



European  
Commission

# EU transport in figures

STATISTICAL  
POCKETBOOK  
2014



*Transport*

## Preface

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Transport represents a crucial sector of the economy. This publication provides an overview of the most recent and most pertinent annual transport-related statistics in Europe. It covers the European Union and its 28 Member States and, as far as possible, the current EU candidate countries and the EFTA countries.

The content of this pocketbook is based on a range of sources including Eurostat, international organisations, national statistics and, where no data were available, own estimates. Own estimates have mainly been produced to get an idea of the EU total. At the level of individual countries, they are merely indicative and should by no means be (mis-)interpreted as 'official' data.

The publication consists of three parts:

- (1) a general part with general economic and other relevant data,
- (2) a transport part covering both passenger and freight transport as well as other transport-related data, and, finally,
- (3) an energy and environmental part with data on the impact which the transport sector has on the environment.

Most of the tables have data up to 2012; where available, more recent data have been provided.

The tables of this pocketbook may also be found on the Europa site at [http://ec.europa.eu/transport/facts-fundings/statistics/index\\_en.htm](http://ec.europa.eu/transport/facts-fundings/statistics/index_en.htm)

Many tables on the internet contain more data than could be presented in this pocketbook. Some tables may be updated on the web before the publication of the next paper version.

Eurostat, the main data provider, may be accessed directly on the internet at <http://epp.eurostat.ec.europa.eu/>

Comments on this publication and suggestions for improving it are appreciated. They should be sent to [move-transport-data@ec.europa.eu](mailto:move-transport-data@ec.europa.eu)

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## Symbols and abbreviations

12	<i>Estimates are printed in italics</i>
%	per cent
-	not applicable, does not exist
blank	data not available
0	zero or figure less than half of unit used
ca.	circa = approximately
€	euro
DG	Directorate-General of the European Commission
dwt	deadweight ton (shipping)
GDP	Gross Domestic Product
grt	gross registered tonnage (shipping)
mio	1 million
mtow	maximum take-off weight (aircraft)
pkm	passenger-kilometre: a unit of measure: 1 passenger transported a distance of 1 kilometre
PPP	Purchasing Power Parities
rpk	revenue passenger kilometres (air)
TEU	Twenty foot Equivalent Unit
tkm	tonne-kilometre: a unit of measure: 1 tonne transported a distance of 1 kilometre
	break in horizontal time series
—	break in vertical time series

## Country abbreviations

## PART 1

# General data

### EUROPEAN UNION COUNTRIES (EU-28) (ALSO EEA MEMBERS)

	EU MEMBER STATE SINCE:	
AT	Austria	1995
BE	Belgium	1958
BG	Bulgaria	2007
CY	Cyprus	2004
CZ	Czech Republic	2004
DE	Germany	1958
DK	Denmark	1973
EE	Estonia	2004
EL	Greece	1981
ES	Spain	1986
FI	Finland	1995
FR	France	1958
HR	Croatia	2013
HU	Hungary	2004
IE	Ireland	1973
IT	Italy	1958
LT	Lithuania	2004
LU	Luxembourg	1958
LV	Latvia	2004
MT	Malta	2004
NL	Netherlands	1958
PL	Poland	2004
PT	Portugal	1986
RO	Romania	2007
SE	Sweden	1995
SI	Slovenia	2004
SK	Slovak Republic	2004
UK	United Kingdom	1973

### OTHER EUROPEAN ECONOMIC AREA (EEA) AND IN EFTA

IS	Iceland	EEA: 1994	EFTA: 1960
LI	Liechtenstein	EEA: 1994	EFTA: 1991
NO	Norway	EEA: 1994	EFTA: 1960

### OTHER EUROPEAN FREE TRADE ASSOCIATION (EFTA) COUNTRIES

CH	Switzerland	EFTA: 1960
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### EUROPEAN UNION ACCESSION COUNTRIES

### EUROPEAN UNION CANDIDATE COUNTRIES

IS	Iceland
ME	Montenegro
MK	Former Yugoslav Republic of Macedonia (FYROM)
RS	Serbia
TR	Turkey

### OTHER COUNTRIES

CS	Czechoslovakia (until 1992)
BR	Brazil
CA	Canada
CN	China
IN	India
JP	Japan
KR	Korea
MX	Mexico
RU	Russia
USA	United States of America

**Notes:** The countries which were members of the EU in 1994 became members of the EEA in 1994, those which joined the EU in 1995 had already been EEA members since 1994 and those which joined the EU in 2004 and 2007 became members of the EEA upon accession to the EU.  
The former GDR is always included in DE; unification on 3.10.1990.



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## General Data

	AREA	POPULA- TION	GDP (NOMINAL)	GDP PER HEAD IN PPP	
	1 000 km <sup>2</sup>	million	billion EUR	EU-28 = 100	
	on 1/1/2013		2012	2011	2012
<b>EU-28</b>	<b>4 381.4</b>	<b>505.268</b>	<b>12 971.1</b>	<b>100</b>	<b>100</b>
<b>BE</b>	30.5	11.162	375.9	119	119
<b>BG</b>	111.0	7.285	39.7	46	47
<b>CZ</b>	78.9	10.516	152.9	80	80
<b>DK</b>	43.1	5.603	245.3	125	126
<b>DE</b>	357.1	82.021	2 666.4	122	123
<b>EE</b>	45.2	1.325	17.4	69	71
<b>IE</b>	70.3	4.591	163.9	130	130
<b>EL</b>	132.0	11.063	193.7	79	75
<b>ES</b>	506.0	46.704	1 029.0	97	96
<b>FR</b>	544.0	63.703	2 032.3	109	108
<b>HR</b>	56.6	4.262	43.9	61	61
<b>IT</b>	301.3	59.685	1 567.0	100	99
<b>CY</b>	9.3	0.866	17.9	94	92
<b>LV</b>	64.6	2.024	22.3	59	62
<b>LT</b>	65.3	2.972	32.9	67	70
<b>LU</b>	2.6	0.537	42.9	266	263
<b>HU</b>	93.0	9.909	97.0	65	65
<b>MT</b>	0.3	0.421	6.9	87	87
<b>NL</b>	41.5	16.780	599.3	130	129
<b>AT</b>	83.9	8.452	307.0	129	131
<b>PL</b>	312.7	38.533	381.2	65	66
<b>PT</b>	92.1	10.487	165.1	78	75
<b>RO</b>	238.4	20.020	131.7	47	49
<b>SI</b>	20.3	2.059	35.3	84	82
<b>SK</b>	49.0	5.411	71.1	74	75
<b>FI</b>	338.4	5.427	192.5	114	114
<b>SE</b>	450.3	9.556	407.8	126	128
<b>UK</b>	243.8	63.896	1 932.7	110	111
<b>ME</b>	13.8	0.623	3.1	42	40
<b>MK</b>	25.7	2.062	7.5	35	35
<b>RS</b>	88.4	7.182	29.6	35	35
<b>TR</b>	785.3	75.627	612.0	52	54
<b>IS</b>	103.0	0.322	10.6	112	112
<b>NO</b>	323.8	5.051	389.1	187	196
<b>CH</b>	41.3	8.039	491.0	157	160

**Notes:** CY: Area refers to the whole island. FR: Area and population only cover mainland France ('France métropolitaine'). The 4 French overseas departments Guyane, Martinique, Guadeloupe and La Réunion, which are part of the EU, have a combined area of 88 794 km<sup>2</sup> and a population of around 1.9 million. The total area of the EU therefore is 4 470 200 km<sup>2</sup>, its total population on 1 January 2013 was 507.2 million.  
CY and PT: provisional data (GDP per capita) PL: break in series in 2012 (GDP per capita), DE, FR, IT and UK: provisional data (population).

Source: Eurostat, estimates (in italics)

## Growth in GDP and Industrial Production compared to the previous year

	GROWTH IN GDP Real growth				GROWTH IN INDUSTRIAL PRODUCTION (excluding construction)			
	% CHANGE				% CHANGE			
	2009	2010	2011	2012	2009	2010	2011	2012
<b>EU-28</b>	-4.5	2.0	1.6	-0.4	-14.0	6.8	3.2	-2.2
<b>BE</b>	-2.8	2.3	1.8	-0.1	-10.3	11.2	4.4	-3.3
<b>BG</b>	-5.5	0.4	1.8	0.8	-18.2	2.3	5.7	-0.2
<b>CZ</b>	-4.5	2.5	1.8	-1.0	-13.1	8.2	5.9	-0.8
<b>DK</b>	-5.7	1.4	1.1	-0.4	-14.4	1.6	2.0	-0.1
<b>DE</b>	-5.1	4.0	3.3	0.7	-16.3	11.0	7.2	-0.3
<b>EE</b>	-14.1	2.6	9.6	3.9	-23.9	23.0	19.6	0.2
<b>IE</b>	-6.4	-1.1	2.2	0.2	-4.5	7.5	0.0	-1.3
<b>IL</b>	-3.1	-4.9	-7.1	-6.4	-9.2	-6.6	-8.1	-3.7
<b>ES</b>	-3.8	-0.2	0.1	-1.6	-15.8	0.8	-1.7	-6.9
<b>FR</b>	-3.1	1.7	2.0	0.0	-14.2	5.0	2.2	-2.7
<b>HR</b>	-6.9	-2.3	0.0	-2.0	-8.9	-1.6	-1.2	-5.3
<b>IT</b>	-5.5	1.7	0.5	-2.5	-18.7	6.7	1.1	-6.5
<b>CY</b>	-1.9	1.3	0.4	-2.4	-9.3	-1.6	-8.5	-9.2
<b>LV</b>	-17.7	-1.3	5.3	5.2	-18.0	14.5	8.8	6.1
<b>LT</b>	-14.8	1.6	6.0	3.7	-13.8	6.1	6.7	3.6
<b>LU</b>	-5.6	3.1	1.9	-0.2	-16.0	8.7	2.0	-3.8
<b>HU</b>	-6.8	1.1	1.6	-1.7	-17.7	10.5	5.5	-1.7
<b>MT</b>	-2.8	3.3	1.7	0.9	-14.1	8.7	-0.3	6.4
<b>NL</b>	-3.7	1.5	0.9	-1.2	-7.6	7.7	-0.7	-0.6
<b>AT</b>	-3.8	1.8	2.8	0.9	-11.3	6.7	6.8	-0.3
<b>PL</b>	1.6	3.9	4.5	1.9	-3.7	10.8	7.1	1.7
<b>PT</b>	-2.9	1.9	-1.3	-3.2	-8.5	1.6	-1.0	-6.1
<b>RO</b>	-6.6	-1.1	2.2	0.7	-5.4	4.8	7.6	2.8
<b>SI</b>	-7.9	1.3	0.7	-2.5	-17.6	7.0	1.9	-0.6
<b>SK</b>	-4.9	4.4	3.0	1.8	-15.6	8.2	5.5	8.0
<b>FI</b>	-8.5	3.4	2.7	-0.8	-18.0	5.2	2.1	-1.6
<b>SE</b>	-5.0	6.6	2.9	0.9	-18.1	8.8	5.7	-1.1
<b>UK</b>	-5.2	1.7	1.1	0.3	-9.2	2.8	-1.0	-2.7
<b>ME</b>	-5.7	2.5	3.2	-2.5	-32.2	17.8	-10.1	-6.5
<b>MK</b>	-0.9	2.9	2.8	-0.4	-8.6	-4.8	6.9	-2.8
<b>RS</b>	-3.5	1.0	1.6	-1.5	-12.6	1.2	2.6	-2.2
<b>TR</b>	-4.8	9.0	8.8	2.2	-10.4	12.4	9.7	2.4
<b>IS</b>	-6.6	-4.1	2.7	1.4	-1.0	0.7	2.3	-1.9
<b>NO</b>	-1.6	0.5	1.3	2.9	-3.6	-5.4	-4.5	2.7
<b>CH</b>	-1.9	3.0	1.8	1.0	-5.6	7.2	2.7	2.3

**Notes:** Industrial production: includes NACE Rev. 2 Sections B, C, D and E.  
Data adjusted by working days.  
Data were extracted on 13/01/14. Growth in GDP section: HR and PT: provisional data (2011, 2012), MK: Eurostat estimate (2011, 2012), TR: forecast (2011, 2012).  
Growth in industrial production section: BE, ES, MT and SI: provisional data,  
RS: Eurostat estimates. IS: Gross added value for NACE Rev. 2, sections B, C, D and E.

## Employment and Unemployment

	EMPLOYMENT RATE				UNEMPLOYMENT RATE			
	%				%			
	2009	2010	2011	2012	2009	2010	2011	2012
<b>EU-28</b>	64.5	64.0	64.1	64.1	9.0	9.7	9.7	10.5
<b>BE</b>	61.6	62.0	61.9	61.8	7.9	8.3	7.2	7.6
<b>BG</b>	62.6	59.7	58.4	58.8	6.8	10.3	11.3	12.3
<b>CZ</b>	65.4	65.0	65.7	66.5	6.7	7.3	6.7	7.0
<b>DK</b>	75.3	73.3	73.1	72.6	6.0	7.5	7.6	7.5
<b>DE</b>	70.3	71.1	72.5	72.8	7.8	7.1	5.9	5.5
<b>EE</b>	63.5	61.0	65.1	67.1	13.8	16.9	12.5	10.2
<b>IE</b>	61.9	59.6	58.9	58.8	12.0	13.9	14.7	14.7
<b>EL</b>	61.2	59.6	55.6	51.3	9.5	12.6	17.7	24.3
<b>ES</b>	59.8	58.6	57.7	55.4	18.0	20.1	21.7	25.0
<b>FR</b>	64.0	63.9	63.9	63.9	9.5	9.7	9.6	10.2
<b>HR</b>	56.6	54.0	52.4	50.7	9.1	11.8	13.5	15.9
<b>IT</b>	57.5	56.9	56.9	56.8	7.8	8.4	8.4	10.7
<b>CY</b>	69.0	68.9	67.6	64.6	5.4	6.3	7.9	11.9
<b>LV</b>	60.9	59.3	60.8	63.0	17.5	19.5	16.2	15.0
<b>LT</b>	60.1	57.6	60.2	62.0	13.6	18.0	15.4	13.4
<b>LU</b>	65.2	65.2	64.6	65.8	5.1	4.6	4.8	5.1
<b>HU</b>	55.4	55.4	55.8	57.2	10.0	11.2	10.9	10.9
<b>MT</b>	55.0	56.1	57.6	59.0	6.9	6.9	6.5	6.4
<b>NL</b>	77.0	74.7	74.9	75.1	3.7	4.5	4.4	5.3
<b>AT</b>	71.6	71.7	72.1	72.5	4.8	4.4	4.2	4.3
<b>PL</b>	59.3	58.9	59.3	59.7	8.1	9.7	9.7	10.1
<b>PT</b>	66.3	65.6	64.2	61.8	10.6	12.0	12.9	15.9
<b>RO</b>	58.6	58.8	58.5	59.5	6.9	7.3	7.4	7.0
<b>SI</b>	67.5	66.2	64.4	64.1	5.9	7.3	8.2	8.9
<b>SK</b>	60.2	58.8	59.3	59.7	12.1	14.5	13.7	14.0
<b>FI</b>	68.7	68.1	69.0	69.4	8.2	8.4	7.8	7.7
<b>SE</b>	72.2	72.1	73.6	73.8	8.3	8.6	7.8	8.0
<b>UK</b>	69.9	69.5	69.5	70.1	7.6	7.8	8.0	7.9
<b>ME</b>	41.3	40.3	39.1	40.0	19.1	19.7	19.7	19.6
<b>MK</b>	43.3	43.5	43.9	44.0	32.2	32.0	31.4	31.0
<b>RS</b>	50.4	47.2	45.4	45.3	16.9	20.0	23.6	24.6
<b>TR</b>	44.3	46.3	48.4	48.9	12.5	10.7	8.8	8.1
<b>IS</b>	78.3	78.2	78.5	79.7	7.2	7.6	7.1	6.0
<b>NO</b>	76.4	75.3	75.3	75.7	3.2	3.6	3.3	3.2
<b>CH</b>	79.0	78.6	79.3	79.4	4.3	4.5	4.0	4.2

**Notes:** Employment rate: persons in employment as a percentage of the population of working age (15 – 64 years). Unemployment rate: persons unemployed as a percentage of the active population (between 15 and 64 years old). Estimates in italics refer to DG MOVE calculations.

Share of Gross Value Added  
and Employment by Sector

	SHARE OF GROSS VALUE ADDED (%)			SHARE OF EMPLOYMENT (%)		
	AGRI-CULTURE	INDUSTRY	SERVICES	AGRI-CULTURE	INDUSTRY	SERVICES
	2012			2012		
<b>EU-28</b>	1.7	25.0	73.3	5.2	22.6	72.2
<b>BE</b>	0.7	21.8	77.5	1.3	19.0	79.7
<b>BG</b>	6.4	30.4	63.2	18.9	25.8	55.3
<b>CZ</b>	2.4	37.3	60.3	3.3	36.5	60.2
<b>DK</b>	1.4	21.8	76.8	2.4	17.8	79.8
<b>DE</b>	0.8	30.5	68.7	1.6	24.7	73.7
<b>EE</b>	4.1	29.0	66.9	4.6	29.8	65.6
<b>IE</b>	1.6	27.9	70.5	4.7	18.4	76.9
<b>EL</b>	3.4	16.4	80.2	12.2	15.6	72.2
<b>ES</b>	2.5	26.0	71.5	4.2	19.2	76.6
<b>FR</b>	2.0	18.8	79.2	2.8	18.6	78.6
<b>HR</b>	5.0	26.2	68.8	11.4	28.2	60.4
<b>IT</b>	2.0	24.3	73.7	3.8	26.2	70.0
<b>CY</b>	2.5	14.9	82.6	3.6	17.5	78.9
<b>LV</b>	5.0	25.7	69.3	7.8	24.0	68.2
<b>LT</b>	4.0	31.1	64.9	8.8	25.1	66.1
<b>LU</b>	0.3	12.9	86.8	1.1	20.5	78.4
<b>HU</b>	4.7	30.6	64.7	7.4	28.9	63.7
<b>MT</b>	1.8	17.3	80.9	3.2	19.0	77.8
<b>NL</b>	1.7	24.3	74.0	2.5	15.9	81.6
<b>AT</b>	1.6	28.6	69.8	4.5	23.4	72.1
<b>PL</b>	3.9	32.4	63.7	12.6	30.1	57.3
<b>PT</b>	2.3	23.6	74.1	11.0	24.2	64.8
<b>RO</b>	6.0	42.3	51.7	30.5	28.7	40.8
<b>SI</b>	2.7	31.1	66.2	8.3	29.9	61.8
<b>SK</b>	3.1	35.2	61.7	3.2	31.6	65.2
<b>FI</b>	2.8	25.9	71.3	4.6	23.9	71.5
<b>SE</b>	1.6	25.2	73.2	2.4	21.3	76.3
<b>UK</b>	0.7	20.7	78.6	1.2	16.0	82.8
<b>ME</b>	8.8	17.9	73.3	1.5	18.6	79.9
<b>MK</b>	10.3	25.7	64.0	16.6	30.1	53.3
<b>RS</b>	9.9	29.4	60.7	2.5	33.1	64.5
<b>TR</b>	8.9	26.7	64.4	22.2	26.6	51.2
<b>IS</b>	8.5	24.6	66.9	5.5	18.3	76.2
<b>NO</b>	1.2	42.1	56.7	2.5	20.1	77.4
<b>CH</b>	0.7	26.8	72.5	3.5	22.6	73.9

**Notes:** Agriculture covers agriculture, hunting, forestry and fishing. Industry includes mining and quarrying, manufacturing, energy, gas and water supply as well as construction. All other sectors are included in services. Share of value added: Based on NACE 2 classification, except for TR (NACE 1.1). PT, HR and RO: provisional data. Share of employment: Based on National Accounts – NACE 2 classification, except for HR, MK, TR and IS (Labour Force Survey) and ME and RS (other administrative sources).

Sources: Eurostat, national sources for IS (gross value added) ME and RS

## Population

	AT 1 JANUARY								
	million								%
	1990	1995	2000	2005	2010	2011	2012	2013	change '12/'13
<b>EU-28</b>	475.161	481.659	485.252	493.548	502.582	504.369	504.228	505.268	0.2
<b>BE</b>	9.948	10.131	10.239	10.446	10.840	11.001	11.095	11.162	0.6
<b>BG</b>	8.767	8.427	8.191	7.761	7.422	7.369	7.327	7.285	-0.6
<b>CZ</b>	10.362	10.333	10.278	10.199	10.462	10.487	10.505	10.516	0.1
<b>DK</b>	5.135	5.216	5.330	5.411	5.535	5.561	5.581	5.603	0.4
<b>DE</b>	79.113	81.539	82.163	82.501	81.802	81.752	81.844	82.021	0.2
<b>EE</b>	1.571	1.448	1.382	1.354	1.338	1.336	1.334	1.325	-0.7
<b>IE</b>	3.507	3.598	3.778	4.112	4.468	4.571	4.583	4.591	0.2
<b>EL</b>	10.121	10.595	10.904	11.074	11.184	11.123	11.123	11.063	-0.5
<b>ES</b>	38.826	39.343	40.050	43.296	46.487	46.667	46.818	46.704	-0.2
<b>FR</b>	56.577	57.753	58.858	60.963	62.765	63.089	63.409	63.703	0.5
<b>HR</b>	4.773	4.659	4.498	4.311	4.303	4.290	4.276	4.262	-0.3
<b>IT</b>	56.694	56.844	56.924	58.462	60.340	60.626	59.394	59.685	0.5
<b>CY</b>	0.573	0.645	0.690	0.733	0.819	0.840	0.862	0.866	0.4
<b>LV</b>	2.668	2.501	2.382	2.250	2.121	2.075	2.045	2.024	-1.0
<b>LT</b>	3.694	3.643	3.512	3.355	3.142	3.053	3.004	2.972	-1.1
<b>LU</b>	0.379	0.406	0.434	0.461	0.502	0.512	0.525	0.537	2.3
<b>HU</b>	10.375	10.337	10.222	10.098	10.014	9.986	9.932	9.909	-0.2
<b>MT</b>	0.352	0.369	0.380	0.403	0.414	0.415	0.418	0.421	0.9
<b>NL</b>	14.893	15.424	15.864	16.306	16.575	16.656	16.730	16.780	0.3
<b>AT</b>	7.645	7.943	8.002	8.201	8.375	8.404	8.408	8.452	0.5
<b>PL</b>	38.038	38.581	38.263	38.174	38.167	38.530	38.538	38.533	0.0
<b>PT</b>	9.996	10.009	10.249	10.495	10.573	10.573	10.542	10.487	-0.5
<b>RO</b>	23.211	22.712	22.455	21.382	20.295	20.199	20.096	20.020	-0.4
<b>SI</b>	1.996	1.989	1.988	1.998	2.047	2.050	2.055	2.059	0.2
<b>SK</b>	5.288	5.356	5.399	5.373	5.390	5.392	5.404	5.411	0.1
<b>FI</b>	4.974	5.099	5.171	5.237	5.351	5.375	5.401	5.427	0.5
<b>SE</b>	8.527	8.816	8.861	9.011	9.341	9.416	9.483	9.556	0.8
<b>UK</b>	57.157	57.943	58.785	60.182	62.510	63.023	63.495	63.896	0.6
<b>ME</b>			0.612	0.623	0.616	0.620	0.621	0.623	0.2
<b>MK</b>	1.873	1.957	2.022	2.035	2.053	2.057	2.060	2.062	0.1
<b>RS</b>			7.528	7.456	7.307	7.252	7.217	7.182	-0.5
<b>TR</b>	55.495	61.204	66.889	71.610	72.561	73.723	74.724	75.627	1.2
<b>IS</b>	0.254	0.267	0.279	0.294	0.318	0.318	0.320	0.322	0.7
<b>LI</b>	0.028	0.031	0.032	0.035	0.036	0.036	0.036	0.037	1.0
<b>NO</b>	4.233	4.348	4.478	4.606	4.858	4.920	4.986	5.051	1.3
<b>CH</b>	6.674	7.019	7.164	7.415	7.786	7.870	7.955	8.039	1.1

**Notes:** DE: population: includes DE-E: 1970 = 17.1, 1980 = 16.7, 1990 = 16.1.  
CY: from 1975 onwards: government-controlled area only.  
FR: metropolitan France only (i.e. no overseas territories or overseas departments).

