.10 <sup>(2)</sup>
<b>PT</b>	713.90	722.74	737.94	725.31	693.43	627.82
<b>HU</b>	155.60	171.40	146.20	145.50	167.90	167.90
<b>SI</b>	172.72	201.62	238.00	290.10	298.34	294.88
<b>NO</b>	386.20	424.20	407.50	457.30	605.70	641.20
<b>HR</b>	258.56	266.78	272.11	267.40	272.34 <sup>(2)</sup>	282.78 <sup>(2)</sup>
<b>PL</b>	175.48	175.10 <sup>(3)</sup>	162.70 <sup>(3)</sup>	189.30 <sup>(3)</sup>	148.25 <sup>(3)</sup>	157.00 <sup>(3)</sup>
<b>UK</b>	78.00	74.00	68.70	70.10	64.40	71.60
<b>RS</b>	182.80	200.80	147.40	137.90	137.90	19.00
<b>CZ</b>	198.50	245.40	221.70	262.80	325.00 <sup>(4)</sup>	346.50 <sup>(4)</sup>
<b>DE</b>	3,359.30	3,466.40	4,409.00	4,484.00	4,498.00	4364.00
<b>SK</b>	74.94 <sup>(5)</sup>	90.38 <sup>(5)</sup>	88.48 <sup>(5)</sup>	175.30 <sup>(5)</sup>	199.88 <sup>(5)</sup>	151.26 <sup>(5)</sup>

(1) Provisional figure

(2) Preliminary value for 2012

(3) Toll revenues on motorways A2 and A4

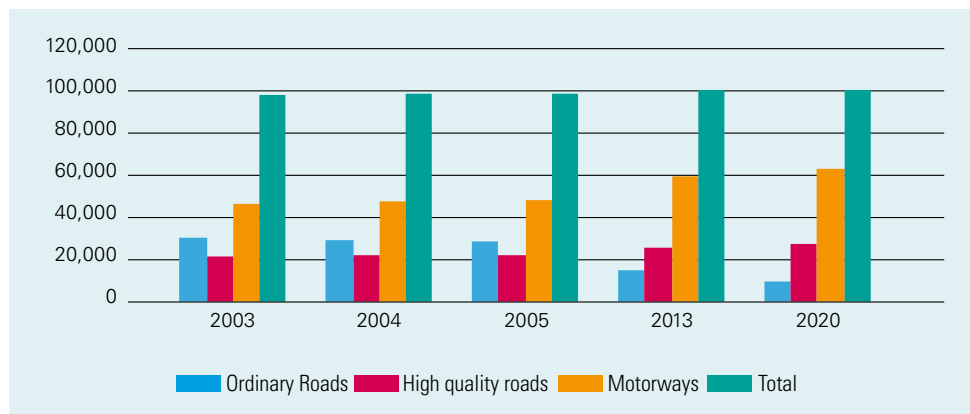
(4) km-based tolling only

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



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

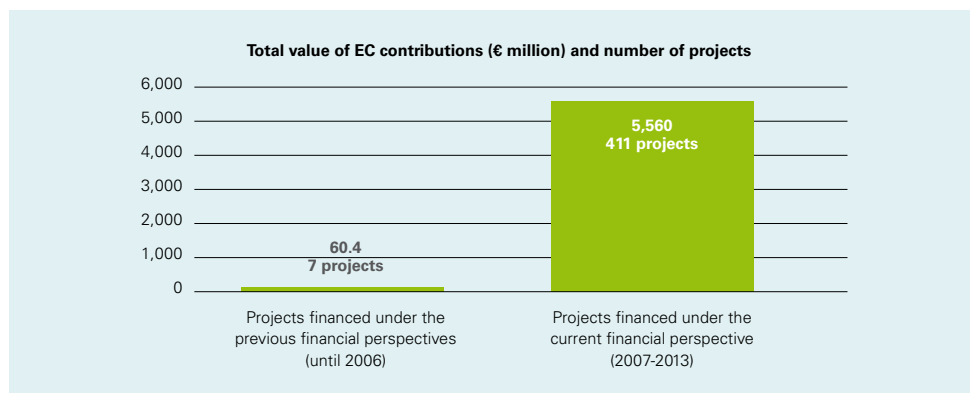
Source: EC



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

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

Source: TEN-T EA



State-of-play in January 2013

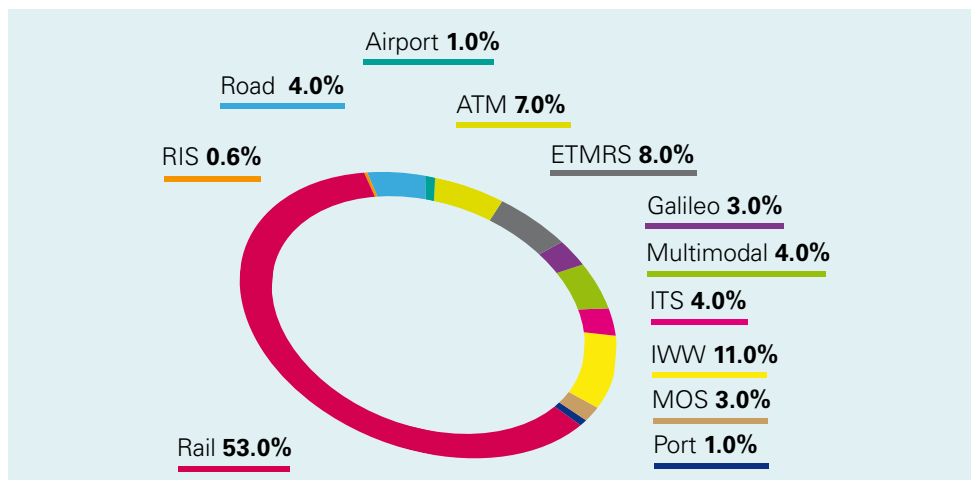
### 3.4 Trans-European Network Funding 2007-2013

Source: EC

Trans-European Transport Network	2007 – 2013
<b>Cost (€ billion)</b>	
TEN-T Basic Network	390
New Member States (EU-12)	72
Old Member States (EU-15)	318
<b>Community contribution (€ billion)</b>	
Programme TEN-T	8,013
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>

### 3.5 Share of Current EC Contribution by Transport mode\*

Source: TEN-T EA



(\*) TNT-T 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 January 2013

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

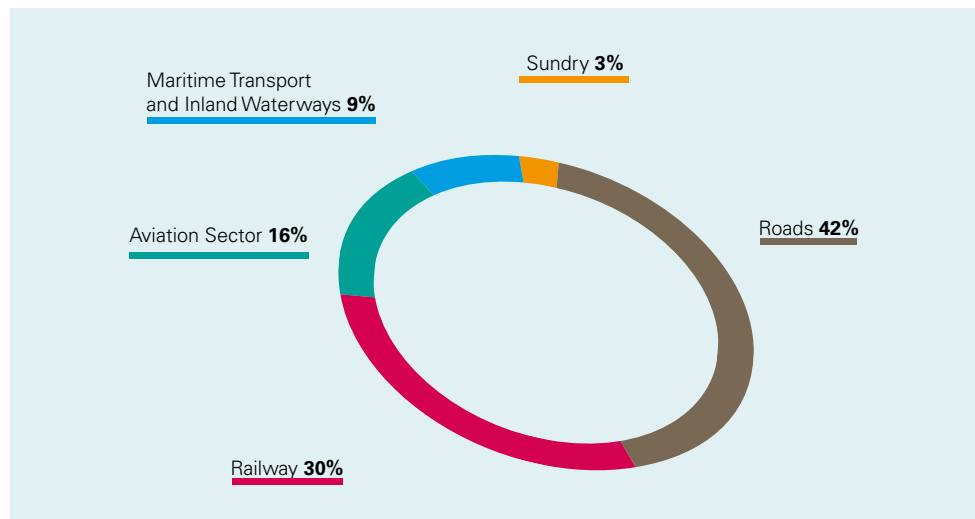
### 3.6 European Investment Bank Loans for transport provided within the EU - 2006-2012 (£ million)

Source: EIB

	2006	2007	2008	2009	2010	2011	2012
<b>Roads, Motorways</b>	4,384	3,542	4,932	6,030	3,716	3,876	2726
<b>Railway</b>	2,999	3,534	2,495	2,704	4,352	4,624	3541
<b>Urban Transport</b>	1,294	1,924	1,981	3,399	4,151	4,411	2655
<b>Air Transport</b>	764	644	2,458	1,740	487	500	261
<b>Maritime Transport</b>	593	454	894	1,821	496	793	863
<b>Intermodal Freight Terminals &amp; Other</b>	36	29	763	n.a.	2	66	28
<b>Total Transport Sector</b>	10,070	10,127	13,523	15,694	13,204	14,270	10,074

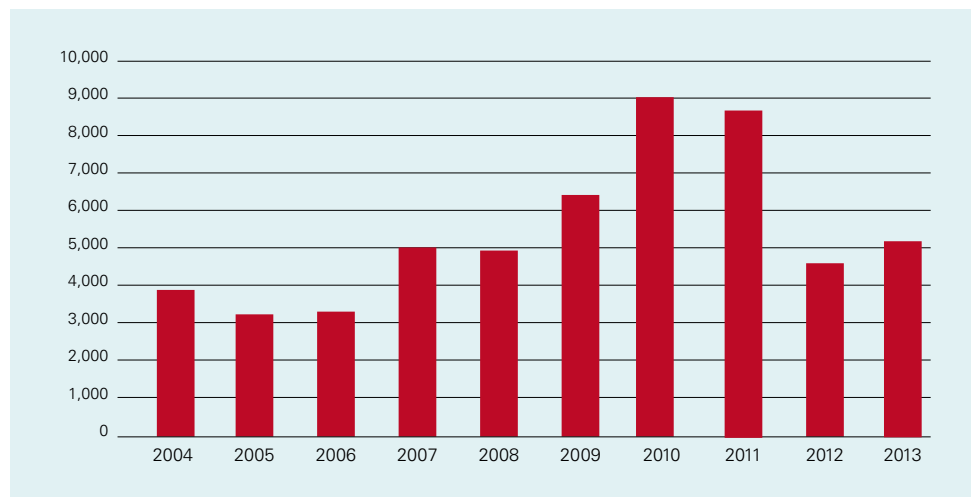
### 3.7 European Investment Bank Loans for Trans-European Network (TEN-T) - 2009 (total € 10.741 billion)

Source: EIB



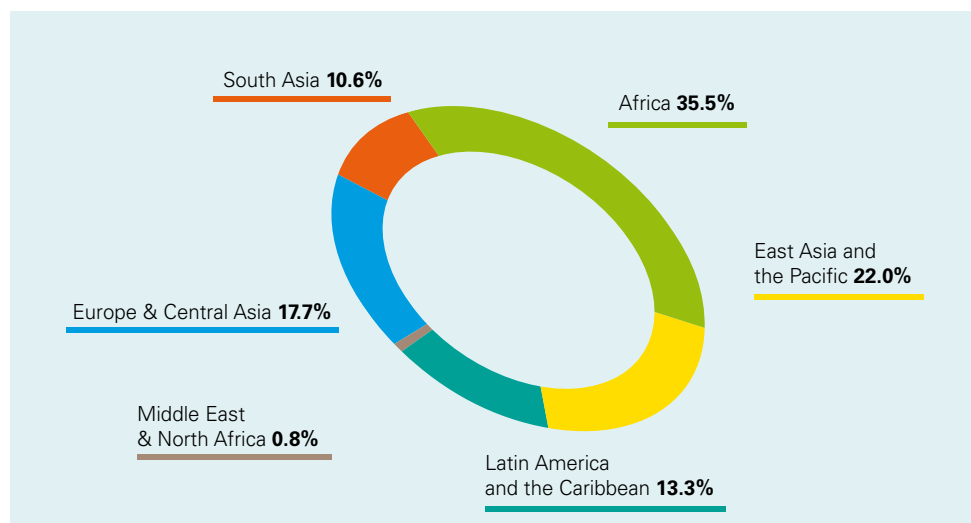
### 3.8 World Bank Total Transport Lending - 2004-2013 (\$ million)

Source: World Bank



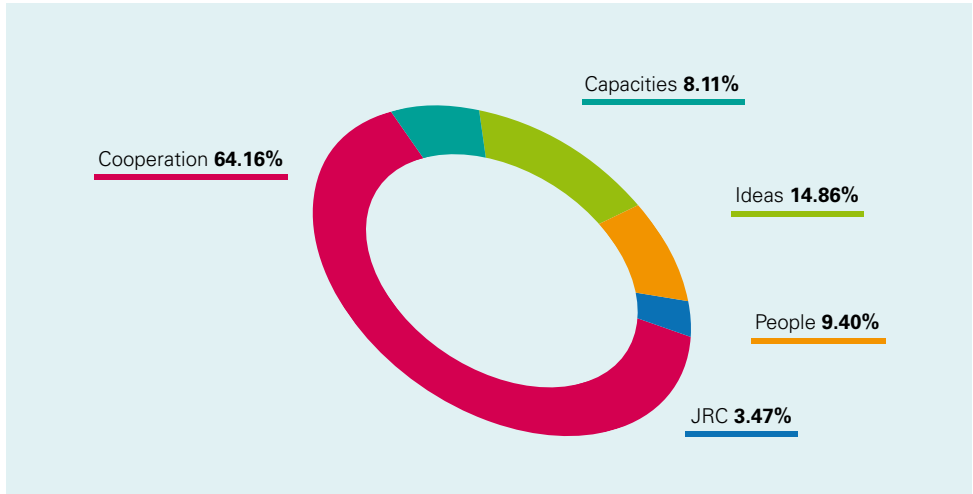
### 3.9 Transport Lending Breakdown by Region - 2013 (total \$ 5,1 billion)

Source: World Bank



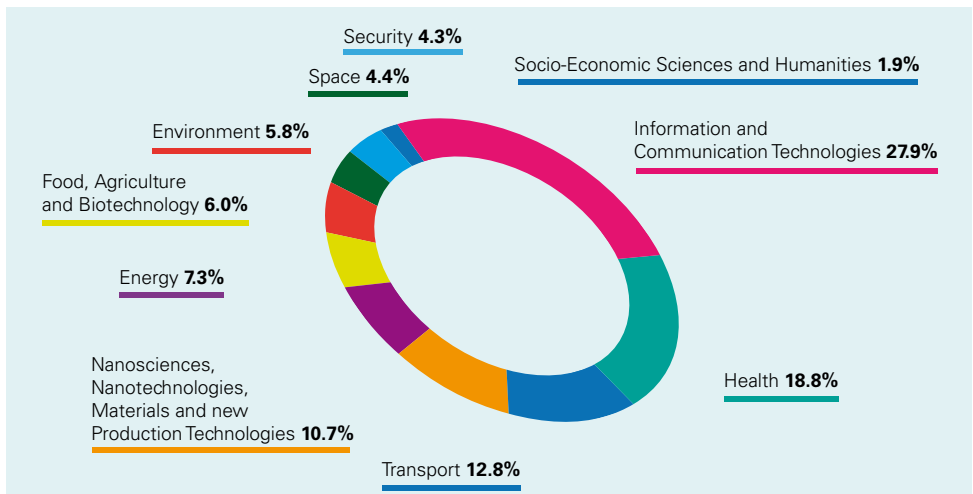
### 3.10 Seventh Framework Programme Breakdown - 2007-2013 (total € 50.5 billion)

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 - 2007-2011 (at current prices and exchange rates - million €)

Source: ITF

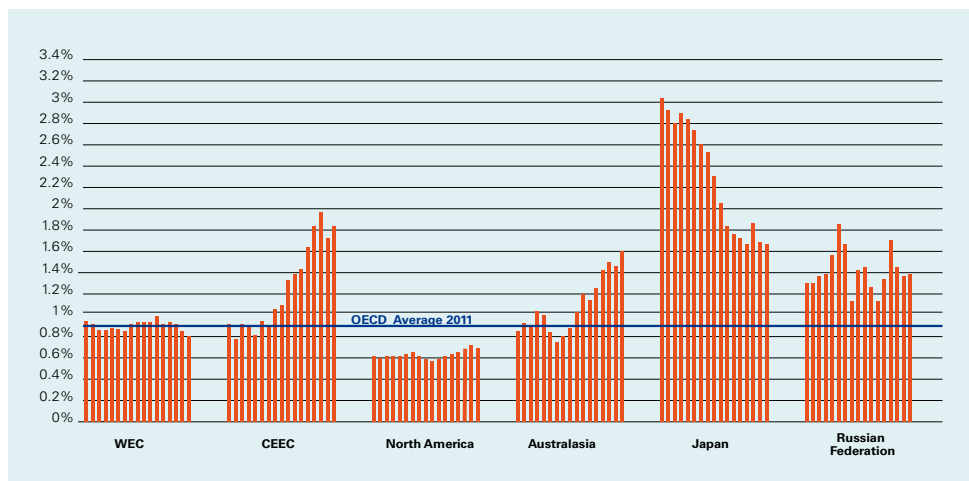
GEO/TIME	2007	2008	2009	2010	2011
<b>Albania</b>	253	497	486	242	210
<b>Bulgaria</b>	134	169	101	281	344
<b>Czech Republic</b>	1,493	2,043	1,987	1,720	1,294
<b>Denmark</b>	1,029	936	714	937	n.a.
<b>Germany</b>	n.a.	n.a.	n.a.	n.a.	11,610
<b>Estonia</b>	131	162	133	140	158
<b>Ireland</b>	1,425	1,319	1,173	841	463
<b>Spain</b>	7,770	8,099	8,692	6,858	5,911
<b>France</b>	12,489	12,623	12,648	11,942	11,876
<b>Italy</b>	13,664	13,051	5,641	3389	n.a.
<b>Cyprus</b>	n.a.	n.a.	n.a.	n.a.	n.a.
<b>Latvia</b>	241	265	135	140	224
<b>Lithuania</b>	312	437	448	422	343
<b>Luxemburg</b>	157	138	138	n.a.	220
<b>Hungary</b>	646	979	1,566	840	n.a.
<b>Austria</b>	802	n.a.	n.a.	n.a.	303
<b>Poland</b>	3,443	4,508	5,340	6,510	8,319
<b>Portugal</b>	1,453	1,366	951	1,511	n.a.
<b>Romania</b>	2,806	3,891	3,105	2,850	3,283
<b>Slovenia</b>	666	694	406	221	128
<b>Slovakia</b>	520	567	662	342	432
<b>Finland</b>	802	973	922	890	932
<b>Sweden</b>	1,423	1,604	1,574	1,653	1,871
<b>United Kingdom</b>	6,341	6,137	6,610	6,555	5,147
<b>Iceland</b>	187	216	121	79	39
<b>Norway</b>	1,719	1,993	2,399	n.a.	2,724
<b>Switzerland</b>	2,674	2,840	2,997	n.a.	n.a.
<b>Croatia</b>	1,066	1,101	909	515	466
<b>FYROM*</b>	39	45	43	32	38
<b>Turkey</b>	1,947	2,233	2,918	5,419	5,181

\* 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 - 1995-2011 (as a percentage of GDP, at current prices)

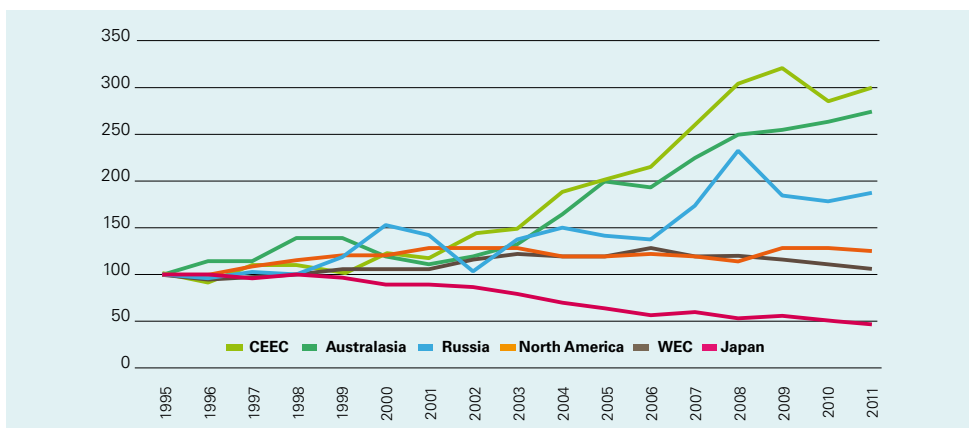
Source: ITF, OECD



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.

