Colas paves the way… to sustainability.

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

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

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

Colas paves the way… naturally.

Authors

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ERF 2012 European Road Statistics

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The Voice of the European Road

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

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

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

The ERF is delighted to present you with the 2012 edition of the European Road Statistics. This annual publication contains all essential information on the road transport sector and remains the tool of reference for policy makers and major stakeholders.

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

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

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

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

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

The ERF Team
March 2013
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## Symbols and Abbreviations

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<td>Luxembourg</td>
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## Symbols and Abbreviations

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<td></td>
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<td></td>
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<td>New Zealand</td>
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<td></td>
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## Symbols and Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>ACEA</td>
<td>European Automobile Manufacturers Association</td>
</tr>
<tr>
<td>ACEM</td>
<td>European Association of Motorcycle Manufacturers</td>
</tr>
<tr>
<td>ASECAP</td>
<td>European Association of tolled motorways, bridges and tunnel operators</td>
</tr>
<tr>
<td>Bn</td>
<td>Billion (thousand million)</td>
</tr>
<tr>
<td>Bt</td>
<td>Block Train Capacity measured in Gross Tones</td>
</tr>
<tr>
<td>CARE</td>
<td>European Road Database Accident</td>
</tr>
<tr>
<td>CORDIS</td>
<td>Community Research and Development Information Service</td>
</tr>
<tr>
<td>EBB</td>
<td>European Biodiesel Board</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>EEA</td>
<td>European Environment Agency</td>
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<tr>
<td>EIB</td>
<td>European Investment Bank</td>
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<tr>
<td>ETSC</td>
<td>European Transport Safety Council</td>
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<tr>
<td>EU</td>
<td>European Union</td>
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<tr>
<td>EUR</td>
<td>Euro</td>
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<tr>
<td>GDP</td>
<td>Gross Domestic Product</td>
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<tr>
<td>g</td>
<td>Gram</td>
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<tr>
<td>Gpkm</td>
<td>Passenger Transport Demand</td>
</tr>
<tr>
<td>IRTAD</td>
<td>International Road Traffic and Accident Database</td>
</tr>
<tr>
<td>ITF</td>
<td>International Transport Forum</td>
</tr>
<tr>
<td>n.a.</td>
<td>Not available data</td>
</tr>
<tr>
<td>OECD</td>
<td>Organisation for Economic Co-operation and Development</td>
</tr>
<tr>
<td>pkm</td>
<td>Passenger-kilometre</td>
</tr>
<tr>
<td>PTW</td>
<td>Powered Two-Wheelers</td>
</tr>
<tr>
<td>tCO₂ e/trip</td>
<td>Carbon dioxide equivalent per trip</td>
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<tr>
<td>TEN-T</td>
<td>Trans-European Transport network</td>
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<td>TEN-T EA</td>
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<tr>
<td>tkm</td>
<td>Tonne-kilometre</td>
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<tr>
<td>toe</td>
<td>Tonne of oil equivalent</td>
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1.1 Percentage of turnover by mode of transport in EU-27 - 2009
(total 1,137.29 billion €)
Source: EC

- Road freight transport: 23.7%
- Road passenger transport*: 8.7%
- Sea transport: 7.9%
- Pipelines: 1%
- Railways: 6.2%
- Air transport: 9.8%
- Warehousing and support activities: 33.7%
- Postal and courier activities: 8.5%
- Inland water transport: 0.5%

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

The above figures refer to employment only in those companies whose main activity lies in the mode concerned.
1.2 Transport growth in EU-27, evolution 1995-2010
Source: EC

Passengers, Goods, GDP 1995 - 2010

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

1.3 Annual growth rates EU-27 (% change)
Source: EC

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<th>2009 - 2010</th>
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<td>GDP at year 2000 prices and exchange rates</td>
<td>1.9%</td>
<td>2.0%</td>
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<tr>
<td>Passenger transport pkm</td>
<td>1.3%</td>
<td>-1.0%</td>
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<tr>
<td>Freight transport tkm</td>
<td>1.5%</td>
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### 1.4 Employment by mode of transport in EU-27 - 2009 (thousand)

Source: Eurostat

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<th>Total</th>
<th>Road freight transport</th>
<th>Road passenger transport*</th>
<th>Railways</th>
<th>Pipelines</th>
<th>Inland water transport</th>
<th>Sea transport</th>
<th>Air transport</th>
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<th>Postal and courier activities</th>
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<td>36.3</td>
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<td>0.1</td>
<td>0.8</td>
<td>1.3</td>
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<td>27.8</td>
<td>8.8</td>
<td>0.0</td>
<td>0.3</td>
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<td>7.0</td>
<td>28.1</td>
<td>26.8</td>
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<td>64.9</td>
<td>10.0</td>
<td>0.0</td>
<td>1.1</td>
<td>16.4</td>
<td>6.9</td>
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<td>231.4</td>
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<td>1.5</td>
<td>13.3</td>
<td>73.6</td>
<td>289.1</td>
<td>237.6</td>
</tr>
</tbody>
</table>

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

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

The above figures refer to employment only in those companies whose main activity lies in the mode concerned. Estimates figures in italics.
1.5 Employment by mode of transport in EU-27 - 2009 (%)
Source: Eurostat

- Road freight transport: 27.9%
- Road passenger transport*: 19.9%
- Railways: 6.7%
- Sea transport: 7.9%
- Air transport: 3.6%
- Inland water transport: 0.4%
- Postal and courier activities: 8.5%
- Warehousing and support activities: 33.7%

(*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways)
The above figures refer to employment only in those companies whose main activity lies in the mode concerned.
## 2.1 Length of total road network by category* and country - end of 2009 (km)

Source: EC, IRF

<table>
<thead>
<tr>
<th>Country</th>
<th>Motorways</th>
<th>Main or national roads</th>
<th>Secondary or regional roads</th>
<th>Other roads*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE</td>
<td>1,763</td>
<td>12,760</td>
<td>1,349</td>
<td>138,000</td>
<td>153,872</td>
</tr>
<tr>
<td>BG</td>
<td>418</td>
<td>2,975</td>
<td>16,044</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
<td>CZ</td>
<td>729</td>
<td>6,198</td>
<td>48,791</td>
<td>74,919</td>
<td>130,637</td>
</tr>
<tr>
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<td>2,707</td>
<td>69,737</td>
<td></td>
<td>73,574</td>
</tr>
<tr>
<td>DE</td>
<td>12,813</td>
<td>39,887</td>
<td>178,269</td>
<td>413,289 (^1)</td>
<td>644,258</td>
</tr>
<tr>
<td>EE</td>
<td>100</td>
<td>3,893</td>
<td>12,427</td>
<td>41,911</td>
<td>58,331</td>
</tr>
<tr>
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<td>663</td>
<td>4,780</td>
<td>11,631</td>
<td>78,958</td>
<td>96,032</td>
</tr>
<tr>
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<td>10,189</td>
<td>30,864</td>
<td>75,600</td>
<td>117,756</td>
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<td>11,612</td>
<td>139,833</td>
<td>501,053</td>
<td>666,519</td>
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<td>9,768</td>
<td>377,986</td>
<td>642,256</td>
<td>1,041,173</td>
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<tr>
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<td>19,375</td>
<td>154,513</td>
<td>312,100 (^2)</td>
<td>492,649</td>
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<tr>
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<td>9,430</td>
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<tr>
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<td>1,653</td>
<td>5,327</td>
<td>58,668</td>
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<tr>
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<td>309</td>
<td>6,358</td>
<td>14,591</td>
<td>50,680</td>
<td>71,938</td>
</tr>
<tr>
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<td>152</td>
<td>837</td>
<td>1,891</td>
<td></td>
<td>2,880</td>
</tr>
<tr>
<td>HU</td>
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<td>6,802</td>
<td>23,303</td>
<td>166,142</td>
<td>197,520</td>
</tr>
<tr>
<td>MT</td>
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<td>184</td>
<td>665</td>
<td>1,379</td>
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<td>123,914</td>
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<td>10,003</td>
<td>23,653</td>
<td>88,666</td>
<td>124,018</td>
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<td>28,403</td>
<td>221,826</td>
<td>269,006</td>
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<tr>
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<td>63,900 (^2)</td>
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<td>65,210</td>
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<td>39,000</td>
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<td>13,537</td>
<td>51,295</td>
<td>78,160</td>
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<td>83,131</td>
<td>122,378</td>
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<td>122,542</td>
<td>244,340</td>
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<td>251</td>
<td>660</td>
<td>3,771</td>
<td>9,258</td>
<td>13,940</td>
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</tbody>
</table>

\(^{1}\) \(\text{Combined motorways and main national roads}\)

\(^{2}\) \(\text{Combined motorways, main and secondary national roads}\)
the definition of road types varies from country to country, the data are therefore not comparable.