Source: Eurostat



Member States External Trade of Goods  
IMPORTS

YEAR 2012 (VALUE = billion EUR)

	IMPORTS FROM:									
	WORLD	EU-28	EXTRA-EU-28	OF WHICH:						
				CANDIDATE 5	EFTA	USA	JAPAN	RUSSIA	CHINA	
EU-28	4 567.228	2 769.155	1 798.072	58.426	210.700	206.469	64.736	214.977	291.602	
BE	341.787	230.944	110.843	3.319	9.217	21.786	7.326	8.515	13.573	
BG	25.460	14.960	10.499	1.695	0.216	0.173	0.063	5.299	0.758	
CZ	110.066	82.994	27.072	0.825	0.978	1.598	1.330	5.750	6.965	
DK	71.548	50.627	20.921	0.907	5.503	1.857	0.323	0.660	4.859	
DE	905.378	573.139	332.239	12.877	61.174	38.196	16.504	40.015	61.131	
EE	13.552	10.725	2.827	0.047	0.273	0.111	0.041	0.995	0.583	
IE	48.855	32.681	16.174	0.228	1.861	6.382	0.552	0.080	1.888	
EL	49.192	22.564	26.628	1.477	0.762	0.572	0.130	6.014	2.291	
ES	262.561	142.377	120.184	3.326	5.019	8.306	2.331	7.992	14.797	
FR	524.918	352.006	172.913	5.087	17.916	26.435	5.417	11.500	25.522	
HR	16.214	10.134	6.080	0.632	0.405	0.361	0.142	1.239	1.157	
IT	380.292	202.805	177.487	6.470	12.727	12.660	3.190	18.321	25.006	
CY	5.678	3.929	1.749	0.012	0.068	0.073	0.036	0.056	0.259	
LV	13.409	10.483	2.926	0.072	0.162	0.095	0.014	1.225	0.362	
LT	24.882	14.345	10.538	0.139	0.193	0.245	0.025	7.793	0.531	
LU	21.289	16.401	4.888	0.033	0.298	1.770	0.161	0.004	1.535	
HU	74.117	52.411	21.707	0.960	0.426	1.322	0.986	6.447	5.495	
MT	5.135	3.957	1.178	0.091	0.118	0.094	0.038	0.003	0.161	
NL	459.490	207.625	251.864	4.083	20.036	28.803	11.395	29.458	54.875	
AT	138.942	106.274	32.669	1.815	8.885	2.753	0.904	3.737	4.318	
PL	154.934	104.926	50.008	1.366	2.390	2.704	0.951	21.559	7.968	
PT	56.166	40.322	15.844	0.148	0.501	0.961	0.295	0.476	1.375	
RO	54.645	40.241	14.404	2.114	0.609	0.816	0.262	2.388	2.086	
SI	24.934	17.959	6.975	1.257	0.259	0.310	0.049	0.379	0.912	
SK	60.241	44.413	15.829	0.621	0.279	0.297	0.469	5.949	2.418	
FI	59.517	37.393	22.124	0.268	2.399	1.327	0.310	10.536	2.647	
SE	126.537	84.987	41.549	1.048	11.955	4.172	1.725	7.071	6.267	
UK	537.487	257.533	279.954	7.510	46.071	42.289	9.770	11.516	41.863	

Notes: Candidate 5: Serbia, Former Yugoslav Republic of Macedonia, Montenegro, Iceland and Turkey. EFTA: Iceland, Liechtenstein, Norway and Switzerland.

Member States External Trade of Goods  
EXPORTS

YEAR 2012 (VALUE = billion EUR)

	EXPORTS TO:									
	WORLD	EU-28	EXTRA-EU-28	OF WHICH:						
				CANDIDATE 5	EFTA	USA	JAPAN	RUSSIA	CHINA	
EU-28	4 523.413	2 840.337	1 683.076	91.062	186.496	292.819	55.581	123.405	144.011	
BE	347.089	243.051	104.037	4.877	7.255	20.540	3.806	5.419	7.641	
BG	20.770	12.237	8.533	2.808	0.193	0.371	0.024	0.563	0.595	
CZ	122.230	99.380	22.850	1.809	2.661	2.788	0.556	4.696	1.302	
DK	82.090	52.161	29.930	0.972	6.388	5.563	1.612	1.544	2.243	
DE	1 093.630	622.717	470.913	22.456	57.896	86.375	17.090	37.976	66.669	
EE	12.518	8.264	4.254	0.189	0.478	0.584	0.066	1.512	0.101	
IE	90.888	53.577	37.311	0.540	5.388	17.897	2.080	0.600	1.565	
EL	27.618	12.225	15.393	4.199	0.160	1.031	0.052	0.468	0.382	
ES	229.802	146.324	83.479	4.979	5.617	9.016	2.095	2.951	3.784	
FR	442.643	260.909	181.734	7.363	15.563	27.033	7.472	9.145	15.134	
HR	9.629	5.602	4.026	0.782	0.126	0.282	0.051	0.331	0.036	
IT	390.182	211.867	178.315	12.247	24.544	26.640	5.632	9.979	8.999	
CY	1.354	0.822	0.532	0.004	0.019	0.045	0.001	0.019	0.028	
LV	10.981	6.978	4.003	0.164	0.320	0.114	0.035	1.970	0.050	
LT	23.048	13.955	9.092	0.192	0.513	0.347	0.027	4.355	0.067	
LU	14.641	11.558	3.083	0.443	0.774	0.312	0.064	0.189	0.199	
HU	80.860	62.646	18.214	2.658	0.910	1.941	0.448	2.565	1.396	
MT	3.308	1.293	2.016	0.078	0.028	0.176	0.106	0.036	0.061	
NL	508.944	386.380	122.564	5.739	10.706	20.498	3.631	8.301	8.047	
AT	129.679	90.844	38.834	1.997	7.447	6.639	1.198	4.059	2.749	
PL	144.282	109.962	34.320	2.896	3.783	2.811	0.443	7.724	1.366	
PT	45.259	32.170	13.090	0.371	0.513	1.865	0.190	0.182	0.778	
RO	45.020	31.705	13.315	3.312	0.672	0.857	0.212	1.050	0.384	
SI	25.033	18.776	6.258	1.323	0.305	0.344	0.033	1.151	0.169	
SK	62.742	52.790	9.953	1.210	1.004	1.169	0.112	2.638	1.349	
FI	56.878	30.539	26.339	0.770	2.677	3.605	1.068	5.688	2.607	
SE	134.304	76.573	57.731	1.745	15.617	8.607	1.961	2.720	4.332	
UK	367.990	185.032	182.958	4.938	14.939	45.371	5.514	5.574	11.981	

Notes: Candidate 5: Serbia, Former Yugoslav Republic of Macedonia, Montenegro, Iceland and Turkey. EFTA: Iceland, Liechtenstein, Norway and Switzerland.

## Comparison EU-28 – World

### GENERAL DATA

	EU-28 2012	USA 2012	JAPAN 2012	CHINA 2012	RUSSIA 2012
<b>Population</b> million	506.65	313.91	127.56	1350.70	143.53
<b>Population growth</b> % change since previous year	0.1	0.7	-0.2	0.5	0.4
<b>Urban population</b> % of total	74	83	92	52	74
<b>Area</b> 1 000 km <sup>2</sup>	4414	9629	378	9597	17075
<b>Population density</b> Persons/km <sup>2</sup>	115	33	338	141	8
<b>GDP (nominal)</b> billion EUR	12971	12644	4623	6378	1562
<b>Real GDP growth</b> %	-0.4	2.8	1.4	7.8	3.4
<b>Relative GDP per capita</b> in PPP (EU-28 = 100)	100	154	105	27	70
<b>Exports of goods</b> billion EUR	1683	1215	604	1534	410
<b>Imports of goods</b> billion EUR	1798	1792	646	1286	261

**Notes:** EU-28: area, population: including French overseas departments.  
EU-28: trade: only extra-EU trade.

## PART 2

# Transport



## PART 2 SUMMARY

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## Statistical Overview EU Transport

### Gross Value Added:

With around €548 billion in Gross Value Added (GVA) at basic prices, the transport and storage services sector (including postal and courier activities) accounted for about 4.8% of total GVA in the EU-28 in 2011 <sup>(1)</sup>. It should be noted, however, that this figure only includes the GVA of companies whose main activity is the provision of transport (and transport-related) services and that own account transport operations are not included.

### Employment:

In 2011, the transport and storage services sector (including postal and courier activities) in the EU-28 employed around 11.2 million persons <sup>(2)</sup>, some 5.0% of the total workforce <sup>(3)</sup>. Around 55% of them worked in land transport (road, rail and pipelines), 2% in water transport (sea and inland waterways), 4% in air transport and 24% in warehousing and supporting transport activities (such as cargo handling, storage and auxiliary activities), while the remaining 15% were in postal and courier activities.

### Household expenditure:

In 2012, private households in the EU-28 spent € 967 billion or roughly 13.0% of their total consumption on transport-related items. Close to 26% of this sum (around € 249 billion) was used to purchase vehicles, more than half (€ 527 billion) was spent on the operation of personal transport equipment (e.g. buying fuel for the car) and the rest (€ 190 billion) was spent on transport services (e.g. bus, train and plane tickets).

### Goods transport:

In 2012, total goods transport activities in the EU-28 are estimated to have amounted to 3768 billion tkm. This figure includes intra-EU air and sea transport but not transport activities between the EU and the rest of the world. Road transport accounted for 44.9% of this total, rail for 10.8%, inland waterways for 4% and oil pipelines for 3%. Intra-EU maritime transport was the second most important mode with a share of 37.2% while intra-EU air transport only accounted for 0.1% of the total.

### Passenger transport:

In 2012, total passenger transport activities in the EU-28 by any motorised means of transport are estimated to have amounted to 6391 billion pkm or on average around 12652 km per person. This figure includes intra-EU air and sea transport but not transport activities between the EU and the rest of the world. Passenger cars accounted for 72.2% of this total, powered two-wheelers for 2%, buses & coaches for 8.2%, railways for 6.5% and tram and metro for 1.5%. Intra-EU air and intra-EU maritime transport contributed 9% and 0.6% respectively.

**Notes:** <sup>(1)</sup> 4.4% of total GVA if postal and courier activities are not included.

<sup>(2)</sup> Figures on number of persons employed in transport, total workforce and shares per mode based on Eurostat National Accounts.

<sup>(3)</sup> 4.2% of total employment if postal and courier activities are not included.

## Statistical Overview EU Transport

### Safety:

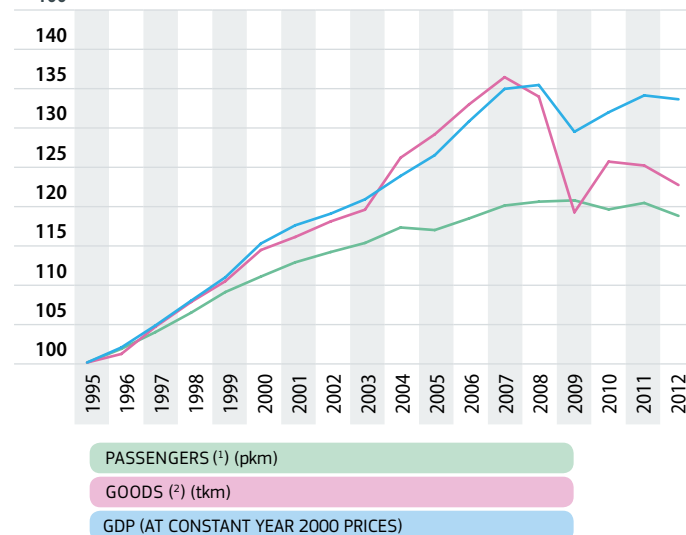
**Road:** 28 126 persons were killed in road accidents (fatalities within 30 days) in 2012, 8.3% fewer than in 2011 (when 30 686 people lost their lives). In comparison with 2001, the number of road fatalities was lower by more than 40% (-48.8%).

**Rail:** 36 passengers lost their lives in 2012; this figure does not include casualties among railway employees or other people run over by trains.

**Air:** In 2012, no onboard fatalities were registered for commercial and general aviation (only business flights).

## Transport Growth EU-28

YEAR  
1995  
= 100  
**PASSENGERS, GOODS, GDP 1995–2012**



### ANNUAL GROWTH RATES EU-28

	1995–2012 p.a.	2000–2012 p.a.	2011–2012
GDP at year 2000 prices and exchange rates	1.7%	1.2%	-0.4%
Passenger transport (pkm)	1.0%	0.6%	-1.4%
Freight transport (tkm)	1.2%	0.6%	-2.1%

**Notes:** <sup>(1)</sup> Passenger cars, powered two-wheelers, buses & coaches, tram & metro, railways, intra-EU air, intra-EU sea.

<sup>(2)</sup> Road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea.  
GDP: at constant year 2000 prices and exchange rates.

## Road transport: SPEED LIMITS, BLOOD ALCOHOL LIMITS

	SPEED LIMIT, CARS (IN GENERAL), km/h:			Blood alcohol limit, grams of alcohol in 1 litre of blood
	Built-up areas	Outside built-up areas	Motorways	
BE	30–50	90–120	120	0.5
BG	50	90	130	0.5
CZ	50	90	130	0.0
DK	50	80	130	0.5
DE	50	100	(130)	0.5
EE	50	90–110	-	0.2
IE	50	80–100	120	0.5
EL	50	90–110	130	0.5
ES	50	90–100	120	0.5
FR	50	80–110	110–130	0.5
HR	50	90–110	130	0.5
IT	50	90–110	130	0.5
CY	50	80	100	0.5
LV	50	90	110	0.5
LT	50	70–90	110–130	0.4
LU	50	90	110–130	0.5
HU	50	90–110	130	0.0
MT	50	80	-	0.8
NL	50	80–100	130	0.5
AT	50	100	130	0.5
PL	50–60	90–120	140	0.2
PT	50	90–100	120	0.5
RO	50	90–100	130	0.0
SI	30–50	90–100	130	0.5
SK	50	90	130	0
FI	40–50	80–100	100–120	0.5
SE	50	70	110	0.2
UK	32–48	96–112	112	0.8
ME	50	80–100	130	0.5
MK	60	80–100	120	0.5
RS	50	80–100	120	0.3
TR	50	90–110	120	0.5
IS	50	80–90	-	0.5
NO	50	80	90–100	0.2
CH	50	80–100	120	0.5

**Notes:** 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 the UK are in miles per hour. The higher figure shown in the 'outside built-up areas' column generally refers to the speed limit on dual carriageways that are not motorways.

### Speed limits:

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

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

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

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

PL: Built-up areas: 50 km/h from 05.00 to 23.00, 60 km/h from 23.00 to 05.00.

### Blood alcohol limits:

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

## Road transport: MAXIMUM GROSS VEHICLE WEIGHT

tonnes	WEIGHT PER BEARING AXLE	WEIGHT PER DRIVE AXLE	LORRIES		ROAD TRAIN		ARTICULATED VEHICLES
			2 axles	3 axles	4 axles	5 axles and more	
BE	10	12	19	26	39	44	44 <sup>(2)</sup>
BG	10	11.5	18	26 <sup>(1)</sup>	36	40	40
CZ	10	11.5	18	26 <sup>(1)</sup>	36	44 <sup>(1)</sup>	42–48
DK	10	10/11.5 <sup>(2)</sup>	18	24/26 <sup>(1)(2)</sup>	38	42–48	42–48
DE	10	11.5	18	26 <sup>(1)</sup>	36	40	40
EE	10	11.5	18	26 <sup>(1)</sup>	36 <sup>(10)</sup>	40 <sup>(11)</sup>	40
IE	10	11.5 <sup>(7)</sup>	18	26 <sup>(1)</sup>	36	44 <sup>(1)</sup>	44 <sup>(1)</sup>
EL	7/10	13	19	26	33	40	40
ES	10	11.5	18	26	36	40	42–44
FR	13	13	19	26	38	40	40
HR	10	11.5	18	24	36	40	40
IT	12	12	18	26 <sup>(1)</sup>	40	44	44
CY	10	11.5	18	25	36	40	40 <sup>(6)</sup>
LV	10	11.5	18	26 <sup>(1)</sup>	40	40	40
LT	10	11.5	18	26 <sup>(1)</sup>	36	40	40–44 <sup>(8)</sup>
LU	10	12 <sup>(9)</sup>	19	26	44	44	44
HU	10	11.5	18	25	30	40	40 <sup>(6)</sup>
MT	10	11.5	18	25	36	40	40 <sup>(6)</sup>
NL	10	11.5	21.5	33	40	50	50
AT	10	11.5	18	26	36	40	40
PL	10	11.5	18	26 <sup>(1)</sup>	36	40	40
PT	10	12	19	26	37 <sup>(10)</sup>	40	40
RO	10	11.5	18	25	36	40	40
SI	10	11.5	18	26 <sup>(1)</sup>	36	40	40
SK	10	11.5	18	26 <sup>(1)</sup>	36	40	40
FI	10	11.5	18	26 <sup>(1)</sup>	36	44–60 <sup>(4)</sup>	42–48
SE	10	11.5	18	26 <sup>(1)</sup>	38	48–60 <sup>(5)</sup>	48–60 <sup>(5)</sup>
UK	10	11.5	18	26 <sup>(1)</sup>	36	40	40–44 <sup>(8)</sup>
ME	10		16	24	36	40	40
MK	10	11.5	18	24	31	40	40
RS	10	11.5	18	26	32	40	40
TR	10	11.5	18	25/26	36	40	40–44 <sup>(8)</sup>
IS	10	11.5	18	26 <sup>(1)</sup>	36	40	44
NO	10	11.5	19	26	37	42	44
CH	10	11.5	18	26 <sup>(1)</sup>	36	40	40
LI	10	11.5	18	26	36	40	40

**Notes:** An articulated vehicle consists of a road tractor coupled to a semi-trailer. A road train is a goods road motor vehicle coupled to one or more trailers.

<sup>(1)</sup> For axles equipped with air suspension or equivalent.

<sup>(2)</sup> 2-axle tractor + 3-axle semi-trailer: mechanical suspension = 43 t, pneumatic suspension = 44 t.

<sup>(3)</sup> National traffic / international traffic.

<sup>(4)</sup> 5 axles = 44 t; 6 axles = 56 t; 7 axles = 60 t.

<sup>(5)</sup> 5 axles = 48 t; 6 axles = 58 t; 7 axles = 60 t.

<sup>(6)</sup> 44 t for 40-foot long ISO containers.

<sup>(7)</sup> 10.5 t for vehicles with mechanical suspension in national traffic.

<sup>(8)</sup> Higher value for vehicles engaged in combined transport.

<sup>(9)</sup> 11.5 t if mechanical suspension.

<sup>(10)</sup> 35 t for 3-axle tractor + 1-axle trailer.

<sup>(11)</sup> 44 t for 3 and + axle tractor + 3 and + axle trailer.