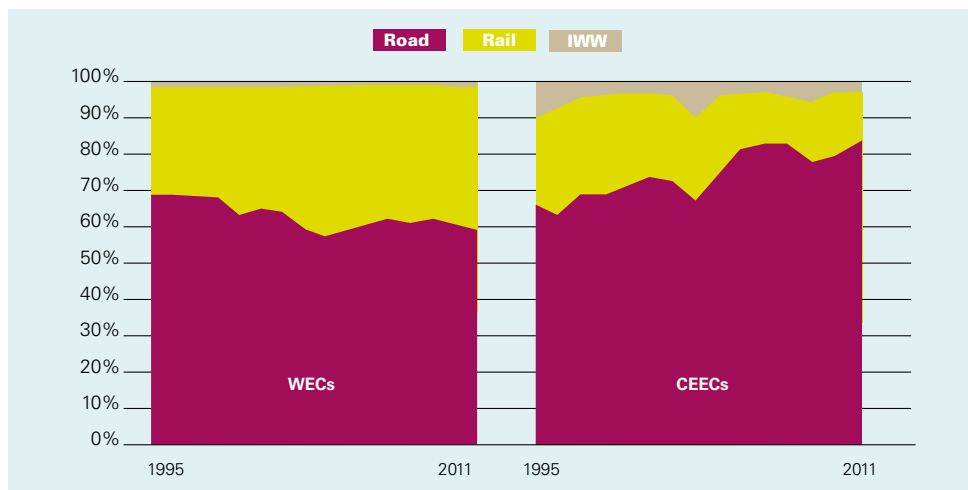
## 4.3 Volume of investment in inland transport infrastructure by region - 1995-2011 (at constant 2005 prices, 1995=100)

Source: ITF



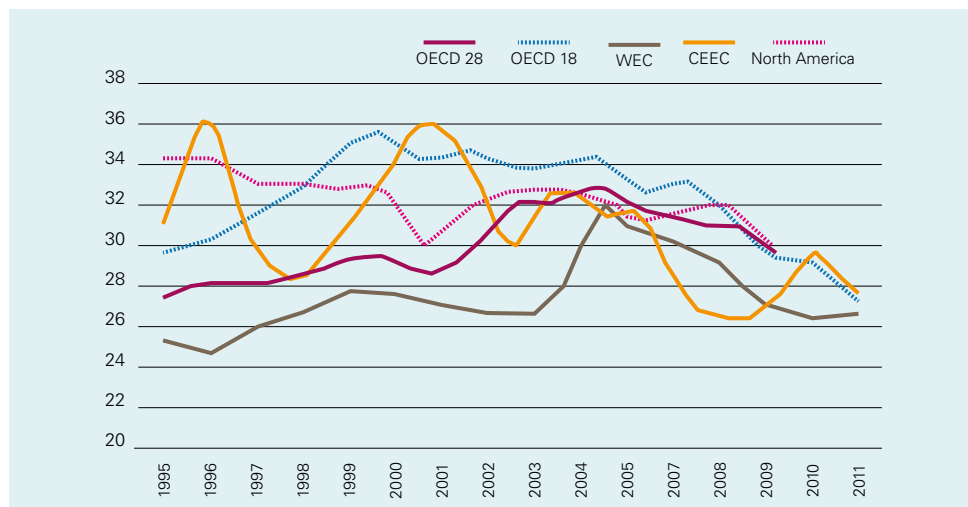
## 4.4 Distribution of infrastructure investment between modes (€) - 1995-2011 (at current prices and exchange rates)

Source: ITF



## 4.5 Road maintenance share of total road expenditure - 1995-2011 (%)

Source: ITF





## 4.6 Maintenance expenditures in road infrastructure in selected countries - 2005-2011

at current prices and exchange rates - million €

Source: OECD/ITF

GEO/TIME	2005	2006	2007	2008	2009	2010	2011
Bulgaria	n.a.	108	215	203	69	100	71
Czech Republic	350	544	590	584	587	670	570
Denmark	763	701	728	712	866	1,058	n.a.
Estonia	26	28	32	38	39	38	39
Ireland	53	54	50	55	45	42	35
Spain	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
France	2,189	2,235	2,294	2,184	2,207	2,431	2,746
Italy	12,549	13,452	9,764	10,756	n.a.	6,437	n.a.
Cyprus	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Latvia	80	129	213	227	135	120	126
Lithuania	122	125	161	125	134	160	153
Luxembourg	35	24	23	27	n.a.	34	36
Hungary	283	1,255	1,367	444	453	n.a.	n.a.
Austria	443	495	486	n.a.	n.a.	559	494
Poland	1,265	1,670	1,515	2,007	2,340	2,636	2,678
Portugal	177	203	192	n.a.	n.a.	102	n.a.
Romania	426	1,041	1,338	n.a.	n.a.	n.a.	n.a.
Slovenia	99	140	139	148	155	137	122
Slovakia	100	130	156	161	192	175	160
Finland	600	612	611	673	684	667	658
Sweden	788	810	836	858	n.a.	983	925
United Kingdom	5,953	6,155	6,272	5,425	4,944	3,989	3,719
Iceland	53	54	50	55	45	29	29
Norway	993	1,054	1,150	1,192	1,290	1,499	1,670
Switzerland	1,520	1,534	1,410	1,608	n.a.	2,036	n.a.
Croatia	242	155	158	168	144	195	212
FYROM*	6	4	14	14	12	16	15
Turkey	89	158	279	309	412	360	674

\* Former Yugoslav Republic of Macedonia

## 5.1 Transport of goods, performance by mode in EU-27 - 1995-2011 (billion tkm)

Source: EC

	Road	Rail	Inland waterways	Pipelines	Sea	Air	Total
<b>1995</b>	1,289	386	122	115	1,146	2	<b>3,060</b>
<b>1996</b>	1,303	392	120	119	1,160	2.1	<b>3,096</b>
<b>1997</b>	1,352	410	128	118	1,193	2.2	<b>3,202</b>
<b>1998</b>	1,414	393	131	125	1,232	2.3	<b>3,297</b>
<b>1999</b>	1,470	384	129	124	1,268	2.3	<b>3,377</b>
<b>2000</b>	1,519	404	134	127	1,314	2.5	<b>3,499</b>
<b>2001</b>	1,556	386	133	133	1,334	2.5	<b>3,544</b>
<b>2002</b>	1,606	384	133	128	1,355	2.4	<b>3,608</b>
<b>2003</b>	1,625	392	124	130	1,378	2.4	<b>3,652</b>
<b>2004</b>	1,742	416	137	132	1,427	2.5	<b>3,856</b>
<b>2005</b>	1,794	414	139	136	1,461	2.6	<b>3,946</b>
<b>2006</b>	1,848	440	138	135	1,505	2.7	<b>4,069</b>
<b>2007</b>	1,914	453	145	127	1,532	2.8	<b>4,175</b>
<b>2008</b>	1,881	443	143	124	1,498	2.7	<b>4,091</b>
<b>2009</b>	1,691	362	120	120	1,336	2.5	<b>3,632</b>
<b>2010</b>	1,756	390	147	121	1,415	3	<b>3,832</b>
<b>2011</b>	1,734	420	141	119	1,408	3	<b>3,824</b>
<b>1995 -2011</b>	34.6%	8.8%	15.6%	3.2%	22.8%	25.9%	<b>25.0%</b>
<b>per year</b>	1.9%	0.5%	0.9%	0.2%	1.3%	1.4%	<b>1.4%</b>
<b>2000 -2011</b>	14.2%	4.0%	5.4%	-6.4%	7.1%	2.8%	<b>9.3%</b>
<b>per year</b>	1.2%	0.4%	0.5%	-0.6%	0.6%	0.2%	<b>0.8%</b>
<b>2010-2011</b>	-1.2%	7.3%	-4.8%	-1.7%	-0.5%	-1.2%	<b>-0.2%</b>

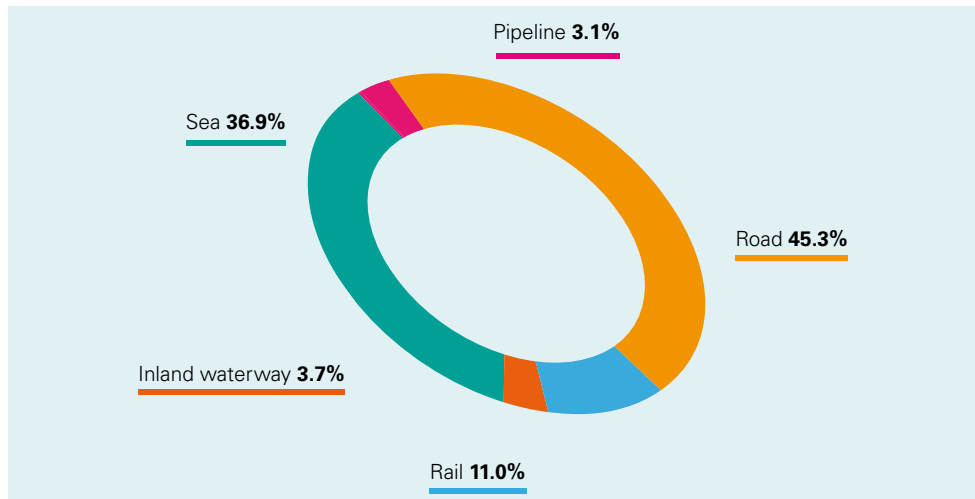
In italics: Estimates

**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 - 2011 (% 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 - 2000-2011 (% of tkm)

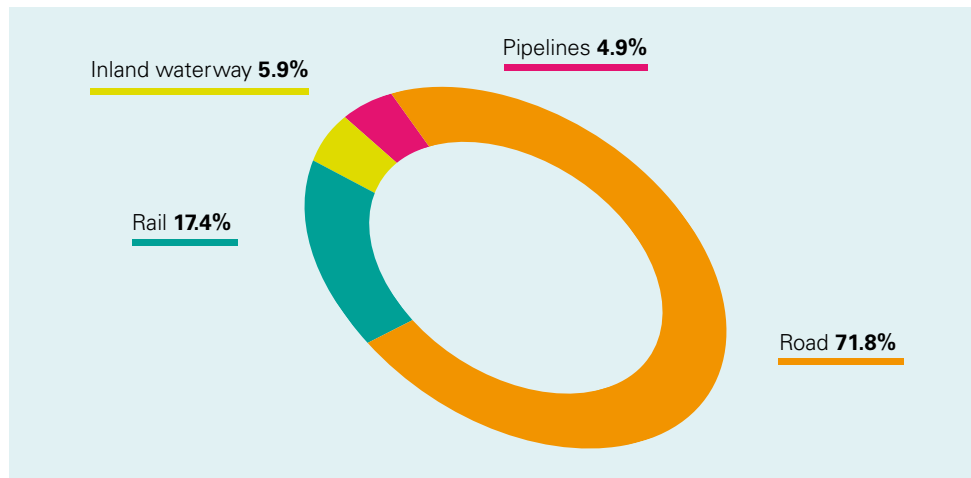
Source: EC

	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
2011	71.8	17.4	5.9	4.9
2000-2011	3.2	-5.9	-3.3	-15.5

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

## 5.4 Inland transport modal split in EU-27 - 2011 (% 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 - 2011

(billion tkm)

Source: EC

	Road*	Railways	Inland Waterways **	Pipelines (Oil) ***
<b>EU-27</b>	<b>1,734.10</b>	<b>420.00</b>	<b>141.10</b>	<b>118.60</b>
<b>EU-15</b>	<b>1,303.20</b>	<b>270.30</b>	<b>122.40</b>	<b>81.20</b>
<b>EU-12</b>	<b>430.90</b>	<b>149.70</b>	<b>18.70</b>	<b>37.40</b>
<b>BE</b>	33.11	7.60	9.30	1.50
<b>BG</b>	21.21	3.30	4.30	0.50
<b>CZ</b>	54.83	14.30	0.00	2.00
<b>DK</b>	16.12	2.60	n.a.	3.30
<b>DE</b>	323.83	113.30	55.00	15.60
<b>EE</b>	5.91	6.30	n.a.	n.a.
<b>IE</b>	10.11	0.10	n.a.	n.a.
<b>EL</b>	20.60	0.40		0.20
<b>ES</b>	206.84	9.70	n.a.	8.60
<b>FR</b>	185.69	34.20	9.00	18.10
<b>IT</b>	142.84	19.80	0.10	10.00
<b>CY</b>	0.94	n.a.	n.a.	n.a.
<b>LV</b>	12.13	21.40	n.a.	2.40
<b>LT</b>	21.51	15.10	0.00	0.60
<b>LU</b>	8.84	0.30	0.30	n.a.
<b>HU</b>	34.53	9.10	1.80	3.10
<b>MT</b>	0.25	n.a.	n.a.	n.a.
<b>NL</b>	73.41	6.40	46.30	5.50
<b>AT</b>	28.54	20.30	2.10	7.20
<b>PL</b>	207.65	53.70	0.20	23.50
<b>PT</b>	36.45	2.30	n.a.	0.40
<b>RO</b>	26.35	14.70	11.40	1.10
<b>SI</b>	16.44	3.80	n.a.	n.a.
<b>SK</b>	29.18	8.00	0.90	5.00
<b>FI</b>	26.86	9.40	0.10	n.a.
<b>SE</b>	36.93	22.90	n.a.	n.a.
<b>UK</b>	152.99	21.00	0.10	10.10

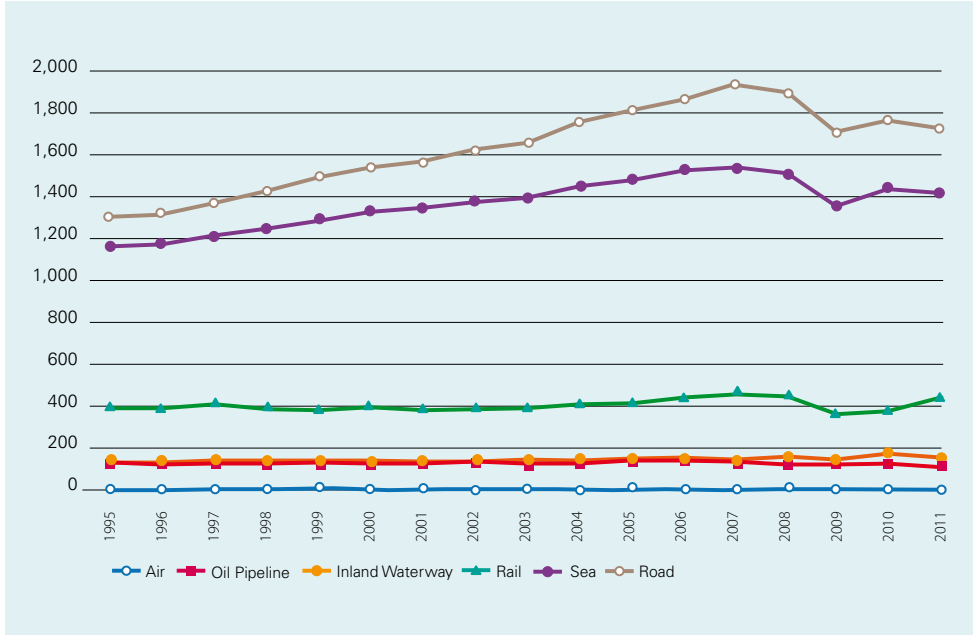
(\*) National and international haulage by vehicles registered in the reporting country (including cross-trade and cabotage). Only haulage of heavy goods vehicles (usually > 3.5 tonnes load capacity)

(\*\*) 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 - 1995-2011 (billion tkm)

Source: EC



## 5.7 Total road transport by group of goods in EU-27 - 2011

(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	1,225,470	180,437
2. Coal and lignite; crude petroleum and natural gas	153,910	11,708
3. Metal ores and other mining and quarrying products; peat; uranium and thorium	4,317,018	142,194
4. Food products, beverages and tobacco	1,603,682	285,287
5. Textiles and textile products; leather and leather products	69,753	18,699
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	600,813	124,044
7. Coke and refined petroleum products	519,315	51,839
8. Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel	591,099	130,520
9. Other non metallic mineral products	2,091,880	155,574
10. Basic metals; fabricated metal products, except machinery and equipment	586,280	128,709
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	294,861	59,782
12. Transport equipment	237,338	63,973
13. Furniture; other manufactured goods n.e.c.	111,977	30,769
14. Secondary raw materials; municipal wastes and other wastes	1,031,845	61,682
15. Mail, parcels	173,136	35,188
16. Equipment and material utilised in the transport of goods	221,890	33,707
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.	108,298	10,206
18. Grouped goods: a mixture of types of goods which are transported together	549,451	133,462
19. Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1-16	249,289	35,111
20. Other goods n.e.c.	201,304	38,427
<b>TOTAL</b>	<b>14,938,609</b>	<b>1,731,318</b>