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

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

(1) 2006 figures
(2) 2005 figures

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

Source: EC, IRF

<table>
<thead>
<tr>
<th>Country</th>
<th>Motorways</th>
<th>Main or national roads</th>
<th>Secondary or regional roads</th>
<th>Other roads*</th>
<th>Total</th>
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<tbody>
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<td>31,271</td>
<td>30,948</td>
<td>298,405</td>
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<td>5,007</td>
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<td>27,281</td>
<td>38,589</td>
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<td>383</td>
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<td>51,615</td>
<td>71,454</td>
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</table>

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

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

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

(1) 2006 figures
(2) 2005 figures

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

Source: EC, IRF

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

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

AT: end of 2010

DE: 2006 figures for «Other roads»

PT and IT: 2005 figures for «Other roads»
2.3 Density of the total road network (km road/ km² land area) 2009
Source: EC

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

EL and MT: end of 2005 (except for motorways), AT: end of 2010
DE: 2006 figures for «Other roads»
PT and IT: 2005 figures for «Other roads»

2.4 Length of motorway network by country - 2009 (km)
Source: Eurostat, EC

ES: ‘autopistas de peaje’ and ‘autovías y autopistas libres’
CY: from 2006: without urban M-ways
NL: all national roads (‘Rijkswegen’) with dual carriageways
2.5 Proportion of motorways compared to the total road network - 2009 (%)
Source: EC

- BE
- CZ
- DK
- DE
- EE
- IE
- EL
- ES
- FR
- IT
- CY
- LV
- LT
- LU
- HU
- NL
- AT
- PL
- PT
- SI
- SK
- FI
- SE
- UK

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

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

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

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

2.6 Density of motorways by country - 2009 (km motorway per 100 km² land area)
Source: Eurostat, EC

- BE
- BG
- CZ
- DK
- DE
- EE
- IE
- EL
- ES
- FR
- IT
- CY
- LV
- LT
- LU
- HU
- NL
- AT
- PL
- PT
- SI
- SK
- FI
- SE
- UK
- HR
- MK
- TR
- IS
- NO
- CH

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

ES: ‘autopistas de peaje’ and ‘autovías y autopistas libres’

CY: from 2006: without urban M-ways

NL: all national roads (‘Rijkswegen’) with dual carriageways
2.7 Passenger cars per km of motorway by country - 2010
Source: Eurostat, EC, UNECE statistical database

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

2.8 Transport network
Comparison between EU-27, USA, Japan, Russia and China - 2009 (thousand km)
Source: EC, IRF

<table>
<thead>
<tr>
<th></th>
<th>EU-27</th>
<th>USA</th>
<th>Japan</th>
<th>China</th>
<th>Russia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road network (paved)</td>
<td>5,000 (0)</td>
<td>4,400</td>
<td>968</td>
<td>3,056</td>
<td>776</td>
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<tr>
<td>Motorway network</td>
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<td>94.3</td>
<td>7.6</td>
<td>65.1</td>
<td>30.0</td>
</tr>
<tr>
<td>Railway network</td>
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<td>202.4 (3)</td>
<td>27.0 (4)</td>
<td>85.5</td>
<td>86.0</td>
</tr>
</tbody>
</table>

(0): Estimate
(1): USA: Data on the road network and on the motorway network are from 2008
(2): Japan: data on the railway network are from 2008
(3): USA: Divided highways with 4 or more lanes (rural or urban interstate, freeways, expressways, arterial and collector) with full access control by the authorities
(4): Japan: national expressways
(5): USA: a sum of partly overlapping networks
2.9 Density of motorways
Comparison between EU-27, USA, Japan, Russia and China - 2009 (km motorway per 100km² land area)
Source: EC, IRF

![Graph showing density of motorways comparison between EU-27, USA, Japan, Russia, and China.]

Area EU 27: Including French overseas department.

2.10 Passenger cars per km of motorway
Comparison between EU-27, USA, Japan, Russia and China - 2010
Source: EC, IRF

![Graph showing passenger cars per km of motorway comparison between EU-27, USA, Japan, Russia, and China.]

[1] USA: data are from 2009
## 3.1 Toll net revenues in selected countries - 2007-2011 (€ million)

*Source: ASECAP*

<table>
<thead>
<tr>
<th>Country</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
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<td>DK</td>
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<td>450.00</td>
<td>448.00</td>
<td>454.00</td>
<td>472.00</td>
</tr>
<tr>
<td>EL</td>
<td>170.50</td>
<td>100.00</td>
<td>550.00</td>
<td>565.00</td>
<td>530.00</td>
</tr>
<tr>
<td>ES</td>
<td>1,992.46</td>
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<td>2,003.93</td>
<td>1,820.56</td>
<td>1,808.70</td>
</tr>
<tr>
<td>FR</td>
<td>7,383.60</td>
<td>7,800.00</td>
<td>7,300.00</td>
<td>7,775.60 (1)</td>
<td>8,442.60 (1)</td>
</tr>
<tr>
<td>IE</td>
<td>na</td>
<td>153.00</td>
<td>175.00</td>
<td>184.00</td>
<td>184.00</td>
</tr>
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<td>4,473.80</td>
<td>4,533.72</td>
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<td>1,516.00</td>
<td>1,387.00</td>
<td>1,535.50</td>
<td>1,561.00 (2)</td>
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<tr>
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<td>272.34 (2)</td>
</tr>
<tr>
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<td>175.10 (3)</td>
<td>162.70 (3)</td>
<td>189.30 (3)</td>
<td>148.25 (3)</td>
</tr>
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<td>74.00</td>
<td>68.70</td>
<td>70.10</td>
<td>64.40</td>
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<td>RS</td>
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<td>200.80</td>
<td>147.40</td>
<td>137.90</td>
<td>137.90</td>
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<td>CZ</td>
<td>198.50</td>
<td>245.40</td>
<td>221.70</td>
<td>262.80</td>
<td>325 (4)</td>
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<tr>
<td>DE</td>
<td>3,359.30</td>
<td>3,466.40</td>
<td>4,409.00</td>
<td>4,484.00</td>
<td>4,498.00</td>
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<td>SK</td>
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<td>90.38 (5)</td>
<td>88.48 (5)</td>
<td>175.30 (5)</td>
<td>199.88 (5)</td>
</tr>
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</table>

(1) Provisional figure  
(2) Preliminary value for 2011  
(3) Toll revenues on motorways A2 and A4  
(4) km-based tolling only  
(5) Revenue from ETC and the revenue from the vignette on the whole charged network including motorways, expressways and selected 1st class roads
3.2 Length and Type of TEN-T* Roads in EU-27 (Km)

Source: EC

![Graph showing the length and type of TEN-T roads in EU-27 over the years 2003 to 2020.](image)

*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

![Bar chart showing the total value of EC contributions and number of projects managed by the TEN-T EA.](image)

State-of-play on 1st January 2011
3.4 Trans-European Network Funding 2007-2013
Source: EC

<table>
<thead>
<tr>
<th>Trans-European Transport Network</th>
<th>2007 – 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cost (€ billion)</strong></td>
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</tr>
<tr>
<td>TEN-T Basic Network</td>
<td>390</td>
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<td>New Member States (EU-12)</td>
<td>72</td>
</tr>
<tr>
<td>Old Member States (EU-15)</td>
<td>318</td>
</tr>
<tr>
<td><strong>Community contribution (€ billion)</strong></td>
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</tr>
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<td>Programme TEN-T</td>
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<td>Cohesion Fund</td>
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<td>ERDF (regions convergence)</td>
<td>9.4</td>
</tr>
<tr>
<td>EIB Loans and guarantees</td>
<td>53</td>
</tr>
<tr>
<td><strong>Total Community contribution (€ billion)</strong></td>
<td></td>
</tr>
<tr>
<td>Grants</td>
<td>52.2 (13.4%)</td>
</tr>
<tr>
<td>Grants and Loans</td>
<td>105 (27%)</td>
</tr>
<tr>
<td>Other resources (national)</td>
<td>285 (73%)</td>
</tr>
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3.5 Share of Current EC Contribution by Type of TEN-T Project*
Source: TEN-T EA

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

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

![Diagram showing the share of current EC contribution by type of TEN-T project.](image-url)
### 3.6 European Investment Bank loans for transport provided within the EU 2006-2011 (€ million)

Source: EIB

<table>
<thead>
<tr>
<th>Category</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads, Motorways</td>
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<td>3,542</td>
<td>4,932</td>
<td>6,030</td>
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<td>3,876</td>
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<td>2,999</td>
<td>3,534</td>
<td>2,495</td>
<td>2,704</td>
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<td>4,624</td>
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<td>1,981</td>
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<td>644</td>
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<td>1,740</td>
<td>487</td>
<td>500</td>
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<tr>
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<td>894</td>
<td>1,821</td>
<td>496</td>
<td>793</td>
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<td>29</td>
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<td>66</td>
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<tr>
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<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
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<td>13,523</td>
<td>15,694</td>
<td>13,204</td>
<td>14,270</td>
</tr>
</tbody>
</table>

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

Source: EIB

- **Maritime Transport and Inland Waterways**: 9%
- **Aviation Sector**: 16%
- **Railway**: 30%
- **Sundry**: 3%
- **Roads**: 42%
3.8 World Bank Total Transport Lending - 2004-2011 ($ million)
Source: World Bank