## Employment by Mode of Transport (\*) (in 1 000) – 2011

	TOTAL	ROAD freight transport	ROAD passenger transport (**)	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities	Postal and courier activities
EU-28	10596.0	3 000.0	1 976.6	613.0	27.8	40.8	175.4	375.9	2 530.0	1 856.5
BE	218.9	63.1	12.0	5.3	0.0	0.8	3.4	4.5	90.7	39.1
BG	156.1	48.8	34.2	13.5	0.3	1.0	2.8	2.5	33.2	19.9
CZ	278.2	117.1	62.7	12.2	0.2	0.5	0.0	3.3	38.3	44.1
DK	131.2	29.4	27.4	9.1	1.4	0.0	8.9	6.1	22.9	26.1
DE	1 982.5	386.8	336.1	72.7	3.0	8.3	28.7	61.8	589.1	495.9
EE	37.1	13.7	5.0	1.7	0.0	0.0	1.3	0.4	11.1	3.9
IE	78.5	18.8	10.8	6.2	0.0	0.0	1.6	9.4	14.8	16.9
EL	201.6	53.1	54.0	5.3	0.0	0.0	17.5	6.8	47.3	17.6
ES	888.0	337.0	179.3	20.4	3.1	0.4	6.8	31.2	217.6	92.1
FR	1 357.4	360.4	248.6	170.7	4.7	3.7	12.7	68.3	253.1	235.1
HR	77.8	20.0	10.5	5.3	0.1	0.2	4.2	0.4	24.4	12.8
IT	1 091.1	327.8	171.2	41.3	2.6	2.4	27.6	25.2	330.9	162.2
CY	20.2	2.6	3.1	0.0	0.0	0.0	3.1	1.2	8.7	1.5
LV	69.5	19.2	12.4	4.6	0.2	0.1	0.8	1.3	24.7	6.1
LT	98.9	44.3	17.5	10.8	0.0	0.2	1.4	0.4	15.7	8.5
LU	23.4	8.2	5.7	4.7	0.0	0.1	0.0	0.7	2.9	1.0
HU	220.7	63.8	48.4	12.2	0.3	0.9	0.0	2.7	53.9	38.6
MT	8.7	1.1	1.3	0.0	0.0	0.0	0.5	1.5	3.7	0.6
NL	411.4	119.5	69.6	11.0	0.1	13.9	9.5	30.0	81.3	76.5
AT	208.8	58.7	54.7	12.1	0.4	0.5	0.0	7.7	48.9	25.7
PL	732.9	289.4	144.0	59.8	3.3	1.3	2.6	5.3	124.3	102.9
PT	162.1	65.2	35.3	3.9	0.1	0.9	1.2	10.7	28.9	15.8
RO	324.3	97.3	78.2	32.8	6.8	2.3	0.5	4.2	60.4	41.6
SI	44.6	21.4	5.1	1.4	0.0	0.2	0.2	0.5	7.9	7.7
SK	124.5	39.5	18.6	15.0	0.2	0.5	0.0	0.4	34.1	16.4
FI	146.0	45.3	23.5	10.7	0.3	0.3	9.2	4.8	28.6	23.2
SE	277.4	79.3	68.0	10.1	0.0	1.1	15.0	14.2	51.4	38.2
UK	1 224.2	269.3	239.5	60.1	0.6	1.1	15.5	70.3	281.2	286.5

Notes: (\*) Data refer to transportation and storage activities (including postal and courier services, removal services). Data are based on Structural Business Statistics and therefore total transport employment differs from the value in Overview 2.1.1. The values above in italics are not from ESTAT or other official sources, but are merely indicative estimates made by DG Mobility and Transport.

(\*\*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways). The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

## Number of Enterprises by Mode of Transport (\*) – 2011

	TOTAL	ROAD freight transport	ROAD passenger transport (**)	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities	Postal and courier activities
EU-28	1 142 552	591 741	336 835	833	226	9 482	11 756	3 962	135 117	52 599
BE	17 143	7 839	2 743	11	27	340	280	48	3 109	2 746
BG	19 062	9 560	6 968	10	3	32	21	43	1 900	525
CZ	41 153	32 246	3 710	30	2	91	1	47	4 689	337
DK	13 955	5 907	4 580	19	10	26	476	88	1 592	1 258
DE	89 704	35 828	24 048	193	39	1 000	2 156	468	15 732	10 239
EE	4 232	2 645	380	7	0	2	34	7	1 079	78
IE	9 396	4 388	1 714	13	0	0	130	48	1 074	2 029
EL	66 110	27 539	28 005	5	0	0	2 640	99	7 418	404
ES	205 825	119 704	63 418	11	3	73	271	82	16 429	5 834
FR	93 230	34 903	44 298	32	79	1 086	692	497	9 936	1 707
HR	9 815	6 434	1 525	10	2	17	657	44	1 084	42
IT	134 184	78 135	28 794	25	15	947	720	247	23 071	2 230
CY	3 072	1 117	1 028	0	0	0	64	1	675	187
LV	5 427	2 699	709	14	2	15	35	18	1 601	334
LT	7 331	4 250	1 051	4	0	16	12	11	1 411	576
LU	964	499	180	2	0	28	0	19	181	55
HU	30 254	16 126	8 833	31	3	102	12	101	3 738	1 308
MT	1 280	471	433	0	0	0	10	1	288	77
NL	30 235	9 930	5 206	22	9	4 226	780	318	5 142	4 602
AT	14 089	6 772	5 246	25	6	83	0	189	1 325	443
PL	145 939	84 258	48 636	104	5	338	229	189	9 693	2 487
PT	23 800	9 326	11 415	5	3	45	174	78	2 375	379
RO	31 713	20 060	8 306	69	3	112	46	62	2 230	825
SI	8 510	5 792	1 061	5	2	35	42	50	958	565
SK	16 783	8 403	4 627	6	3	36	9	9	3 315	375
FI	22 888	10 975	9 269	4	1	74	244	72	1 900	349
SE	29 943	15 245	9 057	49	0	500	796	267	3 593	436
UK	66 515	30 690	11 595	128	9	258	1 225	859	9 579	12 172

Notes: (\*) Data refer to transportation and storage activities (including postal and courier services, removal services). The values above in italics are not from ESTAT or other official sources, but are merely indicative estimates made by DG Mobility and Transport.

(\*\*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways). The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

## Turnover by Mode of Transport (\*)

### 2011 (million EUR)

	TOTAL	ROAD freight transport	ROAD passenger transport (**)	Railways	Pipelines	Inland water transport	Sea transport	Air transport	Warehousing and support activities	Postal and courier activities
EU-28	1320000	310312	109014	78 354	14 923	7 017	105 786	127 394	460 400	106 800
BE	47 292	11 627	2 806	2 904	68	281	3 572	2 545	20 066	3 423
BG	5 141	2 490	463	219	146	49	82	368	1 079	245
CZ	21 437	8 041	1 967	1 208	88	31	0	1 284	7 511	1 308
DK	44 954	5 328	1 649	796	828	7	22 720	2 870	8 485	2 272
DE	256 003	36 758	18 888	17 388	3 499	2 148	25 703	20 200	104 276	27 143
EE	4 728	1 034	119	177	0	0	515	117	2 685	82
IE	15 698	2 426	651	378	0	0	719	6 174	3 714	1 636
ES	17 001	2 012	3 255	143	0	0	5 538	1 351	4 043	659
EL	101 011	32 501	9 335	2 251	1 781	22	1 753	8 418	40 350	4 600
FR	199 024	44 019	17 527	20 294	2 258	774	12 693	20 499	67 325	13 636
HR	3 836	1 180	294	164	30	6	359	352	1 179	272
IT	144 173	46 700	11 132	5 383	2 549	215	10 752	7 889	47 810	11 743
CY	1 733	175	137	0	0	0	205	224	934	59
LV	4 800	1 123	153	393	17	0	194	368	2 470	82
LT	6 240	2 723	269	477	0	5	165	84	2 408	109
LU	5 137	1 233	353	389	0	16	0	1 871	1 040	234
HU	14 671	4 413	1 125	1 014	149	79	1	1 239	5 765	887
MT	933	90	71	0	0	0	80	116	546	30
NL	72 227	19 739	2 123	1 916	376	2 502	4 885	12 007	23 652	5 026
AT	38 607	9 289	3 852	2 703	809	164	0	3 158	16 128	2 504
PL	39 173	19 154	3 559	2 862	803	262	345	1 423	8 905	1 860
PT	18 059	5 020	1 193	307	151	41	325	3 643	6 524	855
RO	11 642	5 162	1 074	955	398	124	79	509	2 718	626
SI	4 647	2 110	214	231	20	1	101	212	1 445	314
SK	7 241	2 480	402	1 362	99	26	0	85	2 281	506
FI	22 427	5 681	1 824	1 518	203	18	2 685	2 564	6 441	1 492
SE	47 763	10 818	7 510	1 878	0	123	3 833	2 474	17 531	3 596
UK	164 404	26 987	17 073	11 045	654	122	8 481	25 350	53 090	21 602

Notes: (\*) Data refer to transportation and storage activities (including postal and courier services, removal services). The values above in italics are not from ESTAT or other official sources, but are merely indicative estimates made by DG Mobility and Transport.

(\*\*) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways). The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

## Final Consumption of Households for Transport

### BY TYPE OF EXPENDITURE – 2012

EU-28	FINAL CONSUMPTION OF HOUSEHOLDS FOR TRANSPORT	of which:			TRANSPORT AS A % OF TOTAL FINAL CONSUMPTION OF HOUSEHOLDS	EXPENDITURE PER HEAD ON TRANSPORT
		purchase of personal transport equipment	operation of personal transport equipment	purchased transport services		
		million EUR			%	€
EU-28	967 309	249 732	527 563	190 014	13.0	1 900
BE	22 940	6 003	14 841	2 096	12.0	2 100
BG	4 627	1 040	2 167	1 420	16.6	633
CZ	7 489	2 343	3 810	1 337	9.4	700
DK	14 788	5 591	7 579	1 617	12.5	2 600
DE	198 880	68 670	91 590	38 620	13.7	2 400
EE	1 208	277	667	264	13.3	900
IE	9 775	2 163	5 233	2 379	13.1	2 100
EL	17 251	3 233	8 962	5 134	11.8	1 555
ES	72 497	13 306	46 275	12 838	11.4	1 600
FR	159 195	37 410	95 767	26 018	13.9	2 400
HR	3 370	870	1 838	662	13.0	789
IT	120 315	20 781	79 597	19 938	12.5	2 000
CY	1 374	369	790	214	10.5	1 600
LV	2 038	342	1 317	379	14.9	1 000
LT	3 176	492	2 229	455	15.0	1 100
LU	3 122	925	2 082	115	19.1	5 900
HU	6 891	1 144	4 781	967	12.7	700
MT	592	125	350	117	12.4	1 400
NL	32 735	7 627	19 713	5 395	12.1	2 000
AT	22 781	5 601	13 265	3 915	13.3	2 700
PL	23 586	5 105	14 061	4 420	10.2	600
PT	12 720	2 955	7 411	2 353	11.5	1 200
RO	9 239	2 075	5 511	1 652	11.0	460
SI	3 472	644	2 580	248	16.1	1 700
SK	3 079	664	1 422	993	7.7	600
FI	11 503	2 840	6 352	2 311	11.1	2 100
SE	24 989	6 050	13 297	5 642	12.9	2 600
UK	173 680	51 087	74 077	48 516	14.4	2 700

## EU-28: Evolution of Consumer Prices for Passenger Transport

### HARMONISED INDEX OF CONSUMER PRICES

YEAR 2005 = 100	ALL ITEMS	TRANSPORT	of which:		
			PURCHASE OF VEHICLES	Motor cars	Motorcycles, bicycles and animal drawn vehicles
2013	120.2	126.0	102.8	102.3	108.0
2012	118.4	125.5	102.6	102.2	107.1
2011	115.4	121.0	102.3	101.9	106.7
2010	111.9	114.3	101.7	101.4	105.1
2009	109.6	108.4	101.2	100.9	103.7
2008	108.6	110.7	101.3	101.3	100.7
2007	104.7	105.6	101.6	101.7	100.3
2006	102.3	103.0	100.6	100.7	99.5
2005	100.0	100.0	100.0	100.0	100.0
2004	97.8	95.7	99.7	99.6	100.4
2003	95.6	92.6	98.9	98.7	100.3
2002	93.6	90.2	97.8	97.6	100.4

YEAR 2005 = 100	OPERATION OF PERSONAL TRANSPORT EQUIPMENT	of which:			
		Spare parts and accessories for personal transport equipment	Fuels and lubricants for personal transport equipment	Maintenance and repair of personal transport equipment	Other services in respect of personal transport equipment
2013	135.2	122.3	143.2	129.9	118.9
2012	135.6	121.3	146.3	126.9	116.8
2011	129.2	118.6	136.7	123.7	114.8
2010	119.2	115.5	120.3	120.2	112.9
2009	109.9	112.8	105.1	117.1	110.8
2008	115.3	109.6	119.0	112.8	107.7
2007	107.5	105.8	108.1	107.9	104.9
2006	104.3	102.5	105.5	103.7	102.2
2005	100.0	100.0	100.0	100.0	100.0
2004	93.7	97.7	90.6	96.3	97.8
2003	89.3	95.4	84.9	92.4	95.9
2002	86.5	94.2	82.2	88.7	93.2

YEAR 2005 = 100	TRANSPORT SERVICES	of which:					
		Passenger transport by railway	Passenger transport by road	Passenger transport by air	Passenger transport by sea and inland waterway	Combined passenger transport	Other purchased transport services
2013	138.8	138.1	133.9	131.3	144.6	135.1	112.2
2012	134.4	134.2	130.8	126.2	144.5	130.6	111.7
2011	128.1	128.5	125.7	120.3	140.3	124.5	109.8
2010	121.3	123.9	120.9	112.2	128.9	119.5	108.8
2009	117.2	118.0	117.9	110.0	128.0	116.5	109.4
2008	113.2	112.8	113.3	110.9	117.8	111.9	109.0
2007	106.6	108.4	107.8	100.3	113.2	107.0	105.7
2006	103.2	103.4	103.8	100.7	106.2	103.6	102.6
2005	100.0	100.0	100.0	100.0	100.0	100.0	100.0
2004	95.4	96.5	95.5	94.5	100.2	96.5	97.8
2003	92.3	93.2	92.0	93.4	102.3	92.2	95.2
2002	89.0	90.4	88.0	91.8	99.6	89.3	93.1

Source: Eurostat

## EU-28 External Trade by Mode of Transport 2012

### VALUE (billion EUR)

	PARTNER: EXTRA-EU-28					
	EXPORT		IMPORT		EXPORT + IMPORT	
Sea	826.6	49.1%	965.4	53.7%	1 792.0	51.5%
Road	340.2	20.2%	214.1	11.9%	554.3	15.9%
Rail	24.2	1.4%	19.1	1.1%	43.4	1.2%
Inland waterway	5.4	0.3%	3.4	0.2%	8.8	0.3%
Pipeline	4.5	0.3%	121.4	6.8%	125.9	3.6%
Air	430.4	25.6%	348.8	19.4%	779.2	22.4%
Self propulsion	45.5	2.7%	15.7	0.9%	61.2	1.8%
Post	0.9	0.1%	1.7	0.1%	2.6	0.1%
Unknown	5.3	0.3%	108.5	6.0%	113.8	3.3%
<b>TOTAL</b>	<b>1 683.1</b>	<b>100.0%</b>	<b>1 798.0</b>	<b>100.0%</b>	<b>3 481.2</b>	<b>100.0%</b>

### WEIGHT (million tonnes)

	PARTNER: EXTRA-EU-28					
	EXPORT		IMPORT		EXPORT + IMPORT	
Sea	483.8	78.6%	1 203.0	74.0%	1 686.8	75.3%
Road	85.1	13.8%	54.4	3.4%	139.5	6.2%
Rail	20.8	3.4%	62.6	3.9%	83.3	3.7%
Inland waterway	8.9	1.4%	11.1	0.7%	20.0	0.9%
Pipeline	3.7	0.6%	225.0	13.8%	228.7	10.2%
Air	10.1	1.6%	3.4	0.2%	13.5	0.6%
Self propulsion	2.0	0.3%	3.8	0.2%	5.8	0.3%
Post	0.0	0.0%	0.0	0.0%	0.0	0.0%
Unknown	0.8	0.1%	61.8	3.8%	62.5	2.8%
<b>TOTAL</b>	<b>615.2</b>	<b>100.0%</b>	<b>1 625.2</b>	<b>100.0%</b>	<b>2 240.3</b>	<b>100.0%</b>

Note: Data for intra-EU trade are no longer available by mode of transport used.

Source: Eurostat



## Energy taxes

AS % OF GDP – TRANSPORT FUEL TAXES (\*)

	%								RANKING IN 2012
	2005	2006	2007	2008	2009	2010	2011	2012	
<b>EU-28</b>	1.5	1.5	1.4	1.4	1.4	1.4	1.4	1.4	
BE	1.3	1.2	1.2	1.1	1.1	1.2	1.2	1.1	26
BG	:	:	2.9	2.9	2.6	2.5	2.5	2.4	2
CZ	2.2	2.1	2.1	2.0	2.1	2.0	2.0	1.9	6
DK	1.2	1.2	1.1	1.1	1.1	1.0	1.0	1.0	28
DE	1.6	1.5	1.4	1.4	1.5	1.4	1.4	1.3	20
EE	1.8	1.7	1.7	1.7	2.2	2.1	1.9	2.1	4
IE	1.2	1.2	1.1	1.2	1.3	1.3	1.2	1.2	23
EL	1.1	1.1	1.1	1.1	1.1	1.7	1.8	1.9	7
ES	1.3	1.2	1.2	1.1	1.1	1.1	1.1	1.0	27
FR	1.4	1.3	1.3	1.2	1.2	1.2	1.2	1.1	24
HR	2.2	2.1	2.0	1.7	1.8	2.1	1.8	1.7	12
IT	1.6	1.6	1.5	1.5	1.5	1.5	1.5	1.8	9
CY	1.6	1.5	1.5	1.4	1.4	1.7	1.8	1.7	11
LV	2.2	2.0	1.7	1.7	2.0	2.0	1.9	1.8	8
LT	1.7	1.6	1.6	1.5	1.9	1.7	1.6	1.5	15
LU	2.8	2.5	2.3	2.4	2.4	2.2	2.2	2.2	3
HU	1.8	1.9	1.8	1.8	1.8	1.9	1.8	1.8	10
MT	1.2	1.2	1.7	1.4	1.2	1.4	1.6	1.5	16
NL	1.3	1.3	1.3	1.2	1.3	1.3	1.3	1.3	22
AT	1.4	1.3	1.3	1.3	1.3	1.3	1.4	1.3	21
PL	1.8	1.9	2.0	2.0	1.9	1.9	2.0	2.0	5
PT	1.9	1.9	1.9	1.7	1.8	1.7	1.7	1.6	13
RO			1.3	1.3	1.6	1.6	1.4	1.5	17
SI	2.1	2.1	2.1	2.2	2.7	2.7	2.6	2.9	1
SK	2.1	2.0	1.8	1.8	1.7	1.6	1.6	1.5	18
FI	1.4	1.4	1.3	1.3	1.4	1.4	1.3	1.3	19
SE	1.4	1.3	1.2	1.2	1.3	1.2	1.1	1.1	25
UK	1.7	1.6	1.6	1.6	1.7	1.7	1.6	1.6	14
ME									
MK									
RS									
TR									
IS									
NO	0.9	0.8	0.8	0.7	0.8	0.8	0.7	0.7	
CH									

Notes: (\*) Transport fuel taxes include those taxes which are levied on the transport use of fuels/energy products.  
EU totals are weighted averages.

## Environmental taxes

AS % OF GDP – TRANSPORT (EXCL. FUEL) (\*)

	%								RANKING IN 2012
	1995	2000	2005	2008	2009	2010	2011	2012	
<b>EU-28</b>			0.5	0.5	0.5	0.5	0.5	0.5	
BE	0.8	0.8	0.8	0.7	0.8	0.7	0.8	0.7	9
BG	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.3	19
CZ	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.1	26
DK	2.1	1.8	2.2	1.8	1.5	1.5	1.5	1.4	1
DE	0.4	0.3	0.4	0.4	0.3	0.3	0.4	0.4	18
EE	0.3	0.2	0.1	0.0	0.0	0.0	0.1	0.1	27
IE	1.3	1.4	1.2	1.1	0.9	1.0	0.9	0.9	5
EL	0.7	0.8	0.9	0.8	0.8	0.7	0.7	0.7	10
ES	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	20
FR	0.4	0.3	0.2	0.2	0.2	0.2	0.2	0.2	21
HR			1.1	1.1	0.9	0.9	0.8	0.8	6
IT	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	11
CY	2.3	2.0	1.6	1.6	1.3	1.1	0.9	0.8	7
LV	0.0	0.3	0.3	0.2	0.2	0.3	0.5	0.4	15
LT	0.7	0.7	0.5	0.0	0.0	0.0	0.0	0.0	28
LU	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1	25
HU	0.2	0.4	0.5	0.6	0.5	0.5	0.5	0.4	16
MT	2.3	2.2	1.7	1.6	1.6	1.4	1.4	1.3	2
NL	1.3	1.4	1.3	1.3	1.2	1.2	1.2	1.1	3
AT	0.7	0.8	0.8	0.7	0.8	0.8	0.8	0.8	8
PL	0.2	0.2	0.3	0.3	0.2	0.2	0.2	0.2	23
PT	0.9	1.1	0.9	0.7	0.6	0.7	0.6	0.5	13
RO	0.0	0.1	0.1	0.4	0.3	0.2	0.2	0.2	24
SI	1.0	0.4	0.5	0.5	0.4	0.4	0.4	0.4	17
SK	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	22
FI	0.8	1.1	1.2	0.9	0.8	0.9	1.0	0.9	4
SE	0.3	0.3	0.4	0.5	0.5	0.5	0.5	0.4	14
UK	0.6	0.6	0.5	0.5	0.6	0.6	0.6	0.6	12
ME									
MK									
RS									
TR									
IS	1.1	1.7	1.6	0.6	0.3	0.3	0.3	0.3	
NO	1.4	1.2	1.4	1.1	1.1	1.2	1.2	1.1	
CH									

Notes: (\*) Transport taxes (excl. fuel) mainly include taxes related to the ownership and use of motor vehicles.  
EU totals are weighted averages.