## 5.8 Transport of dangerous goods\* in EU-27 - 2005-2012 (million tkm)

Source: Eurostat

Country	2005	2006	2007	2008	2009	2010	2011	2012
<b>BE</b>	2,473	2,203	2,191	1,904	1,832	1,853	1,973	1,572
<b>BG</b>	n.a.	438	491	694	735	347	665	928
<b>CZ</b>	1,814	1,875	1,376	1,140	1,050	1,669	1,787	1,393
<b>DK</b>	693	933	620	1,256	1,015	772	730	767
<b>DE</b>	13,158	13,717	12,834	13,616	12,961	12,853	13,028	12,773
<b>EE</b>	286	193	276	189	82	171	189	133
<b>IE</b>	1,403	1,340	1,291	1,351	530	379	419	443
<b>EL</b>	1,975	3,085	2,228	3,144	3,283	2,708	n.a.	2,268
<b>ES</b>	12,474	12,700	12,671	12,605	11,253	11,643	11,908	11,833
<b>FR</b>	8,825	9,456	9,755	9,441	7,755	7,325	7,776	8,900
<b>IT</b>	11,406	10,777	11,392	11,151	11,270	11,342	9,561	8,313
<b>CY</b>	221	166	224	181	169	184	194	167
<b>LV</b>	159	154	162	185	215	114	234	219
<b>LT</b>	383	461	461	384	308	283	324	392
<b>LU</b>	444	445	468	337	359	413	482	589
<b>HU</b>	n.a.	n.a.	1,217	1,348	1,241	1,049	1,032	883
<b>NL</b>	2,203	2,390	2,098	2,554	2,408	3,432	2,540	2,305
<b>AT</b>	972	1,122	1,054	1,175	1,082	1,083	1,144	928
<b>PL</b>	3,649	3,267	4,708	5,380	5,697	5,880	6,848	6,801
<b>PT</b>	1,984	2,046	1,979	1,846	1,480	938	1,143	715
<b>RO</b>	n.a.	2,559	2,057	1,782	2,250	1,369	1,182	1,453
<b>SI</b>	620	571	631	662	668	607	842	637
<b>SK</b>	366	517	562	281	278	498	361	289
<b>FI</b>	2,165	2,317	1,847	1,585	1,640	2,169	1,535	1,357
<b>SE</b>	1,634	1,743	1,409	1,265	1,162	1,387	1,304	1,251
<b>UK</b>	8,187	7,380	7,812	9,229	6,965	8,157	n.a.	n.a.
<b>Total EU-27</b>	77,494	81,855	81,814	85,353	78,181	79,106	67,734	67,820
<b>HR</b>	n.a.	n.a.	n.a.	668	493	481	533	511
<b>NO</b>	944	931	1,454	1,018	976	1,321	778	1,319
<b>CH</b>	n.a.	n.a.	n.a.	811	848	794	507	833

\*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 - 2010-2013

Source: ACEA

Light Commercial Vehicles (LCV) Up to 3.5 t						
	Registrations 2010	Registrations 2011	Registrations 2012	Registrations 2013	Evolution 2011-2012	Evolution 2012-2013
<b>AT</b>	27,991	32,563	26,983	25,954	-17.1%	-3.8%
<b>BE</b>	52,509	64,148	47,729	46,621	-25.6%	-2.3%
<b>DK</b>	16,269	24,311	19,501	19,290	-19.8%	-1.1%
<b>FI</b>	11,045	14,346	9,930	8,802	-30.8%	-11.4%
<b>FR</b>	415,449	426,651	319,690	301,165	-25.1%	-5.8%
<b>DE</b>	196,533	233,617	181,555	171,607	-22.3%	-5.5%
<b>EL</b>	10,631	6,357	2,937	2,877	-53.8%	-2.0%
<b>IE</b>	10,546	10,860	10,455	10,630	-3.7%	1.7%
<b>IT</b>	186,738	172,265	96,351	80,979	-44.1%	-16.0%
<b>LU</b>	3,100	3,600	2,836	2,668	-21.2%	-5.9%
<b>NL</b>	49,610	58,667	49,732	43,733	-15.2%	-12.1%
<b>PT</b>	45,678	34,963	12,131	12,614	-65.3%	4.0%
<b>ES</b>	116,075	104,374	65,026	69,382	-37.7%	6.7%
<b>SE</b>	37,902	46,401	32,551	30,294	-29.8%	-6.9%
<b>UK</b>	223,276	259,532	204,861	227,477	-21.1%	11.0%
<b>EU-15</b>	<b>1,403,352</b>	<b>1,492,655</b>	<b>1,082,268</b>	<b>1,054,093</b>	<b>-27.5%</b>	<b>-2.6%</b>
<b>BG</b>	2,560	2,979	2,519	2,823	-15.4%	12.1%
<b>CY</b>	n.a.	n.a.	1,105	757	n.a.	-31.5%
<b>CZ</b>	11,576	12,942	9,338	9,441	-27.8%	1.1%
<b>EE</b>	1,069	2,435	1,720	2,279	-29.4%	32.5%
<b>HU</b>	9,195	11,446	8,916	8,422	-22.1%	-5.5%
<b>LV</b>	548	1,755	1,861	1,742	6.0%	-6.4%
<b>LT</b>	936	1,824	1,209	1,372	-33.7%	13.5%
<b>PL</b>	40,445	45,632	31,970	33,659	-29.9%	5.3%
<b>RO</b>	6,904	10,883	8,136	6,900	-25.2%	-15.2%
<b>SK</b>	6,918	5,684	4,217	4,226	-25.8%	0.2%
<b>SI</b>	5,345	5,753	5,283	5,492	-8.2%	4.0%
<b>EU-27 (*)</b>	<b>1,488,848</b>	<b>1,593,988</b>	<b>1,158,542</b>	<b>1,131,206</b>	<b>-27.3%</b>	<b>-2.4%</b>
<b>IC</b>	231	347	353	497	1.7%	40.8%
<b>NO</b>	29,040	35,513	26,554	25,334	-25.2%	-4.6%
<b>CH</b>	<b>24,715</b>	<b>30,479</b>	<b>26,054</b>	<b>24,399</b>	<b>-14.5%</b>	<b>-6.4%</b>
<b>EU+EFTA</b>	<b>1,542,834</b>	<b>1,660,327</b>	<b>1,211,503</b>	<b>1,181,436</b>	<b>-27.0%</b>	<b>-2.5%</b>

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

Medium and Heavy Commercial Vehicles Over 3.5 t						
	Registrations 2010	Registrations 2011	Registrations 2012	Registrations 2013	Evolution 2011-2012	Evolution 2012-2013
<b>AT</b>	5,250	7,345	5,782	5,897	-21.3%	2.0%
<b>BE</b>	7,649	10,281	7,702	6,272	-25.1%	-18.6%
<b>DK</b>	2,749	3,658	3,222	2,957	-11.9%	-8.2%
<b>FI</b>	2,870	3,430	2,806	2,763	-18.2%	-1.5%
<b>FR</b>	35,859	49,366	38,810	35,857	-21.4%	-7.6%
<b>DE</b>	80,405	96,161	74,649	68,976	-22.4%	-7.6%
<b>EL</b>	1,307	547	169	277	-69.1%	63.9%
<b>IE</b>	1,020	1,497	1,071	1,379	-28.5%	28.8%
<b>IT</b>	18,130	20,747	12,004	10,032	-42.1%	-16.4%
<b>LU</b>	784	1,337	846	766	-36.7%	-9.5%
<b>NL</b>	9,487	12,854	9,947	9,253	-22.6%	-7.0%
<b>PT</b>	3,122	2,630	1,548	1,610	-41.1%	4.0%
<b>ES</b>	13,601	16,300	10,791	9,850	-33.8%	-8.7%
<b>SE</b>	4,876	6,060	4,571	3,711	-24.6%	-18.8%
<b>UK</b>	34,458	41,125	35,118	36,760	-14.6%	4.7%
<b>EU-15</b>	<b>221,567</b>	<b>273,338</b>	<b>209,036</b>	<b>196,360</b>	<b>-23.5%</b>	<b>-6.1%</b>
<b>BG</b>	1,180	n.a.	n.a.	n.a.	n.a.	n.a.
<b>CY</b>	n.a.	n.a.	69	55	n.a.	-20.3%
<b>CZ</b>	5,445	7,629	6,028	6,480	-21.0%	7.5%
<b>EE</b>	368	746	583	699	-21.8%	19.9%
<b>HU</b>	2,278	4,301	3,506	3,514	-18.5%	0.2%
<b>LV</b>	528	1,390	1,468	1,148	5.6%	-21.8%
<b>LT</b>	1,369	2,762	2,454	2,720	-11.2%	10.8%
<b>PL</b>	13,815	17,105	13,599	14,744	-20.5%	8.4%
<b>RO</b>	2,350	2,081	2,454	2,521	17.9%	2.7%
<b>SK</b>	2,364	3,691	3,101	2,852	-16.0%	-8.0%
<b>SI</b>	883	1,382	951	840	-31.2%	-11.7%
<b>EU-27 (*)</b>	<b>252,147</b>	<b>314,425</b>	<b>243,249</b>	<b>231,933</b>	<b>-22.6%</b>	<b>-4.7%</b>
<b>IC</b>	33	55	73	72	32.7%	-1.4%
<b>NO</b>	4,078	5,110	4,992	4,750	-2.3%	-4.8%
<b>CH</b>	<b>3,439</b>	<b>4,520</b>	<b>3,394</b>	<b>3,026</b>	<b>-24.9%</b>	<b>-10.8%</b>
<b>EU+EFTA</b>	<b>259,697</b>	<b>324,110</b>	<b>251,708</b>	<b>239,781</b>	<b>-22.3%</b>	<b>-4.7%</b>

(\*) Data for **Malta** currently not available

HCV- Heavy Commercial Vehicles (Trucks) of 16t and over						
	Registrations 2010	Registrations 2011	Registrations 2012	Registrations 2013	Evolution 2011-2012	Evolution 2012-2013
<b>AT</b>	4,654	6,446	5,333	5,403	-17.3%	1.3%
<b>BE</b>	5,598	7,803	6,152	5,026	-21.2%	-18.3%
<b>DK</b>	2,241	3,224	2,918	2,635	-9.5%	-9.7%
<b>FI</b>	1,882	2,345	2,088	2,110	-11.0%	1.1%
<b>FR</b>	28,172	39,864	31,776	29,768	-20.3%	-6.3%
<b>DE</b>	48,817	60,218	47,075	43,409	-21.8%	-7.8%
<b>EL</b>	705	264	97	136	-63.3%	40.2%
<b>IE</b>	611	807	887	1,143	9.9%	28.9%
<b>IT</b>	12,298	14,166	8,664	7,522	-38.8%	-13.2%
<b>LU</b>	700	1,141	763	686	-33.1%	-10.1%
<b>NL</b>	7,929	11,107	8,706	7,958	-21.6%	-8.6%
<b>PT</b>	2,302	2,035	1,282	1,341	-37.0%	4.6%
<b>ES</b>	10,226	12,890	8,818	8,061	-31.6%	-8.6%
<b>SE</b>	4,162	5,100	4,003	3,281	-21.5%	-18.0%
<b>UK</b>	20,301	28,940	23,613	25,881	-18.4%	9.6%
<b>EU-15</b>	<b>150,598</b>	<b>196,350</b>	<b>152,175</b>	<b>144,360</b>	<b>-22.5%</b>	<b>-5.1%</b>
<b>BG</b>	908	n.a.	n.a.	n.a.	n.a.	n.a.
<b>CY</b>	n.a.	n.a.	51	25	-	-51.0%
<b>CZ</b>	3,996	6,025	4,714	5,180	-21.8%	9.9%
<b>EE</b>	307	694	521	645	-24.9%	23.8%
<b>HU</b>	1,965	3,884	3,187	3,171	-17.9%	-0.5%
<b>LV</b>	466	1,280	1,378	1,083	7.7%	-21.4%
<b>LT</b>	1,300	2,638	2,377	2,559	-9.9%	7.7%
<b>PL</b>	9,239	14,555	11,742	12,728	-19.3%	8.4%
<b>RO</b>	1,897	1,602	2,256	2,343	40.8%	3.9%
<b>SK</b>	1,865	3,091	2,610	2,455	-15.6%	-5.9%
<b>SI</b>	682	1,209	814	744	-32.7%	-8.6%
<b>EU-27</b>	<b>171,258</b>	<b>231,328</b>	<b>181,825</b>	<b>175,293</b>	<b>-21.4%</b>	<b>-3.6%</b>
<b>IC</b>	26	36	52	42	44.4%	-19.2%
<b>NO</b>	2,525	3,268	3,369	3,170	3.1%	-5.9%
<b>CH</b>	<b>1,424</b>	<b>3,260</b>	<b>2,576</b>	<b>2,365</b>	<b>-21.0%</b>	<b>-8.2%</b>
<b>EU + EFTA</b>	<b>175,233</b>	<b>237,892</b>	<b>187,822</b>	<b>180,870</b>	<b>-21.0%</b>	<b>-3.7%</b>

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

## 6.1 Transport of passengers by mode in EU-27 - 1995-2011 (billion pkm)

Source: EC

	Passenger Cars	PTW	Bus & Coach	Railway	Tram & Metro	Air	Sea	Total
<b>1995</b>	3,930	122	499	351	71	346	44	<b>5,363</b>
<b>1996</b>	3,996	123	504	349	72	366	44	<b>5,454</b>
<b>1997</b>	4,080	126	504	351	73	390	44	<b>5,567</b>
<b>1998</b>	4,185	129	512	351	74	409	43	<b>5,702</b>
<b>1999</b>	4,300	132	514	359	76	425	43	<b>5,849</b>
<b>2000</b>	4,372	109	517	371	78	457	42	<b>5,945</b>
<b>2001</b>	4,477	113	519	373	79	453	42	<b>6,056</b>
<b>2002</b>	4,571	114	518	366	80	445	42	<b>6,135</b>
<b>2003</b>	4,613	117	519	362	80	463	41	<b>6,195</b>
<b>2004</b>	4,683	120	522	368	83	493	41	<b>6,309</b>
<b>2005</b>	4,630	123	523	377	83	527	40	<b>6,303</b>
<b>2006</b>	4,693	123	519	391	85	549	40	<b>6,400</b>
<b>2007</b>	4,762	119	533	396	87	572	41	<b>6,510</b>
<b>2008</b>	4,789	123	535	411	90	561	41	<b>6,549</b>
<b>2009</b>	4,866	122	515	403	90	522	40	<b>6,558</b>
<b>2010</b>	4,832	120	509	404	92	522	38	<b>6,517</b>
<b>2011</b>	4,822	123	512	407	93	575	37	<b>6,569</b>
<b>1995-2011</b>	22.7%	0.7%	2.6%	16.1%	31.0%	66.2%	-16.7%	<b>21.5%</b>
<b>Per Year</b>	1.5%	0.0%	0.2%	1.1%	1.9%	3.7%	-1.3%	<b>1.4%</b>
<b>2010-2011</b>	-0.2%	2.5%	0.6%	0.7%	1.1%	10.2%	-2.6%	<b>-0.6%</b>

In italics: Estimates

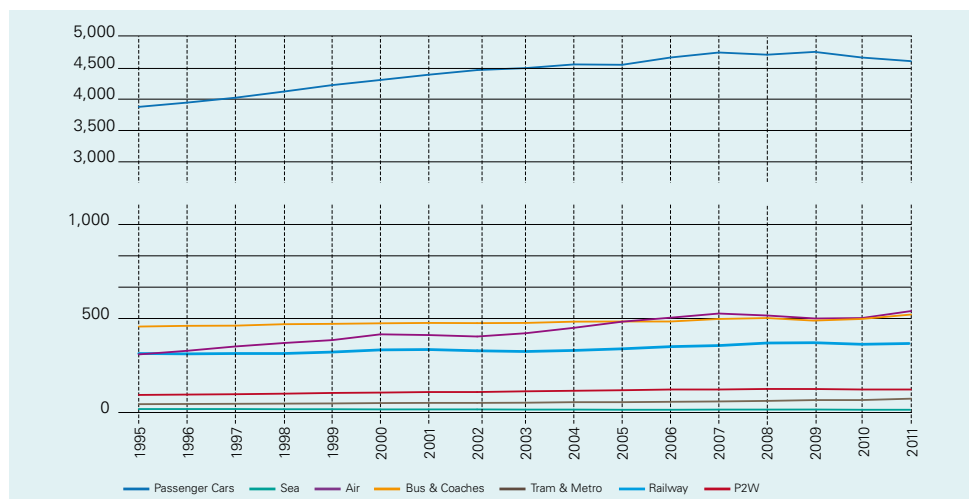
**Air** and **Sea**: only domestic and intra-EU-27 transport; provisional estimates

**P2W**: Powered two-wheelers

## 6.2 Evolution of passenger transport by mode in EU-27 - 1995-2011

(billion pkm)