3.9 Transport Lending Breakdown by Region - 2011 (total $8.6 billion)
Source: World Bank

- South Asia 45.48%
- Africa 10.66%
- East Asia and the Pacific 22.17%
- Europe & Central Asia 2.82%
- Latin America and the Caribbean 13.30%
- Middle East & North Africa 5.58%
3.10 Seventh Framework Programme Breakdown - 2007-2013 (total € 50.5 billion)
Source: Cordis

3.11 Breakdown of funds for the Cooperation Specific Programme 2007-2013 (total € 32.4 billion)
Source: Cordis
### 4.1 Gross investment spending in road infrastructure in selected countries - 2007-2010 (at current prices and exchange rates - million €)

Source: ITF

<table>
<thead>
<tr>
<th>GEO/TIME</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
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<td>Albania</td>
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<td>497</td>
<td>486</td>
<td>242</td>
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<td>169</td>
<td>101</td>
<td>281</td>
</tr>
<tr>
<td>Czech Republic</td>
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<td>2,043</td>
<td>1,987</td>
<td>1,720</td>
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<tr>
<td>Denmark</td>
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<td>936</td>
<td>714</td>
<td>937</td>
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<td>Germany</td>
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<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
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<td>133</td>
<td>140</td>
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<td>12,623</td>
<td>12,648</td>
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<td>13,051</td>
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<td>n.a.</td>
<td>n.a.</td>
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<td>265</td>
<td>135</td>
<td>140</td>
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<td>Lithuania</td>
<td>312</td>
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<td>448</td>
<td>422</td>
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<td>Hungary</td>
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<td>979</td>
<td>1,566</td>
<td>840</td>
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<td>n.a.</td>
</tr>
<tr>
<td>Poland</td>
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<td>4,508</td>
<td>5,340</td>
<td>6,510</td>
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<td>1,511</td>
</tr>
<tr>
<td>Romania</td>
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<td>2,850</td>
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<td>406</td>
<td>221</td>
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<tr>
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<td>567</td>
<td>662</td>
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<td>Finland</td>
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<td>6,610</td>
<td>6,555</td>
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<td>515</td>
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</table>

* Former Yugoslav Republic of Macedonia

The data coverage varies significantly from a country to another, mainly due to the lack of more detailed common definitions and the difficulty for countries to change their data collection system.
4.2 Investment in inland transport infrastructure - 1995-2010
(as a percentage of GDP, at current prices)
Source: ITF, OECD

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

4.3 Volume of investment in inland transport infrastructure by region - 1995-2010 (at constant 2005 prices, 1995=100)
Source: ITF
4.4 Distribution of infrastructure investment between modes (€) - 1995-2010
(at current prices and exchange rates)
Source: ITF

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

* 2009 data
### 4.6 Maintenance expenditures in road infrastructure in selected countries - 2005-2009

at current prices and exchange rates - million €

Source: ITF

<table>
<thead>
<tr>
<th>GEO/TIME</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
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<td>584</td>
<td>587</td>
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<td>728</td>
<td>712</td>
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<td>39</td>
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<td>Ireland</td>
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<td>Spain</td>
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<td>n.a.</td>
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<td>611</td>
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<td>279</td>
<td>309</td>
<td>412</td>
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</table>

* Former Yugoslav Republic of Macedonia
5.1 Transport of goods, performance by mode in EU-27 - 1995-2010 (billion tkm)
Source: EC

<table>
<thead>
<tr>
<th>Year</th>
<th>Road</th>
<th>Rail</th>
<th>Inland waterways</th>
<th>Pipelines</th>
<th>Sea</th>
<th>Air</th>
<th>Total</th>
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<td>4,091</td>
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<td>1,691</td>
<td>362</td>
<td>120</td>
<td>120</td>
<td>1,336</td>
<td>2.5</td>
<td>3,632</td>
</tr>
<tr>
<td>2010</td>
<td>1,756</td>
<td>390</td>
<td>147</td>
<td>121</td>
<td>1,415</td>
<td>3.0</td>
<td>3,832</td>
</tr>
</tbody>
</table>

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

1995 - 2010
- Road: 36.2%, Rail: 1.0%, Inland waterways: 20.8%, Pipelines: 4.9%, Sea: 23.5%, Air: 27.4%, Total: 25.2%
- Per year: 2.1%, 0.1%, 1.3%, 0.3%, 1.4%, 1.6%, 1.5%

2000 - 2010
- Road: 15.6%, Rail: -3.4%, Inland waterways: 10.1%, Pipelines: -4.8%, Sea: 7.7%, Air: 4.0%, Total: 9.5%
- Per year: 1.5%, -0.3%, 1.0%, -0.5%, 0.7%, 0.4%, 0.9%

2009-2010
- Road: 3.9%, Rail: 8.0%, Inland waterways: 13.6%, Pipelines: 1.1%, Sea: 5.9%, Air: 2.8%, Total: 5.3%
5.2 Goods transport by mode in EU-27 - 2010 (% of tkm)

Source: EC

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

5.3 Inland transport modal split in EU-27 - 2000-2010 (% of tkm)

Source: EC

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

Road: national and international haulage by vehicles registered in the EU-27
5.4 Inland transport modal split in EU-27 - 2010 (% of tkm)
Source: EC

Road 72.7%
Rail 16.2%
Inland waterway 6.1%
Pipelines 5.0%

Road: national and international haulage by vehicles registered in the EU-27
## 5.5 Performance of inland freight transport by mode and country - 2010

*(billion tkm)*

Source: EC

<table>
<thead>
<tr>
<th>Mode</th>
<th>EU-27</th>
<th>EU-15</th>
<th>EU-12</th>
<th>BE</th>
<th>BG</th>
<th>CZ</th>
<th>DK</th>
<th>DE</th>
<th>EE</th>
<th>IE</th>
<th>EL</th>
<th>ES</th>
<th>FR</th>
<th>IT</th>
<th>CY</th>
<th>LV</th>
<th>LT</th>
<th>LU</th>
<th>HU</th>
<th>MT</th>
<th>NL</th>
<th>AT</th>
<th>PL</th>
<th>PT</th>
<th>RO</th>
<th>SI</th>
<th>SK</th>
<th>FI</th>
<th>SE</th>
<th>UK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road*</td>
<td>1,755.70</td>
<td>1,333.40</td>
<td>422.30</td>
<td>35.00</td>
<td>19.40</td>
<td>51.90</td>
<td>15.00</td>
<td>313.10</td>
<td>5.60</td>
<td>10.90</td>
<td>29.90</td>
<td>210.10</td>
<td>182.20</td>
<td>175.70</td>
<td>1.10</td>
<td>10.60</td>
<td>19.40</td>
<td>8.70</td>
<td>33.70</td>
<td>0.30</td>
<td>76.30</td>
<td>28.60</td>
<td>210.90</td>
<td>35.40</td>
<td>25.90</td>
<td>15.90</td>
<td>27.60</td>
<td>29.60</td>
<td>146.70</td>
<td></td>
</tr>
<tr>
<td>Railways</td>
<td>389.90</td>
<td>254.40</td>
<td>135.50</td>
<td>6.30</td>
<td>3.10</td>
<td>13.80</td>
<td>2.20</td>
<td>107.30</td>
<td>6.60</td>
<td>0.10</td>
<td>0.60</td>
<td>9.20</td>
<td>30.00</td>
<td>18.60</td>
<td>-</td>
<td>17.20</td>
<td>13.40</td>
<td>0.20</td>
<td>8.80</td>
<td>-</td>
<td>5.90</td>
<td>19.80</td>
<td>48.70</td>
<td>2.30</td>
<td>12.40</td>
<td>3.40</td>
<td>8.10</td>
<td>9.80</td>
<td>18.60</td>
<td></td>
</tr>
<tr>
<td>Inland Waterways **</td>
<td>147.50</td>
<td>123.50</td>
<td>24.00</td>
<td>8.20</td>
<td>6.00</td>
<td>0.00</td>
<td>-</td>
<td>62.30</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.00</td>
<td>9.50</td>
<td>0.10</td>
<td>-</td>
<td>-</td>
<td>2.40</td>
<td>0.00</td>
<td>2.20</td>
<td>-</td>
<td>-</td>
<td>40.30</td>
<td>2.40</td>
<td>48.70</td>
<td>2.40</td>
<td>14.30</td>
<td>3.60</td>
<td>1.20</td>
<td>0.10</td>
<td>0.20</td>
</tr>
<tr>
<td>Pipelines (Oil) ***</td>
<td>120.70</td>
<td>82.30</td>
<td>38.40</td>
<td>1.50</td>
<td>0.40</td>
<td>2.20</td>
<td>3.50</td>
<td>16.30</td>
<td>-</td>
<td>-</td>
<td>0.20</td>
<td>8.20</td>
<td>17.70</td>
<td>11.10</td>
<td>-</td>
<td>2.40</td>
<td>0.60</td>
<td>-</td>
<td>3.20</td>
<td>-</td>
<td>5.60</td>
<td>7.00</td>
<td>24.20</td>
<td>-</td>
<td>1.00</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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

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

(***) Data are not harmonised and therefore not fully comparable; in most countries: only pipelines longer than 40km are included. DE: only crude oil (i.e. no refined petroleum products)
5.6 Performance by mode for inland freight transport in EU-27 - 1995-2010 (billion tkm)