## Environmental taxes on transport (FUEL AND OTHER TAXES) AS % OF TOTAL TAXATION (\*)

	%								RANKING IN 2012
	2005	2006	2007	2008	2009	2010	2011	2012	
<b>EU-28</b>	<b>5.3</b>	<b>5.1</b>	<b>5.0</b>	<b>4.9</b>	<b>5.1</b>	<b>5.0</b>	<b>4.9</b>	<b>4.8</b>	
BE	4.8	4.5	4.4	4.2	4.4	4.4	4.4	4.1	25
BG			9.6	10.0	9.9	10.1	9.9	9.6	1
CZ	6.7	6.5	6.3	6.2	6.8	6.3	6.1	5.8	16
DK	6.8	6.9	6.8	6.1	5.5	5.4	5.2	5.0	22
DE	5.2	5.0	4.7	4.6	4.6	4.6	4.5	4.3	24
EE	6.2	5.8	5.7	5.4	6.3	6.3	6.2	6.5	10
IE	7.9	7.5	7.8	7.7	8.0	8.0	7.6	7.3	6
EL	6.2	6.0	6.1	5.8	6.2	7.5	7.6	7.6	5
ES	4.8	4.5	4.3	4.3	4.6	4.3	4.2	4.0	26
FR	3.6	3.5	3.5	3.4	3.5	3.3	3.3	3.1	28
HR	8.9	8.6	8.2	7.4	7.3	8.2	7.4	6.9	8
IT	5.5	5.2	4.9	4.8	4.9	4.9	5.0	5.6	19
CY	9.2	8.3	7.7	7.7	7.7	7.7	7.6	7.0	7
LV	8.7	7.5	6.5	6.5	8.5	8.5	8.5	8.0	4
LT	7.4	5.6	5.5	5.0	6.3	6.3	6.0	5.9	15
LU	7.7	7.2	7.0	6.9	6.5	6.2	6.3	6.0	14
HU	6.3	6.8	6.1	5.8	5.7	6.2	6.1	5.6	20
MT	9.0	9.1	9.8	9.2	8.4	8.7	9.0	8.3	3
NL	6.9	6.8	6.7	6.6	6.7	6.5	6.4	6.1	13
AT	5.2	5.0	4.8	4.8	4.9	4.8	5.0	4.9	23
PL	6.4	6.2	6.5	6.4	6.7	6.8	6.6	6.7	9
PT	9.0	8.6	8.3	7.4	7.7	7.6	6.8	6.4	11
RO			5.8	6.1	6.8	6.6	5.7	5.8	18
SI	6.8	6.8	7.0	7.1	8.5	8.3	8.0	8.8	2
SK	7.4	7.4	6.9	6.8	6.5	6.3	6.1	5.8	17
FI	5.9	5.8	5.4	5.2	5.1	5.4	5.2	5.1	21
SE	3.6	3.5	3.5	3.8	3.9	3.8	3.6	3.5	27
UK	6.0	5.7	5.9	5.6	6.6	6.5	6.3	6.3	12
ME									
MK									
RS									
TR									
IS									
NO	5.2	5.1	5.0	4.4	4.6	4.7	4.4	4.3	
CH									

Note: (\*) Including taxes on fuel and other transport taxes.  
EU totals are weighted averages.

Source: Commission services

## Comparison EU-28 – World: INFRASTRUCTURE AND VEHICLES

TRANSPORT INFRASTRUCTURE					
	EU-28	USA	JAPAN	CHINA	RUSSIA
	2011	2011	2011 <sup>(1)</sup>	2011	2011
1 000 km					
<b>Road network (paved)</b>	<b>5000</b>	<b>4 192</b>	<b>978</b>	<b>3 454</b>	<b>841</b>
<b>Motorway network</b>	<b>71.4</b>	<b>91.8<sup>(2)</sup></b>	<b>7.9<sup>(3)</sup></b>	<b>84.9</b>	<b>51.0<sup>(4)</sup></b>
<b>Railway network</b>	<b>216.2</b>	<b>204.7<sup>(5)</sup></b>	<b>20.1</b>	<b>93.2</b>	<b>85.2</b>
<b>Electrified rail lines</b>	<b>114.4</b>		<b>12.4</b>	<b>34.3</b>	<b>43.2</b>
<b>Navigable inland waterways</b>	<b>41.5</b>	<b>40.2</b>		<b>124.6</b>	<b>101.0</b>
<b>Oil pipelines</b>	<b>37.8</b>	<b>295.1</b>		<b>83.3<sup>(6)</sup></b>	<b>51.0<sup>(7)</sup></b>

VEHICLE STOCK						
	EU-28	USA	JAPAN	CHINA	RUSSIA	
	2012	2011	2012	2012	2012	
<b>Passenger cars stock</b>	<b>million</b>	<b>246.3</b>	<b>234<sup>(8)</sup></b>	<b>70.3<sup>(9)</sup></b>	<b>59.9</b>	<b>36.9</b>
<b>Motorisation</b>	<b>1 000 persons</b>	<b>487</b>	<b>745</b>	<b>551</b>	<b>44</b>	<b>257</b>
<b>Commercial freight vehicles</b>	<b>million</b>	<b>34.25</b>	<b>10.27</b>	<b>6.07</b>	<b>17.88</b>	<b>5.75</b>

TRANSPORT SAFETY						
	EU-28	USA	JAPAN	CHINA	RUSSIA	
	2012	2012	2012	2012	2012	
<b>Road fatalities</b>	<b>number</b>	<b>28 126</b>	<b>33 561</b>	<b>4 411</b>	<b>60 000</b>	<b>28 000</b>
	<b>per million inhabitants</b>	<b>56</b>	<b>107</b>	<b>35</b>	<b>44</b>	<b>195</b>

- Notes: <sup>(1)</sup> Japan: data on the railway network and on the electrified rail lines are from 2010 and referred to Japan Railways only.  
<sup>(2)</sup> Divided highways with 4 or more lanes (rural or urban interstate, freeways, expressways, arterial and collector) with full access control by the authorities.  
<sup>(3)</sup> Japan: national expressways.  
<sup>(4)</sup> Russia: federal roads.  
<sup>(5)</sup> USA: a sum of partly overlapping networks.  
<sup>(6)</sup> China: both oil and gas pipelines.  
<sup>(7)</sup> Russia: only crude oil pipelines. 16 000 km of oil products pipelines are not included.  
<sup>(8)</sup> USA: all 2-axle 4-tyre vehicles.  
<sup>(9)</sup> Japan: including 30.3 million light motor vehicles (engine capacity up to 660 cubic centimetres).

Sources: Eurostat, International Road Federation, Union Internationale des Chemins de Fer, national statistics, estimates (*in italics*)

## Comparison EU-28 – World: PASSENGER AND FREIGHT TRANSPORT

PASSENGER TRANSPORT					
	EU-28	USA	JAPAN	CHINA	RUSSIA
billion pkm	2012	2011	2012 <sup>(1)</sup>	2012	2012
Passenger car	4613.0	5866.0 <sup>(2)</sup>	766.7 <sup>(3)</sup>	1846.8 <sup>(4)</sup>	
Bus + trolley bus + coach	525.7	470.5	87.0		140.0
Railway	418.4	36.7	404	981.2	144.6
Tram + metro	94.1	18.2	<sup>(5)</sup>		51.4
Waterborne	37.7	0.6	4.4	7.7	0.6
Air (domestic / intra-EU-28)	576.7	926.4	77.9	502.6	195.8

FREIGHT TRANSPORT					
	EU-28	USA	JAPAN	CHINA	RUSSIA
billion tkm	2012	2011	2012	2012	2012
Road	1692.6	2038.9	210.0	5953.5	249.0
Rail	407.2	2649.2 <sup>(6)</sup>	20.5	2918.7	2222.0
Inland waterways	150.0	464.7		2829.6	61.0
Oil pipeline	114.8	968.6		317.7 <sup>(7)</sup>	2453.0
Sea (domestic / intra-EU-28)	1401.0	263.1	177.6	5341.2	45.0

Notes: <sup>(1)</sup> Japan: data for passenger car, bus+trolley-bus+coach and waterborne are from 2009.

<sup>(2)</sup> USA: including light trucks / vans.

<sup>(3)</sup> Japan: including light motor vehicles and taxis.

<sup>(4)</sup> China: including buses and coaches.

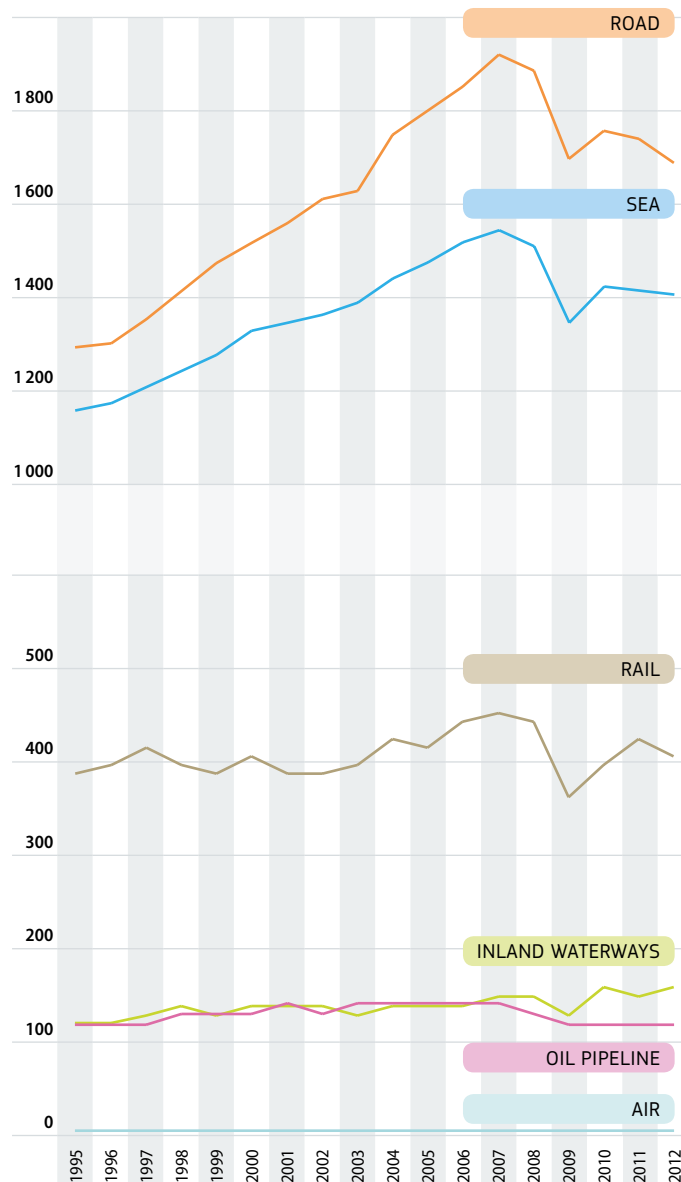
<sup>(5)</sup> Japan: included in railway pkm.

<sup>(6)</sup> USA: Class I rail.

<sup>(7)</sup> China: oil and gas pipelines.

## EU-28 Performance by Mode for Freight Transport – 1995–2012

billion tonne-kilometres



Source: Tables 2.2.4c to 2.2.7, estimates

EU-28 PERFORMANCE BY MODE

FREIGHT TRANSPORT

billion tonne-kilometres							
	ROAD	RAIL	INLAND WATERWAYS	PIPE-LINES	SEA	AIR	TOTAL
1995	1 289	388	122	115	1 154	2	3 069
1998	1 414	394	131	126	1 240	2	3 308
1999	1 472	385	129	125	1 276	2	3 390
2000	1 522	405	134	127	1 323	2	3 513
2001	1 563	388	133	134	1 343	2	3 563
2002	1 613	386	133	130	1 364	2	3 628
2003	1 634	394	124	132	1 387	2	3 673
2004	1 751	419	137	133	1 437	3	3 879
2005	1 803	416	139	138	1 471	3	3 969
2006	1 858	438	139	137	1 515	3	4 089
2007	1 925	452	145	132	1 542	3	4 199
2008	1 892	443	146	126	1 508	3	4 118
2009	1 700	364	131	121	1 345	2	3 662
2010	1 764	394	156	122	1 424	3	3 862
2011	1 745	422	142	118	1 417	3	3 847
2012	1 693	407	150	115	1 401	3	3 768
1995–2012 per year	31.3%	4.9%	22.8%	-0.1%	21.4%	25.8%	22.8%
2000–2012 per year	1.6%	0.3%	1.2%	-0.0%	1.1%	1.4%	1.2%
2000–2012 per year	11.2%	0.4%	12.0%	-9.7%	5.9%	2.7%	7.3%
2011–2012	0.9%	0.0%	0.9%	-0.8%	0.5%	0.2%	0.6%
2011–2012	-3.0%	-3.6%	5.6%	-3.1%	-1.1%	-0.0%	-2.1%

MODAL SPLIT

(%)							
	ROAD	RAIL	INLAND WATERWAYS	PIPE-LINES	SEA	AIR	
1995	42.0	12.6	4.0	3.7	37.6	0.1	
1998	42.7	11.9	4.0	3.8	37.5	0.1	
1999	43.4	11.4	3.8	3.7	37.7	0.1	
2000	43.3	11.5	3.8	3.6	37.7	0.1	
2001	43.9	10.9	3.7	3.8	37.7	0.1	
2002	44.5	10.6	3.7	3.6	37.6	0.1	
2003	44.5	10.7	3.4	3.6	37.8	0.1	
2004	45.1	10.8	3.5	3.4	37.0	0.1	
2005	45.4	10.5	3.5	3.5	37.1	0.1	
2006	45.4	10.7	3.4	3.3	37.1	0.1	
2007	45.8	10.8	3.5	3.1	36.7	0.1	
2008	45.9	10.8	3.5	3.1	36.6	0.1	
2009	46.4	9.9	3.6	3.3	36.7	0.1	
2010	45.7	10.2	4.0	3.2	36.9	0.1	
2011	45.4	11.0	3.7	3.1	36.8	0.1	
2012	44.9	10.8	4.0	3.0	37.2	0.1	

Notes: Air and Sea: only domestic and intra-EU-28 transport; provisional estimates.  
Road: national and international haulage by vehicles registered in the EU-28.

EU-28 PERFORMANCE BY MODE

FREIGHT TRANSPORT FOR INLAND MODES

billion tonne-kilometres					
	ROAD	RAIL	INLAND WATERWAYS	PIPELINES	TOTAL
1995	1 289	388	122	115	1 914
1998	1 414	394	131	126	2 066
1999	1 472	385	129	125	2 111
2000	1 522	405	134	127	2 188
2001	1 563	388	133	134	2 218
2002	1 613	386	133	130	2 262
2003	1 634	394	124	132	2 283
2004	1 751	419	137	133	2 440
2005	1 803	416	139	138	2 496
2006	1 858	438	139	137	2 571
2007	1 925	452	145	132	2 654
2008	1 892	443	146	126	2 607
2009	1 700	364	131	121	2 315
2010	1 764	394	156	122	2 435
2011	1 745	422	142	118	2 427
2012	1 693	407	150	115	2 365
1995–2012 per year	31.3%	4.9%	22.8%	-0.1%	23.6%
2000–2012 per year	1.6%	0.3%	1.2%	-0.0%	1.3%
2000–2012 per year	11.2%	0.4%	12.0%	-9.7%	8.1%
2011–2012	0.9%	0.0%	0.9%	-0.8%	0.6%
2011–2012	-3.0%	-3.6%	5.6%	-3.1%	-2.6%

MODAL SPLIT

(%)					
	ROAD	RAIL	INLAND WATERWAYS	PIPELINES	
1995	67.3	20.3	6.4	6.0	
1998	68.5	19.1	6.3	6.1	
1999	69.7	18.2	6.1	5.9	
2000	69.5	18.5	6.1	5.8	
2001	70.5	17.5	6.0	6.0	
2002	71.3	17.1	5.9	5.7	
2003	71.5	17.3	5.4	5.8	
2004	71.7	17.2	5.6	5.5	
2005	72.2	16.7	5.6	5.5	
2006	72.3	17.0	5.4	5.3	
2007	72.5	17.0	5.5	5.0	
2008	72.6	17.0	5.6	4.9	
2009	73.4	15.7	5.6	5.2	
2010	72.4	16.2	6.4	5.0	
2011	71.9	17.4	5.8	4.9	
2012	71.6	17.2	6.3	4.9	

Note: Road: national and international haulage by vehicles registered in the EU-28.

## Road: NATIONAL HAULAGE

### HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

	billion tkm						% OF TOTAL HAULAGE 2012	% CHANGE '11/'12
	1995	2000	2005	2010	2011	2012		
<b>EU-28</b>		<i>1 090.8</i>	<i>1 233.7</i>	<i>1 180.8</i>	<i>1 174.6</i>	<i>1 120.9</i>	<b>66.2</b>	<b>-4.6</b>
BE	18.6	19.8	19.3	17.8	17.8	18.2	56.6	2.5
BG		3.1	5.0	6.1	6.5	6.3	25.8	-3.6
CZ		14.2	15.5	14.8	15.0	14.4	28.1	-3.9
DK	9.3	11.0	11.1	10.6	12.0	12.3	73.7	2.2
DE	201.3	226.5	237.6	252.5	265.0	254.5	82.9	-4.0
EE	0.4	0.7	1.8	1.4	1.6	1.6	27.6	2.4
IE	4.7	8.3	14.0	8.2	7.5	7.4	74.4	-0.7
EL	20.0	24.5	27.5	25.3	16.8	16.5	79.1	-1.9
ES	78.7	106.9	166.4	146.2	142.3	133.4	66.9	-6.3
FR	135.3	163.2	177.3	164.3	168.2	156.4	90.7	-7.0
HR		1.9	4.4	4.5	4.4	4.1	47.9	-5.3
IT	150.3	158.3	171.6	149.2	127.7	111.8	90.1	-12.4
CY		1.3	1.4	1.1	0.9	0.9	98.1	-4.7
LV		1.5	2.7	2.6	2.6	2.6	21.5	-1.1
LT		1.5	2.1	2.3	2.3	2.4	10.4	5.1
LU	0.5	0.4	0.5	0.6	0.7	1.0	13.2	61.1
HU		12.1	11.4	11.3	10.5	9.2	27.2	-12.8
MT		0.2	0.2	0.2	0.2	0.2	80.0	0.0
NL	26.7	31.5	31.8	33.8	33.8	31.4	46.3	-7.0
AT	11.1	12.4	12.5	13.9	14.5	14.1	54.1	-2.5
PL		48.0	60.9	86.2	89.7	89.0	40.0	-0.8
PT	16.5	17.1	17.4	12.9	12.7	11.2	33.9	-11.8
RO		9.9	19.4	12.1	11.9	12.7	42.7	6.9
SI		1.9	2.4	2.3	2.2	1.8	11.6	-15.1
SK		5.1	5.6	5.2	4.9	5.1	17.1	3.4
FI	21.8	27.7	27.8	25.2	23.7	21.9	86.1	-7.6
SE	28.4	31.5	34.7	32.7	33.4	30.4	90.7	-9.1
UK	146.7	150.3	151.2	137.8	145.8	150.1	94.7	2.9
ME								
MK								
RS								
TR	112.5	161.6	166.8	190.4	203.1	216.1		6.4
IS	0.5	0.6	0.7	0.8	0.8	0.8		0.1
NO		12.1	15.4	16.3	16.1	17.0	84.2	5.3
CH	8.4	8.9	9.2	9.6	9.9	10.0	77.1	0.8

Note: Only haulage of heavy goods vehicles (usually >3.5-tonne load capacity).

## Road: INTERNATIONAL HAULAGE (\*)

### HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

	billion tkm						% OF TOTAL HAULAGE 2012	% CHANGE '11/'12
	1995	2000	2005	2010	2011	2012		
<b>EU-28</b>		<i>430.8</i>	<i>569.6</i>	<i>583.0</i>	<i>570.1</i>	<i>571.7</i>	<b>33.8</b>	<b>0.3</b>
BE	27.0	31.3	24.6	17.2	15.4	13.9	43.4	-9.4
BG		3.3	9.3	13.3	14.7	18.1	74.2	23.1
CZ		23.1	27.9	37.1	39.8	36.8	71.9	-7.6
DK	13.1	13.0	12.2	4.4	4.1	4.4	26.3	7.1
DE	36.5	54.2	72.5	60.6	58.8	52.5	17.1	-10.7
EE	1.1	3.2	4.0	4.2	4.4	4.2	72.4	-3.7
IE	0.8	3.9	3.9	2.7	2.6	2.6	25.6	-3.1
EL	4.0	4.5	5.0	4.6	3.8	4.4	20.9	14.9
ES	22.9	41.8	66.8	63.9	64.5	65.8	33.1	2.0
FR	42.9	40.8	28.0	17.9	17.4	16.0	9.3	-8.3
HR		1.0	4.9	4.2	4.6	4.5	52.1	-1.1
IT	24.1	26.4	40.2	26.5	15.2	12.2	9.9	-19.3
CY		0.0	0.0	0.0	0.0	0.0	1.9	-5.6
LV		3.3	5.7	8.0	9.5	9.6	78.5	0.8
LT		6.2	13.8	17.1	19.2	21.0	89.6	9.5
LU	5.0	7.2	8.3	8.1	8.2	6.9	86.8	-15.6
HU		7.0	13.8	22.4	24.0	24.6	72.8	2.3
MT		0.1	0.1	0.1	0.1	0.1	20.0	0.0
NL	40.4	48.0	52.3	42.0	40.0	36.4	53.7	-8.9
AT	15.4	22.7	24.5	14.7	14.1	12.0	45.9	-14.9
PL		27.0	50.9	124.7	117.9	133.3	60.0	13.1
PT	15.5	21.9	25.2	22.5	23.8	21.8	66.1	-8.5
RO		4.4	32.1	13.8	14.5	17.0	57.3	17.2
SI		3.4	8.7	13.6	14.3	14.0	88.4	-1.6
SK		9.3	16.9	22.4	24.3	24.6	82.9	1.4
FI	2.7	4.3	4.0	4.4	3.1	3.5	13.9	12.8
SE	3.2	4.2	3.9	3.5	3.5	3.1	9.3	-11.9
UK	14.8	15.3	10.1	8.9	8.5	8.5	5.3	-0.8
ME								
MK								
RS								
TR								
IS								
NO		3.0	2.9	3.4	3.1	3.2	15.8	4.3
CH <sup>(†)</sup>	0.7	0.9	1.0	3.7	3.7	3.0	22.9	-18.7

Notes: (\*) including cross-trade and cabotage.

Only haulage of heavy goods vehicles (usually >3.5-tonne load capacity).

(†) CH: in contrast to the data for other countries, until 2007 the Swiss data did not include that part of international journeys by Swiss hauliers that took place outside Switzerland.