Source: EC

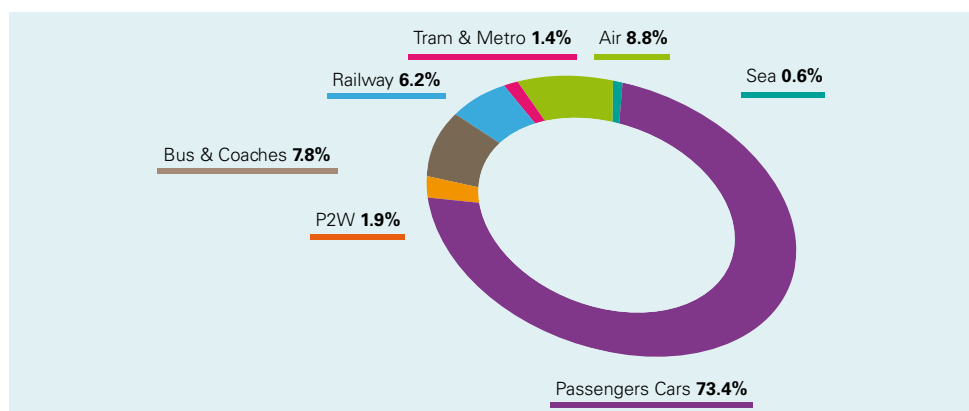


**Air and Sea:** only domestic and intra-EU-27 transport; provisional estimates

**P2W:** Powered two-wheelers

## 6.3 Passenger transport modal split in EU-27 - 2011 (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 - 2011

(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>	114.20	78.90	19.00	13.10	10.40	7.20	1.10	0.80	144.70
<b>BG</b>	48.10	77.70	10.80	17.50	2.10	3.30	0.90	1.40	61.90
<b>CZ</b>	65.50	67.70	15.80	16.40	6.70	6.90	8.70	9.00	96.70
<b>DK</b>	52.50	79.30	6.80	10.30	6.60	10.00	0.30	0.40	66.20
<b>DE</b>	898.50	84.70	61.10	5.80	85.00	8.00	16.60	1.60	1,061.20
<b>EE</b>	10.40	81.30	2.10	16.20	0.20	1.90	0.10	0.50	12.80
<b>IE</b>	45.90	84.00	7.00	12.80	1.60	3.00	0.10	0.30	54.60
<b>EL</b>	98.30	80.50	21.20	17.30	1.00	0.80	1.70	1.40	122.20
<b>ES</b>	334.00	79.70	55.70	13.30	22.80	5.40	6.30	1.50	418.80
<b>FR</b>	812.70	84.00	51.10	5.30	89.00	9.20	15.00	1.60	967.80
<b>IT</b>	665.80	81.20	103.20	12.60	43.30	5.30	7.10	0.90	819.40
<b>CY</b>	5.90	81.70	1.30	18.30	n.a.	n.a.	n.a.	n.a.	n.a.
<b>LV</b>	11.30	79.90	2.00	14.00	0.70	5.20	0.10	0.90	14.10
<b>LT</b>	29.90	90.50	2.70	8.30	0.40	1.20	n.a.	n.a.	n.a.
<b>LU</b>	6.60	83.10	1.00	12.50	0.30	4.40	n.a.	n.a.	n.a.
<b>HU</b>	52.30	66.10	16.50	20.80	7.80	9.90	2.50	3.20	79.10
<b>MT</b>	2.20	82.40	0.50	17.60	n.a.	n.a.	n.a.	n.a.	n.a.
<b>NL</b>	140.10	82.70	11.90	7.00	15.70	9.30	1.60	0.90	169.30
<b>AT</b>	74.50	75.30	9.50	9.60	10.90	11.00	4.10	4.10	99.00
<b>PL</b>	313.20	87.90	20.70	5.80	18.20	5.10	4.40	1.20	356.50
<b>PT</b>	83.20	83.90	10.60	10.70	4.10	4.20	1.10	1.20	99.00
<b>RO</b>	75.00	75.80	11.80	11.90	5.10	5.10	7.10	7.10	99.00
<b>SI</b>	25.50	86.40	3.20	11.00	0.80	2.60	n.a.	n.a.	n.a.
<b>SK</b>	26.90	76.60	5.50	15.60	2.40	6.90	0.30	0.90	35.10
<b>FI</b>	65.50	84.60	7.50	9.70	3.90	5.00	0.50	0.70	77.40
<b>SE</b>	109.20	82.90	8.70	6.60	11.40	8.60	2.30	1.80	131.60
<b>UK</b>	655.10	85.40	44.90	5.90	56.60	7.40	10.90	1.40	767.50
<b>EU-27</b>	<b>4,822.30</b>	<b>82.70</b>	<b>512.10</b>	<b>8.80</b>	<b>407.00</b>	<b>7.00</b>	<b>92.80</b>	<b>1.60</b>	<b>5,834.20</b>

\*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 - 2011

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	5,407.00	490.00	434.00	16.10
BG	2,695.00	368.00	131.80	23.70
CZ	4,582.00	436.00	944.20	20.40
DK	2,198.00	394.00	200.60	14.00
DE	42,928.00	525.00	6,004.20	76.00
EE	574.00	428.00	23.20	4.20
IE	1,913.00	417.00	36.60	8.30
EL	5,204.00	461.00	1,534.90	27.10
ES	22,277.00	482.00	5,027.50	62.40
FR	31,876.00	502.00	3,439.40	98.20
IT	37,113.00	606.00	8,935.40	100.40
CY	470.00	545.00	39.80	3.50
LV	612.00	300.00	38.60	5.20
LT	1,713.00	570.00	60.10	13.50
LU	346.00	658.00	43.30	1.70
HU	2,968.00	298.00	147.40	17.30
MT	245.00	589.00	15.50	1.20
NL	7,859.00	470.00	1,675.10	11.00
AT	4,513.00	535.00	743.40	9.60
PL	18,125.00	470.00	2,102.20	100.30
PT	4,712.00	447.00	497.00	15.50
RO	4,335.00	203.00	90.10	40.90
SI	1,066.00	519.00	92.20	2.40
SK	1,749.00	324.00	63.90	9.10
FI	2,978.00	551.00	516.00	14.20
SE	4,401.00	464.00	578.50	13.90
UK	29,382.00	466.00	1,266.80	110.20
EU-27	<b>242,241.00</b>	<b>483.00</b>	<b>34,681.70</b>	<b>820.30</b>
HR	1,518.00	345.00	175.00	2.00
MK	<i>313.00</i>	<i>152.00</i>	8.40	2.60
TR	8,113.00	109.00	2,527.20	609.00

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 - 2009-2012

Source: ACEA

	2009	2010	2011	2012	Evolution 2009-2010	Evolution 2010-2011	Evolution 2011-2012
<b>AT</b>	319,403	328,563	356,145	336,000	2.9%	8.4%	-5.7%
<b>BE</b>	476,194	547,347	572,211	487,400	14.9%	4.5%	-14.8%
<b>DK</b>	112,271	151,550	169,744	170,500	35.0%	12.0%	0.4%
<b>FI</b>	90,574	111,968	121,171	107,200	23.6%	8.2%	-11.5%
<b>FR</b>	2,268,671	2,251,669	2,204,229	1,898,800	-0.7%	-2.1%	-13.9%
<b>DE</b>	3,807,175	2,916,260	3,173,634	3,082,600	-23.4%	8.8%	-2.9%
<b>EL</b>	220,548	141,499	97,680	58,500	-35.8%	-31.0%	-40.1%
<b>IE<sup>(1)</sup></b>	57,460	88,373	89,904	79,500	53.8%	1.7%	-11.6%
<b>IT</b>	2,158,010	1,960,282	1,749,074	1,402,100	-9.2%	-10.8%	-19.8%
<b>LU</b>	47,265	49,726	49,881	53,000	5.2%	0.3%	6.3%
<b>NL</b>	387,679	483,619	555,798	502,700	24.7%	14.9%	-9.6%
<b>PT</b>	160,996	223,491	153,404	95,300	38.8%	-31.4%	-37.9%
<b>ES</b>	952,772	982,015	808,051	699,600	3.1%	-17.7%	-13.4%
<b>SE</b>	213,408	289,684	304,984	279,500	35.7%	5.3%	-8.4%
<b>UK</b>	1,994,999	2,030,846	1,941,253	2,044,600	1.8%	-4.4%	5.3%
<b>EU-15</b>	<b>13,267,425</b>	<b>12,556,892</b>	<b>12,347,163</b>	<b>11,297,300</b>	<b>-5.4%</b>	<b>-1.7%</b>	<b>-8.5%</b>
<b>BG</b>	22,869	16,257	18,631	19,800	-28.9%	14.6%	6.3%
<b>CY<sup>(3)</sup></b>	15,900	15,100	14,700	11,000	-5.0%	-2.6%	-25.2%
<b>CZ</b>	161,659	169,236	173,595	174,000	4.7%	2.6%	0.2%
<b>EE</b>	8,234	8,848	17,070	19,400	7.5%	92.9%	13.6%
<b>HU</b>	78,590	45,081	45,094	50,400	-42.6%	0.0%	11.8%
<b>LV</b>	3,745	4,976	10,980	10,700	32.9%	120.7%	-2.6%
<b>LT</b>	7,003	7,970	13,234	12,200	13.8%	66.0%	-7.8%
<b>MT<sup>(3)</sup></b>	5,900	4,100	5,400	5,900	-30.5%	31.7%	9.3%
<b>PL<sup>(2)</sup></b>	320,119	333,539	297,937	271,200	4.2%	-10.7%	-9.0%
<b>RO</b>	115,979	94,541	94,619	72,100	-18.5%	0.1%	-23.8%
<b>SK</b>	74,717	64,033	68,254	69,200	-14.3%	6.6%	1.4%
<b>SI</b>	55,712	59,226	60,193	50,100	6.3%	1.6%	-16.8%
<b>EU-27</b>	<b>14,137,852</b>	<b>13,360,599</b>	<b>13,166,870</b>	<b>12,063,300</b>	<b>-5.5%</b>	<b>-1.5%</b>	<b>-8.4%</b>
<b>IC</b>	2,020	3,106	5,038	5,000	53.8%	62.2%	-0.8%
<b>NO</b>	98,675	127,754	138,345	138,300	29.5%	8.3%	0.0%
<b>CH</b>	264,798	294,239	316,846	292,500	11.1%	7.7%	-7.7%
<b>EU+EFTA</b>	<b>14,503,345</b>	<b>13,785,698</b>	<b>13,627,099</b>	<b>12,499,100</b>	<b>-4.9%</b>	<b>-1.2%</b>	<b>-8.3%</b>

(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

**RO**: Sales



## 6.7 Motorcycle Registrations in EU-27 - 2008-2012

Source: ACEM

	2008	2009	2010	2011	2012	Evolution 2010-2011	Evolution 2011-2012
<b>AT</b>	24,480	23,712	21,444	22,750	24,950	6.1%	9.7%
<b>BE</b>	26,393	26,423	24,274	25,049	23,267	3.2%	-7.1%
<b>BG</b>	n.a.	n.a.	n.a.	n.a.	151	n.a.	n.a.
<b>CY</b>	4,459	3,140	3,060	2,527	2,074	-17.4%	-17.9%
<b>CZ</b>	9,641	7,214	5,418	6,056	6,975	11.8%	15.2%
<b>DE</b>	166,281	138,979	122,372	126,975	127,669	3.8%	0.5%
<b>DK</b>	6,692	5,165	3,210	2,091	4,053	-34.9%	93.8%
<b>EE</b>	1,186	468	244	299	364	22.5%	21.7%
<b>EL</b>	100,118	69,246	59,492	44,700	31,466	-24.9%	-29.6%
<b>ES</b>	209,941	134,640	134,290	119,423	97,453	-11.1%	-18.4%
<b>FI</b>	9,065	8,842	6,074	5,677	5,636	-6.5%	-0.7%
<b>FR</b>	237,592	200,017	198,152	185,122	159,560	-6.6%	-13.8%
<b>HU</b>	12,285	4,369	2,453	2,091	1,966	-14.8%	-6.0%
<b>IE</b>	2,645	1,422	1,042	831	742	-20.2%	-10.7%
<b>IT</b>	408,249	445,621	308,091	253,625	206,053	-17.7%	-18.8%
<b>LT</b>	5,622	3,890	229	280	222	22.3%	-20.7%
<b>LU</b>	1,353	1,553	1,255	1,306	1,183	4.1%	-9.4%
<b>LV</b>	1,568	355	278	472	498	69.8%	5.5%
<b>MT</b>	576	608	541	746	812	37.9%	8.8%
<b>NL</b>	16,961	18,278	13,107	11,639	10,295	-11.2%	-11.5%
<b>PL</b>	10,696	9,430	8,718	8,957	7,747	2.7%	-13.5%
<b>PT</b>	10,762	13,475	1,893	18,911	17,133	899.0%	-9.4%
<b>RO</b>	n.a.	n.a.	n.a.	469	553	n.a.	17.9%
<b>SE</b>	20,423	11,839	8,981	8,216	7,724	-8.5%	-6.0%
<b>SK</b>	3,139	2,331	2,324	1,964	1,939	-15.5%	-1.3%
<b>SI</b>	5,296	3,795	2,658	2,139	2,042	-19.5%	-4.5%
<b>UK</b>	114,474	95,231	81,372	79,145	80,244	-2.7%	1.4%
<b>EU-27</b>	<b>1,418,708</b>	<b>1,234,760</b>	<b>1,013,823</b>	<b>934,186</b>	<b>823,323</b>	<b>-13.0%</b>	<b>-11.9%</b>

## 6.8 Transport of passengers per mode

Comparison EU-27/World - 2011 (billion pkm)

Source: EC, International Transport Forum

Passenger transport 2010	EU-27	USA	Japan	China	Russia
<b>Passenger car</b>	4,822	5,866.7 <sup>(1)</sup>	766.7 <sup>(2)</sup>	1,676 <sup>(3)</sup>	
<b>Bus + trolley-bus + coach</b>	512.2	470.4	87.0		145.5
<b>Railway</b>	407.1	36.7	394	961.2	139.8
<b>Tram + metro</b>	92.9	17.3			49.6
<b>Waterborne</b>	36.6	0.6	4.4	7.5	0.7
<b>Air (domestic/intra EU-27)</b>	575.1	908.9	75.5	453.7	166.8

In italics: Estimates

(1): **USA**: including light trucks / vans and data is from 2010

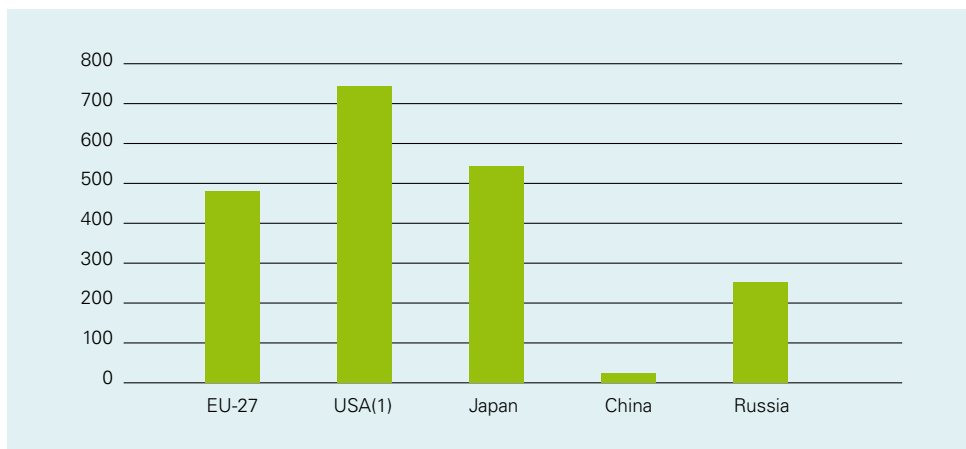
(2): **Japan**: including light motor vehicles and taxis

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

## 6.9 Motorisation

Comparison EU-27/World - 2011 (passenger cars/1,000 inhabitants)

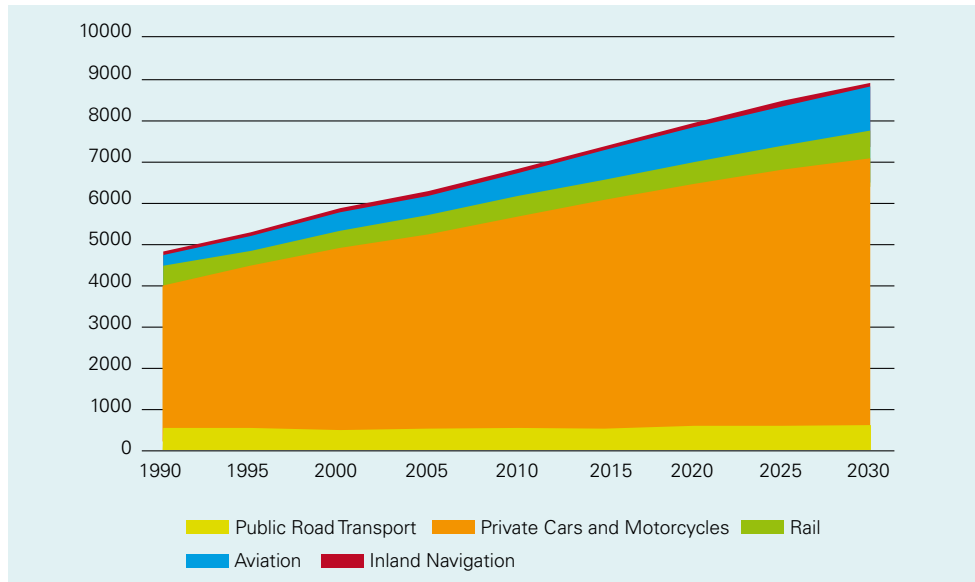
Source: EC



(1) **USA**: data 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 - 1990-2011 (thousand)

Source: CARE, United Nations, National Statistics

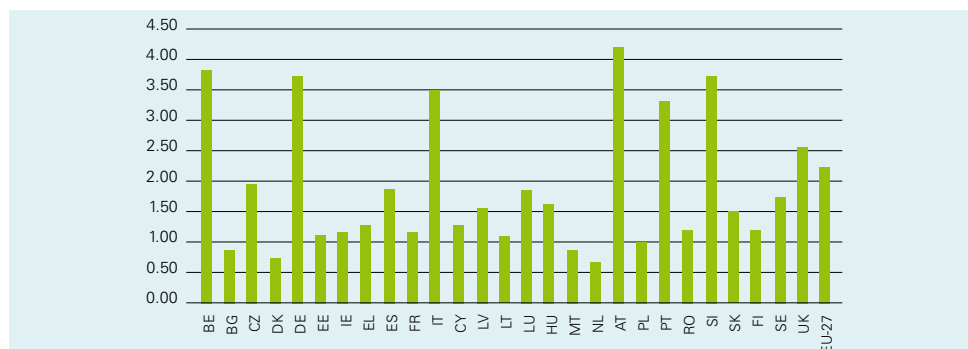
	1990	1995	2000	2005	2008	2009	2010	2011	Evolution 2000-2011 (%)	Evolution 2010-2011 (%)
<b>EU-27</b>	<b>1,487.61</b>	<b>1,420.35</b>	<b>1,491.22</b>	<b>1,326.30</b>	<b>1,239.11</b>	<b>1,188.99</b>	<b>1,117.09</b>	<b>1,115.41</b>	<b>-25.20</b>	<b>-0.15</b>
<b>EU-15</b>	<b>1,342.80</b>	<b>1,269.19</b>	<b>1,343.89</b>	<b>1,165.08</b>	<b>1,075.76</b>	<b>1,042.09</b>	<b>984.04</b>	<b>983.68</b>	<b>-26.80</b>	<b>-0.04</b>
<b>EU-12</b>	<b>144.81</b>	<b>151.17</b>	<b>147.34</b>	<b>161.22</b>	<b>163.36</b>	<b>146.90</b>	<b>133.04</b>	<b>131.72</b>	<b>-10.60</b>	<b>-0.99</b>
<b>BE</b>	62.45	50.74	49.07	49.31	42.12	41.94	40.57	42.05	-14.30	3.65
<b>BG</b>	6.48	7.43	6.89	8.22	8.05	7.07	6.61	6.64	-3.57	0.45
<b>CZ</b>	21.91	28.75	25.45	25.24	22.48	21.71	19.68	20.49	-19.49	4.12
<b>DK</b>	9.16	8.38	7.35	5.41	5.02	4.17	3.50	3.53	-52.01	0.77
<b>DE</b>	389.35	388.00	382.95	336.62	320.61	310.67	288.30	306.27	-20.02	6.23
<b>EE</b>	2.10	1.64	1.50	2.34	1.87	1.51	1.35	1.49	-1.26	10.24
<b>IE</b>	6.07	8.12	7.75	6.53	6.74	6.62	5.78	5.23	-32.51	-9.50
<b>EL</b>	19.61	22.80	23.00	16.91	15.08	14.79	15.03	13.85	-39.79	-7.87
<b>ES</b>	101.51	83.59	101.73	91.19	93.16	88.25	85.50	83.03	-18.38	-2.90
<b>FR</b>	162.57	132.95	121.22	84.53	74.49	72.32	67.29	65.02	-46.36	-3.36
<b>IT</b>	161.78	182.76	256.55	240.01	218.96	215.43	211.40	205.64	-19.84	-2.73
<b>CY</b>	3.17	3.05	2.41	1.38	1.39	1.20	1.20	1.06	-56.12	-11.61
<b>LV</b>	4.33	4.06	4.48	9.31	8.89	3.16	3.19	3.39	-24.45	6.04
<b>LT</b>	5.14	4.14	5.81	6.77	4.80	3.83	3.53	3.27	-43.76	-7.48
<b>LU</b>	1.22	1.15	0.90	0.78	0.93	0.87	0.79	0.96	7.01	22.24
<b>HU</b>	27.80	19.82	17.49	20.78	19.17	17.86	16.31	15.83	-9.52	-2.95
<b>MT</b>	0.24	0.97	1.25	0.85	0.76	0.64	0.58	0.35	-72.23	-39.69
<b>NL</b>	44.89	42.64	42.27	27.01	23.71	19.38	12.46	10.78	-74.50	-13.48
<b>AT</b>	46.34	38.96	42.13	40.90	39.17	37.93	35.35	35.13	-16.61	-0.62
<b>PL</b>	50.53	56.90	57.33	48.10	49.05	44.20	38.83	40.07	-30.11	3.19
<b>PT</b>	45.11	48.34	44.46	37.07	33.61	35.48	35.43	32.54	-26.81	-8.14
<b>RO</b>	9.71	9.12	7.89	19.82	29.31	28.61	26.00	26.65	237.77	2.51
<b>SI</b>	5.18	6.57	8.95	10.51	9.17	8.72	7.66	7.13	-20.31	-6.87
<b>SK</b>	8.24	8.71	7.88	7.90	8.42	8.42	8.12	5.38	-31.79	-33.76
<b>FI</b>	10.18	7.81	6.63	7.02	6.88	6.41	6.07	6.41	-3.39	5.53
<b>SE</b>	16.98	15.63	15.77	18.09	18.46	18.03	16.50	16.12	2.19	-2.35
<b>UK</b>	265.60	237.34	242.12	203.71	176.81	169.81	160.08	157.14	-35.10	-1.84

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

## 7.2 Road accidents involving personal injury per thousand of population

EU-27 - 2011

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 2010 and at 1 January 2011 divided by two.