Source: EC
### 5.7 Total road transport by group of goods in EU-27 - 2010
(1,000 tonnes and million tkm)

**Source:** Eurostat

<table>
<thead>
<tr>
<th>Group of goods</th>
<th>Thousand tonnes</th>
<th>Million tkm</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Products of agriculture, hunting, and forestry; fish and other fishing products</td>
<td>1,211,297</td>
<td>180,437</td>
</tr>
<tr>
<td>2. Coal and lignite; crude petroleum and natural gas</td>
<td>161,917</td>
<td>11,740</td>
</tr>
<tr>
<td>3. Metal ores and other mining and quarrying products; peat; uranium and thorium</td>
<td>4,305,599</td>
<td>142,820</td>
</tr>
<tr>
<td>4. Food products, beverages and tobacco</td>
<td>1,630,309</td>
<td>293,914</td>
</tr>
<tr>
<td>5. Textiles and textile products; leather and leather products</td>
<td>70,653</td>
<td>19,260</td>
</tr>
<tr>
<td>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</td>
<td>626,483</td>
<td>131,052</td>
</tr>
<tr>
<td>7. Coke and refined petroleum products</td>
<td>547,450</td>
<td>52,679</td>
</tr>
<tr>
<td>8. Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel</td>
<td>587,609</td>
<td>132,013</td>
</tr>
<tr>
<td>9. Other non metallic mineral products</td>
<td>2,067,227</td>
<td>152,690</td>
</tr>
<tr>
<td>10. Basic metals; fabricated metal products, except machinery and equipment</td>
<td>577,587</td>
<td>127,469</td>
</tr>
<tr>
<td>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</td>
<td>296,063</td>
<td>60,261</td>
</tr>
<tr>
<td>12. Transport equipment</td>
<td>223,678</td>
<td>63,668</td>
</tr>
<tr>
<td>13. Furniture; other manufactured goods n.e.c.</td>
<td>113,515</td>
<td>32,273</td>
</tr>
<tr>
<td>14. Secondary raw materials; municipal wastes and other wastes</td>
<td>1,052,885</td>
<td>62,997</td>
</tr>
<tr>
<td>15. Mail, parcels</td>
<td>171,277</td>
<td>34,400</td>
</tr>
<tr>
<td>16. Equipment and material utilised in the transport of goods</td>
<td>223,247</td>
<td>34,634</td>
</tr>
<tr>
<td>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.</td>
<td>76,402</td>
<td>7,719</td>
</tr>
<tr>
<td>18. Grouped goods: a mixture of types of goods which are transported together</td>
<td>526,998</td>
<td>127,897</td>
</tr>
<tr>
<td>19. Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 1-16</td>
<td>253,139</td>
<td>37,540</td>
</tr>
<tr>
<td>20. Other goods n.e.c.</td>
<td>228,727</td>
<td>44,112</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>14,952,062</strong></td>
<td><strong>1,749,575</strong></td>
</tr>
</tbody>
</table>
### 5.8 Transport of dangerous goods* in EU-27 - 2005-2011 (million tkm)

Source: Eurostat

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

*Total of dangerous goods includes: Explosives; Gases - compressed, liquefied, dissolved under pressure; Flammable liquids and solids; Substances liable to spontaneous combustion; Substance emitting flammable gases (with water); Oxidising substances; Organic peroxides; Toxic substances; Substances liable to cause infections; Radioactive material; Corrosives; Miscellaneous dangerous substances.
## 5.9 Registration of commercial vehicles in EU-27 and selected countries - 2008-2011

Source: ACEA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AT</td>
<td>32,746</td>
<td>25,567</td>
<td>27,991</td>
<td>32,563</td>
<td>9.5%</td>
<td>16.3%</td>
</tr>
<tr>
<td>BE</td>
<td>64,639</td>
<td>51,250</td>
<td>52,509</td>
<td>64,148</td>
<td>2.5%</td>
<td>22.2%</td>
</tr>
<tr>
<td>DK</td>
<td>33,626</td>
<td>15,271</td>
<td>16,269</td>
<td>24,311</td>
<td>6.5%</td>
<td>49.4%</td>
</tr>
<tr>
<td>FI</td>
<td>15,522</td>
<td>8,677</td>
<td>11,045</td>
<td>14,346</td>
<td>27.3%</td>
<td>29.9%</td>
</tr>
<tr>
<td>FR</td>
<td>458,946</td>
<td>372,575</td>
<td>415,449</td>
<td>426,651</td>
<td>11.5%</td>
<td>2.7%</td>
</tr>
<tr>
<td>DE</td>
<td>223,234</td>
<td>169,376</td>
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(*) Data for Malta and Cyprus currently not available
The data include buses and coaches
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<td>24.8%</td>
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(*) Data for Malta and Cyprus currently not available

The data include buses and coaches
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(*) Data for Malta and Cyprus currently not available
The data include buses and coaches
### 6.1 Transport of passengers by mode in EU-27 - 1995-2010 (billion pkm)

Source: EC

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<th>Railway</th>
<th>Tram &amp; Metro</th>
<th>Air</th>
<th>Sea</th>
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**1995-2009**
- 21.7% -1.8% 2.0% 15.3% 26.6% 51.4% -14.4% 20.6%
- 1.4% -0.1% 0.1% 1.0% 1.7% 3.0% -1.1% 1.3%
- -0.9% -1.6% -1.0% -0.2% 1.4% 0.4% -4.9% -0.8%

In italics: Estimates
Air and Sea: only domestic and intra-EU-27 transport; provisional estimates
PTW: Powered two-wheelers
6.2 Evolution of passenger transport by mode in EU-27 - 1995-2010
(billion pkm)
Source: EC

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

Air and Sea: only domestic and intra-EU-27 transport; provisional estimates
P2W: Powered two-wheelers
### 6.4 Modal split of passenger transport on land by country in EU-27 - 2010 (billion pkm and pkm in %)

Source: EC

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<th>Passenger cars* (billion pkm)</th>
<th>Passenger cars (%)</th>
<th>Buses and coaches* (billion pkm)</th>
<th>Buses and coaches (%)</th>
<th>Railways (billion pkm)</th>
<th>Railways (%)</th>
<th>Urban rail* (tram &amp; metro) (billion pkm)</th>
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*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: Urban rail data refer only to Liverpool and Porto Metro.
FR: Urban rail data refer to the Paris Metro and RER (Réseau Express Régional) systems and to metros in other French cities.
PT: Urban rail data refer only to Lisbon and Porto Metro.
6.5 Passenger vehicles in figures by country - 2010
Source: EC

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<th>Country</th>
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<th>Stock of registered PTW (thousand)</th>
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Estimates in italics: Motorisation: Passenger car stock at end of year n has been divided by the population on 1 January of year n+1.
Stock of registered passenger cars, PTWs and buses and coaches: At end of year, except for BE (1 August).
Stock of registered passenger cars: Taxis are usually included. - Stock of registered buses and coaches: Data include buses, coaches, minibuses and sometimes also trolleybuses.
Stock of registered PTW: National vehicle stock data do not always include all powered two-wheelers and are therefore not fully comparable between countries.
Break in time series due to inclusion of mopeds from 2001 in ES, from 2002 in SI and HR, from 2004 in LV, from 2005 in PL, from 2007 in LT.
Tricycles and quads are sometimes included in the data.
### 6.6 Registration of new passenger cars in EU-27 - 2009-2011

Source: ACEA

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</tr>
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<td>223,491</td>
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<td>808,051</td>
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<tr>
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<td>14,700</td>
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<td>-2.6%</td>
</tr>
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<td>2.6%</td>
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<td>92.9%</td>
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<tr>
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<td>45,081</td>
<td>45,094</td>
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<td>0.0%</td>
</tr>
<tr>
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<td>4,976</td>
<td>10,980</td>
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<td>120.7%</td>
</tr>
<tr>
<td>LT</td>
<td>7,003</td>
<td>7,970</td>
<td>13,234</td>
<td>13.8%</td>
<td>66.0%</td>
</tr>
<tr>
<td>MT(3)</td>
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<td>4,100</td>
<td>5,400</td>
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<td>31.7%</td>
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<td>94,619</td>
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<td>0.1%</td>
</tr>
<tr>
<td>SK</td>
<td>74,717</td>
<td>64,033</td>
<td>68,254</td>
<td>-14.3%</td>
<td>6.6%</td>
</tr>
<tr>
<td>SI</td>
<td>55,712</td>
<td>59,226</td>
<td>60,193</td>
<td>6.3%</td>
<td>1.6%</td>
</tr>
<tr>
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<td>14,137,852</td>
<td>13,360,599</td>
<td>13,166,870</td>
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<td>-1.5%</td>
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<td>3,106</td>
<td>5,038</td>
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</tr>
<tr>
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<td>127,754</td>
<td>138,345</td>
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</tr>
<tr>
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<td>294,239</td>
<td>316,846</td>
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<tr>
<td>EU+EFTA</td>
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<td>13,785,698</td>
<td>13,627,099</td>
<td>-4.9%</td>
<td>-1.2%</td>
</tr>
</tbody>
</table>