**Road:**
**NATIONAL AND INTERNATIONAL HAULAGE (\*)**
**HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY**

	billion tkm						%
	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>1288.7</b>	<b>1521.6</b>	<b>1803.3</b>	<b>1763.8</b>	<b>1744.7</b>	<b>1692.6</b>	<b>- 3.0</b>
BE	45.6	51.0	43.8	35.0	33.1	32.1	- 3.0
BG	5.2	6.4	14.4	19.4	21.2	24.4	14.9
CZ	31.3	37.3	43.4	51.8	54.8	51.2	- 6.6
DK	22.4	24.0	23.3	15.0	16.1	16.7	3.5
DE	237.8	280.7	310.1	313.1	323.8	307.0	- 5.2
EE	1.5	3.9	5.8	5.6	5.9	5.8	- 2.0
IE	5.5	12.3	17.9	10.9	10.1	10.0	- 1.3
EL	24.0	29.0	32.5	29.8	20.6	20.8	1.2
ES	101.6	148.7	233.2	210.1	206.8	199.2	- 3.7
FR	178.2	204.0	205.3	182.2	185.7	172.4	- 7.1
HR		2.9	9.3	8.8	8.9	8.6	- 3.1
IT	174.4	184.7	211.8	175.8	142.8	124.0	- 13.2
CY	1.2	1.3	1.4	1.1	0.9	0.9	- 4.8
LV	1.8	4.8	8.4	10.6	12.1	12.2	0.4
LT	5.2	7.8	15.9	19.4	21.5	23.4	9.0
LU	5.5	7.6	8.8	8.7	8.8	8.0	- 10.0
HU	13.8	19.1	25.2	33.7	34.5	33.7	- 2.3
MT	0.3	0.3	0.3	0.3	0.3	0.3	0.0
NL	67.1	79.6	84.2	75.8	73.7	67.8	- 8.0
AT	26.5	35.1	37.0	28.7	28.5	26.1	- 8.6
PL	51.2	75.0	111.8	210.8	207.7	222.3	7.1
PT	32.0	38.9	42.6	35.4	36.5	32.9	- 9.7
RO	19.7	14.3	51.5	25.9	26.3	29.7	12.6
SI	3.3	5.3	11.0	15.9	16.4	15.9	- 3.4
SK	15.9	14.3	22.6	27.6	29.2	29.7	1.8
FI	24.5	32.0	31.9	29.5	26.9	25.5	- 5.2
SE	31.6	35.6	38.6	36.3	36.9	33.5	- 9.3
UK	161.5	165.6	161.3	146.7	154.4	158.5	2.7
ME				0.2	0.1	0.1	- 25.5
MK		3.5	5.6	4.2	5.4	5.8	7.8
RS				1.7	1.9	2.5	29.7
TR <sup>(†)</sup>	112.5	161.6	166.8	190.4	203.1	216.1	6.4
IS	0.5	0.6	0.7	0.8	0.8	0.8	0.1
NO	9.7	15.1	18.2	19.8	19.2	20.2	5.1
CH <sup>(‡)</sup>	9.1	9.8	10.2	13.2	13.6	13.0	- 4.5

Notes: (\*) (including cross-trade and cabotage).

Only haulage of heavy goods vehicles (usually >3.5-tonne load capacity).

(†) TR, IS: national transport only.

(‡) CH: in contrast to the data for other countries, until 2007 the Swiss data did not include that part of international journeys by Swiss hauliers that took place outside Switzerland.

**Railways**

	billion tkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>526.3</b>	<b>388.1</b>	<b>405.5</b>	<b>416.0</b>	<b>393.8</b>	<b>422.4</b>	<b>407.2</b>	<b>- 3.6</b>
BE	8.4	7.3	7.7	8.1	7.5	7.6	7.3	- 4.1
BG	14.1	8.6	5.5	5.2	3.1	3.3	2.9	- 11.7
CZ		22.6	17.5	14.9	13.8	14.3	14.3	- 0.3
DK	1.7	2.0	2.0	2.0	2.2	2.6	2.3	- 13.2
DE	101.7	70.5	82.7	95.4	107.3	113.3	110.1	- 2.9
EE	7.0	3.8	8.1	10.6	6.6	6.3	5.1	- 18.2
IE	0.6	0.6	0.5	0.3	0.1	0.1	0.1	- 13.3
EL	0.6	0.3	0.4	0.6	0.6	0.4	0.3	- 19.6
ES	11.2	11.0	11.6	11.6	9.2	9.7	10.0	2.1
FR	52.2	48.3	57.7	40.7	30.0	34.2	32.6	- 4.8
HR		2.0	1.8	2.8	2.6	2.4	2.3	- 4.3
IT	19.4	21.7	22.8	22.8	18.6	19.8	20.2	2.3
CY	-	-	-	-	-	-	-	-
LV	18.5	9.8	13.3	19.8	17.2	21.4	21.9	2.1
LT	19.3	7.2	8.9	12.5	13.4	15.1	14.2	- 6.1
LU	0.6	0.5	0.6	0.4	0.3	0.3	0.2	- 16.3
HU	16.8	8.4	8.8	9.1	8.8	9.1	9.2	1.2
MT	-	-	-	-	-	-	-	-
NL	3.1	3.1	4.5	5.9	5.9	6.4	6.2	- 3.5
AT	12.2	13.2	16.6	19.0	19.8	20.3	19.5	- 4.2
PL	81.6	68.2	54.0	50.0	48.7	53.7	48.9	- 9.0
PT	1.5	2.0	2.2	2.4	2.3	2.3	2.4	4.3
RO	48.9	17.9	16.4	16.6	12.4	14.7	13.5	- 8.5
SI	4.2	3.1	2.9	3.2	3.4	3.8	3.5	- 7.5
SK		13.8	11.2	9.5	8.1	8.0	7.6	- 4.6
FI	8.4	9.6	10.1	9.7	9.8	9.4	9.3	- 1.3
SE	19.1	19.4	19.5	21.7	23.5	22.9	22.0	- 3.6
UK	16.0	13.3	18.1	21.4	18.6	21.0	21.4	2.2
ME					0.2	0.1	0.1	- 46.3
MK			0.5	0.5	0.5	0.5	0.4	- 11.7
RS					3.5	3.6	2.8	- 23.3
TR	7.9	8.5	9.8	9.1	11.3	11.3	11.2	- 0.7
IS	-	-	-	-	-	-	-	-
NO	2.6	2.7	3.0	3.1	3.5	3.6	3.5	- 2.4
CH	9.0	8.9	11.1	11.7	11.1	11.5	11.1	- 4.0

Notes: BE, LU, DK and ME values for 2012 (DK also 2011) are based on quarterly data available at the time of extraction. There may be a discrepancy between those figures and the annual data due to simplified reporting.  
DE: includes DE-E: 1970 = 41.5, 1980 = 56.4, 1990 = 39.8. CS: 1970: 55.9, 1980: 66.2, 1990: 59.4, 1991: 45.8, 1992: 44.0 (these are included in EU-28 totals).

## Inland Waterways

	billion tkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>118.8</b>	<b>122.1</b>	<b>133.9</b>	<b>138.8</b>	<b>155.5</b>	<b>142.0</b>	<b>150.0</b>	<b>5.6</b>
BE	5.4	5.7	7.2	8.6	9.1	9.3	10.4	12.6
BG	1.6	0.5	0.3	0.8	6.0	4.3	5.3	24.1
CZ	0.3	0.1	0.1	0.1	0.0	0.0	0.0	-9.5
DK	-	-	-	-	-	-	-	-
DE	54.8	64.0	66.5	64.1	62.3	55.0	58.5	6.3
EE	0.0	0.0	-	-	-	-	-	-
IE	-	-	-	-	-	-	-	-
EL	-	-	-	-	-	-	-	-
ES	-	-	-	-	-	-	-	-
FR	7.6	6.6	9.1	8.9	9.5	9.0	8.9	-1.3
HR	0.5	0.0	0.1	0.1	0.9	0.7	0.8	11.6
IT	0.1	0.1	0.2	0.1	0.1	0.1	0.1	-43.8
CY	-	-	-	-	-	-	-	-
LV	-	-	-	-	-	-	-	-
LT	0.2	0.0	0.0	0.0	0.0	0.0	0.0	-66.7
LU	0.4	0.3	0.4	0.3	0.4	0.3	0.3	-4.9
HU	2.0	1.2	0.9	2.1	2.4	1.8	2.0	7.7
MT	-	-	-	-	-	-	-	-
NL	35.7	35.5	41.3	42.2	46.6	46.5	47.5	2.3
AT	1.7	2.0	2.4	1.8	2.4	2.1	2.2	3.2
PL	1.0	0.9	1.2	0.3	0.1	0.2	0.1	-18.6
PT	-	-	-	-	-	-	-	-
RO	2.1	3.1	2.6	8.4	14.3	11.4	12.5	9.7
SI	-	-	-	-	-	-	-	-
SK	1.1	1.5	1.4	0.7	1.2	0.9	1.0	5.9
FI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	37.8
SE	-	-	-	-	-	-	-	-
UK	0.3	0.2	0.2	0.2	0.2	0.1	0.2	14.6
ME	-	-	-	-	-	-	-	-
MK	-	-	-	-	-	-	-	-
RS	-	-	-	-	0.9	0.7	0.6	-16.8
TR	-	-	-	-	-	-	-	-
IS	-	-	-	-	-	-	-	-
NO	-	-	-	-	-	-	-	-
CH	0.2	0.0	0.1	0.0	0.0	0.0	0.0	7.6

Notes: FI: only shipborne transport (i.e. no floating). CS: 1970: 2.43, 1980: 3.59, 1990: 4.42, 1991: 3.89, 1992: 2.98 (these are included in EU-28 totals). IT, LT, FI and UK: data include only national traffic. BG and RO: data include transit traffic from 2009 (and partially 2008). HR: data include transit traffic from 2008 onward.

## Pipelines (Oil)

	billion tkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>114.9</b>	<b>127.1</b>	<b>138.0</b>	<b>121.8</b>	<b>118.4</b>	<b>114.8</b>		<b>-3.1</b>
BE	1.0	1.4	1.6	1.5	1.5	1.5	1.5	-0.7
BG	0.6	0.4	0.4	0.4	0.4	0.5	0.6	19.2
CZ	2.3	1.6	2.3	2.2	2.0	1.9	1.9	-2.4
DK	2.0	3.1	4.7	5.1	3.5	3.3	3.1	-5.7
DE	13.3	14.8	15.0	16.7	16.3	15.6	16.2	3.7
EE	-	-	-	-	-	-	-	-
IE	-	-	-	-	-	-	-	-
EL	-	-	-	0.2	0.2	0.2	0.2	-3.3
ES	4.2	5.9	7.5	9.2	8.2	8.6	8.9	3.5
FR	19.6	22.3	21.7	21.2	17.6	17.2	15.2	-11.6
HR	3.6	0.4	1.5	1.3	1.0	0.8	0.8	-18.5
IT	9.2	9.7	10.3	11.4	11.1	10.0	10.1	1.3
CY	-	-	-	-	-	-	-	-
LV	5.3	6.5	3.4	2.4	2.4	2.4	2.6	8.9
LT	2.0	3.5	4.4	0.6	0.6	0.6	0.6	6.9
LU	-	-	-	-	-	-	-	-
HU	5.3	2.2	2.3	2.7	3.2	3.1	2.8	-11.5
MT	-	-	-	-	-	-	-	-
NL	4.9	5.3	5.9	5.9	5.6	5.5	5.6	1.3
AT	6.4	6.8	7.6	7.8	7.0	7.2	7.1	-1.1
PL	13.9	13.5	20.4	25.4	24.2	23.5	22.3	-4.8
PT	-	0.5	0.5	0.4	0.4	0.4	0.4	-1.1
RO	5.1	2.9	1.4	2.2	1.0	0.9	0.8	-10.7
SI	-	-	-	-	-	-	-	-
SK	6.1	4.6	5.3	5.0	5.0	4.2	4.2	-15.1
FI	-	-	-	-	-	-	-	-
SE	-	-	-	-	-	-	-	-
UK	11.1	11.1	11.4	10.8	10.2	10.1	9.9	-1.8
ME	-	-	-	-	-	-	-	-
MK	-	-	-	0.1	0.1	0.1	0.0	-62.2
RS	-	-	-	-	0.4	0.3	0.3	-5.1
TR	3.2	53.1	5.7	39.6	44.7	37.3	37.3	-16.6
IS	-	-	-	-	-	-	-	-
NO	2.1	5.3	3.5	4.6	3.4	3.1	2.7	-11.2
CH	1.2	1.2	0.2	0.2	0.2	0.2	0.2	-9.9

Notes: Data are not harmonised and therefore not fully comparable; in most countries, only pipelines longer than 40 km are included. CS: 1990: 7.5. DE: from 1995 onwards: only crude oil (i.e. no refined petroleum products).

USA

PERFORMANCE BY MODE OF TRANSPORT: FREIGHT

	billion tkm				
	ROAD	RAIL	INLAND WATERWAYS	PIPELINES	TOTAL
1990	1239.0	1554.0	515.8	852.8	4161.6
1995	1509.4	1922.8	534.4	877.6	4844.2
2000	1741.2	2257.6	526.2	842.8	5367.9
2001	1771.0	2335.0	504.7	841.1	5451.8
2002	1818.2	2344.0	506.7	855.8	5524.7
2003	1846.2	2341.2	475.8	861.7	5524.9
2004	1870.8	2459.2	496.1	875.4	5701.5
2005	1885.3	2530.6	476.4	886.9	5779.2
2006	1885.2	2709.6	486.0	848.7	5929.4
2007	2049.1	2656.6	472.3	814.2	5992.3
2008	2086.7	2525.4	454.3	884.3	5950.7
2009	1929.2	2309.8	406.6	829.8	5475.5
2010	1984.1	2479.5	450.5	899.2	5813.3
2011	2038.9	2649.2	464.7	968.6	6121.4

AVERAGE ANNUAL CHANGE

	% PER YEAR				
	ROAD	RAIL	INLAND WATERWAYS	PIPELINES	TOTAL
2005	0.8	2.9	-4.0	1.3	1.4
2006	0.0	7.1	2.0	-4.3	2.6
2007	8.7	-2.0	-2.8	-4.1	1.1
2008	1.8	-4.9	-3.8	8.6	-0.7
2009	-7.5	-8.5	-10.5	-6.2	-8.0
2010	2.8	7.3	10.8	8.4	6.2
2011	2.8	6.8	3.1	7.7	5.3
1990-1995	4.0	4.4	0.7	0.6	3.1
1995-2000	2.9	3.3	-0.3	-0.8	2.1
2000-2010	1.3	0.9	-1.5	0.6	0.8
2010-2011	2.8	6.8	3.1	7.7	5.3

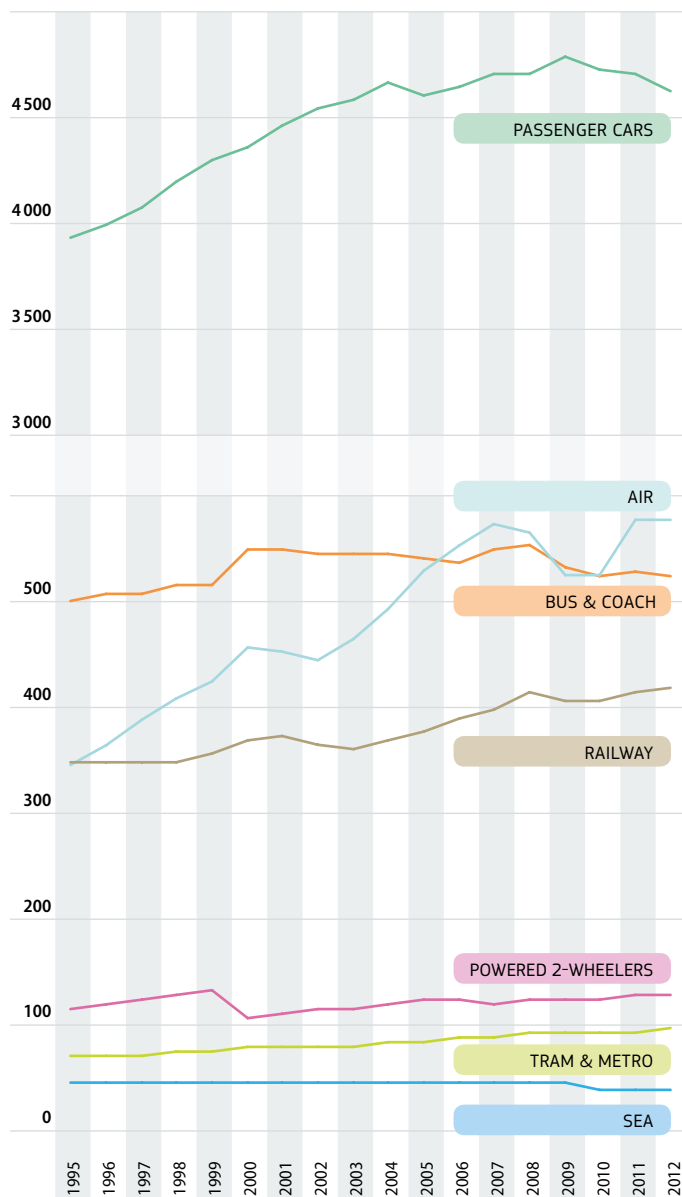
MODAL SPLIT

	%			
	ROAD	RAIL	INLAND WATERWAYS	PIPELINES
1990	29.8	37.3	12.4	20.5
1995	31.2	39.7	11.0	18.1
2000	32.4	42.1	9.8	15.7
2005	32.6	43.8	8.2	15.3
2006	31.8	45.7	8.2	14.3
2007	34.2	44.3	7.9	13.6
2008	35.1	42.4	7.6	14.9
2009	35.2	42.2	7.4	15.2
2010	34.1	42.7	7.7	15.5
2011	33.3	43.3	7.6	15.8

Note: Break in series due to data availability from the Bureau of Transportation statistics. 2010 and 2011 values have been estimated with Freight Analysis Framework data (faf.ornl.gov) of the US Federal Highway Administration.

EU-28 Performance by Mode for Passenger Transport – 1995-2012

billion passenger-kilometres



Source: Tables 2.3.4, 2.3.5, 2.3.6, 2.3.7, estimates



## EU-28 Performance by Mode

### PASSENGER TRANSPORT

	billion pkm							TOTAL
	PASSENGER CARS	P2W	BUS & COACH	RAILWAY	TRAM & METRO	AIR	SEA	
1995	3937	116	504	352	72	348	44	5372
1997	4090	122	509	352	73	392	44	5581
1998	4194	126	516	352	75	411	43	5716
1999	4310	130	518	360	76	427	43	5864
2000	4358	108	549	372	78	460	42	5966
2001	4458	112	548	374	79	455	42	6068
2002	4546	114	545	367	80	447	43	6142
2003	4590	117	545	363	81	466	43	6205
2004	4657	120	544	369	83	496	43	6312
2005	4597	124	541	380	84	530	42	6297
2006	4641	123	537	391	86	552	42	6372
2007	4695	119	549	398	88	575	43	6468
2008	4704	124	554	413	91	564	43	6493
2009	4779	122	533	405	91	525	43	6498
2010	4721	122	528	407	92	526	40	6435
2011	4703	125	529	415	93	579	39	6484
2012	4613	126	526	418	94	577	38	6391
'95/'12	17.2%	8.1%	4.4%	19.0%	30.9%	65.8%	-15.1%	19.0%
/year	0.9%	0.5%	0.3%	1.0%	1.6%	3.0%	-1.0%	1.0%
'00/'12	5.8%	16.8%	-4.2%	12.5%	20.0%	25.5%	-9.6%	7.1%
/year	0.5%	1.3%	-0.4%	1.0%	1.5%	1.9%	-0.8%	0.6%
'11/'12	-1.9%	0.4%	-0.6%	0.7%	0.8%	-0.3%	-3.6%	-1.4%

### MODAL SPLIT

	%						
	PASSENGER CARS	P2W	BUS & COACH	RAILWAY	TRAM & METRO	AIR	SEA
1995	73.3	2.2	9.4	6.5	1.3	6.5	0.8
1997	73.3	2.2	9.1	6.3	1.3	7.0	0.8
1998	73.4	2.2	9.0	6.2	1.3	7.2	0.8
1999	73.5	2.2	8.8	6.1	1.3	7.3	0.7
2000	73.0	1.8	9.2	6.2	1.3	7.7	0.7
2001	73.5	1.8	9.0	6.2	1.3	7.5	0.7
2002	74.0	1.9	8.9	6.0	1.3	7.3	0.7
2003	74.0	1.9	8.8	5.9	1.3	7.5	0.7
2004	73.8	1.9	8.6	5.9	1.3	7.9	0.7
2005	73.0	2.0	8.6	6.0	1.3	8.4	0.7
2006	72.8	1.9	8.4	6.1	1.3	8.7	0.7
2007	72.6	1.8	8.5	6.1	1.4	8.9	0.7
2008	72.4	1.9	8.5	6.4	1.4	8.7	0.7
2009	73.5	1.9	8.2	6.2	1.4	8.1	0.7
2010	73.4	1.9	8.2	6.3	1.4	8.2	0.6
2011	72.5	1.9	8.2	6.4	1.4	8.9	0.6
2012	72.2	2.0	8.2	6.5	1.5	9.0	0.6

Notes: Air and Sea: only domestic and intra-EU-28 transport; provisional estimates.  
P2W: Powered two-wheelers.