## 7.3 Road fatalities\* in EU-27 - 1990-2012

Source: CARE

	EU-27	EU-15	EU-12	BE	BG	CZ	DK	DE	EE	IE	EL	ES
<b>1990</b>	75,977.00	55,888.00	20,089.00	1,976.00	1,567.00	1,291.00	634.00	1,1046.00	436.00	478.00	2,050.00	9,032.00
<b>2000</b>	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
<b>2001</b>	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
<b>2002</b>	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
<b>2003</b>	50,349.00	36,342.00	14,007.00	12,14.00	960.00	1,447.00	432.00	6,613.00	164.00	337.00	1,605.00	5,400.00
<b>2004</b>	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
<b>2005</b>	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
<b>2006</b>	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
<b>2007</b>	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
<b>2008</b>	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
<b>2009</b>	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
<b>2010</b>	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
<b>2011</b>	30,268.00	24,527.00	5,741.00	858.00	657.00	772.00	220.00	4,009.00	101.00	186.00	1,141.00	2,060.00
<b>2012</b>	27,746.00	22,170.00	55,76.00	767.00	602.00	742.00	167.00	3,600.00	87.00	162.00	1,027.00	1,903.00
<b>Evolution 2011-2012</b>	-8.33	-9.61	-2.87	-10.61	-8.37	-3.89	-24.09	-10.20	-13.86	-12.90	-9.99	-7.62
<b>Evolution 2001-2012</b>	-48.91	-44.94	-60.28	-48.38	-40.45	-44.38	-61.25	-48.40	-56.28	-60.68	-45.37	-65.51

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

BE: 2009 provisional

	FR	IT	CY	LV	LT	LU	HU	MT	NL	AT	PL	PT	RO
<b>1990</b>	11,215.00	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
<b>2000</b>	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
<b>2001</b>	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
<b>2002</b>	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
<b>2003</b>	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
<b>2004</b>	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
<b>2005</b>	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
<b>2006</b>	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
<b>2007</b>	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
<b>2008</b>	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
<b>2009</b>	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
<b>2010</b>	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
<b>2011</b>	3,963.00	3,860.00	71.00	179.00	296.00	33.00	638.00	21.00	546.00	523.00	4,189.00	891.00	2,018.00
<b>2012</b>	3,653.00	3,653.00	51.00	177.00	301.00	34.00	606.00	11.00	566.00	531.00	3,571.00	720.00	2,042.00
<b>Evolution 2011-2012</b>	-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
<b>Evolution 2001-2012</b>	-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

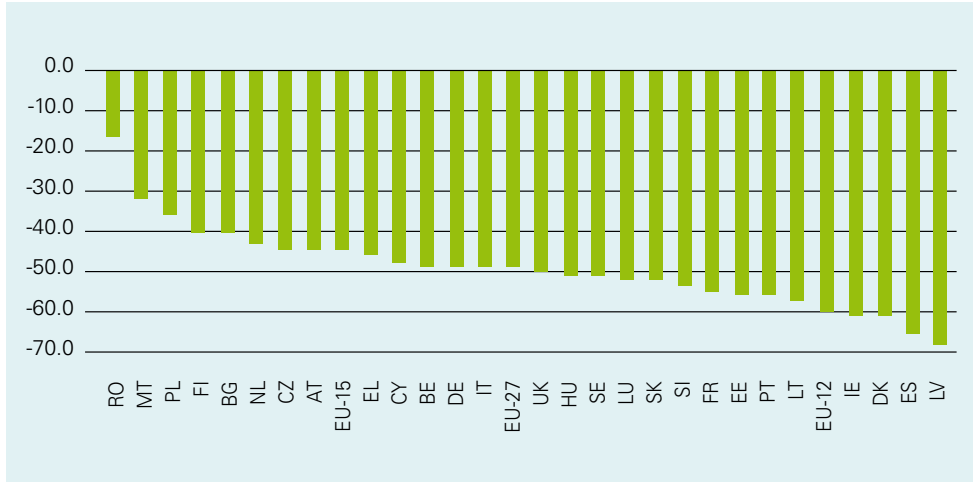
	SI	SK	FI	SE	UK
<b>1990</b>	517.00	731.00	649.00	772.00	5,402.00
<b>2000</b>	313.00	628.00	396.00	591.00	3,580.00
<b>2001</b>	278.00	614.00	433.00	583.00	3,598.00
<b>2002</b>	269.00	610.00	415.00	560.00	3,581.00
<b>2003</b>	242.00	645.00	379.00	529.00	3,658.00
<b>2004</b>	274.00	603.00	375.00	480.00	3,368.00
<b>2005</b>	258.00	560.00	379.00	440.00	3,336.00
<b>2006</b>	262.00	579.00	336.00	445.00	3,298.00
<b>2007</b>	293.00	627.00	380.00	471.00	3,059.00
<b>2008</b>	214.00	558.00	344.00	397.00	2,645.00
<b>2009</b>	171.00	380.00	279.00	358.00	2,337.00
<b>2010</b>	138.00	371.00	272.00	266.00	1,905.00
<b>2011</b>	141.00	324.00	292.00	319.00	1,960.00
<b>2012</b>	130.00	296.00	260.00	285.00	1,802.00
<b>Evolution 2011-2012</b>	-19.30	-2.37	-2.51	-25.70	-18.49
<b>Evolution 2001-2012</b>	-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

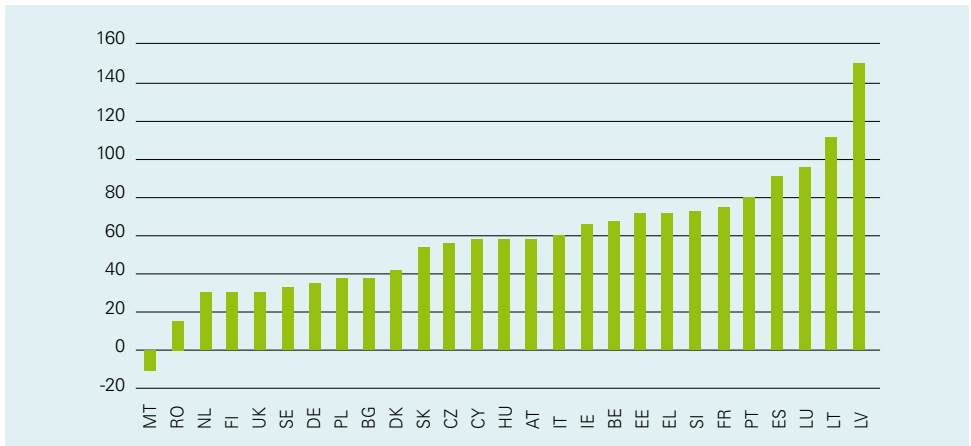
## 7.4 Percentage change in road fatalities between 2001 and 2012 (%)

Source: CARE



## 7.5 Lives saved per million inhabitants in each EU-27 country in 2011 (compared to 2001)

Source: CARE



## 7.6 Road fatalities country rankings - 2011

Source: CARE

Road fatalities per million inhabitants		Road fatalities per 10 billion pkm		Road fatalities per million passenger cars	
<b>UK</b>	31	<b>SE</b>	29	<b>UK</b>	67
<b>NL</b>	33	<b>UK</b>	30	<b>NL</b>	70
<b>SE</b>	34	<b>NL</b>	38	<b>SE</b>	73
<b>DK</b>	39	<b>IE</b>	40	<b>MT</b>	87
<b>IE</b>	41	<b>DK</b>	42	<b>ES</b>	93
<b>ES</b>	45	<b>DE</b>	44	<b>DE</b>	94
<b>DE</b>	49	<b>FI</b>	44	<b>LU</b>	97
<b>MT</b>	51	<b>FR</b>	48	<b>IE</b>	98
<b>FI</b>	54	<b>LU</b>	49	<b>FI</b>	100
<b>SK</b>	60	<b>IT</b>	55	<b>DK</b>	101
<b>EU-27</b>	60	<b>SI</b>	55	<b>IT</b>	105
<b>AT</b>	62	<b>ES</b>	60	<b>AT</b>	117
<b>FR</b>	63	<b>EU-27</b>	61	<b>FR</b>	125
<b>IT</b>	64	<b>AT</b>	69	<b>EU-27</b>	126
<b>LU</b>	64	<b>BE</b>	74	<b>SI</b>	133
<b>HU</b>	64	<b>MT</b>	92	<b>CY</b>	152
<b>SI</b>	69	<b>EE</b>	95	<b>BE</b>	161
<b>CZ</b>	74	<b>LT</b>	97	<b>CZ</b>	170
<b>EE</b>	75	<b>PT</b>	105	<b>LT</b>	174
<b>BE</b>	78	<b>EL</b>	109	<b>EE</b>	179
<b>CY</b>	83	<b>CZ</b>	112	<b>PT</b>	189
<b>PT</b>	84	<b>CY</b>	117	<b>SK</b>	190
<b>LV</b>	87	<b>SK</b>	118	<b>HU</b>	214
<b>BG</b>	89	<b>HU</b>	119	<b>EL</b>	219
<b>RO</b>	94	<b>PL</b>	131	<b>PL</b>	237
<b>LT</b>	98	<b>BG</b>	134	<b>BG</b>	248
<b>EL</b>	101	<b>LV</b>	152	<b>LV</b>	287
<b>PL</b>	109	<b>RO</b>	259	<b>RO</b>	466

**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).

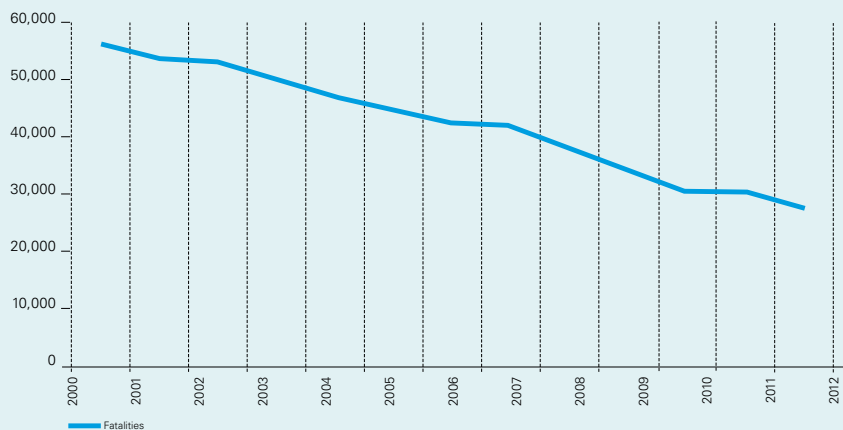
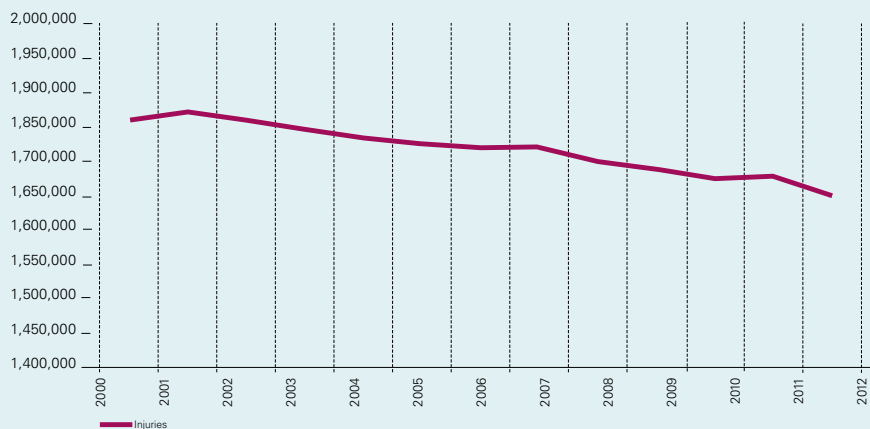
**Inhabitants:** the sum of the population at 1 January 2010 and 1 January 2011 divided by two.

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



## 7.7 Evolution of road fatalities and injured in EU-27 - 2000-2012

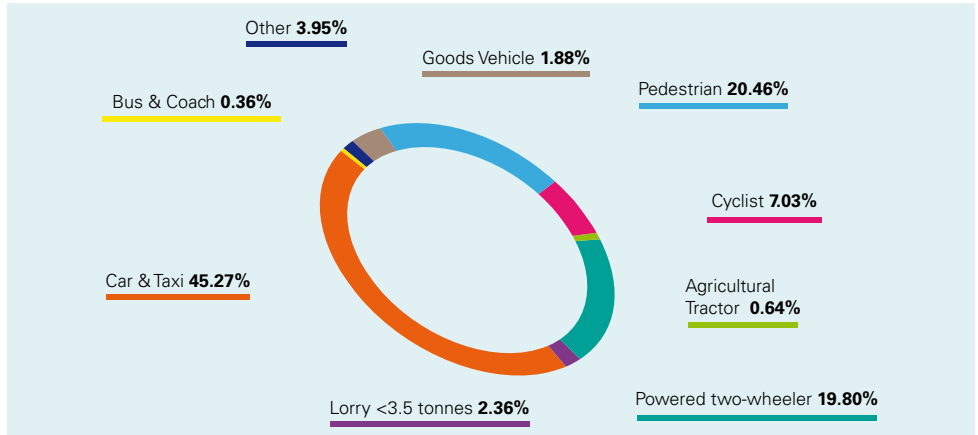
Source: CARE



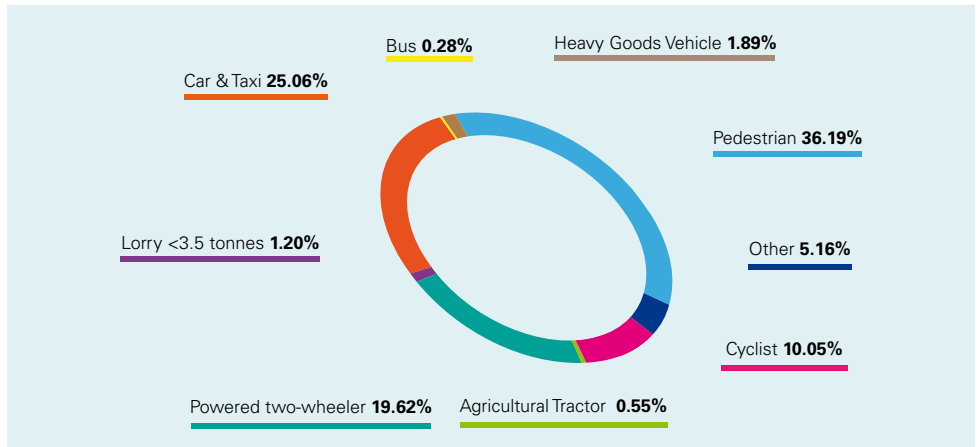
## 7.8 Road fatalities by mode of transport in EU-27 - 2012

Source: CARE

### 7.8.1 Total

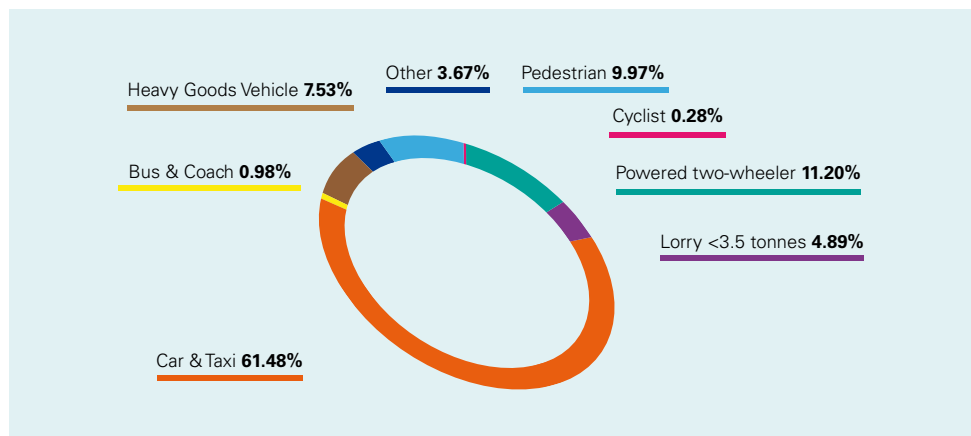


### 7.8.2 Inside Urban Area<sup>(1)</sup>

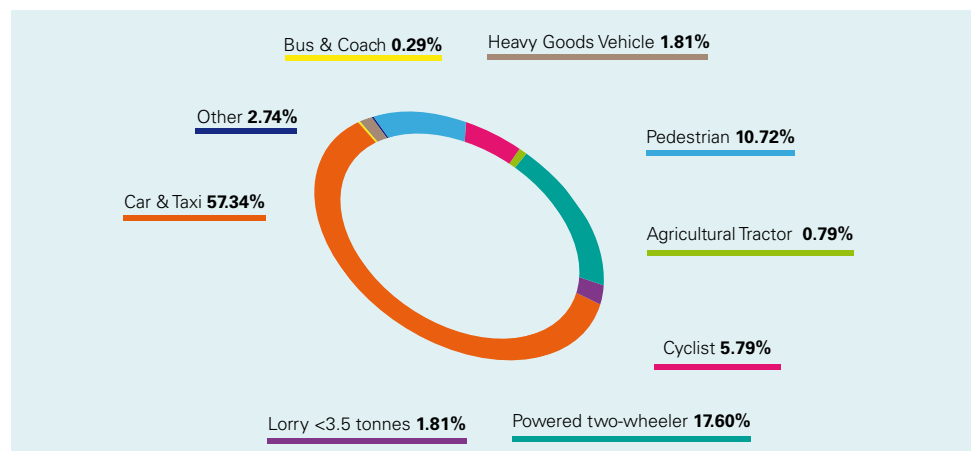


(1) Urban Area: Area inside urban area boundary signs (except **UK** and **IE**). Includes dual carriageways and national roads. Can include motorways (except **DK**, **EL**, **IT**). Opinion of the police (**DK**, **SE**)