(1) ACEA estimates
(2) Figures reported in PL correspond to sales; registrations are higher than sales by ca. 17% in December and lower by ca. 5% in Jan-Dec.
(3) CY and MT, source: EC
## 6.7 Motorcycle Registrations 2008-2010 in EU-27

Source: ACEM

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<tbody>
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<td>21,444</td>
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<td>-9.6%</td>
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<tr>
<td>BE</td>
<td>26,393</td>
<td>26,423</td>
<td>24,274</td>
<td>0.1%</td>
<td>-8.1%</td>
</tr>
<tr>
<td>BG</td>
<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
<td>CY</td>
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<td>3,140</td>
<td>3,060</td>
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<td>-2.5%</td>
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<td>5,418</td>
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<td>-24.9%</td>
</tr>
<tr>
<td>DE</td>
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<td>138,979</td>
<td>122,372</td>
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<td>-11.9%</td>
</tr>
<tr>
<td>DK</td>
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<td>5,165</td>
<td>3,210</td>
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<td>-37.9%</td>
</tr>
<tr>
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<td>468</td>
<td>244</td>
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<td>-47.9%</td>
</tr>
<tr>
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<td>69,246</td>
<td>59,492</td>
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<td>134,640</td>
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<tr>
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<tr>
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<td>-94.1%</td>
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<tr>
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<td>1,553</td>
<td>1,255</td>
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<td>-19.2%</td>
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<td>-21.7%</td>
</tr>
<tr>
<td>MT</td>
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<td>541</td>
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<td>-7.6%</td>
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<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
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<td>11,839</td>
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<td>-24.1%</td>
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<td>2,331</td>
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<td>95,231</td>
<td>81,372</td>
<td>-16.8%</td>
<td>-14.6%</td>
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<tr>
<td>EU-27</td>
<td>1,409,897</td>
<td>1,230,043</td>
<td>1,010,972</td>
<td>-12.8%</td>
<td>-17.8%</td>
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</table>
6.8 Transport of passengers per mode
Comparison EU-27/World - 2010 (billion pkm)
Source: EC, International Transport Forum

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

In italics: Estimates
[1]: USA: including light trucks/vans and data is from 2009
[2]: Japan: including light motor vehicles and taxis
[3]: China: including buses and coaches
[4]: Japan: 2009

6.9 Motorisation
Comparison EU-27/World - 2010 (passenger cars/1,000 inhabitants)
Source: EC

![Motorisation Graph]

[1]: USA: Including light trucks/vans and data are from 2009
6.10 Trends and outlooks in passenger transport demand for the different modes of transport in EU-25 - 1990-2030 (Gpkm)

Source: EEA

Unit: Gpkm
### 7.1 Road accidents involving personal injury - 1990-2010 (thousand)

**Source:** CARE, United Nations, National Statistics

<table>
<thead>
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<td>EU-27</td>
<td>1,487.61</td>
<td>1,420.35</td>
<td>1,491.22</td>
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<td>1,188.99</td>
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<td>1,342.80</td>
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<td>1,343.89</td>
<td>1,165.08</td>
<td>1,075.76</td>
<td>1,042.09</td>
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<td>-5.77</td>
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<td>151.17</td>
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<td>-9.25</td>
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<td>6.89</td>
<td>8.22</td>
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<td>74.49</td>
<td>72.32</td>
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<td>3.63</td>
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<td>18.40</td>
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<td>8.72</td>
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<td>8.42</td>
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<td>169.81</td>
<td>160.08</td>
<td>-33.88</td>
<td>-5.73</td>
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</tbody>
</table>

**Notes:** the definition of an accident involving personal injury differs from country to country.
BE: 2009 provisional
7.2 Road accidents involving personal injury per thousand of population
EU-27 - 2010
Source: EC

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

7.3 Road fatalities* in EU-27 - 1990-2010
Source: CARE

* 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
<table>
<thead>
<tr>
<th></th>
<th>FR</th>
<th>IT</th>
<th>CY</th>
<th>LV</th>
<th>LT</th>
<th>LU</th>
<th>HU</th>
<th>MT</th>
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<th>AT</th>
<th>PL</th>
<th>PT</th>
<th>RO</th>
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<td>70.00</td>
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<td>1,391.00</td>
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<td>635.00</td>
<td>641.00</td>
<td>70.00</td>
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<td>70.00</td>
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<td>956.00</td>
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<td>2,377.00</td>
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</tbody>
</table>

**Evolution 2009-2010 (%)**

**Evolution 2001-2010 (%)**
-51.09  -42.36  -38.78  -60.93  -57.51  -64.29  -40.27  -6.25  -45.92  -42.38  -29.38  -43.89  -2.98

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

BE: 2009 provisional

<table>
<thead>
<tr>
<th></th>
<th>SI</th>
<th>SK</th>
<th>FI</th>
<th>SE</th>
<th>UK</th>
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</table>

**Evolution 2009-2010 (%)**

**Evolution 2001-2010 (%)**

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

BE: 2009 provisional
7.4 Percentage change in road fatalities between 2001 and 2010 (%)  
Source: CARE
### 7.5 Road fatalities country rankings - 2010

Source: CARE

<table>
<thead>
<tr>
<th>Road fatalities per million inhabitants</th>
<th>Road fatalities per 10 billion pkm</th>
<th>Road fatalities per million passenger cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE 28</td>
<td>SE 27</td>
<td>SE 62</td>
</tr>
<tr>
<td>UK 31</td>
<td>UK 29</td>
<td>MT 63</td>
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<tr>
<td>NL 32</td>
<td>NL 37</td>
<td>UK 65</td>
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<tr>
<td>MT 36</td>
<td>DE 40</td>
<td>NL 71</td>
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<tr>
<td>DE 45</td>
<td>FI 41</td>
<td>DE 87</td>
</tr>
<tr>
<td>DK 46</td>
<td>IE 46</td>
<td>LU 96</td>
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<tr>
<td>IE 47</td>
<td>LU 48</td>
<td>FI 96</td>
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<tr>
<td>FI 51</td>
<td>DK 49</td>
<td>IE 111</td>
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<tr>
<td>ES 54</td>
<td>SI 53</td>
<td>IT 112</td>
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<tr>
<td>EE 58</td>
<td>FR 54</td>
<td>ES 112</td>
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<tr>
<td>EU-27 62</td>
<td>IT 55</td>
<td>DK 119</td>
</tr>
<tr>
<td>LU 63</td>
<td>EU-27 64</td>
<td>AT 125</td>
</tr>
<tr>
<td>FR 63</td>
<td>MT 66</td>
<td>FR 127</td>
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<tr>
<td>AT 66</td>
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<td>CY 130</td>
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<td>SI 67</td>
<td>BE 74</td>
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<tr>
<td>IT 68</td>
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<td>EU-27 131</td>
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<tr>
<td>SK 68</td>
<td>EE 76</td>
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<tr>
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</tr>
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<td>CZ 76</td>
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<td>PT 88</td>
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<td>SK 228</td>
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<tr>
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<tr>
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<td>PL 129</td>
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<td>PL 102</td>
<td>SK 135</td>
<td>HU 247</td>
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<tr>
<td>BG 103</td>
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<td>LV 283</td>
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<tr>
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<td>BG 162</td>
<td>BG 304</td>
</tr>
<tr>
<td>EL 111</td>
<td>RO 303</td>
<td>RO 555</td>
</tr>
</tbody>
</table>

Fatalities: all fatalities on the road: car drivers and passengers, bus and coach occupants, powered two-wheelers riders and passengers, cyclists, pedestrians, commercial vehicle drivers, etc. for 2009.  
PKM: indicator of traffic volume (in the absence of consistent vehicle-kilometre data).  
Inhabitants: the sum of the population at 1 January 2010 and 1 January 2011 divided by two.  
Passenger cars: the sum of the stock of vehicles for 2009 and 2010 divided by two.
7.6 Lives saved per million inhabitants in each EU-27 country in 2010 (compared to 2001)
Source: CARE

7.7 Evolution of road fatalities and injured in EU-27 - 2000-2010
Source: CARE
7.8 Road fatalities by mode of transport in EU-27 - 2010
Source: CARE

7.8.1 Total

- Bus & Coaches: 0.36%
- Car + Taxi: 46.38%
- Lorry <3.5 tonnes: 2.40%
- Powered two-wheeler: 19.80%
- Pedestrian: 19.80%
- Cyclists: 6.59%
- Agricultural Tractor: 0.56%
- Goods Vehicle: 3.91%

7.8.2 Inside Urban Area(1)

- Bus & Coaches: 0.51%
- Car + Taxi: 28.12%
- Lorry <3.5 tonnes: 0.73%
- Powered two-wheeler: 21.87%
- Pedestrian: 36.63%
- Cyclists: 9.35%
- Heavy Goods Vehicle: 1.17%
- Agricultural Tractor: 0.54%

(1) Urban Area: Area inside urban area boundary signs (except UK and IE). Includes dual carriageways and national roads. Can include motorways (except DK, EL, IT). Opinion of the police (DK, SE)
7.8.3 Outside Urban Area (2)