## Modal Split of Passenger Transport on Land by Country – 2012

	pkm as %			
	PASSENGER CARS	BUS & COACH	RAILWAY	TRAM & METRO
EU-28	81.6	9.3	7.4	1.7
BE	79.7	12.3	7.1	0.8
BG	78.8	16.6	3.0	1.6
CZ	66.8	15.8	7.5	9.8
DK	79.9	9.6	10.1	0.4
DE	84.6	5.6	8.4	1.5
EE	80.8	16.7	1.8	0.7
IE	82.6	14.4	2.8	0.3
EL	80.4	17.5	0.7	1.4
ES	79.4	13.5	5.6	1.5
FR	83.7	5.4	9.3	1.6
HR	84.3	10.5	3.6	1.7
IT	78.9	14.0	6.1	1.0
CY	81.3	18.7	-	-
LV	78.2	16.0	4.9	0.8
LT	90.6	8.2	1.2	-
LU	83.0	12.4	4.6	-
HU	65.6	21.5	9.8	3.1
MT	82.5	17.5	-	-
NL	82.0	6.9	10.3	0.9
AT	74.9	9.6	11.4	4.1
PL	76.7	15.0	6.7	1.6
PT	88.3	6.5	4.1	1.1
RO	76.3	12.0	4.5	7.2
SI	86.4	11.1	2.5	-
SK	76.7	15.5	7.0	0.8
FI	84.4	9.7	5.2	0.7
SE	82.8	6.5	8.9	1.8
UK	84.7	5.7	8.0	1.5
ME	95.8	2.7	1.5	-
MK	77.8	20.7	1.5	-
RS	69.7	28.0	1.4	0.8
TR				
IS	88.1	11.9	-	-
NO	88.9	5.5	4.6	1.0
CH	76.8	5.1	17.1	1.0

Notes: If powered two-wheelers are included, they account for 2.18% of the total in EU-28, while the share of the other modes becomes:

EU-28	79.9	9.1	7.2	1.6
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## Passenger Cars

	billion pkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>3936.6</b>	<b>4358.4</b>	<b>4597.0</b>	<b>4720.7</b>	<b>4703.2</b>	<b>4613.0</b>	<b>-1.9</b>	
BE	90.2	98.2	105.5	108.3	114.2	115.5	115.9	0.3
BG		25.0	26.9	35.1	46.9	48.1	49.7	3.4
CZ		54.5	63.9	68.6	63.6	65.5	64.6	-1.3
DK	47.2	48.4	50.6	50.0	51.0	52.5	53.4	1.9
DE	683.1	815.3	831.3	856.9	887.0	894.4	895.0	0.1
EE		5.1	6.7	9.9	10.1	10.4	10.8	4.1
IE	28.5	31.6	34.6	44.4	48.1	47.5	46.6	-1.8
EL	35.0	44.0	63.0	85.0	99.6	98.3	96.9	-1.4
ES	174.4	250.4	302.6	337.8	341.6	334.0	321.0	-3.9
FR	611.1	671.7	744.5	788.1	796.9	798.7	801.1	0.3
HR		12.5	20.0	24.0	25.7	25.2	26.1	3.6
IT	522.6	614.7	713.9	677.0	698.4	665.8	578.7	-13.1
CY		3.4	3.9	4.8	5.9	5.9	6.0	0.3
LV		7.5	11.5	12.1	12.3	11.3	11.5	1.6
LT		16.0	26.0	34.8	32.6	29.9	30.4	1.6
LU	4.0	4.7	5.6	6.3	6.5	6.6	6.7	2.1
HU	47.0	45.4	46.2	49.4	52.6	52.3	52.2	-0.1
MT		1.7	1.8	2.0	2.2	2.2	2.2	0.5
NL	137.3	131.4	141.1	148.8	135.1	140.1	136.4	-2.6
AT	55.7	62.2	66.7	70.6	73.5	74.5	74.2	-0.4
PL		110.7	130.1	152.3	188.8	197.8	204.6	3.4
PT	40.0	52.5	71.0	85.0	83.7	83.2	82.1	-1.3
RO		40.0	51.0	61.0	75.5	75.0	77.0	2.8
SI	13.3	16.3	20.3	22.5	25.6	25.5	25.3	-0.7
SK		18.0	23.9	25.8	26.9	26.9	26.9	0.2
FI	51.2	50.0	55.7	61.9	64.7	65.5	65.3	-0.3
SE	85.9	87.6	101.4	107.4	108.0	109.2	109.6	0.4
UK	588.0	617.9	638.6	667.1	643.9	641.5	642.7	0.2
ME					4.1	3.9	4.0	1.2
MK		3.7	4.2	4.5	5.5	5.5	5.3	-4.2
RS					30.6	26.1	26.5	1.7
TR	34.3	52.7	79.0	100.0	137.9	146.9	162.3	10.5
IS		3.0	3.8	4.6	5.0	4.8	4.8	1.2
NO	43.5	44.7	51.2	54.0	58.8	59.9	60.7	1.3
CH	73.3	69.6	75.0	77.8	83.8	84.9	86.7	2.1

**Notes:** Data are not harmonised and therefore not fully comparable. Many data for 2012 are provisional. BE: includes pkm by vehicles registered as light goods vehicles but used as personal cars. FR: passenger-km by cars obtained by removing v-km of motorcycles. UK: data refer to Great Britain only; include pkm by vans. PL: 2012 is a preliminary estimate.

## Buses & Coaches

	billion pkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>	<b>503.5</b>	<b>548.8</b>	<b>540.5</b>	<b>527.5</b>	<b>529.1</b>	<b>525.7</b>	<b>-0.6</b>	
BE	11.4	13.1	13.3	17.5	17.4	17.7	17.9	1.4
BG	26.0	11.6	14.6	13.7	10.6	10.8	10.5	-3.3
CZ		18.6	16.2	15.6	17.0	15.8	15.3	-3.2
DK	6.4	7.3	7.4	7.2	6.9	6.8	6.5	-5.2
DE	73.1	68.5	69.0	67.1	61.8	61.4	59.5	-3.1
EE	4.5	2.0	2.6	2.7	2.1	2.1	2.2	7.9
IE	3.9	5.2	7.0	7.9	8.5	8.4	8.1	-3.2
EL	17.7	20.2	21.7	21.7	21.1	21.2	21.1	-0.3
ES	33.4	39.6	50.3	53.2	50.9	55.7	54.5	-2.2
FR	40.7	41.2	42.0	42.5	49.9	51.1	51.6	1.0
HR	7.0	4.1	3.3	3.4	3.2	3.1	3.2	3.3
IT	84.0	87.1	93.4	101.0	102.2	102.4	102.8	0.4
CY		1.0	1.1	1.3	1.3	1.3	1.4	3.1
LV	5.9	1.8	2.3	2.9	2.3	2.4	2.4	-2.2
LT	7.9	4.2	2.8	3.7	2.7	2.7	2.7	-0.5
LU	0.5	0.5	0.6	0.8	0.9	1.0	1.0	1.7
HU	19.3	16.6	18.7	17.8	16.5	16.5	17.1	3.8
MT		0.4	0.5	0.5	0.5	0.5	0.5	0.2
NL	13.0	12.0	11.3	11.8	12.1	11.9	11.4	-4.5
AT	8.0	8.7	9.2	9.3	9.6	9.5	9.5	-0.4
PL	46.3	34.0	59.2	49.2	41.7	40.1	40.0	-0.2
PT	10.3	11.3	11.8	6.4	6.1	6.1	6.1	-0.3
RO	24.0	12.3	12.0	11.8	12.0	11.8	12.1	3.0
SI	6.5	4.1	3.5	3.1	3.2	3.2	3.2	-0.2
SK		14.4	9.3	8.5	5.3	5.5	5.4	-0.8
FI	8.5	8.0	7.7	7.5	7.5	7.5	7.5	0.0
SE	9.7	9.7	9.5	8.8	8.6	8.7	8.7	-0.9
UK	47.7	45.8	48.5	43.8	45.9	43.7	43.4	-0.7
ME					0.1	0.1	0.1	40.0
MK		0.9	0.9	1.1	1.4	1.6	1.4	-14.5
RS					10.0	10.6	10.7	0.2
TR		85.7	87.4	95.0	89.1	95.3	96.6	1.3
IS		0.4	0.5	0.6	0.6	0.6	0.7	6.0
NO	3.9	3.8	4.1	4.3	4.5	4.7	3.8	-20.2
CH	3.3	5.5	4.8	5.3	5.5	5.6	5.7	1.8

**Notes:** Data are not harmonised and therefore not fully comparable. Many data for 2012 are provisional. CS: 1990 = 43.4 (included in EU-28). UK: GB data + 1.5 bn pkm throughout to account for Northern Ireland. PL: 2012 is a preliminary estimate. RS: excluding urban transport.

## Tram & Metro

	billion pkm							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>		<i>71.9</i>	<i>78.4</i>	<i>83.9</i>	<i>92.2</i>	<i>93.4</i>	<i>94.1</i>	<b>0.8</b>
BE	0.7	0.8	0.9	0.9	1.1	1.1	1.2	7.6
BG	0.6	0.3	0.4	0.4	0.9	0.9	1.0	17.0
CZ		7.7	8.1	7.9	9.0	8.7	9.5	9.0
DK	-	-	-	0.2	0.2	0.3	0.3	-1.4
DE	15.1	14.4	14.6	15.5	16.3	16.6	15.6	-6.0
EE		0.1	0.1	0.1	0.1	0.1	0.1	42.5
IE	-	-	-	0.1	0.1	0.1	0.1	4.3
EL	0.8	0.7	1.2	1.5	1.7	1.7	1.7	-0.3
ES	4.4	4.3	5.2	6.0	6.3	6.3	6.0	-4.7
FR	10.5	9.3	11.6	13.3	14.7	15.0	15.2	1.2
HR		0.5	0.5	0.5	0.5	0.5	0.5	0.6
IT	4.2	5.2	5.6	6.0	7.1	7.1	7.2	1.0
CY	-	-	-	-	-	-	-	-
LV	0.7	0.3	0.3	0.3	0.1	0.1	0.1	-2.4
LT	-	-	-	-	-	-	-	-
LU	-	-	-	-	-	-	-	-
HU		2.5	2.6	2.4	2.5	2.5	2.5	-0.2
MT	-	-	-	-	-	-	-	-
NL	1.3	1.4	1.4	1.5	1.6	1.6	1.5	-4.5
AT	2.8	3.3	3.6	3.8	4.1	4.1	4.1	0.0
PL		5.0	4.7	4.4	4.3	4.4	4.4	-0.3
PT	0.7	0.5	0.5	0.8	1.1	1.1	1.0	-10.4
RO		6.0	6.0	6.6	7.1	7.1	7.3	3.0
SI	-	-	-	-	-	-	-	-
SK		0.4	0.4	0.4	0.3	0.3	0.3	-5.7
FI	0.4	0.4	0.5	0.5	0.5	0.5	0.5	2.1
SE	2.0	1.9	2.0	2.0	2.3	2.3	2.4	1.4
UK	6.5	6.8	8.3	8.7	10.2	10.9	11.6	6.2
ME	-	-	-	-	-	-	-	-
MK	-	-	-	-	-	-	-	-
RS					0.3	0.3	0.3	4.9
TR								-
IS	-	-	-	-	-	-	-	-
NO	0.4	0.4	0.5	0.5	0.6	0.6	0.7	4.7
CH		1.5	1.4	0.8	1.0	1.1	1.1	5.6

**Notes:** Data are not harmonised and therefore not fully comparable across countries. FR: data refer to the Paris Metro and RER (Réseau Express Régional) systems and to metros in other French cities. PT: data only refer to Lisbon and Porto Metro.

## Railways

	billion pkm							%	% UNDER PSO (*) 2012	% CHANGE '11/'12
	1990	1995	2000	2005	2010	2011	2012			
<b>EU-28</b>	<b>404.1</b>	<b>351.7</b>	<b>372.0</b>	<b>379.9</b>	<b>406.8</b>	<b>415.3</b>	<b>418.4</b>	<b>65.2</b>	<b>0.7</b>	
BE	6.5	6.8	7.7	9.2	10.6	10.4	10.3	87.7	-1.3	
BG	7.8	4.7	3.5	2.4	2.1	2.1	1.9	84.0	-9.2	
CZ	13.3	8.0	7.3	6.7	6.6	6.7	7.3	98.3	8.2	
DK	5.1	4.9	5.5	6.0	6.3	6.6	6.8	96.1	2.1	
DE	61.0	71.0	75.4	76.8	83.9	85.1	88.4	58.9	3.9	
EE	1.5	0.4	0.3	0.2	0.2	0.2	0.2	92.8	-3.3	
IE	1.2	1.3	1.4	1.8	1.7	1.6	1.6	100.0	-3.7	
EL	2.0	1.6	1.9	1.9	1.3	1.0	0.8	100.0	-13.2	
ES	15.5	16.6	20.1	21.6	22.4	22.8	22.5	50.7	-1.4	
FR	63.7	55.6	69.9	76.2	85.9	89.0	89.1	38.5	0.1	
HR	3.4	1.1	1.3	1.3	1.7	1.5	1.1	-	-25.7	
IT	44.7	46.7	49.6	50.1	47.2	46.8	44.6	52.6	-4.8	
CY	-	-	-	-	-	-	-	-	-	
LV	5.4	1.4	0.7	0.9	0.7	0.7	0.7	88.3	-1.6	
LT	3.6	1.1	0.6	0.4	0.4	0.4	0.4	63.0	3.6	
LU	0.2	0.3	0.3	0.3	0.3	0.3	0.4	100.0	7.2	
HU	11.4	8.4	9.7	9.9	7.7	7.8	7.8	94.7	0.0	
MT	-	-	-	-	-	-	-	-	-	
NL	11.1	16.4	14.7	15.2	15.4	16.8	17.1	94.8	1.7	
AT	8.9	10.1	8.7	9.5	10.7	10.9	11.3	66.0	4.1	
PL	50.4	26.6	24.1	18.2	17.9	18.2	17.8	84.7	-1.9	
PT	5.7	4.8	4.0	3.8	4.1	4.1	3.8	78.4	-8.2	
RO	30.6	18.9	11.6	8.0	5.4	5.1	4.6	94.6	-10.1	
SI	1.4	0.6	0.7	0.8	0.8	0.8	0.7	98.2	-4.0	
SK	6.4	4.2	2.9	2.2	2.3	2.4	2.5	92.3	1.2	
FI	3.3	3.2	3.4	3.5	4.0	3.9	4.0	43.8	3.9	
SE	6.6	6.8	8.2	8.9	11.2	11.4	11.8	46.5	3.6	
UK	33.4	30.3	38.4	44.4	55.8	58.6	61.0	96.2	4.0	
ME					0.1	0.1	0.1	-	-4.2	
MK		0.1	0.1	0.1	0.2	0.1	0.1	-	-31.7	
RS					0.5	0.5	0.5	-	-0.2	
TR	6.4	5.8	5.8	5.0	5.5	5.9	4.6	-	-21.8	
IS	-	-	-	-	-	-	-	-	-	
NO	2.1	2.4	2.6	2.7	3.1	3.0	3.1	74.1	3.7	
CH	12.7	11.7	12.6	16.1	19.2	19.5	19.3	-	-1.1	

**Notes:** (\*) Public Service Obligation (PSO) means a requirement defined or determined by a competent authority in order to ensure public passenger transport services in the general interest that an operator, if it were considering its own commercial interests, would not assume or would not assume to the same extent or under the same conditions without reward. BE, EL, LU 2012 pkm values based on quarterly data from Eurostat. These figures may exclude some railway undertakings not obliged to produce detailed quarterly reporting. UK share of PSO excludes Northern Ireland.

## Rail

### HIGH-SPEED RAIL TRANSPORT (\*)

	billion pkm												EU-28	CHANGE
	BE	CZ	DE	ES	FR	IT	NL	PT	SI	FI	SE	UK		
1990	-	-	-	-	14.92	0.30	-	-	-	-	0.01	-	15.23	
1992	-	-	5.20	0.40	18.96	0.40	-	-	-	-	0.15	-	25.11	23.3
1993	-	-	7.00	0.90	18.93	0.50	-	-	-	-	0.27	-	27.60	9.9
1994	-	-	8.20	0.90	20.51	0.80	-	-	-	-	0.31	-	30.72	11.3
1995	-	-	8.70	1.29	21.43	1.10	-	-	-	-	0.42	-	32.94	7.2
1996	0.32	-	8.85	1.10	24.79	1.30	0.03	-	-	0.02	1.10	-	37.52	13.9
1997	0.56	-	10.07	1.30	27.58	2.40	0.07	-	-	0.05	1.33	-	43.36	15.6
1998	0.79	-	10.16	1.52	29.98	3.64	0.09	-	-	0.06	1.61	-	47.83	10.3
1999	0.80	-	11.59	1.67	32.36	4.46	0.10	-	-	0.05	1.81	-	52.86	10.5
2000	0.87	-	13.93	1.94	34.75	5.09	0.11	-	-	0.07	2.05	-	58.80	11.2
2001	0.89	-	15.52	2.08	37.40	6.76	0.19	-	-	0.06	2.23	-	65.13	10.8
2002	0.91	-	15.26	2.18	39.86	7.08	0.20	-	-	0.14	2.39	-	68.01	4.4
2003	0.88	-	17.46	2.03	39.60	7.43	0.66	-	-	0.20	2.40	-	70.66	3.9
2004	0.94	0.00	19.60	2.09	41.44	7.93	0.66	0.44	-	0.16	2.42	0.44	76.11	7.7
2005	0.98	0.01	20.85	2.32	43.13	8.55	0.69	0.49	-	0.31	2.33	0.45	80.11	5.3
2006	1.00	0.15	21.64	2.70	44.85	8.91	0.73	0.51	-	0.44	2.49	0.90	84.32	5.2
2007	1.02	0.33	21.92	2.59	47.97	8.82	0.80	0.51	-	0.58	2.78	1.39	88.70	5.2
2008	1.08	0.25	23.33	5.48	52.56	8.88	0.87	0.53	0.01	0.62	2.99	0.99	97.60	10.0
2009	1.06	0.24	22.56	11.51	51.86	10.75	0.92	0.53	0.02	0.60	3.05	1.01	104.10	6.7
2010	1.06	0.27	23.90	11.72	51.89	11.61	0.29	0.52	0.02	0.65	2.94	1.01	105.87	1.7
2011	0.91	0.29	23.31	11.23	52.04	12.28	0.31	0.47	0.01	0.71	2.83	5.98	110.35	4.2
2012	0.91	0.27	24.75	11.18	51.09	12.79	0.32	0.46	0.01	0.71	2.95	4.36	109.80	-0.5

**Notes:** In this table, high-speed rail transport covers all traffic with high-speed rolling stock (incl. tilting trains able to travel at 200 km/h). This does not necessarily require high-speed infrastructure as defined in Table 2.5.4.

### SHARE OF HIGH-SPEED RAIL TRANSPORT IN TOTAL PASSENGER-KILOMETRES IN RAIL TRANSPORT (\*\*)

	%												EU-28
	BE	CZ	DE	ES	FR	IT	NL	PT	SI	FI	SE	UK	
2000	11.2		18.5	9.6	49.7	10.3	0.8			2.1	24.8		15.9
2002	11.0		21.5	10.3	54.2	14.4	1.4			4.1	26.9		18.6
2003	10.6		24.5	9.6	55.2	15.3	4.8			6.0	27.2		19.5
2004	10.8	0.0	27.0	10.2	55.8	16.1	4.5	11.8		4.8	28.0	1.0	20.7
2005	10.7	0.1	27.8	10.7	56.6	16.9	4.5	12.9		8.9	26.1	1.0	21.2
2006	10.4	2.1	27.8	12.2	56.4	17.5	4.6	13.1		12.4	25.9	1.9	21.6
2007	10.2	4.8	27.7	11.9	58.8	17.7	4.9	12.7		15.4	27.0	2.8	22.4
2008	10.4	3.7	28.8	22.9	60.7	17.9	5.3	12.5	1.7	15.4	27.0	1.9	23.8
2009	10.2	3.6	27.4	49.7	60.3	22.3	5.6	12.7	1.9	15.6	27.0	1.9	25.7
2010	10.0	4.1	28.8	52.3	60.4	24.5	1.9	12.6	1.9	16.4	26.3	1.8	26.0
2011	8.7	4.2	27.4	49.3	58.5	26.2	1.8	11.2	1.7	18.3	24.8	10.2	26.6
2012	8.8	3.7	28.0	49.7	57.4	28.7	1.9	12.1	1.6	17.5	25.0	7.2	26.2

Sources: (\*) Union Internationale des Chemins de Fer, national statistics, estimates (in italics); (\*\*) Table 2.3.7

## USA

### PERFORMANCE BY MODE OF TRANSPORT: PASSENGERS

	billion pkm							TOTAL
	PASSENGER CARS (*)	MOTOR-CYCLES	RAILWAY	BUS	LIGHT AND COMMUTER RAIL	AIR		
1990	5 280.5	20.0	28.2	195.7	12.3	556.6	6 093.3	
1995	5 702.0	17.3	25.9	219.3	14.7	650.0	6 629.2	
1997	6 021.7	17.8	27.7	233.8	14.6	725.3	7 040.9	
1998	6 186.9	18.2	28.3	239.4	15.8	744.7	7 233.3	
1999	6 320.7	18.7	29.3	261.7	16.0	785.3	7 431.8	
2000	6 372.2	24.9	31.1	505.5	17.3	834.6	7 785.6	
2001	6 481.2	22.7	31.8	443.2	17.7	783.0	7 779.6	
2002	6 626.4	22.8	30.8	455.3	17.6	778.2	7 931.2	
2003	6 689.0	23.3	31.0	456.9	17.8	813.6	8 031.5	
2004	6 884.5	30.6	32.0	461.7	18.2	898.3	8 325.2	
2005	6 952.4	28.2	31.9	449.1	18.0	939.5	8 418.9	
2006	6 972.4	39.2	32.4	479.3	19.7	947.0	8 489.9	
2007	6 987.7	43.7	35.3	495.5	21.0	977.8	8 561.1	
2008	6 837.8	42.5	37.1	506.0	21.1	938.7	8 383.2	
2009	5 834.8	36.1	36.6	491.1	21.4	887.9	7 308.0	
2010	5 866.7	32.0	36.7	470.7	20.8	908.8	7 335.7	
2011	5 866.0	32.1	36.7	470.5	21.7	926.4	7 353.4	

### AVERAGE ANNUAL CHANGE

	% per year							TOTAL
	PASSENGER CARS (*)	MOTOR-CYCLES	RAILWAY	BUS	LIGHT AND COMMUTER RAIL	AIR		
2001	1.7	-8.7	2.0	-12.3	2.2	-6.2	-0.1	
2005	1.0	-8.0	-0.3	-2.7	-1.1	4.6	1.1	
2007	0.2	11.7	8.9	3.4	6.9	3.2	0.8	
2008	-2.1	-2.7	5.0	2.1	0.4	-4.0	-2.1	
2009	-14.7	-15.1	-1.3	-2.9	1.6	-5.4	-12.8	
2010	0.5	-11.3	0.5	-4.2	-2.8	2.3	0.4	
2011	0.0	0.2	0.0	0.0	4.4	1.9	0.2	
'90/'95	1.5	-2.8	-1.7	2.3	3.5	3.2	1.7	
'95/'00	2.2	7.5	3.7	18.2	3.4	5.1	3.3	
'00/'11	-0.7	2.3	1.5	-0.6	2.1	1.0	-0.5	