## 7.8.3 Motorway

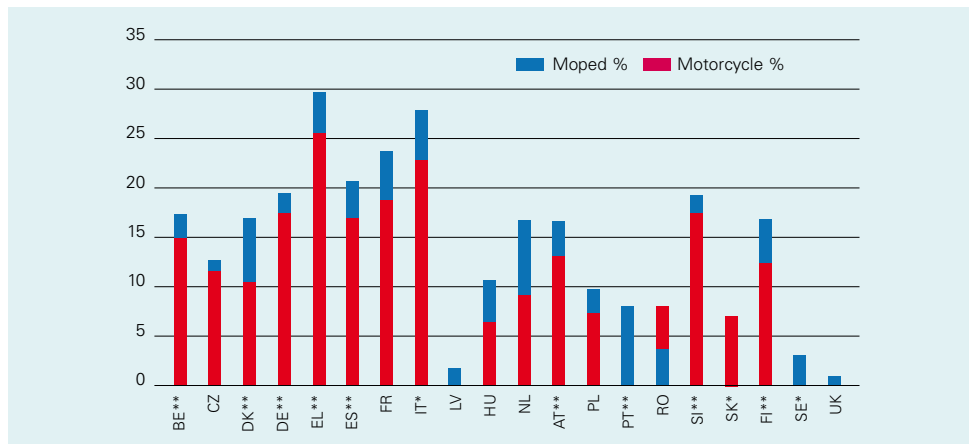


## 7.8.4 Rural



## 7.9 PTWs fatalities in selected EU countries - 2012 (%)

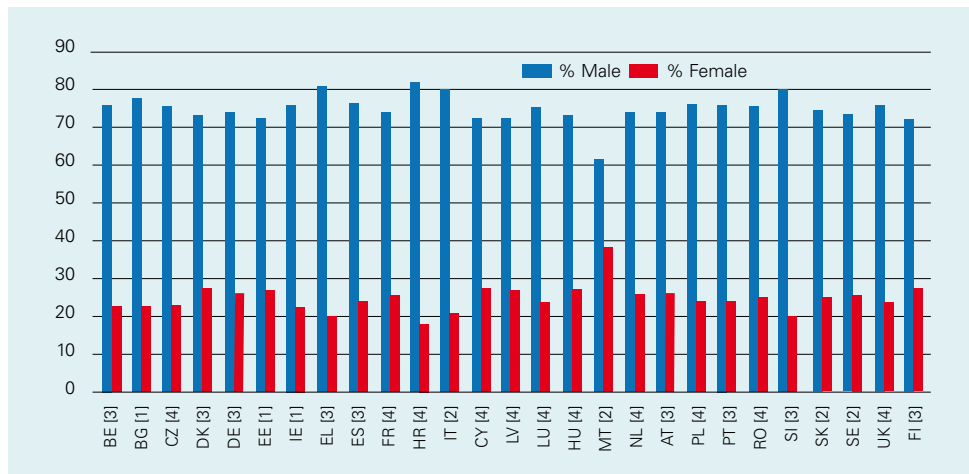
Source: CARE



\*2010 figures \*\*2011 figures NL, SE: 2009 figures PTW: Powered Two-Wheelers

## 7.10 Road fatalities by gender in EU-27 - 2012 (%)

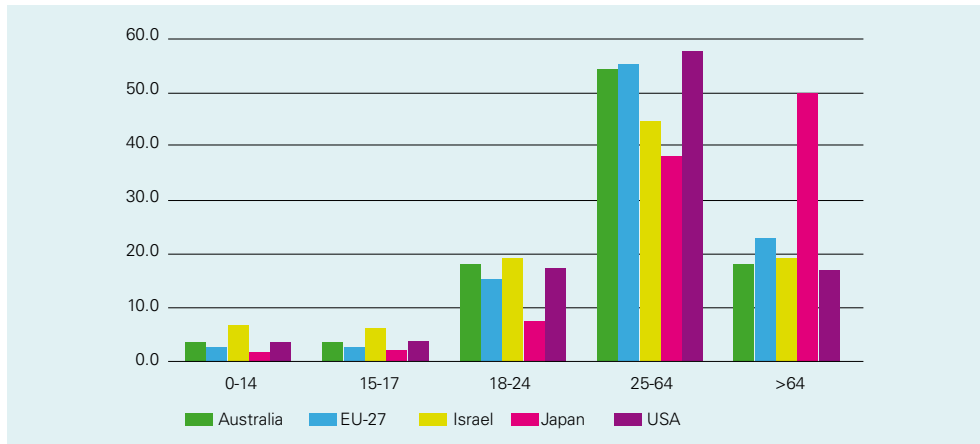
Source: CARE



[1] 2009 [2] 2010 [3] 2011 [4] 2012

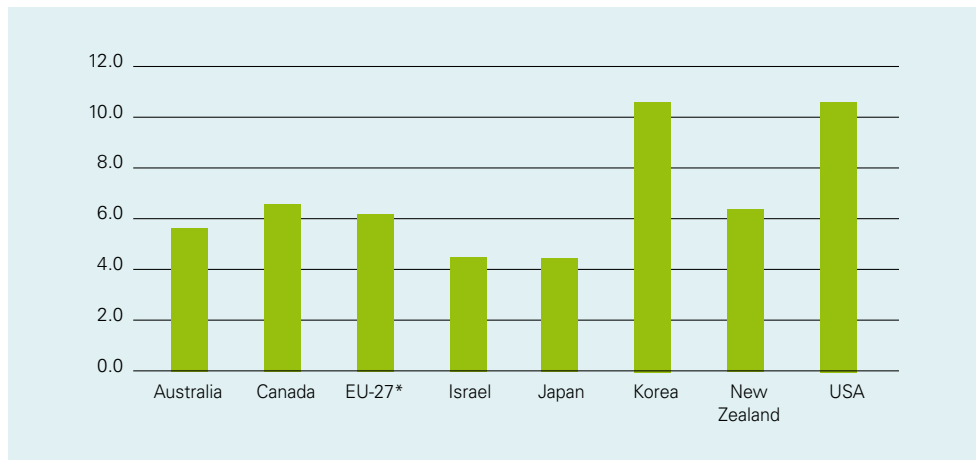
## 7.11 Road fatalities by age group in EU-27 and selected countries - 2011 (%)

Source: IRTAD, CARE



## 7.12 Road fatalities (per 100,000 population) in EU-27 and selected countries - 2011

Source: IRTAD



\* 2010 figures

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

Source: National sources, ITF

	Speed limit, cars (in general), km/h:			Blood alcohol limit, grams of alcohol in 1 litre of blood
	Built-up areas	Outside built-up areas	Motorways	
<b>BE</b>	30-50	90-120	120	0.5
<b>BG</b>	50	90	130	0.5
<b>CZ</b>	50	90	130	0.0
<b>DK</b>	50	80	130	0.5
<b>DE</b>	50	100	(130)	0.5
<b>EE</b>	50	90-110	-	0.2
<b>IE</b>	50	80-100	120	0.5
<b>EL</b>	50	90-110	130	0.5
<b>ES</b>	50	90-100	120	0.5
<b>FR</b>	50	80-110	110-130	0.5
<b>IT</b>	50	90-110	130	0.5
<b>CY</b>	50	80	100	0.5
<b>LV</b>	50	90	110	0.5
<b>LT</b>	50	70-90	110-130	0.4
<b>LU</b>	50	90	110-130	0.5
<b>HU</b>	50	90-110	130	0.0
<b>MT</b>	50	80	-	0.8
<b>NL</b>	50	80-100	130	0.5
<b>AT</b>	50	100	130	0.5
<b>PL</b>	50-60	90-120	140	0.2
<b>PT</b>	50	90-100	120	0.5
<b>RO</b>	50	90-100	130	0.0
<b>SI</b>	30-50	90-100	130	0.5
<b>SK</b>	50	90	130	0.0
<b>FI</b>	40-50	80-100	100-120	0.5
<b>SE</b>	50	70	110	0.2
<b>UK</b>	32-48	96-112	112	0.8

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

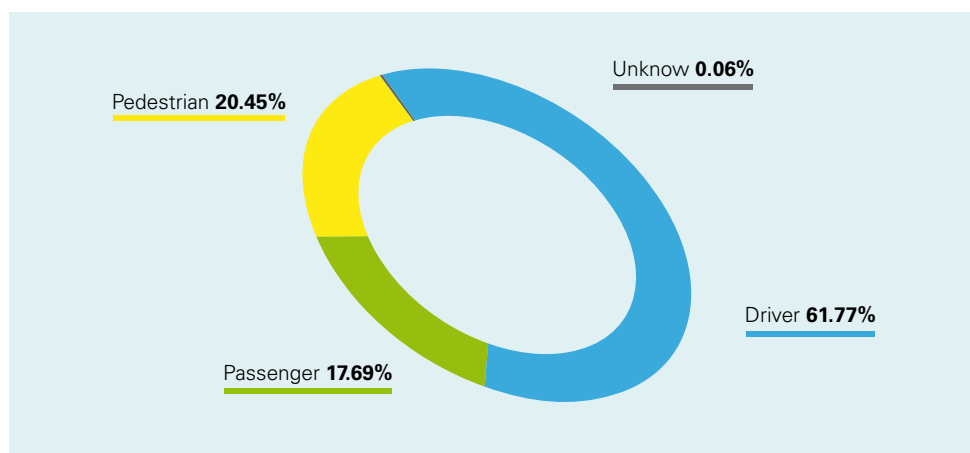
#### Blood alcohol limits:

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

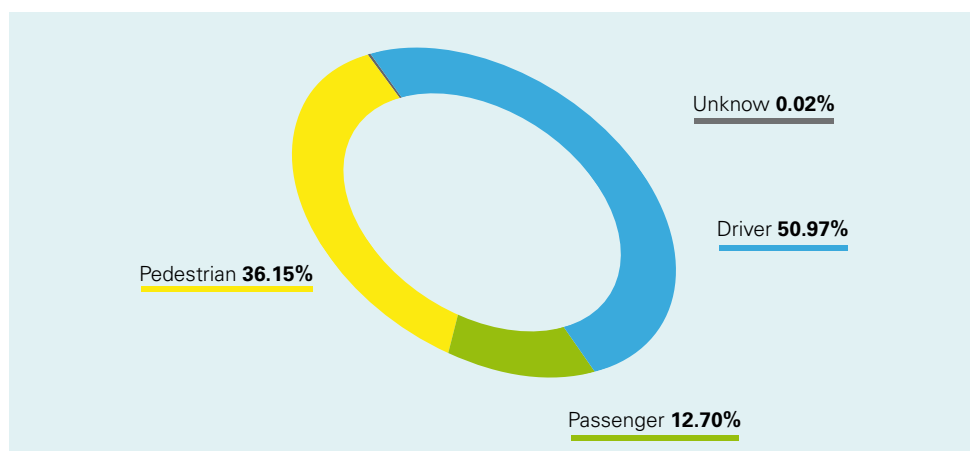
## 7.14 Fatalities at 30 days by road user type in EU countries

Source: CARE, Latest update November 2013

### 7.14.1 Total

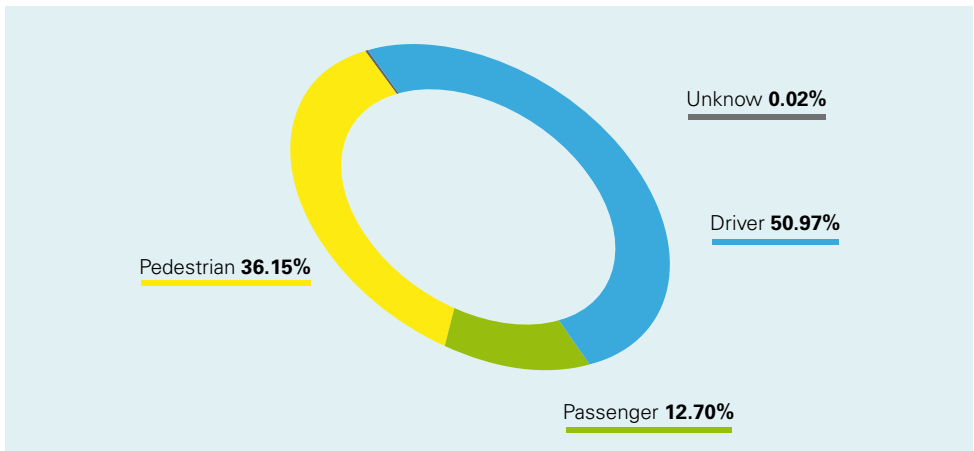


### 7.14.2 Urban

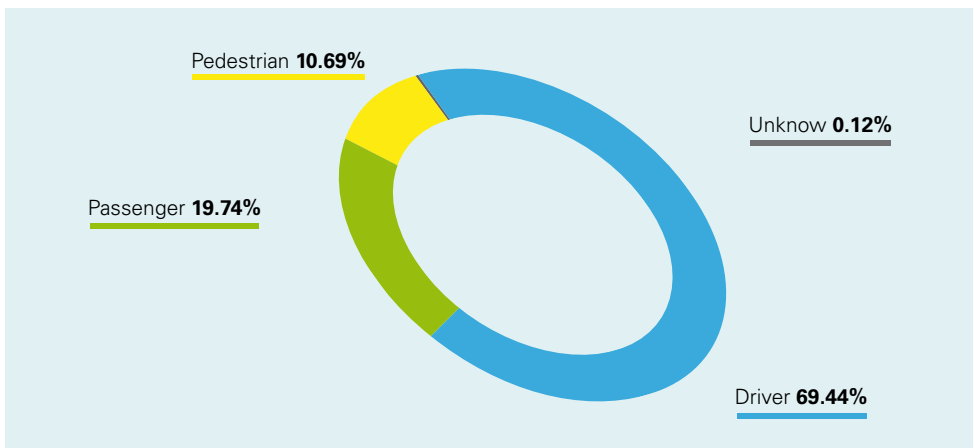




### 7.14.3 Motorway



### 7.14.4 Rural



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

Source: ACEA

	VAT	Registration Tax
<b>AT</b>	20%	Based on fuel consumption. Maximum 16% + bonus/malus
<b>BE</b>	21%	Based on cc+ age - CO <sub>2</sub> emissions (Wallonia) CO <sub>2</sub> + Euro standards + fuel + age (Flanders)
<b>BG</b>	20%	None
<b>CY</b>	15%	Based on cc + CO <sub>2</sub>
<b>CZ</b>	20%	None
<b>DE</b>	19%	None
<b>DK</b>	25%	105% up to DKK 79.000 - 180% on the remainder
<b>EE</b>	20%	None
<b>ES</b>	18%	Based on CO <sub>2</sub> emissions. From 4.75% (121-159g/km) to 14.75% (200g/km or more)
<b>FI</b>	23%	Based on price + CO <sub>2</sub> emissions - Min 5%. Max 50%
<b>FR</b>	19.6%	Based on CO <sub>2</sub> emissions. - From 200 euros (141 to 145 g/km) to 3,600 euros (above 250g/km)
<b>EL</b>	23%	Based on cc+ emissions - 5% - 50%. Luxury tax up to 40%
<b>HU</b>	27%	Based on emissions
<b>IE</b>	21%	Based on CO <sub>2</sub> emissions. 14% to 36%
<b>IT</b>	21%	Based on kilowatt/weight/seats
<b>LI</b>	21%	LTL 50
<b>LU</b>	15%	None
<b>LV</b>	22%	Based on CO <sub>2</sub> emissions.
<b>MT</b>	18%	Based on price, CO <sub>2</sub> emissions, vehicle length
<b>NL</b>	19%	Based on price + CO <sub>2</sub> emissions
<b>PL</b>	23%	Based on cc. 3.1% - 18.6 %
<b>PT</b>	23%	Based on cc + CO <sub>2</sub> emissions
<b>RO</b>	24%	Based on cc + CO <sub>2</sub> emissions
<b>SE</b>	25%	None
<b>SI</b>	20%	Based on price + CO <sub>2</sub> emissions
<b>SK</b>	20%	None
<b>UK</b>	20%	None

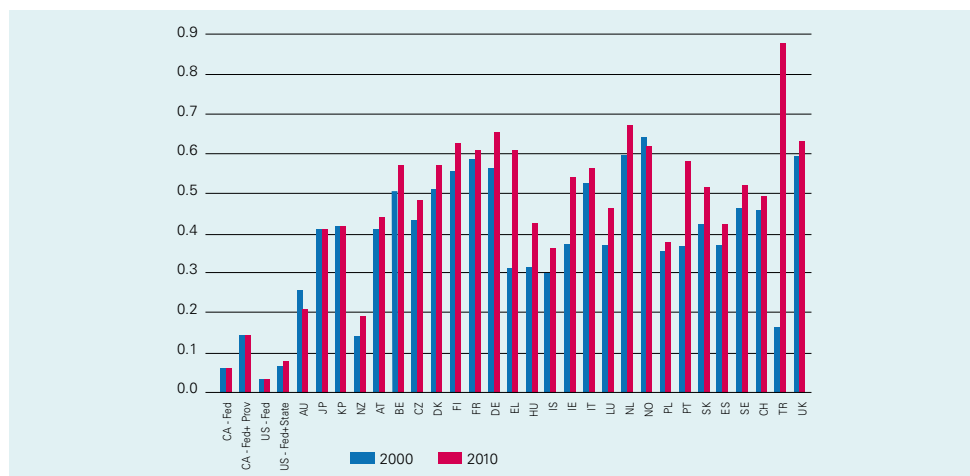
## 8.2 Excise duties on fuels in EU-27 at 1.1.2011 and 1.1.2012 (€/1000 litres)