Bus & Coaches 0.47%
Heavy Goods Vehicle 2.32%
Pedestrian 9.51%
Cyclists 4.66%
Agricultural Tractor 0.64%
Powered two-wheeler 17.07%
Lorry <3.5 tonnes 3.69%
Car + Taxi 61.64%

(2) Outside Urban Area: Area outside urban area boundary signs. Opinion of the police (DK, SE). Includes motorways
### 7.9 PTWs fatalities in selected EU countries - 2010 (%)

Source: CARE

![Graph showing PTWs fatalities in selected EU countries - 2010 (%)]

* NL, SE: 2009 figures

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

Source: CARE

![Graph showing road fatalities by gender in 23 EU Member States - 2010 (%)]

* EE, NL, SE: 2009 figures
7.11 Road fatalities by age group in EU-27 and selected countries - 2010 (%)
Source: IRTAD, CARE

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

* 2009 figures
### 7.13 Speed limits, blood alcohol limits in EU-27

Source: National sources, ITF

<table>
<thead>
<tr>
<th>Country</th>
<th>Built-up areas</th>
<th>Outside built-up areas</th>
<th>Motorways</th>
<th>Blood alcohol limit, grams of alcohol in 1 litre of blood</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE</td>
<td>30-50</td>
<td>90-120</td>
<td>120</td>
<td>0.5</td>
</tr>
<tr>
<td>BG</td>
<td>50</td>
<td>90</td>
<td>130</td>
<td>0.5</td>
</tr>
<tr>
<td>CZ</td>
<td>50</td>
<td>90</td>
<td>130</td>
<td>0.0</td>
</tr>
<tr>
<td>DK</td>
<td>50</td>
<td>80</td>
<td>110-130</td>
<td>0.5</td>
</tr>
<tr>
<td>DE</td>
<td>30-50</td>
<td>100</td>
<td>(130)</td>
<td>0.5</td>
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<tr>
<td>EE</td>
<td>50</td>
<td>90-110</td>
<td>110</td>
<td>0.0</td>
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<td>0.8</td>
</tr>
<tr>
<td>EL</td>
<td>50</td>
<td>90-110</td>
<td>130</td>
<td>0.5</td>
</tr>
<tr>
<td>ES</td>
<td>50</td>
<td>90-100</td>
<td>120</td>
<td>0.5</td>
</tr>
<tr>
<td>FR</td>
<td>50</td>
<td>80-110</td>
<td>110-130</td>
<td>0.5</td>
</tr>
<tr>
<td>IT</td>
<td>50</td>
<td>90-110</td>
<td>130</td>
<td>0.5</td>
</tr>
<tr>
<td>CY</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>0.5</td>
</tr>
<tr>
<td>LV</td>
<td>50</td>
<td>90</td>
<td>110</td>
<td>0.5</td>
</tr>
<tr>
<td>LT</td>
<td>50</td>
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<td>0.4</td>
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<td>0.5</td>
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<tr>
<td>HU</td>
<td>50</td>
<td>90-110</td>
<td>130</td>
<td>0.0</td>
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<tr>
<td>MT</td>
<td>50</td>
<td>60-80</td>
<td>-</td>
<td>0.8</td>
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<tr>
<td>NL</td>
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<td>80-100</td>
<td>100-120</td>
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<td>PT</td>
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<td>90-100</td>
<td>120</td>
<td>0.5</td>
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<td>32-48</td>
<td>96-112</td>
<td>112</td>
<td>0.8</td>
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</table>
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). 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.

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

**IT**: 100 km/h on motorways, 80 km/h on other roads.

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

### Blood alcohol limits:

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

---

### Speed limit, cars (in general), km/h:

<table>
<thead>
<tr>
<th></th>
<th>Built-up areas</th>
<th>Outside built-up areas</th>
<th>Motorways</th>
</tr>
</thead>
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<td>130</td>
</tr>
<tr>
<td>MK</td>
<td>60</td>
<td>80-100</td>
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</tr>
<tr>
<td>TR</td>
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<td>130</td>
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<td>80-90</td>
<td>-</td>
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<tr>
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<td>80</td>
<td>90-100</td>
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<tr>
<td>CH</td>
<td>30-50</td>
<td>80</td>
<td>120</td>
</tr>
</tbody>
</table>

### Blood alcohol limit, grams of alcohol in 1 litre of blood

<table>
<thead>
<tr>
<th></th>
<th>Built-up areas</th>
<th>Outside built-up areas</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MK</td>
<td>0.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TR</td>
<td>0.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IS</td>
<td>0.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO</td>
<td>0.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH</td>
<td>0.5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
7.14 Fatalities at 30 days by road user type in EU countries

Source: CARE

7.14.1 Total

- Driver 61.31%
- Pedestrian 20.78%
- Passenger 17.87%
- Unknown 0.04%

7.14.2 Urban

- Driver 50.47%
- Pedestrian 36.70%
- Passenger 12.81%
- Unknown 0.02%
7.14.3 Motorway

Driver 61.07%

Pedestrian 10.65%

Unknown 0.05%

Passenger 28.22%

7.14.4 Rural

Driver 69.10%

Pedestrian 10.68%

Unknown 0.05%

Passenger 20.16%
### 8.1 Taxes on acquisition of motor vehicles in EU-27 - January 2012

Source: ACEA

<table>
<thead>
<tr>
<th>Country</th>
<th>VAT</th>
<th>Registration Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT</td>
<td>20%</td>
<td>Based on fuel consumption. Maximum 16%+bonus/malus</td>
</tr>
<tr>
<td>BE</td>
<td>21%</td>
<td>Based on cc + age. CO₂ emissions (Wallonia)</td>
</tr>
<tr>
<td>BG</td>
<td>20%</td>
<td>None</td>
</tr>
<tr>
<td>CY</td>
<td>15%</td>
<td>Based on cc + CO₂</td>
</tr>
<tr>
<td>CZ</td>
<td>20%</td>
<td>None</td>
</tr>
<tr>
<td>DE</td>
<td>19%</td>
<td>None</td>
</tr>
<tr>
<td>DK</td>
<td>25%</td>
<td>105% up to DKK 79.000. 180% on the remainder</td>
</tr>
<tr>
<td>EE</td>
<td>20%</td>
<td>None</td>
</tr>
<tr>
<td>ES</td>
<td>18%</td>
<td>Based on CO₂ emissions. From 4.75% (121-159g/km) to 14.75% (200g/km or more)</td>
</tr>
<tr>
<td>FI</td>
<td>23%</td>
<td>Based on price + CO₂ emissions. Tax % = 4.88 + (0.122 x CO₂). Min 12.2%. Max 48.8%</td>
</tr>
<tr>
<td>FR</td>
<td>19.60%</td>
<td>Based on CO₂ emissions. From 200 € (151 to 155 g/km) to 2,600 € (above 240g/km)</td>
</tr>
<tr>
<td>EL</td>
<td>23%</td>
<td>Based on cc + emissions. 5% - 50%</td>
</tr>
<tr>
<td>HU</td>
<td>27%</td>
<td>Based on emissions</td>
</tr>
<tr>
<td>IE</td>
<td>21%</td>
<td>Based on CO₂ emissions. 14% to 36%</td>
</tr>
<tr>
<td>IT</td>
<td>21%</td>
<td>Based on kilowatt/weight/seats</td>
</tr>
<tr>
<td>LI</td>
<td>21%</td>
<td>LTL 50</td>
</tr>
<tr>
<td>LU</td>
<td>15%</td>
<td>None</td>
</tr>
<tr>
<td>LV</td>
<td>22%</td>
<td>Based on CO₂ emissions.</td>
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<tr>
<td>MT</td>
<td>18%</td>
<td>Based on price, CO₂ emissions, vehicle length</td>
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<td>19%</td>
<td>Based on price + CO₂ emissions</td>
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<tr>
<td>PL</td>
<td>23%</td>
<td>Based on cc. 3.1% - 18.6 %</td>
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<tr>
<td>PT</td>
<td>23%</td>
<td>Based on cc + CO₂ emissions</td>
</tr>
<tr>
<td>RO</td>
<td>24%</td>
<td>Based on cc + CO₂ emissions</td>
</tr>
<tr>
<td>SE</td>
<td>25%</td>
<td>None</td>
</tr>
<tr>
<td>SI</td>
<td>20%</td>
<td>Based on price. 1% - 13%</td>
</tr>
<tr>
<td>SK</td>
<td>20%</td>
<td>None</td>
</tr>
<tr>
<td>UK</td>
<td>20%</td>
<td>None</td>
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### 8.2 Excise duties on fuels in EU-27 at 1-1-2011 and 1-1-2012 (€/1000 litres)