### MODAL SPLIT

	%						
	PASSENGER CARS (*)	MOTOR-CYCLES	RAILWAY	BUS	LIGHT AND COMMUTER RAIL	AIR	
1990	86.7	0.3	0.5	3.2	0.2	9.1	
1995	86.0	0.3	0.4	3.3	0.2	9.8	
2000	81.8	0.3	0.4	6.5	0.2	10.7	
2002	83.5	0.3	0.4	5.7	0.2	9.8	
2003	83.3	0.3	0.4	5.7	0.2	10.1	
2004	82.7	0.4	0.4	5.5	0.2	10.8	
2005	82.6	0.3	0.4	5.3	0.2	11.2	
2006	82.1	0.5	0.4	5.6	0.2	11.2	
2007	81.6	0.5	0.4	5.8	0.2	11.4	
2008	81.6	0.5	0.4	6.0	0.3	11.2	
2009	79.8	0.5	0.5	6.7	0.3	12.2	
2010	80.0	0.4	0.5	6.4	0.3	12.4	
2011	79.8	0.4	0.5	6.4	0.3	12.6	

**Note:** (\*) This includes: light duty vehicles, short wheel base and long wheel base.

Source: US Department of Transportation

## Air: PASSENGER TRAFFIC BETWEEN MEMBER STATES

REPORTER	TOTAL PASSENGERS CARRIED (*)												
	PARTNER												
	BE	BG	CZ	DK	DE	EE	IE	EL	ES	FR	IT	CY	LV
BE	40.3	153.2	226.4	503.8	1508.0	56.6	366.8	779.5	4269.7	1701.5	2929.5	88.8	132.4
BG	142.8	205.3	246.0	78.2	1221.6	15.4	30.2	92.0	262.2	245.3	343.5	64.4	14.7
CZ	226.7	247.3	90.6	193.0	1052.0	24.4	102.5	552.7	688.5	1011.2	910.3	38.3	21.0
DK	503.6	81.4	193.2	1920.2	2461.4	123.9	199.4	604.8	2163.6	1375.3	1065.3	66.1	174.3
DE	1498.8	1246.7	1024.4	2448.2	23501.4	301.2	1432.4	4040.1	21909.1	7407.5	11059.6	410.4	608.5
EE	56.5	15.7	24.3	124.0	303.1	25.1	30.5	15.5	65.4	35.5	57.8	2.3	184.1
IE	366.6	32.8	102.1	200.0	1438.8	30.5	53.7	51.4	2912.1	1542.2	961.8	7.4	116.5
EL	768.9	91.1	546.9	606.3	3981.6	14.9	51.4	5214.8	469.8	1722.1	2112.6	1136.7	42.2
ES	4298.1	262.3	696.0	2157.5	22180.1	66.7	2917.5	472.4	33213.1	9592.0	10777.0	33.3	91.6
FR	1670.0	238.2	1005.6	1361.0	8500.8	35.0	1525.7	1711.6	10379.9	28439.2	9664.5	86.0	99.2
HR	109.4	1.4	29.4	119.0	1340.0	-	57.8	20.6	149.0	452.4	172.5	-	0.4
IT	2913.6	344.1	907.7	1068.1	11085.7	58.4	958.5	2137.8	10744.4	9641.6	30336.3	137.1	259.4
CY	86.9	64.4	35.5	66.0	397.6	2.3	7.4	1135.3	33.4	86.5	132.9	0.0	0.0
LV	132.3	14.9	20.9	173.8	612.3	186.1	116.3	43.7	90.3	99.7	259.1	0.0	0.3
LT	84.1	20.3	19.5	192.2	348.3	75.4	189.1	65.0	131.5	69.9	171.3	15.8	215.2
LU	0.3	21.4	0.3	54.1	317.9	0.0	0.1	42.8	248.0	102.6	110.5	5.9	0.0
HU	419.7	58.1	75.7	96.1	1522.5	-	191.6	167.2	438.8	480.1	748.5	44.4	18.6
MT	79.9	13.8	9.6	63.2	539.1	0.4	56.7	18.5	169.2	212.9	619.4	27.2	0.4
NL	196.1	199.7	515.3	1212.7	3399.2	94.1	757.3	1045.4	5524.2	2846.9	3362.6	88.0	132.9
AT	401.3	517.0	151.7	476.0	6566.2	29.8	123.9	643.0	1457.1	1121.1	1139.0	176.4	76.1
PL	369.1	221.0	169.4	422.1	3075.4	24.8	874.5	525.8	1070.8	889.4	1091.4	91.0	65.9
PT	773.9	3.4	89.6	251.3	2839.7	2.1	617.8	33.2	3105.6	3533.8	1257.3	0.1	0.6
RO	249.2	55.5	106.4	25.5	1315.3	-	72.3	215.0	965.6	674.9	2108.2	122.6	-
SI	59.5	3.7	10.9	22.4	195.7	-	-	48.9	11.0	63.2	1.0	5.0	-
SK	61.9	70.7	61.2	7.5	1.7	0.0	84.3	74.8	123.0	48.0	159.5	3.7	-
FI	216.9	39.0	144.3	927.7	1673.9	227.6	27.1	387.0	1167.5	535.2	515.9	55.0	337.1
SE	470.8	39.1	165.2	1675.0	2828.5	178.4	143.6	765.5	2482.7	1020.5	797.8	224.3	194.4
UK	1294.3	909.1	1369.7	2574.0	11837.2	173.0	9465.6	4797.8	31285.6	10860.0	10845.8	2517.7	503.6

Note: (\*) Passengers carried are fewer than passengers on board, due to transit passengers staying on board the aircraft not being counted.

Source: Eurostat, estimates (in italics)

## Air: PASSENGER TRAFFIC BETWEEN MEMBER STATES

2012

INCLUDING DOMESTIC FLIGHTS (1 000)													
LT	LU	HU	MT	NL	AT	PL	PT	RO	SI	SK	FI	SE	UK
84.9	0.5	421.7	80.4	196.4	403.0	447.8	760.2	252.5	59.5	64.1	218.4	471.0	1304.4
20.3	20.6	61.8	17.2	196.5	518.0	224.8	2.3	37.5	3.9	94.7	39.0	38.6	864.6
19.6	0.3	83.9	9.7	515.2	153.4	168.8	79.4	106.7	11.0	65.9	145.2	164.9	1375.3
193.4	54.5	99.8	62.0	1211.4	479.2	426.0	245.3	26.6	22.9	11.5	934.7	1711.1	2569.3
348.0	316.1	1530.7	537.1	3385.8	6552.2	3084.5	2812.4	1374.3	194.8	1.5	1675.7	2829.8	11842.3
75.3	-	0.4	0.4	94.1	30.0	24.8	2.1	0.1	0.0	-	215.8	178.8	173.9
195.6	0.1	191.6	57.4	758.6	124.6	931.0	616.0	71.8	0.0	94.1	27.4	143.9	9434.5
64.4	43.5	164.1	14.0	1037.0	640.0	554.6	32.9	226.4	49.2	77.1	389.2	795.5	4776.0
130.2	255.4	445.4	169.8	5549.0	1474.0	1154.6	3053.7	1068.0	11.0	126.1	1189.2	2577.3	31451.0
69.7	101.9	495.9	222.1	2820.8	1170.4	908.9	3578.0	710.3	62.9	49.6	534.3	1010.2	10551.1
0.1	0.4	1.2	2.9	106.0	276.6	45.4	22.3	3.5	2.2	3.7	70.4	155.1	749.5
171.9	112.9	752.4	621.5	3361.8	1143.0	1217.2	1251.4	2250.0	1.1	160.4	519.4	787.1	10839.3
16.0	4.7	43.8	27.5	82.2	173.3	86.8	0.0	122.3	0.1	3.7	56.4	229.9	2529.8
216.4	0.0	18.6	0.4	132.2	76.2	66.0	-	-	-	0.0	350.5	191.9	508.3
0.1	0.0	0.0	17.0	48.9	51.8	74.2	1.8	0.1	0.2	0.3	113.1	36.8	719.6
0.0	0.8	0.0	3.3	115.3	59.7	0.2	168.4	0.0	0.3	0.0	0.2	0.0	275.9
0.0	0.1	0.0	15.2	589.8	106.1	187.6	77.8	126.1	0.0	1.4	181.2	336.2	1219.8
17.0	2.2	15.3	0.4	96.0	72.1	42.0	0.0	6.5	3.8	2.5	2.4	71.3	1106.4
49.3	115.9	592.2	98.2	1.8	705.5	597.3	1348.3	360.3	25.5	0.5	479.1	1074.1	7800.4
51.9	59.8	105.7	72.3	701.1	634.7	293.5	107.4	612.6	59.2	52.7	152.4	367.7	1658.3
74.5	0.1	138.3	42.1	575.6	294.3	1770.1	121.8	78.5	0.2	6.6	242.1	563.2	4324.0
1.4	175.3	62.8	0.0	1353.7	108.6	126.2	2811.7	28.3	0.0	6.8	117.7	152.7	5179.8
0.0	-	87.3	7.1	360.3	590.1	83.8	29.5	656.3	0.3	0.2	0.5	0.0	721.8
0.2	0.1	0.0	3.8	25.0	60.0	0.2	-	0.1	-	0.1	25.6	0.0	118.1
0.3	0.0	0.3	2.5	0.3	52.8	0.6	6.7	0.4	0.0	29.7	2.0	0.7	443.5
113.0	0.2	179.7	2.4	476.6	152.0	241.4	114.1	0.6	25.4	1.9	2721.2	1487.8	964.9
37.1	0.2	336.1	71.9	974.1	367.6	644.4	148.5	0.1	0.3	1.0	1486.8	7018.1	2487.3
728.3	276.2	1245.4	1111.5	7767.9	1668.3	4619.4	5128.2	772.0	118.3	454.4	969.4	2490.4	20779.4

Air:

MAJOR EUROPEAN AIRLINES

DOMESTIC + INTERNATIONAL

RANKING	BILLION REVENUE PASSENGER-KILOMETRES						%	
	AIRLINE	2000	2005	2010	2011	2012		CHANGE '11/'12
1	Deutsche Lufthansa	DE	94.289	112.794	129.671	147.848	149.780	1.3
2	Air France (1)	FR	91.848	115.879	125.048	133.036	135.824	2.1
3	British Airways	UK	119.385	110.939	105.554	117.348	126.436	7.7
4	Ryanair (2)	IE	3.386	24.008	72.165	85.709	94.262	10.0
5	KLM Royal Dutch Airlines (1)	NL	60.331	68.322	76.065	82.047	86.281	5.2
6	THY Turkish Airlines	TR	17.396	20.452	46.538	58.941	74.638	26.6
7	Easyjet (2)	UK	4.730	27.448	56.128	61.347	65.227	6.3
8	Iberia	ES	40.043	48.917	51.274	51.268	49.663	-3.1
9	Air Berlin	DE	7.813	20.530	45.244	52.140	48.720	-6.6
10	Virgin Atlantic Airways	UK	29.471	32.118	38.158	38.038	39.406	3.6
11	Alitalia (4)	IT	40.846	37.236	32.906	35.679	36.192	1.4
12	SWISS Intern. Airlines	CH	3.481	20.471	29.522	31.606	33.527	6.1
13	Thomson Airways	UK		23.337	32.714	32.969	32.073	-2.7
14	SAS Scandinavian Airlines	SE/DK/NO	22.922	27.724	23.495	26.374	27.798	5.4
15	TAP Portugal	PT	10.414	14.536	23.649	25.945	27.226	4.9
16	Condor	DE		22.245	19.888	23.574	23.779	0.9
17	Finnair	FI	7.467	16.735	19.222	21.498	23.563	9.6
18	Thomas Cook Airlines	UK		14.220	27.385	27.418	22.541	-17.8
19	Norwegian	NO		2.703	13.774	17.421	20.353	16.8
20	Austrian Airlines	AT	17.967	22.894	17.494	17.792	17.952	0.9
21	Air Europa	ES	8.831	13.442	17.180	17.713	17.429	-1.6
22	Wizz Air	HU			12.278	14.250	16.000	12.3
23	Monarch	UK	13.658	13.549	15.127	14.277	14.854	4.0
24	Aer Lingus	IE	8.900	13.100	13.895	14.051	14.523	3.4
25	Vueling	ES		1.661	9.932	10.820	13.693	26.6
26	Pegasus Airlines	TU		5.123	10.662	11.562	12.070	4.4
27	Tuifly	DE		17.213	10.708	11.400	11.500	0.9
28	Transavia Airlines	NL		8.726	10.644	10.738	11.500	7.1
29	Sunexpress	TU		3.938	10.840	12.046	10.398	-13.7
30	Jet2	UK		3.105	6.219	8.048	9.405	16.9
31	SN Brussels Airlines	BE	2.347	4.559	7.314	8.486	9.215	8.6
32	Corsair	FR		12.623	9.980	9.785	9.141	-6.6

Notes: Scheduled and non-scheduled flights.

(1) Air France and KLM merged in 2004 to build Air France KLM Group.

(2) Ryanair: Year up to 30 March of the following year.

(3) Easyjet: Financial year up to 30 September of the year indicated.

(4) Air One merged with Alitalia at the end of 2008.

Air:

PASSENGER TRAFFIC AT MAJOR EU AIRPORTS

PASSENGERS CARRIED (\*)

RANKING	(arriving + departing + in transit) MILLION PASSENGERS					%		
	AIRPORT AND COUNTRY	2000	2005	2010	2011		2012	CHANGE '11/'12
1	London / Heathrow	UK	64.29	67.68	65.74	69.39	69.98	0.86
2	Paris / Charles de Gaulle	FR	49.67	53.38	57.95	60.74	61.38	1.05
3	Frankfurt (Main)	DE	48.96	51.79	52.65	56.28	57.26	1.75
4	Amsterdam / Schiphol	NL	39.27	44.08	45.15	49.69	50.99	2.61
5	Madrid / Barajas	ES	32.71	41.72	49.80	49.53	45.12	-8.90
6	München	DE	22.87	28.45	34.52	37.59	38.19	1.58
7	Roma / Fiumicino	IT	25.94	27.78	35.95	37.40	36.74	-1.77
8	Barcelona	ES	19.44	27.02	29.18	34.31	35.07	2.21
9	London / Gatwick	UK	31.95	32.69	31.34	33.64	34.21	1.71
10	Paris / Orly	FR	23.83	24.85	25.16	27.10	27.19	0.34
11	København / Kastrup	DK	18.11	19.82	21.39	22.61	23.22	2.72
12	Palma de Mallorca	ES	19.25	21.22	21.08	22.70	22.61	-0.41
13	Wien / Schwechat	AT	11.92	15.85	19.68	21.11	22.20	5.17
14	Düsseldorf	DE	15.91	15.39	18.91	20.30	20.80	2.47
15	Stockholm / Arlanda	SE	18.61	17.16	16.96	19.06	19.69	3.29
16	Manchester	UK	18.32	22.08	17.66	18.80	19.65	4.52
17	Dublin	IE	13.66	18.33	18.41	18.72	19.08	1.91
18	Brüssel-Bruxelles/Brussels	BE	21.60	15.95	16.98	18.61	18.82	1.09
19	Milano / Malpensa	IT	20.55	19.49	18.71	19.09	18.33	-3.97
20	Berlin / Tegel	DE	10.24	11.47	14.97	16.89	18.15	7.44
21	London / Stansted	UK	11.86	21.99	18.56	18.04	17.46	-3.23
22	Lisboa	PT	9.21	11.24	14.05	14.81	15.31	3.43
23	Helsinki / Vantaa	FI	10.01	11.13	12.86	14.87	14.85	-0.14
24	Hamburg	DE	9.82	10.57	12.88	13.53	13.68	1.09
25	Athina/Eleftherios Venizelos	EL	13.35	14.27	15.30	14.33	12.86	-10.20
26	Málaga	ES	9.36	12.61	12.02	12.76	12.52	-1.86
27	Nice / Côte d'Azur	FR	9.33	9.74	9.59	10.40	11.18	7.45
28	Praha / Ruzyně	CZ	5.55	10.72	11.51	11.72	10.77	-8.10
29	Stuttgart	DE	7.98	9.25	9.14	9.54	9.68	1.49
30	Las Palmas / Gran Canaria	ES	9.12	9.69	9.28	10.34	9.66	-6.56
31	London / Luton	UK	6.16	9.13	8.73	9.51	9.61	1.09
32	Warszawa / Okecie	PL	4.33	7.08	8.73	9.35	9.61	2.70
33	Köln-Bonn	DE	6.19	9.39	9.79	9.60	9.26	-3.56
34	Edinburgh	UK	5.37	8.45	8.59	9.38	9.19	-2.02
35	Milano / Linate	IT	6.02	9.09	8.30	9.06	9.18	1.26
36	Birmingham	UK	7.49	9.31	8.56	8.61	8.92	3.60
37	Bergamo / Orio al Serio	IT	1.24	4.29	7.66	8.41	8.88	5.54
38	Alicante	ES	5.98	8.93	9.37	9.89	8.84	-10.68
39	Budapest / Ferihegy	HU	4.68	7.92	8.17	8.88	8.43	-5.12
40	Tenerife Sur / Reina Sofia	ES	8.72	8.78	7.19	8.51	8.38	-1.45

Notes: (\*) 'Passengers carried' do not include direct transit passengers, i.e. transit passengers who stay on board the aircraft and continue their flight with the same flight number. Where the number of passengers carried was not available, the number of 'passengers on board' (i.e. incl. direct transit passengers) is given *in italics*.

## Air: MAIN INTRA-EU AIRPORT PAIRS IN PASSENGER TRANSPORT

### TOTAL PASSENGERS CARRIED

RANKING	AIRPORT PAIRS	(arriving + departing from first named airport)				CHANGE '11/'12
		2005	2010	2011	2012	
					1 000	%
1	Barcelona – Madrid / Barajas	4 301.0	3 083.8	3 102.4	2 550.2	-17.8
2	Toulouse / Blagnac – Paris / Orly	2 327.1	2 193.7	2 322.3	2 330.0	0.3
3	Nice / Côte d'Azur – Paris / Orly	2 262.9	2 104.6	2 235.8	2 175.0	-2.7
4	Frankfurt (Main) – Berlin / Tegel	1 545.6	1 609.4	1 792.7	1 813.1	1.1
5	München – Berlin / Tegel	1 419.2	1 580.0	1 667.4	1 731.1	3.8
6	Hamburg – München	1 450.5	1 653.0	1 716.7	1 719.2	0.1
7	Catania / Fontanarossa – Roma / Fiumicino	1 368.7	1 717.8	1 841.6	1 694.4	-8.0
8	London / Heathrow – Dublin	2 089.4	1 493.1	1 556.1	1 577.6	1.4
9	Düsseldorf – München	1 381.5	1 533.4	1 569.4	1 553.4	-1.0
10	Frankfurt (Main) – London / Heathrow	1 522.5	1 259.8	1 462.5	1 474.5	0.8
11	Barcelona – Palma De Mallorca	1 684.0	1 532.5	1 639.4	1 460.1	-10.9
12	Madrid / Barajas – Palma de Mallorca	1 640.0	1 698.9	1 605.2	1 442.5	-10.1
13	London / Heathrow – Amsterdam / Schiphol	1 895.0	1 332.9	1 407.2	1 429.8	1.6
14	Frankfurt (Main) – Hamburg	1 288.3	1 480.6	1 587.6	1 385.9	-12.7
15	Milano / Linate – Roma / Fiumicino	2 414.6	1 522.8	1 522.7	1 378.8	-9.4
16	Palermo / Punta Raisi – Roma / Fiumicino	1 106.7	1 406.8	1 492.0	1 360.4	-8.8
17	Las Palmas / Gran Canaria – Madrid / Barajas	1 388.1	1 553.7	1 438.4	1 301.5	-9.5
18	København / Kastrup – Stockholm / Arlanda	1 194.1	1 166.0	1 229.0	1 269.2	3.3
19	London / Heathrow – Edinburgh	1 659.9	1 244.4	1 271.5	1 254.8	-1.3
20	Amsterdam / Schiphol – Barcelona	1 103.9	1 066.9	1 321.8	1 250.2	-5.4
21	London / Heathrow – Madrid / Barajas	1 118.9	1 093.4	1 191.2	1 197.7	0.5
22	Paris / Charles de Gaulle – Roma / Fiumicino	1 238.4	1 191.2	1 210.9	1 192.8	-1.5
23	Frankfurt (Main) – Wien / Schwechat	676.2	952.4	1 066.6	1 182.2	10.8
24	London / Heathrow – Paris / Charles de Gaulle	2 011.1	1 300.1	1 272.6	1 168.4	-8.2
25	Tenerife Norte – Madrid / Barajas	1 359.4	1 319.7	1 337.1	1 167.7	-12.7
26	Madrid / Barajas – Roma / Fiumicino	929.7	1 268.5	1 281.8	1 129.3	-11.9
27	Madrid / Barajas – Paris / Orly	964.3	1 105.9	1 182.7	1 127.3	-4.7
28	Amsterdam / Schiphol – Paris / Charles de Gaulle	1 038.7	990.2	1 050.9	1 124.3	7.0
29	Madrid / Barajas – Lisboa	688.1	1 167.2	1 175.1	1 109.8	-5.6
30	Frankfurt (Main) – Paris / Charles de Gaulle	961.7	928.8	1 060.2	1 107.7	4.5
31	München – London / Heathrow	913.7	970.4	1 084.5	1 104.3	1.8
32	Köln-Bonn – Berlin / Tegel	916.6	1 026.9	1 048.0	1 088.7	3.9
33	Köln-Bonn – München	1 165.3	1 132.5	1 173.3	1 080.0	-8.0
34	Paris / Orly – Ponte-à-Pitre (Guadeloupe) / Pôle Caraïbes	983.3	1 036.0	1 102.3	1 073.2	-2.6
35	Frankfurt (Main) – München	1 303.1	958.4	1 080.3	1 068.9	-1.1
36	Madrid / Barajas – Paris / Charles de Gaulle	859.9	1 020.2	1 082.8	1 047.7	-3.2
37	London / Heathrow – Roma / Fiumicino	972.6	1 033.1	1 052.9	1 037.4	-1.5
38	Amsterdam / Schiphol – Madrid / Barajas	896.4	1 076.3	1 109.8	1 030.2	-7.2
39	Barcelona – Paris / Charles de Gaulle	876.3	860.8	977.5	1 028.0	5.2
40	Düsseldorf – Berlin / Tegel	657.8	930.2	1 003.7	1 012.0	0.8