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%
<b>EU-15 average</b>	<b>558</b>	<b>401</b>	<b>606</b>	<b>449</b>	<b>8.6%</b>	<b>11.9%</b>
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%
<b>EU-27 average</b>	<b>497</b>	<b>374</b>	<b>525</b>	<b>407</b>	<b>5.7%</b>	<b>8.8%</b>

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

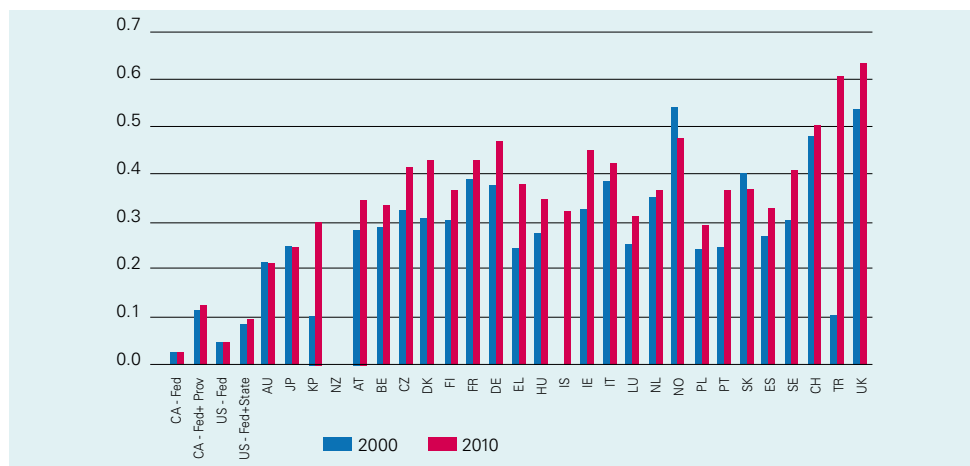
Source: ITF, OECD/EEA



### 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 in EU selected countries\*

(€ 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
	2011	2012	2011	2011	2011	2011	2012	2012	2010	2011	2012	2011	2012	2011
VAT on vehicles, servicing/repair parts, tyres	2.48	6.06		27.18	4.03	14.55	0.17	0.39	18.10	1.40	1.08	1.31	21.00	12.50
Fuels & Lubricants	5.52	7.53	16.97	40.04	18.33	35.33	4.14	2.72	31.32	7.71	2.31	3.74	49.50	26.92
Sales & registration taxes	0.49	0.41	13.80		0.48	2.08	0.10	0.39	1.14	2.00	0.42	1.01		
Annual ownership taxes	1.64	1.51	9.87	8.42	2.81	1.10	1.12	1.08	6.61	3.59	0.36	0.71	12.20	5.82
Driving license fees		0.01		0.01	0.07					0.30				
Insurance taxes	0.31	0.93	1.76	3.66	0.68	4.28			4.05	0.365		0.30	3.00	
Tolls	1.51		0.36			10.11			1.42				0.800	
Customs duties				0.55							0.03			
Other taxes	0.27	0.76		0.92	0.35	1.57	0.06		5.19	3.40	0.27		4.20	1.50
<b>TOTAL</b>	<b>12.22</b>	<b>17.21</b>	<b>42.77</b>	<b>80.77</b>	<b>26.73</b>	<b>69.01</b>	<b>5.58</b>	<b>4.57</b>	<b>67.83</b>	<b>18.75</b>	<b>4.46</b>	<b>7.07</b>	<b>90.70</b>	<b>46.74</b>
<b>EURO bn</b>	<b>12.22</b>	<b>17.21</b>	<b>5.70</b>	<b>80.77</b>	<b>26.73</b>	<b>69.01</b>	<b>5.58</b>	<b>4.57</b>	<b>67.83</b>	<b>18.75</b>	<b>4.46</b>	<b>7.07</b>	<b>10.40</b>	<b>54.30</b>
<b>Total = EUR 384.60 bn</b>														

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

BE, EL, IE, PT, SE: 2012 data

I: 2010 data

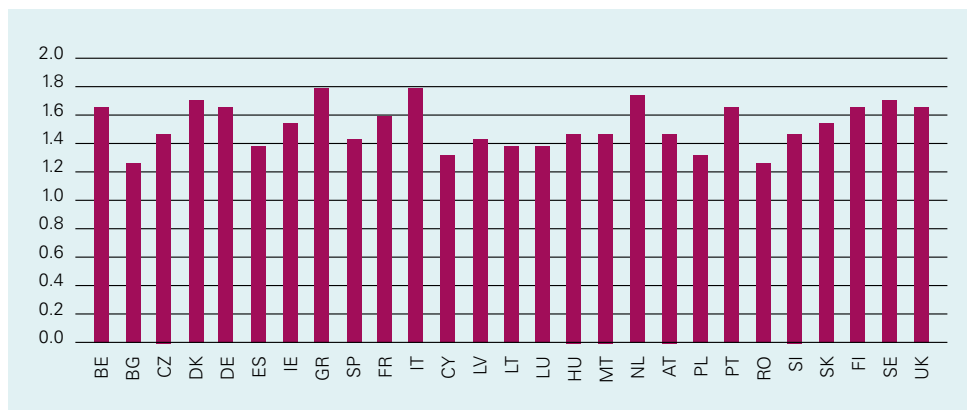
## 8.6 At the pump prices of petroleum in EU-27

### First quarter of 2012 All taxes included (£/litre)

Source: DG ENER, Member States

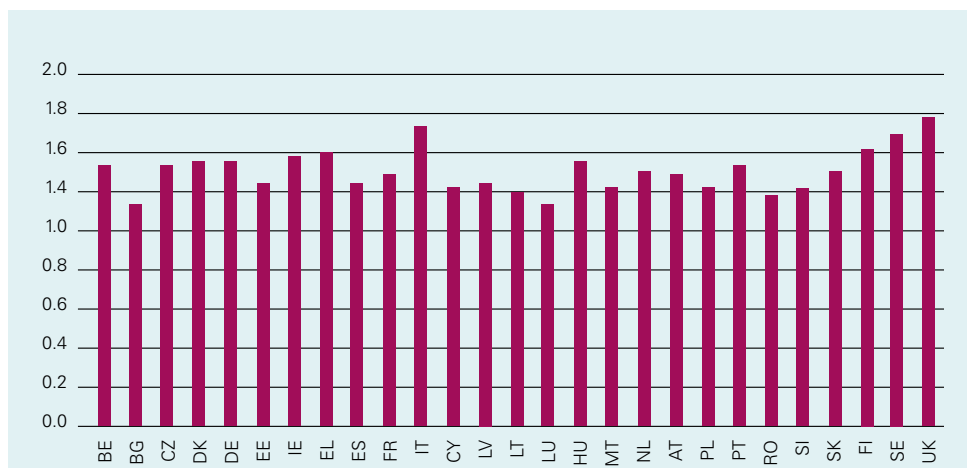
### 8.6.1 At the pump prices of premium unleaded gasoline 95 in EU-27 - 2012

All taxes included (£/litre)



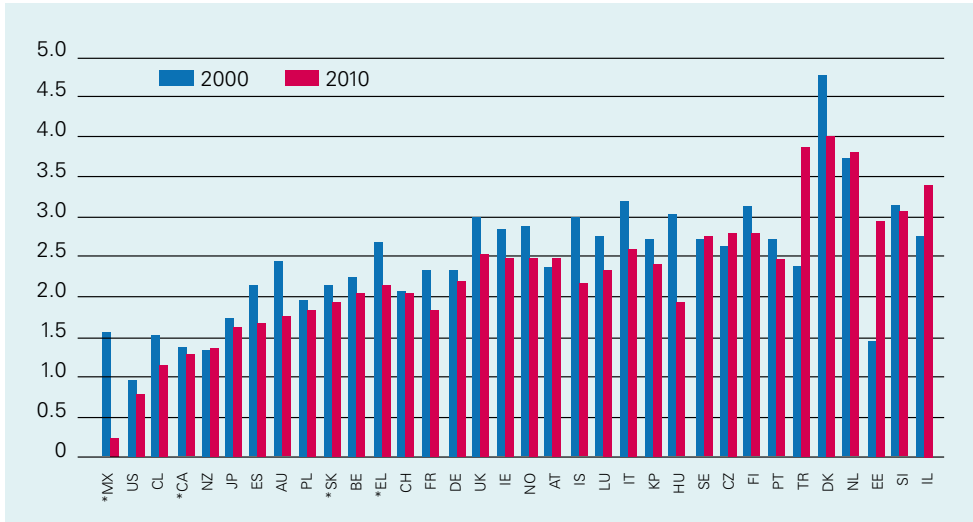
### 8.6.2 At the pump prices of automotive diesel in EU-27 - 2012

All taxes included (£/litre)



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

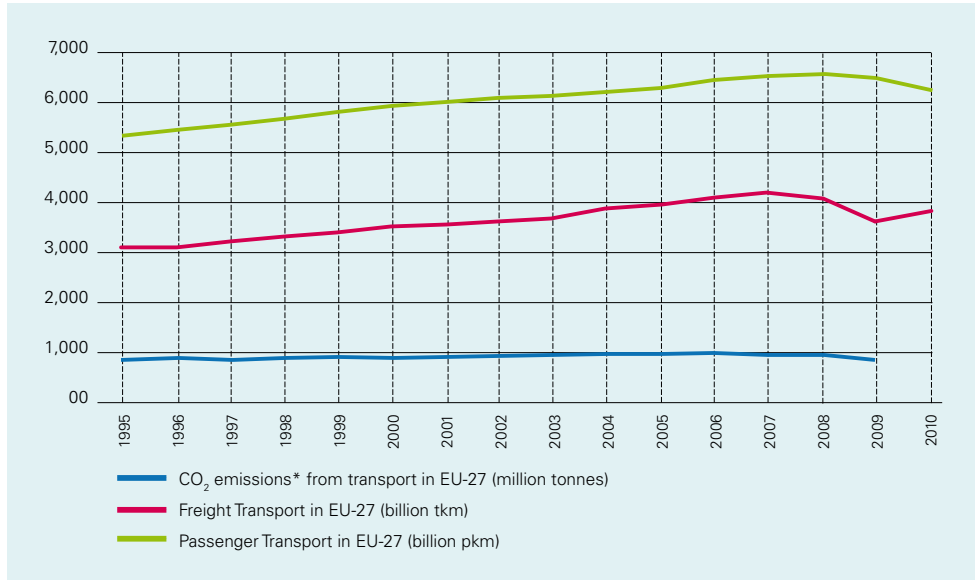
Source: ITF, OECD/EEA



\*CA, EL, SK, MX - 2009 figures

## 9.1 Comparison between freight and passenger transport evolution and CO<sub>2</sub> emissions - 1995-2010

Source: EC

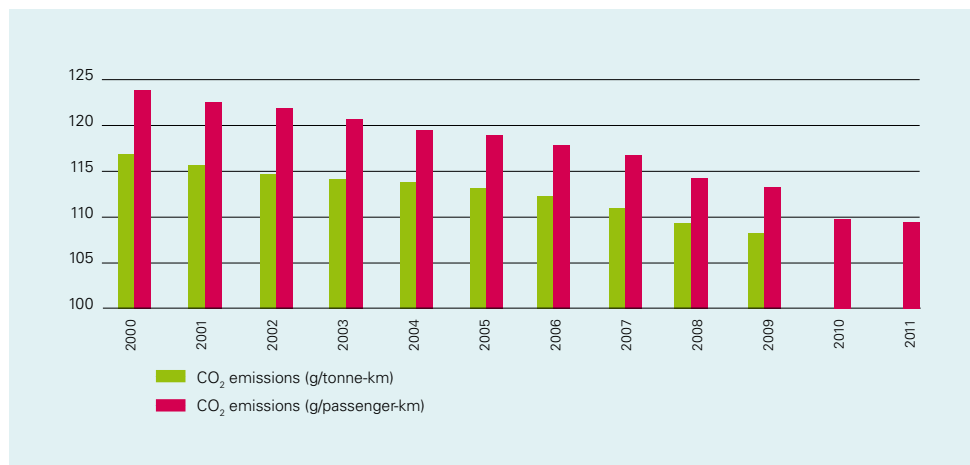


\* Excluding International Bunkers (international traffic departing from the EU)



## 9.2 CO<sub>2</sub> emissions from road transport in EU-27 and selected countries\* - 2000-2011 (g/tonne-km) and (g/passenger-km)

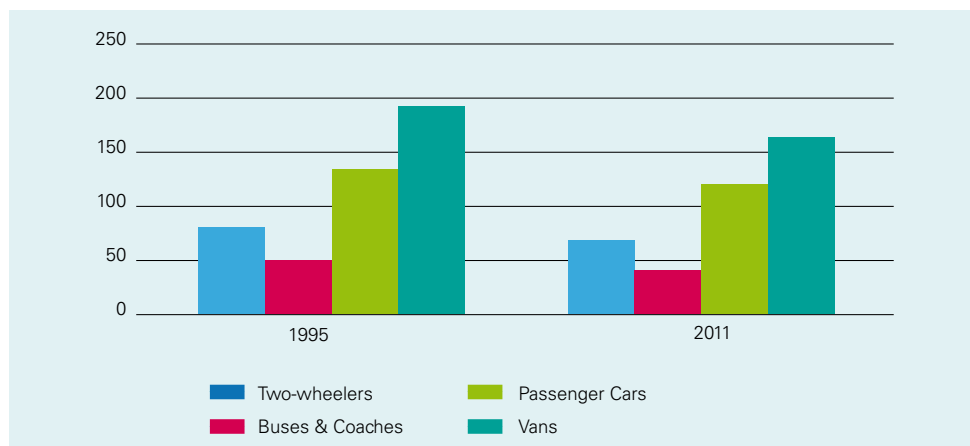
Source: EEA



\* 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 2011 (g/pkm)

Source: EEA

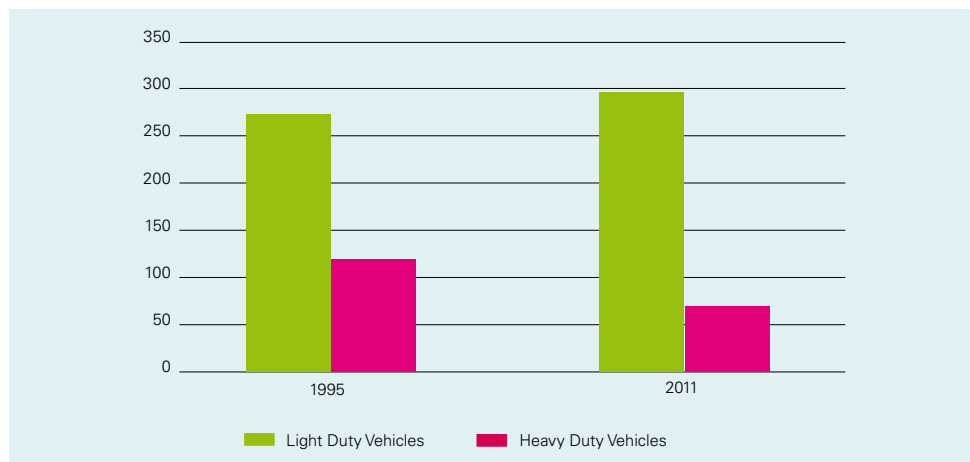


\* EU-27 plus Norway, Switzerland and Turkey

## 9.4 CO<sub>2</sub> emissions from road freight transport

EU-27 and selected countries\* - 1995 and 2011 (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-23 - 2004-2012 (g/km)

Source: Eurostat, ACEA

### 9.5.1 Average CO<sub>2</sub> 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
2012	128.0	141.0	117.0	141.0	150.0	125.0	127.0	132.0
Evolution 2004-2012	-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	155.0	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	166.0	152.5	153.4	146.9	150.2
2011	128.0	130.0	155.0	147.0	147.0	142.0	126.0	141.0
2012	124.0	128.0	153.0	145.0	138.0	140.0	123.0	138.0
Evolution 2004-2012	-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	152.0	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	157.0	164.5	149.7	145.6
2011	141.0	139.0	145.0	124.0	142.0	145.0	138.0	138.5
2012	141.0	134.0	141.0	119.0	139.0	139.0	133.0	139.3
Evolution 2004-2012	-8.5%	-9.0%	-7.9%	-15.7%	-21.0%	-26.5%	-19.5%	-15.2%

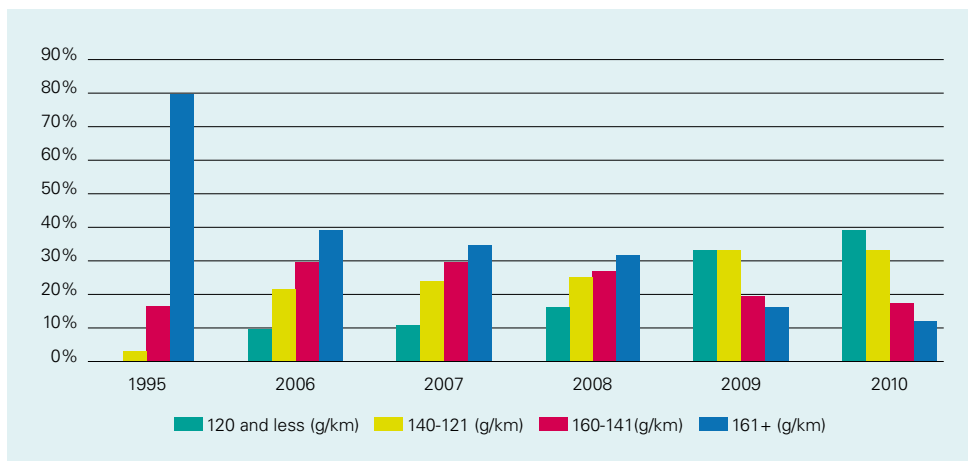
## 9.5.2 Evolution in CO<sub>2</sub> emissions - 2004-2012 (%)

Source: Eurostat



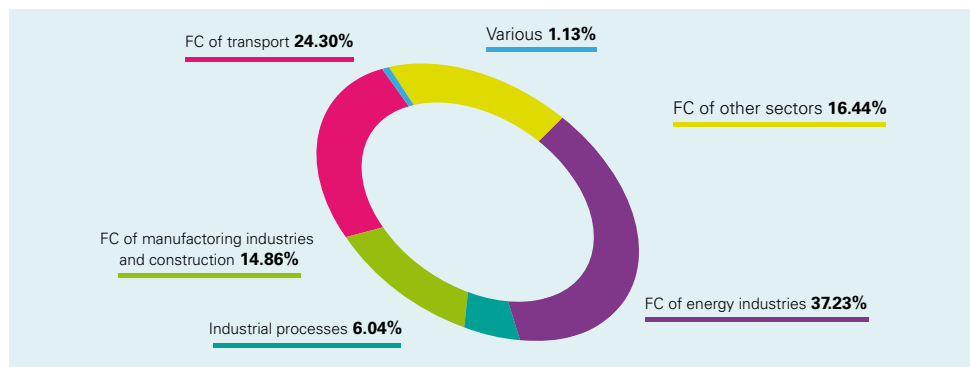
## 9.6 CO<sub>2</sub> emissions from new cars in the EU-15 - Selected years (%)