Source: ACEA

<table>
<thead>
<tr>
<th>Country</th>
<th>1 January 2011</th>
<th>1 January 2012</th>
<th>% change 2011-2012</th>
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<td>Diesel</td>
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<td>353</td>
<td>628</td>
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<td>655</td>
<td>470</td>
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<td>571</td>
<td>386</td>
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<tr>
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<td>410</td>
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<td>425</td>
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<td>627</td>
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<tr>
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<td>607</td>
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<td>543</td>
<td>449</td>
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<td>IT</td>
<td>564</td>
<td>423</td>
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<tr>
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<td>310</td>
<td>462</td>
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<td>NL</td>
<td>714</td>
<td>421</td>
<td>730</td>
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<td>PT</td>
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<td>540</td>
<td>451</td>
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<td>UK</td>
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<td>617</td>
<td>674</td>
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<tr>
<td>EU-15 average</td>
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<td>401</td>
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<td>245</td>
<td>359</td>
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<tr>
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<td>293</td>
<td>316</td>
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<tr>
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<td>499</td>
<td>432</td>
<td>491</td>
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<tr>
<td>SK</td>
<td>515</td>
<td>368</td>
<td>515</td>
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<tr>
<td>EU-27 average</td>
<td>497</td>
<td>374</td>
<td>525</td>
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</table>
8.3 Nominal tax rates for unleaded petrol
in selected countries at 1.1.2000 and 1.1.2010 (£/litre)
Source: ITF, OECD/EEA

8.4 Nominal tax rates for diesel
Selected countries at 1.1.2000 and 1.1.2010 (£/litre)
Source: ITF, OECD/EEA
8.5 Fiscal income from motor vehicles
EU selected countries - 2010 (€ billion)*

Source: ACEA

<table>
<thead>
<tr>
<th>VAT on vehicles, servicing/repair parts, tyres</th>
<th>Fuels &amp; Lubricants</th>
<th>Sales &amp; registration taxes</th>
<th>Annual ownership taxes</th>
<th>Driving license fees</th>
<th>Insurance taxes</th>
<th>Tolls</th>
<th>Customs duties</th>
<th>Other taxes</th>
<th>TOTAL</th>
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<td>4.35</td>
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<td>25.75</td>
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<td>39.99</td>
<td>18.38</td>
<td>32.26</td>
<td>4.29</td>
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<tr>
<td>0.45</td>
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<td>0.65</td>
<td>1.92</td>
<td>0.25</td>
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<td>1.14</td>
<td>2.01</td>
<td>0.63</td>
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<td>1.46</td>
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<td>8.50</td>
<td>2.81</td>
<td>1.27</td>
<td>1.59</td>
<td>0.99</td>
<td>6.61</td>
<td>3.61</td>
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<td>0.01</td>
<td>0.08</td>
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<td>1.86</td>
<td>3.50</td>
<td>0.69</td>
<td>3.93</td>
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<td>4.05</td>
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<td>0.28</td>
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<tr>
<td>0.32</td>
<td>0.73</td>
<td>1.86</td>
<td>3.50</td>
<td>0.69</td>
<td>3.93</td>
<td></td>
<td>4.05</td>
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<td>0.28</td>
</tr>
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<td>0.09</td>
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<td>1.32</td>
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<td>6.50</td>
</tr>
<tr>
<td>11.60</td>
<td>13.94</td>
<td>42.94</td>
<td>79.10</td>
<td>27.24</td>
<td>63.54</td>
<td>6.53</td>
<td>4.28</td>
<td>67.83</td>
<td>16.13</td>
</tr>
</tbody>
</table>

**EURO bn**

Total = EUR 375 bn

*No data are available for other EU Member States.
IE, PT, SE: 2010 data
FR: 2009 data
8.6 At the pump prices of petroleum in EU-27
First quarter 2012 All taxes included (€/litre)
Source: DG ENER, Member States

8.6.1 At the pump prices of premium unleaded gasoline 95 in EU-27 - 2012
All taxes included (€/litre)

8.6.2 At the pump prices of automotive diesel in EU-27 - 2012
All taxes included (€/litre)
8.7 Revenues from environmentally related taxes in % of GDP in selected countries - 2000 and 2010 (% of GDP)

Source: ITF, OECD/EEA

*CA, EL, SK, MX - 2009 figures
9.1 Comparison between freight and passenger transport evolution and CO₂ emissions 1995-2010

Source: EC

* Excluding International Bunkers (international traffic departing from the EU)
9.2 CO₂ emissions from road transport in EU-27 and selected countries* 2000-2009 (g/ tonne-km) and (g/ passenger-km)
Source: EEA

9.3 CO₂ emissions from road passenger transport by mode EU-27 and selected countries* - 1995 and 2009 (g/pkm)
Source: EEA
9.4 CO₂ emissions from road freight transport
EU-27 and selected countries* - 1995 and 2009 (g/tkm)

Source: EEA

* EU-27 plus NO, CH and TR
### 9.5 Average CO₂ emissions per km from new passenger cars

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

*Source: Eurostat, ACEA*

#### 9.5.1 Average CO₂ emissions by country

*Source: CO₂*  

<table>
<thead>
<tr>
<th>Year</th>
<th>BE</th>
<th>CZ</th>
<th>DK</th>
<th>DE</th>
<th>EE</th>
<th>IE</th>
<th>EL</th>
<th>ES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>156.5</td>
<td>154.0</td>
<td>165.9</td>
<td>174.9</td>
<td>179.0</td>
<td>167.6</td>
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</tr>
<tr>
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<td>155.2</td>
<td>155.3</td>
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<td>173.4</td>
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<tr>
<td><strong>Evolution 2004-2011</strong></td>
<td><strong>-16.9%</strong></td>
<td><strong>-8.4%</strong></td>
<td><strong>-24.7%</strong></td>
<td><strong>-18.2%</strong></td>
<td><strong>-12.8%</strong></td>
<td><strong>-24.8%</strong></td>
<td><strong>-17.7%</strong></td>
<td><strong>-12.4%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
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<th>Year</th>
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<table>
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<td><strong>Evolution 2004-2011</strong></td>
<td><strong>-8.5%</strong></td>
<td><strong>-9.0%</strong></td>
<td><strong>-7.9%</strong></td>
<td><strong>-15.7%</strong></td>
<td><strong>-21.0%</strong></td>
<td><strong>-26.5%</strong></td>
<td><strong>-19.5%</strong></td>
<td><strong>-15.2%</strong></td>
</tr>
</tbody>
</table>
9.5.2 Evolution in CO₂ emissions - 2004-2011 (%)
Source: Eurostat

9.6 CO₂ emissions from new cars in the EU-15 - Selected years (%)
Source: ACEA
9.7 Share of total emissions of CO₂ by sector in EU-27* - 2010 (%)

Source: EEA

FC of transport 23.60%

Various 1.0%

FC of other sectors 18.30%

FC of manufacturing industries and construction 14.80%

Industrial processes 5.90%

FC of energy industries 36.30%

(*) Excluding LULUCF
LULUCF = Total CO₂ emissions and removals from activities relating to land use, land-use change and forestry (from the following categories: forest land, cropland, grassland, wetlands, settlements and other land)
FC = Fuel combustion
Various = CO₂ emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.
FC of other sectors = CO₂ emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.
FC of energy industries = CO₂ emissions from public electricity and heat production, petroleum refining, manufacture of solid fuels and other energy industries.

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

Source: EEA

FC of transport 19.70%

Agriculture 9.80%

Various 5.00%

FC of manufacturing industries and construction 12.40%

Industrial processes 7.30%

FC of other sectors 15.60%

FC of energy industries 30.10%

Total greenhouse gas (GHG) emissions comprise the Kyoto basket of 6 greenhouse gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (NO₂), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulphur hexafluoride (SF₆).
(*) LULUCF sector is excluded
LULUCF = Total greenhouse gas emissions and removals from activities relating to land use, land-use change and forestry (from the following categories: forest land, cropland, grassland, wetlands, settlements and other land)
FC = Fuel combustion
Various = Greenhouse gas emissions from: Waste, solvent and other product use, fuel combustion of non elsewhere specified energy activities and fugitive emissions from fuels in energy activities.
FC of other sectors = Greenhouse gas emissions from fuel combustion in commercial/institutional, residential and agriculture/forestry/fisheries sectors.
FC of energy industries = Greenhouse gas emissions from public electricity and heat production, petroleum refining, manufacture of solid fuels and other energy industries.
9.9 Fuel market share for new car registrations in EU-15 - 2011
Source: ACEA

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

Source: Eurostat

<table>
<thead>
<tr>
<th>Country</th>
<th>Industry</th>
<th>Transport</th>
<th>Households</th>
<th>Agriculture</th>
<th>Services</th>
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</table>
### 9.12 Biodiesel production in EU-27 - 2005-2010 (1,000 tonnes)

*Source: EBB*

<table>
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<tr>
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<td><strong>UK</strong></td>
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<td>192</td>
<td>150</td>
<td>192</td>
<td>137</td>
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<tr>
<td><strong>Total EU-15</strong></td>
<td>2,843</td>
<td>4,539</td>
<td>5,426</td>
<td>6,934</td>
<td>8,077</td>
<td>8,523</td>
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<td>116</td>
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<td>82</td>
<td>46</td>
<td>146</td>
<td>101</td>
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<td><strong>Total EU-27</strong></td>
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<td>4,890</td>
<td>5,713</td>
<td>7,755</td>
<td>9,046</td>
<td>9,570</td>
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</table>

*IE, FI: Data include hydro-diesel production

**2010 Biodiesel production of SE is included in the 246,000 tonnes indicated for DK*
9.13 Biofuels share in transport consumption in EU-27 - 1996-2010 (%)  
Source: Eurostat