Source: ACEA



## 9.7 Share of total emissions of CO<sub>2</sub> by sector in EU-27\* - 2011 (%)

Source: EEA



(\*) Excluding LULUCF

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

**FC** = Fuel combustion

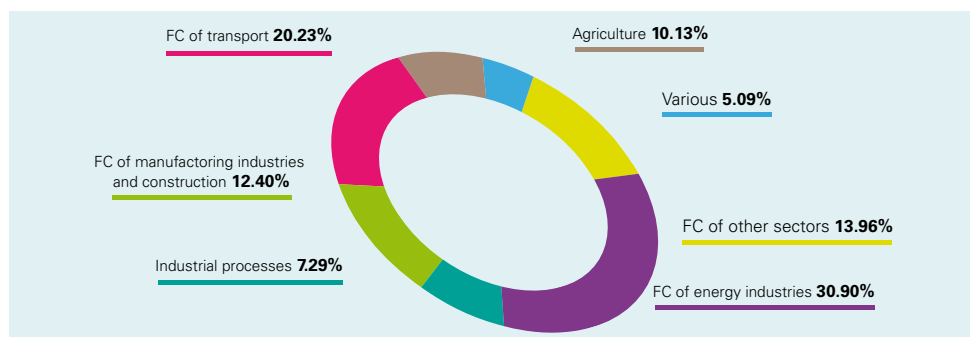
«**Various**» = CO<sub>2</sub> emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

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

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

## 9.8 Share of total emissions of all greenhouse gases by sector\* in EU-27 - 2011 (%)

Source: EEA



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

(\*) LULUCF sector is excluded

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

**FC** = Fuel combustion

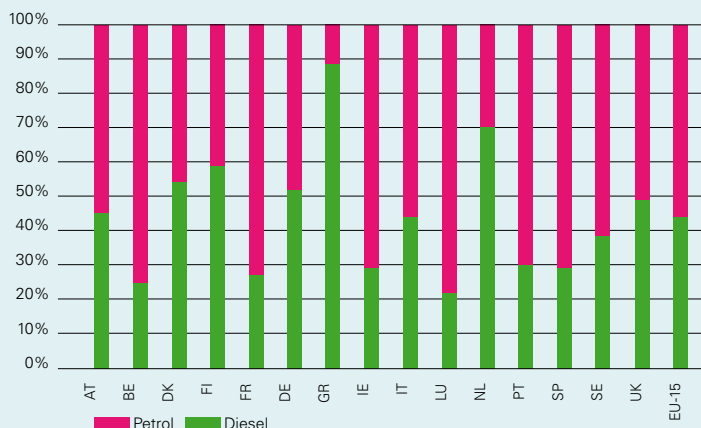
«**Various**» = Greenhouse gas emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.

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

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

## 9.9 Fuel market share for new car registrations in EU-15 - 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 - 2011 (% of TOE)

Source: Eurostat

	Industry	Transport	Households	Agriculture	Services	Other
BE	34%	28%	19%	2%	11%	6%
BG	29%	33%	26%	2%	11%	0%
CZ	35%	25%	24%	2%	12%	1%
DK	16%	34%	30%	5%	14%	0%
DE	29%	28%	26%	0%	14%	1%
EE	21%	27%	33%	4%	14%	0%
IE	20%	40%	25%	2%	12%	0%
EL	18%	43%	29%	1%	10%	1%
ES	24%	41%	19%	2%	11%	2%
FR	21%	32%	25%	3%	14%	4%
IT	25%	34%	26%	2%	13%	0%
CY	10%	54%	16%	2%	12%	5%
LV	19%	28%	33%	4%	15%	0%
LT	20%	33%	33%	2%	13%	0%
LU	16%	61%	10%	1%	10%	0%
HU	17%	26%	34%	3%	19%	0%
MT	10%	62%	16%	0%	13%	1%
NL	28%	28%	19%	6%	16%	0%
AT	32%	31%	24%	2%	11%	0%
PL	25%	27%	29%	6%	13%	0%
PT	31%	41%	16%	2%	11%	0%
RO	31%	22%	35%	2%	8%	1%
SI	25%	36%	24%	1%	11%	0%
SK	39%	23%	20%	1%	15%	0%
FI	45%	19%	20%	3%	7%	5%
SE	35%	25%	22%	1%	14%	0%
UK	21%	38%	27%	1%	11%	1%
EU-27	<b>26%</b>	<b>32%</b>	<b>25%</b>	<b>2%</b>	<b>13%</b>	<b>1%</b>
HR	21%	33%	31%	3%	12%	0%
TR	36%	22%	30%	7%	8%	0%
NO	35%	28%	21%	2%	13%	0%
CH	18%	34%	29%	1%	17%	1%

## 9.12 Biodiesel production in EU-27 - 2005-2011 (1,000 tonnes)

Source: EBB

	2005	2006	2007	2008	2009	2010	2011
<b>BE</b>	1	25	166	277	416	435	472
<b>DK</b>	71	80	85	231	233	246	225
<b>DE</b>	1,669	2,662	2,890	2,819	2,539	2,861	2,800
<b>EL</b>	3	42	100	107	77	33	78
<b>ES</b>	73	99	168	207	859	925	604
<b>FR</b>	492	743	872	1,815	1,959	1,910	1,559
<b>IE</b>	n.a.	4	3	24	17	28*	26
<b>IT</b>	396	447	363	595	737	706	479
<b>LU</b>	n.a.	0	0	0	0	0	0
<b>NL</b>	n.a.	18	85	101	323	368	370
<b>AT</b>	85	123	267	213	310	289	226
<b>PT</b>	1	91	175	268	250	289	287
<b>FI</b>	n.a.	0	39	85	220	288*	225
<b>SE</b>	51	192	150	192	137	145	218
<b>UK</b>	51	192	150	192	137	145	218
<b>Total EU-15</b>	2,842	6,532	5,363	6,934	8,077	8,523	7,569
<b>BG</b>	133	107	61	104	164	181	154
<b>CZ</b>	7	1	0	0	24	3	0
<b>EE</b>	1	1	1	9	9	6	6
<b>CY</b>	5	7	9	30	44	43	56
<b>LV</b>	7	10	26	66	98	85	79
<b>LT</b>	n.a.	0	7	105	133	149	150
<b>HU</b>	2	2	1	1	1	0	0
<b>MT</b>	100	116	80	275	332	370	363
<b>PL</b>	n.a.	10	36	65	29	70	101
<b>RO</b>	8	11	11	9	9	22	0
<b>SI</b>	78	82	46	146	101	88	103
<b>SK</b>	3,183	6,883	5,650	7,755	9,046	9,570	8,607
<b>Total EU-27</b>	3,184	4,890	5,713	7,755	9,046	9,570	9,570

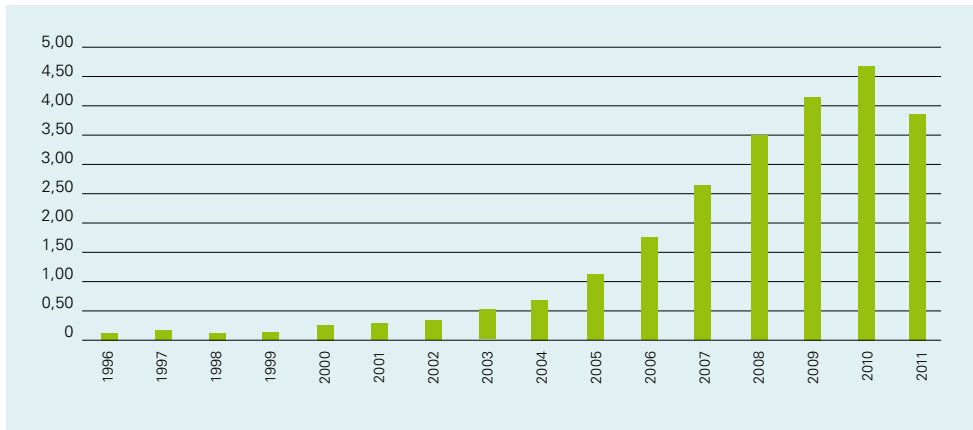
\* **IE, FI:** Data include hydro-diesel production

\*\* 2010 Biodiesel production of **SE** is included in the 246,000 tonnes indicated for **DK**



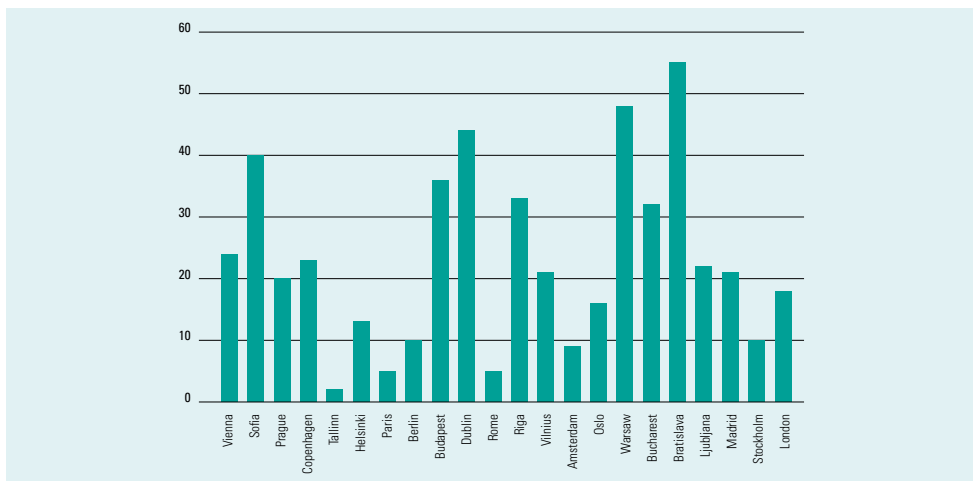
### 9.13 Biofuels share in transport consumption in EU-27 - 1996-2011 (%)

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: On-going National Road Safety Strategies released or updated by European Union countries

Source: IRTAD 2013 Annual Report

Country	Strategy/timeframe	Vision	Targets
<b>Austria</b>	Austrian road safety programme 2011–2020	Safe system “Become one of the five safest countries in Europe”	–50% fatalities by 2020, based on the average for the years 2008–10 (Interim target: –25% by 2015). –40% serious injuries by 2020, based on the average for the years 2008–10 (Interim target: –20% by 2015). –20% injury accidents by 2020, based on the average for the years 2008–2010 (Interim targets: –10% by 2015).
<b>Belgium</b>	Recommendations for 20 priority measures 2011–2020	EU Road Safety Target adopted	–50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020).
<b>Czech Republic</b>	Strategic Road Safety Plan 2011–2020	Vision Zero	Reduce fatality rate to EU 27 average. No more than 360 fatalities in 2020 (–60%). No more than 2 100 seriously injured in 2020 (–40%). (This respectively corresponds to an annual decrease by 5.5% and 3.6%).
<b>Denmark</b>	Traffic Safety Action Plan 2011–2020 (to be launched in May 2013)	Based on Vision Zero	–50 % fatalities by 2020 (less than 120 killed) (based on EU Road Safety target). –50% serious and slightly injured road users.
<b>European Union</b>	Road safety policy orientations 2011–2020	Towards Zero	–50% fatalities by 2020 (base year: 2010).
<b>Finland</b>	National Road Safety Strategy published in 2012	Vision Zero	Less than 219 fatalities (or 40 fatalities per million inhabitants) by 2014. Less than 137 fatalities (or 24 fatalities per million inhabitants) by 2020. Less than 5750 injuries by 2020 (based on EU Road Safety target). Long term target: less than 100 fatalities by 2025.
<b>Germany</b>	Road Safety Programme 2011–2020		–40% fatalities by 2020 (base year: 2010).
<b>Greece</b>	National strategic road safety plan 2011 – 2020	Developing a road safety culture	–50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010. Interim targets: reduction by 90 road fatalities per year between 2010–2014 and 50 road fatalities per year between 2014–2020.
<b>Hungary</b>	Road safety programme 2011–2013		–50% fatalities by 2015. –50% injury accidents by 2015: base year: 2001. –50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010.
<b>Ireland</b>	Road safety strategy 2013–2020		Reduction of road collision fatalities on Irish roads to 25 per million population or less by 2020. Provisional target for the reduction of serious injuries by 30% from 472 (2011), or fewer, to 330 by 2020 or 6.1 per million population. Specific targets for reducing speed and to increase restraint use.

Country	Strategy/timeframe	Vision	Targets
<b>Italy</b>	National Road Safety Plan towards 2020 (in preparation)		-50% fatalities by 2020 (under consideration). (based on EU Road Safety target)
<b>Lithuania</b>	Road safety strategy 2011-17		Less than 6 killed per 100 000 population in order to be ranked among the 10 best performing countries in the EU.
<b>Luxembourg</b>			-50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010.
<b>Netherlands</b>	Road safety strategic plan 2008–2020	Sustainable safety	No more than 500 fatalities by 2020. No more than 10 600 serious road injuries (MAIS2+) by 2020.
<b>Poland</b>	National Road Safety Programme 2013–2020	Vision Zero	-50% fatalities by 2020 (based on EU Road Safety target). -40% severely injured by 2020. Base year 2010
<b>Portugal</b>	National Strategy for Road Safety 2008-15 (Under Review)	The National Authority for Road Safety (ANSR) is at the moment reviewing the 2008-2015 National Road Safety Strategy. This led to a definition of a new Vision and consequently the redefinition of the existing strategic goals, the definition of new ones and related key actions.	ANSR, even though, since 2010 began accounting fatalities within 30 days has maintained the previous objective of 62 fatalities per million inhabitants in 2015, this representing now an ever bigger challenge for the country and particularly for all of those more directly involved in road safety.
<b>Slovenia</b>	National road safety programme 2013 – 2021	Vision Zero: no fatalities and no one seriously injured on Slovenian roads	Less than 35 fatalities per million inhabitants. Less than 235 seriously injured per million inhabitants.
<b>Spain</b>	Road Safety Strategy 2011 – 2020	Safe system/Vision Zero. Citizens have the right to a Safe Mobility System in which everyone, citizens and agents involved, have a responsibility	Less than 3.7 killed per 100 000 population aligned with the European 2020 target. -25% seriously injured. Several targets for various performance indicators (seatbelt, speed, drink-driving, etc.).
<b>Sweden</b>	No safety plan in a traditional sense Management by Objectives for Road Safety Work, Towards the 2020 Interim targets	Vision Zero	-50% fatalities between 2007 and 2020 (the average for 2006-2008 is used as the base figure), i.e. max. 220 deaths by 2020. -25% severely injured between 2007 and 2020.
<b>United Kingdom (Great Britain)</b>		To ensure that Britain remains a world leader on road safety.	No concrete targets, but estimates for 2030 based on 05-09 average.

## CASE STUDY B: On-going National Road Safety Strategies released or updated by countries outside the European Union

Source : IRTAD 2013 Annual Report

Country	Strategy/timeframe	Vision	Targets
<b>Argentina</b>	National road safety strategy	«Based on the UN Road Safety Plan for the Decade of Action for Road Safety»	-50% fatalities by 2014. Base year 2009 Specific targets for 2014 and 2020 are being developed.
<b>Australia</b>	National road safety strategy	Safe System No-one should be killed or seriously injured on Australia's roads	-30% (at least) fatalities by 2020. -30% (at least) severely injured by 2020. Base year 2008-2010
<b>Cambodia</b>	Second road safety action plan 2011-2020	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020. Several sub-targets on helmet wearing rates, speed, drink-driving.
<b>Canada</b>	Road Safety Strategy (RSS) 2015 2011-2015	"Rethink Road Safety" to make Canada's roads the safest in the world	No hard numerical targets.
<b>Colombia</b>	National Plan for Road Safety issued by Ministry of Transport in 2012	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	
<b>Iceland</b>	Traffic Safety Plan 2011-2022		Rate per 100,000 population should not be higher than in the best countries by 2022. Average annual reduction in killed and seriously injured of 5%. 11 sub targets defined.
<b>Israel</b>	5 year plan		Less than 270 fatalities per year by 2015. Reduce the fatality rate to less than 4.0 fatalities per billion km travelled. Rank among the 5 safest countries based on fatalities per km travelled. New target (under consideration): less than 240 fatalities by 2020.
<b>Jamaica</b>			Less than 240 deaths by 2016.
<b>Japan</b>	9th Traffic Safety Programme 2011-2015	Make Japan the safest country for road traffic	Less than 3,000 deaths by 2015. Less than 700,000 casualties by 2015.
<b>Korea</b>	7th National transport safety plan 2012-2016	Reach the average safety level of OECD countries	Less than 1.3 fatalities/10,000 vehicles by 2016 (This represents a 40% reduction in fatalities compared to 2010 level, 2010: 5,505 -> 2016: 3,000 fatalities). Less than 0.5 fatalities/10,000 vehicles by 2020. As of May 2013, there has been no decision to review the target (no more than 1,200 fatalities by 2020).

Country	Strategy/timeframe	Vision	Targets
<b>Malaysia</b>	In preparation	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020.
<b>New Zealand</b>	Safer Journeys: Road safety strategy 2010-2020	Safe System A safe road system increasingly free of death and serious injury	No overall targets. Several sub targets.
<b>Norway</b>	2010-2019	Vision Zero	-33% people killed and seriously injured by 2019.
<b>Russia*</b>	Increase Road Safety within 2013-2020 Federal programme	Increase Road safety within 2013-2020	- 28.82 % (-8066 deaths) by 2020, including kids fatalities reduction by 28.4% (-267 deaths); Reduce social risks by 30.5%; Reduce transportation risks by 36.7; Creating awareness-raising campaigns against traffic offenses; Increase driving culture; Develop a modern system of assistance to victims of road accidents; Increase requirements to get driving lessons.
<b>Serbia</b>	National Strategy 2013-2020		
<b>South Africa</b>	Strategy adopted in 2007 currently under review, adoption expected for 2013		
<b>Switzerland</b>	Via Secura Adopted in June 2012 by Swiss Federal Council		No hard numerical targets. Range of targeted measures.
<b>United States</b>			Targets for the USDOT include an overall fatality rate measure as well as the four submeasures to better identify trends within each group. The overall fatality rate goal for 2012 has a target of 1.05 and 1.03 for 2013.

\*Source: Resolution of Russian Federation №846 (03.10.2013)

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