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

* Levels above the WHO interim target for night-time noise in Europe from road transport (> 55 dBA Night)  
$L_{night}$ is the A-weighted average sound level used to assess sleep disturbance over an 8 hour night time period.
CASE STUDY A:
Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles in cities
Source: EV City Casebook

<table>
<thead>
<tr>
<th>Country/Location</th>
<th>Policy categories/ Fields of action</th>
<th>Examples for policies and initiatives</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amsterdam</strong></td>
<td>Public procurement</td>
<td>Up to 2015 9 million budget</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10000 EVs by 2015</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Infrastructure</td>
<td>1000 public charging points by 2013</td>
<td>Planned</td>
</tr>
<tr>
<td><strong>Barcelona</strong></td>
<td>Monetary incentives</td>
<td>10 year car tax exemption</td>
<td>In place</td>
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<tr>
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<td></td>
<td>Up to 75% percent of vehicle registration tax</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Free parking spaces for EVs</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Public Procurement</td>
<td>Mobecpoint: motorcycle charging stations at hotels and universities.</td>
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<tr>
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<td>LIVE: the first citizens’ office on electric mobility providing practical information</td>
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<td>Research &amp; Infrastructure</td>
<td>New public car parks with 2% of the spaces reserved for EVs.</td>
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<td><strong>Berlin</strong></td>
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<td>10 year exemption from vehicle registration tax for EVs</td>
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<td>Transferable licence plates</td>
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<tr>
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<td>Infrastructure</td>
<td>Conceptualized city “map” for expanding the public charging structure</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Public Procurement</td>
<td>Development of a uniform platform for information and date.</td>
<td>Planned</td>
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<td><strong>Hamburg</strong></td>
<td>Commercial Fleets</td>
<td>Continuous introduction of EVs in the existing cluster patterns and in specific branches of trade</td>
<td>Ongoing</td>
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<td></td>
<td>Public Procurement</td>
<td>60 EVs in municipal fleets</td>
<td>In place</td>
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<td>Public Procurement</td>
<td>Up to 500 Evs/PHEVs by the end of 2015</td>
<td>Planned</td>
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<td><strong>New-York City</strong></td>
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<td>A tax credit of up to $ 7,500 for PEV purchases</td>
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<tr>
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<td>Non-monetary Incentives</td>
<td>Access to high-occupancy vehicle (HOV) lanes, regardless of the number of passengers</td>
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<td><strong>North East England</strong></td>
<td>Monetary incentives</td>
<td>20%, up to £8,000, off the cost of a plug-in van. 25%, up to £5,000, off the cost of a plug-in vehicle</td>
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<tr>
<td></td>
<td>Infrastructure</td>
<td>50-100% grants available for the purchase and installation of charging infrastructure</td>
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<tr>
<td>Country/Location</td>
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<td>Examples for policies and initiatives</td>
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<td><strong>Portland</strong></td>
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<td>Deployment of 2,000 stations by 2013, EV Project</td>
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<tr>
<td></td>
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<td>Free charging to participants who agree to anonymous data collection.</td>
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<tr>
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<td>Monetary incentives</td>
<td>A tax credit of up to $ 7,500 for PEV purchases</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Up to $750 for residential charging installations</td>
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<td>Public Procurement</td>
<td>Electrification 20% of vehicle fleet by 2030</td>
<td>Planned</td>
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<td></td>
<td></td>
<td>$4 million for Oregon businesses interested replacing diesel trucks with electric</td>
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<td>15 million for the coming four years</td>
<td>Committed</td>
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<td>€9 million available up to 2015 to implement the national Action Plan</td>
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</tr>
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<td>Infrastructure</td>
<td>1,000 charging points by 2014</td>
<td>Planned</td>
</tr>
<tr>
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<td></td>
<td>Over 100 EVs/plug-in EVs so far</td>
<td>In place</td>
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<td>By 2014, at least 25% (about 400 vehicles) of the fleet should consist of electric or hybrid vehicles</td>
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<td>Deployment of charging points on public and private land and centered in focus area</td>
<td>Planned</td>
</tr>
<tr>
<td><strong>Shanghai</strong></td>
<td>Monetary incentives</td>
<td>National subsidies of 50,000 RMB for plug in hybrid EV and 20,000 RMB by the City</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>National subsidies of 60,000 RMB for pure electric vehicles and 40,000 RMB by the City</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Subsidies for public service vehicles (light duty commercial trucks and buses)</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td>Infrastructure</td>
<td>A ratio of 1.2 - 1.5 charging stations for every electric vehicle</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>81 AC slow-charging poles</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>700 future charging locations</td>
<td>Planned</td>
</tr>
<tr>
<td>Country/Location</td>
<td>Policy categories/Fields of action</td>
<td>Examples for policies and initiatives</td>
<td>Status</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------------------------</td>
<td>--------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Stockholm</td>
<td>Monetary Incentives</td>
<td>Exemption for vehicle tax for the first five years</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reduced tax on company vehicles</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>State funding of 40,000 SEK to purchasers of EVs</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td>Public Procurement</td>
<td>29 EVs are procured for its fleet each year</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td>Infrastructure</td>
<td>100 locations offering 140 charging points for EVs</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New parking facilities are equipped with charging units</td>
<td>In place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Engine block heaters in parking garages and private residences</td>
<td>In place</td>
</tr>
</tbody>
</table>
## CASE STUDY B:
Selection of international initiatives and policies to stimulate the development and deployment of electric vehicles in selected countries

Source: ACEA

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

2012 European Road Statistics
<table>
<thead>
<tr>
<th>Country</th>
<th>Initiatives and Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finland</td>
<td>Electric vehicles pay the minimum rate (5%) of the CO₂ based registration tax.</td>
</tr>
<tr>
<td>Ireland</td>
<td>Electric vehicles are exempt from the registration tax VRT up to a maximum of € 5,000. Plug-in hybrids benefit from VRT relief of maximum € 2,500. Conventional hybrid vehicles and other flexible fuel vehicles benefit from VRT relief of maximum € 1,500.</td>
</tr>
<tr>
<td>Italy</td>
<td>Electric vehicles are exempt from the annual circulation tax (ownership tax) for a period of five years from the date of their first registration. After this five-year period, they benefit from a 75% reduction of the tax rate applied to equivalent petrol vehicles in many regions.</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>Purchasers of electric vehicles (or other vehicles emitting 60 g/km or less of CO₂) receive a premium of € 5,000 (PRIme CAR-e) until 31 December 2011. The purchaser must have concluded an agreement to buy electricity from renewable energy sources in order to obtain the premium.</td>
</tr>
<tr>
<td>Netherlands</td>
<td>Electric vehicles are exempt from the registration tax BPM and from the annual circulation tax. Other vehicles including hybrid vehicles are also exempt from these taxes if they emit less than 95 g/km (diesel) or less than 110 g/km (petrol) respectively.</td>
</tr>
<tr>
<td>Portugal</td>
<td>Electric vehicles are exempt from the registration tax ISV and from the annual circulation tax. Hybrid vehicles benefit from a 50% reduction of the registration tax.</td>
</tr>
<tr>
<td>Romania</td>
<td>Electric and hybrid vehicles are exempt from the special pollution tax (registration tax).</td>
</tr>
<tr>
<td>Sweden</td>
<td>Electric vehicles with an energy consumption of 37 kWh per 100 km or less and hybrid vehicles with CO₂ emissions of 120 g/km or less are exempt from the annual circulation tax for a period of five years from the date of their first registration. For electric and plug-in hybrid vehicles, the taxable value of the car for the purposes of calculating the benefit in kind of a company car under personal income tax is reduced by 40% compared with the corresponding or comparable petrol or diesel car. The maximum reduction of the taxable value is SEK 16,000 per year. From 1 January 2012 a so called «Super green car premium» (Supermiljöbilspremie) of SEK 40,000 has been introduced for the purchase of a new car with CO₂ emissions of maximum 50g/km. The premium is applied both for the purchase by private persons and companies. For companies purchasing a super green car, the premium is calculated as 35% of the price difference between the super green car and a corresponding petrol/diesel car, with a maximum of SEK 40,000.</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>Purchasers of electric vehicles and plug-in hybrid vehicles with CO₂ emissions below 75 g/km receive a premium of £ 5,000 (maximum) or 25% of the value of the value of a new car or £ 8,000 or 20% of the value of a new LCV meeting eligibility criteria (for example, minimum range 70 miles for electric vehicles, 10 miles electric range for plug-in hybrid vehicles). Electric vehicles are exempt from the annual circulation tax. This tax is based on CO₂ emissions and all vehicles with emissions below 100 g/km are exempt from it. Electric cars are exempt from company car tax until April 2015 and electric vans are also exempt from the van benefit charge until that date.</td>
</tr>
</tbody>
</table>
Colas paves the way… naturally.

Colas is paved the way… to sustainability.

Colas gives as much importance to environmental realities as it does to human issues.

It focuses on preserving the quality of life for neighboring residents, improving comfort for motorists and offering its employees optimized working conditions.

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

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

Colas paves the way… naturally.

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