## Air: MAIN CONNECTIONS BETWEEN EU AND NON-EU AIRPORTS IN PASSENGER TRANSPORT

### TOTAL PASSENGERS CARRIED

RANKING	AIRPORT PAIRS	(arriving + departing from first named airport)				CHANGE '11/'12
		2005	2010	2011	2012	
					1 000	%
1	London / Heathrow – New York / J.F. Kennedy Intl, NY, USA	2 940	2 517	2 679	2 839	6.0
2	London / Heathrow – Dubai Intl, United Arab Emirates	1 183	1 787	1 890	1 959	3.7
3	London / Heathrow – Hong Kong Intl, China	1 258	1 386	1 413	1 387	-1.9
4	Paris / Charles de Gaulle – New York / J.F. Kennedy Intl, NY, USA	1 730	1 190	1 269	1 362	7.4
5	London / Heathrow – Los Angeles Intl, CA, USA	1 383	1 189	1 299	1 313	1.1
6	København / Kastrup – Oslo / Gardermoen, Norway	1 247	1 132	1 212	1 287	6.2
7	Stockholm / Arlanda – Oslo / Gardermoen, Norway	937	1 007	1 165	1 193	2.4
8	London / Heathrow – Chicago / O'Hare Intl, IL, USA	1 522	1 137	1 207	1 188	-1.6
9	London / Heathrow – Newark / Liberty Intl, NJ, USA	740	1 092	1 198	1 168	-2.5
10	London / Heathrow – Singapore / Changi, Singapore	996	1 022	1 070	1 167	9.1
11	Paris / Charles de Gaulle – Montreal / Pierre Elliot Trudeau Intl, Canada	929	1 148	1 165	1 087	-6.7
12	London / Heathrow – Miami Intl, FL, USA	878	822	954	1 031	8.1
13	London / Heathrow – Zürich, Switzerland	905	877	958	1 012	5.6
14	London / Heathrow – Boston / Gen. E. Lawrence Logan Intl, MA, USA	929	866	1 031	996	-3.3
15	London / Heathrow – San Francisco Intl, CA, USA	1 005	861	926	966	4.3
16	London / Heathrow – Genève / Cointrin, Switzerland	570	859	978	955	-2.3
17	London / Heathrow – Washington / Dulles Intl, DC, USA	1 074	921	989	954	-3.6
18	London / Heathrow – Toronto / Lester B. Pearson Intl, Canada	1 067	941	926	951	2.7
19	London / Heathrow – New Delhi / Indira Gandhi Intl, India	384	918	997	919	-7.9
20	Wien / Schwechat – Zürich, Switzerland	597	778	863	908	5.2
21	Berlin / Tegel – Zürich, Switzerland	467	801	855	905	5.8
22	London / Heathrow – Mumbai / Chhatrapati Shivaji Intl, India	725	957	951	891	-6.3
23	Düsseldorf – Antalya, Turkey	802	684	803	884	10.1
24	London / Heathrow – Istanbul / Atatürk, Turkey	525	725	848	874	3.1
25	London / Heathrow – Johannesburg Intl, South Africa	995	886	840	862	2.6
26	Paris / Charles de Gaulle – Dubai Intl, United Arab Emirates	439	716	717	843	17.7
27	London / Heathrow – Doha Intl, United Arab Emirates	483	640	681	805	18.2
28	Paris / Charles de Gaulle – Moscow / Sheremetyevo, Russia	515	642	754	802	6.4
29	Paris / Charles de Gaulle – Tokyo Intl, Japan	-	849	697	801	15.0
30	Frankfurt (Main) – Istanbul / Atatürk, Turkey	661	638	712	801	12.6
31	Madrid / Barajas – Buenos Aires / Ezeiza Ministro Pizarini, Argentina	873	858	832	782	-6.0
32	Paris / Charles de Gaulle – Istanbul / Atatürk, Turkey	415	688	745	781	4.8
33	Frankfurt (Main) – Singapore / Changi, Singapore	721	637	591	759	28.6
34	Paris / Charles de Gaulle – Tel Aviv / Ben Gurion, Israel	608	710	756	740	-2.1
35	London / Gatwick – Genève, Switzerland	643	624	710	740	4.2
36	Frankfurt (Main) – Dubai Intl, United Arab Emirates	491	679	657	740	12.6
37	Paris / Charles de Gaulle – Zürich, Switzerland	630	695	705	724	2.6
38	Paris / Orly – Alger, Algeria	640	577	624	703	12.6
39	Amsterdam / Schiphol – Antalya, Turkey	753	614	729	701	-3.9
40	Düsseldorf – Zürich, Switzerland	444	648	700	700	0.0

**Air:**  
FREIGHT TRAFFIC AT MAJOR EU AIRPORTS

CARGO AND MAIL LOADED AND UNLOADED

RANKING	AIRPORT, COUNTRY		1 000 TONNES					CHANGE '11/'12
			2000	2005	2010	2011	2012	
1	Frankfurt (Main)	DE	1 703.4	1 950.6	2 270.2	2 214.6	2 065.5	-6.7
2	London / Heathrow	UK	1 306.8	1 389.3	1 551.3	1 569.3	1 556.0	-0.8
3	Paris / Charles de Gaulle	FR	<i>1 067.0</i>	<i>1 217.8</i>	<i>1 292.5</i>	<i>1 531.5</i>	<i>1 513.9</i>	-1.2
4	Amsterdam / Schiphol	NL	1 222.5	1 495.6	1 538.0	1 549.4	1 510.9	-2.5
5	Leipzig-Halle	DE	13.7	12.3	637.8	744.0	845.9	13.7
6	Köln-Bonn	DE	438.3	646.8	638.2	727.5	730.1	0.4
7	Luxembourg	LU	499.9	624.8	705.8	666.0	615.3	-7.6
8	Liège / Bierset	BE	<i>270.3</i>	<i>325.7</i>	<i>508.5</i>	<i>544.0</i>	<i>510.3</i>	-6.2
9	Milano / Malpensa	IT	295.7	383.8	432.7	450.4	414.3	-8.0
10	Brussel-Bruxelles/Brussels	BE	<i>687.4</i>	<i>694.5</i>	<i>385.0</i>	<i>386.7</i>	<i>405.3</i>	4.8
11	Madrid / Barajas	ES	305.2	360.3	400.5	421.8	385.4	-8.6
12	Nottingham East Midlands	UK	178.8	292.1	304.0	298.8	300.0	0.4
13	München	DE	148.4	218.2	291.1	303.7	290.3	-4.4
14	London / Stansted	UK	167.8	254.8	229.8	230.2	241.4	4.9
15	Wien / Schwechat	AT	132.6	180.1	231.8	213.3	191.1	-10.4
16	Helsinki / Vantaa	FI	96.1	114.9	157.5	170.9	188.5	10.3
17	Frankfurt / Hahn	DE	75.0	100.9	164.5	221.5	175.5	-20.8
18	København / Kastrup	DK	<i>419.4</i>	<i>355.1</i>	<i>138.1</i>	<i>108.5</i>	<i>152.4</i>	40.4
19	Roma / Fiumicino	IT	153.3	131.9	164.4	151.8	143.2	-5.7
20	Bergamo / Orio al Serio	IT	<i>98.9</i>	<i>135.1</i>	<i>105.8</i>	<i>112.3</i>	<i>116.7</i>	4.0
21	Dublin	IE	35.5	64.1	105.3	101.2	111.1	9.8
22	London / Gatwick	UK	318.8	232.1	108.6	92.1	101.1	9.8
23	Manchester	UK	116.6	150.0	116.6	108.5	98.3	-9.5
24	Barcelona	ES	88.1	94.5	105.9	98.0	94.9	-3.1
25	Lisboa	PT	114.6	100.0	105.2	95.3	91.0	-4.5
26	Düsseldorf	DE	59.4	56.5	87.1	81.3	86.7	6.7
27	Stockholm / Arlanda	SE	<i>154.0</i>	<i>158.0</i>	<i>99.4</i>	<i>82.5</i>	<i>74.2</i>	-10.1
28	Zaragoza	ES	3.5	3.8	42.1	48.2	70.9	47.3
29	Athina / Eleftherios Venizelos	EL	123.4	100.7	82.3	75.1	66.9	-11.0
30	Paris / Orly	FR	<i>107.3</i>	<i>80.0</i>	<i>53.7</i>	<i>58.6</i>	<i>63.8</i>	8.8
31	Warszawa / Okęcie	PL	44.6	31.1	57.1	60.6	62.5	3.2
32	Budapest / Ferihegy	HU	<i>43.5</i>	<i>55.5</i>	<i>65.3</i>	<i>68.9</i>	<i>61.9</i>	-10.1
33	Toulouse / Blagnac	FR	37.8	56.2	52.3	54.7	59.9	9.5
34	Marseille / Provence	FR	36.0	51.0	59.6	58.9	58.2	-1.2
35	Praha / Ruzyně	CZ		51.6	58.2	62.6	52.9	-15.5
36	Maastricht-Aachen	NL	44.3	54.6	62.0	65.4	52.5	-19.7
37	Ostende	BE	<i>93.5</i>	<i>108.3</i>	<i>60.0</i>	<i>53.5</i>	<i>47.6</i>	-10.9
38	Belfast	UK	30.9	51.3	43.9	46.5	44.8	-3.6
39	Edinburgh	UK	18.2	54.3	44.1	44.3	42.9	-3.1
40	Basel-Mulhouse	FR/CH		30.9	42.9	41.4	39.4	-4.8

Notes: Significant underreporting of Paris airports. Data from airport websites (*in italics*) often include air cargo which in reality is transported by lorry.

The figures from airport websites are therefore not always fully comparable with those collected by Eurostat. The extraordinary growth rate for the Leipzig airport in 2008 is mainly due to DHL moving its hub there during 2008.

**Air:**  
MOVEMENTS OF AIRCRAFT AT MAJOR EU AIRPORTS

(TAKE-OFF + LANDING, PASSENGER AND CARGO)

RANKING	AIRPORT, COUNTRY		(not including general aviation)					CHANGE '11/'12
			1 000	2005	2009	2010	2011	
1	Paris / Charles de Gaulle	FR	543.4	541.4	491.9	506.8	491.7	-3.0
2	Frankfurt (Main)	DE	475.6	455.1	456.0	480.9	475.5	-1.1
3	London / Heathrow	UK	472.0	460.1	449.2	476.3	471.5	-1.0
4	Amsterdam / Schiphol	NL	408.2	396.1	390.4	425.2	427.5	0.5
5	München	DE	382.3	377.2	368.2	399.4	387.9	-2.9
6	Madrid / Barajas	ES	406.3	427.2	426.9	422.8	368.6	-12.8
7	Roma / Fiumicino	IT	299.6	321.3	327.3	323.6	309.3	-4.4
8	Barcelona	ES	294.3	269.5	268.5	293.6	281.6	-4.1
9	Wien / Schwechat	AT	227.0	239.8	242.3	243.4	242.3	-0.4
10	London / Gatwick	UK	252.0	245.4	233.5	244.5	240.4	-1.7
11	København / Kastrup	DK	262.1	230.9	240.6	248.6	238.3	-4.1
12	Paris / Orly	FR	230.8	223.4	215.6	228.5	230.6	1.0
13	Düsseldorf	DE	189.0	210.0	211.4	216.6	212.2	-2.0
14	Brussel-Bruxelles/Brussels	BE	228.7	211.8	205.2	214.2	205.6	-4.0
15	Stockholm / Arlanda	SE	222.2	186.5	185.4	204.3	201.7	-1.3
16	Helsinki / Vantaa	FI	163.1	167.7	169.9	191.8	169.8	-11.5
17	Milano / Malpensa	IT	222.2	180.5	187.8	183.5	167.6	-8.6
18	Palma De Mallorca	ES	170.5	168.3	165.2	172.1	166.1	-3.5
19	Berlin / Tegel	DE	137.2	147.7	150.5	161.3	163.7	1.5
20	Nice / Côte d'Azur	FR	158.1	149.8	145.2	140.4	161.8	15.3
21	Manchester	UK	218.0	162.1	148.9	158.0	160.5	1.6
22	Dublin	IE	169.6	169.9	156.4	160.0	158.6	-0.8
23	Athina / Eleftherios Venizelos	EL	170.3	205.5	186.6	164.8	148.2	-10.1
24	Lisboa	PT	125.9	131.6	136.9	139.2	140.7	1.1
25	Hamburg	DE	134.2	137.8	138.4	141.1	137.1	-2.9
26	Warszawa / Okęcie	PL	131.0	130.5	133.0	136.5	134.6	-1.3
27	London / Stansted	UK	178.0	156.0	143.0	136.9	131.4	-4.0
28	Praha / Ruzyně	CZ	150.2	155.3	147.9	142.6	124.5	-12.7
29	Stuttgart	DE	135.0	117.1	111.7	124.0	121.6	-1.9
30	Lyon / Saint Exupéry	FR	130.1	125.5	116.6	117.9	116.7	-1.0
31	Köln-Bonn	DE	139.9	120.1	120.6	117.6	112.6	-4.3
32	Edinburgh	UK	116.0	106.4	100.6	105.1	102.9	-2.1
33	Marseille / Provence	FR	90.3	97.9	97.3	95.6	101.0	5.6
34	Aberdeen	UK	89.5	94.4	88.0	94.8	98.8	4.2
35	Milano / Linate	IT	93.1	92.9	91.5	93.8	95.5	1.8
36	Málaga	ES	111.1	94.7	97.3	99.2	94.2	-5.0
37	Las Palmas / Gran Canaria	ES	98.4	91.7	93.2	101.6	90.8	-10.7
38	Toulouse / Blagnac	FR	80.2	82.3	79.8	85.1	89.7	5.4
39	Birmingham	UK	113.0	93.9	84.8	83.8	84.1	0.3
40	București / Henri Coandă	RO	90.2	124.8	128.1	99.5	84.0	-15.5

Note: One movement per minute for 18 hours per day = 394 200 per year.



Sea:

INWARD AND OUTWARD FLOW OF PASSENGERS BY COUNTRY

INWARDS

1 000	PASSENGERS			CRUISE PASSENGERS			CRUISE PASSENGERS		
	excluding cruise passengers			starting and ending a cruise			on excursion		
	2010	2011	2012	2010	2011	2012	2010	2011	2012
<b>EU-28</b>	208 091	200 325	192 201						
BE	300	243	229	109	164	191			
BG	0	0	0	1	0		11	17	23
CZ	-	-	-	-	-	-	-	-	-
DK	20 851	20 562	20 302	338	216	438		438	
DE	13 960	14 187	14 250	364	430	559	0	0	
EE	5 569	5 903	6 186	0	1	8	392	436	425
IE	1 544	1 443	1 383	5	3	0	172	203	162
EL	42 021	39 307	36 164	1 393	258	212			
ES	9 424	9 571	9 547	1 190	1 348	1 252	4 187	4 760	4 424
FR	13 362	12 539	11 991	246	240	390	1 766	1 630	2 031
HR	12 554	13 395	13 358	7	6	6	1 231	1 345	1 390
IT	41 959	38 566	35 485	1 903	2 239	2 934	1 890	2 509	3 993
CY	1	0	1	53	46	44	272	211	157
LV	334	389	408	0	0	0	59	64	84
LT	121	137	142	0	0	0	35	21	27
LU	-	-	-	-	-	-	-	-	-
HU	-	-	-	-	-	-	-	-	-
MT	4 031	4 125	4 093	0	0	0	0	0	0
NL	1 005	924	863		0				
AT	-	-	-	-	-	-	-	-	-
PL	1 291	1 252	1 176	0	1	0	0	0	0
PT	351	305	254	0	33	28			
RO	0	0	0	0	0	0	23	27	30
SI	16	14	16	3	2	2	32	98	65
SK	-	-	-	-	-	-	-	-	-
FI	8 969	9 079	9 202	20	15	1	323	364	368
SE	16 828	15 255	14 892	36	44	48	502	524	524
UK	13 599	13 129	12 259	796	834	925			
IS									
NO	2 705	2 691	2 736	130	203	208	800	814	986

Sea:

INWARD AND OUTWARD FLOW OF PASSENGERS BY COUNTRY

OUTWARDS

1 000	PASSENGERS			CRUISE PASSENGERS		
	excluding cruise passengers			starting and ending a cruise		
	2010	2011	2012	2010	2011	2012
<b>EU-28</b>	205 647	200 180	191 611			
BE	310	254	237	109	164	193
BG	0	0	1	0	0	0
CZ	-	-	-	-	-	-
DK	20 803	20 530	20 228	0	219	
DE	14 095	14 186	14 114	361	430	558
EE	3 943	5 935	6 252	0	1	8
IE	1 535	1 458	1 374	4	2	0
EL	41 972	39 269	36 143	803	349	889
ES	9 412	9 616	9 618	1 189	1 333	1 211
FR	13 381	12 535	12 022	228	238	413
HR	12 554	13 540	13 333	7	6	8
IT	42 016	38 808	35 413	1 779	2 282	2 903
CY	0	0		54	46	46
LV	342	397	418	0	0	0
LT	130	144	145	0	0	0
LU	-	-	-	-	-	-
HU	-	-	-	-	-	-
MT	4 031	4 125	4 093	0	0	
NL	989	846	843		0	
AT	-	-	-	-	-	-
PL	1 310	1 274	1 183	0	1	0
PT	350	305	254	0	34	29
RO	0	0		0	0	0
SI	17	17	18	3	3	3
SK	-	-	-	-	-	-
FI	8 856	8 965	9 059	21	15	2
SE	15 986	14 779	14 483	30	15	49
UK	13 614	13 198	12 382	816	841	951
IS						
NO	3 019	3 085	3 027	21	151	32

Sea:

PASSENGER TRAFFIC AT MAJOR EU SEAPORTS

PASSENGERS EMBARKED AND DISEMBARKED

RANKING	PORT, COUNTRY	1 000					CHANGE % '11/'12
		2000	2005	2010	2011	2012	
1	Dover	16 197	13 501	13 361	12 918	12 076	- 6.5
2	Paloukia Salaminas		11 663	12 705	11 662	11 430	- 2.0
	Perama		11 663	12 705	11 662	11 430	- 2.0
4	Helsinki	9 251	8 854	9 849	10 326	10 637	3.0
5	Calais	15 066	11 695	10 237	10 063	9 345	- 7.1
6	Stockholm	7 746	8 211	9 147	9 184	9 108	- 0.8
7	Tallinn		6 701	7 523	8 037	8 417	4.7
8	Messina	11 898	9 802	10 765	8 060	8 126	0.8
9	Napoli	6 748	6 084	8 356	7 859	7 964	1.3
10	Piraeus	7 289	11 076	9 598	9 182	7 924	- 13.7
11	Helsingborg	13 525	11 102	8 540	8 339	7 841	- 6.0
12	Helsingør (Elsinore)	13 322	11 023	8 534	8 324	7 822	- 6.0
13	Reggio Calabria	11 839	9 645	9 891	7 704	7 760	0.7
14	Capri	5 404	3 860	6 517	6 576	6 744	2.6
15	Rødby (Færgenhavn)	5 430	6 761	6 261	6 028	6 000	- 0.5
16	Puttgarden	5 430	6 760	6 261	6 028	5 963	- 1.1
17	Algeciras		4 828	4 663	4 504	4 849	7.7
18	Palma Mallorca	1 864	4 611	4 496	4 610	4 292	- 6.9
19	Cirkewwa		3 463	4 031	4 125	4 093	- 0.8
	Mgarr, Gozo		3 463	4 031	4 125	4 093	- 0.8
21	Santa Cruz de Tenerife	4 927	4 564	3 807	4 305	3 923	- 8.9
22	Split	1 952	3 267	3 523	3 698	3 769	1.9
23	Piombino	3 161	3 277	3 477	3 972	3 618	- 8.9
24	Turku	3 514	3 697	3 498	3 306	3 224	- 2.5
25	Mariehamn	1 885	3 192	3 302	3 220	3 191	- 0.9
26	Portoferraio	2 641	2 829	2 769	2 899	2 981	2.8
27	Olbia	2 359	3 253	3 863	3 703	2 514	- 32.1
28	Genova	2 444	2 406	2 991	2 573	2 501	- 2.8
29	Dunkerque	96	813	2 533	2 601	2 499	- 3.9
30	Norddeich	2 253	2 257	2 287	2 439	2 437	- 0.1
31	Civitavecchia	2 241	2 099	2 440	2 474	2 376	- 4.0
32	Rostock	1 767	2 417	2 195	2 249	2 344	4.2
33	Barcelona	1 424	2 208	2 358	2 498	2 310	- 7.5
34	Norderney I.	2 015	1 990	2 093	2 182	2 309	5.8
35	Hirtshals	1 855	1 959	2 178	2 247	2 246	- 0.1
36	Bastia	1 916	2 028	2 524	2 282	2 173	- 4.8
37	Igoumenitsa	933	2 338	2 726	2 567	2 150	- 16.2
38	Zadar – passenger port	1 376	1 924	2 145	2 247	2 144	- 4.6
39	Antirio		2 414	1 725	1 895	2 115	11.6
	Rio		2 414	1 725	1 895	2 115	11.6

Sea:

FREIGHT TRAFFIC AT MAJOR EU SEAPORTS

TONNES LOADED AND UNLOADED

RANKING	PORT, COUNTRY	MILLION					CHANGE % '11/'12
		2000	2005	2010	2011	2012	
1	Rotterdam	302.545	345.819	395.763	396.520	395.597	- 0.2
2	Antwerpen	116.003	145.835	160.012	168.547	164.547	- 2.4
3	Hamburg	76.950	108.253	104.520	114.369	113.531	- 0.7
4	Marseille	91.279	93.308	82.427	84.460	81.846	- 3.1
5	Algeciras		55.184	58.565	68.772	74.613	8.5
6	Amsterdam	42.044	47.133	72.702	59.554	71.218	19.6
7	Immingham	52.501	60.686	54.029	57.227	60.091	5.0
8	Le Havre	63.885	70.801	65.771	63.384	59.246	- 6.5
9	Bremerhaven	24.835	33.728	45.943	55.856	58.250	4.3
10	Valencia	21.958	34.990	53.075	63.167	54.217	- 14.2
11	London	47.892	53.843	48.062	48.796	43.742	- 10.4
12	Genova	43.797	42.640	41.428	42.373	42.453	0.2
13	Trieste	44.015	43.355	40.557	41.803	42.144	0.8
14	Göteborg	33.261	36.479	42.938	41.312	41.148	- 0.4
15	Dunkerque	44.318	48.503	36.309	40.841	40.363	- 1.2
16	Milford Haven	33.768	37.547	42.788	48.699	39.832	- 18.2
17	Southampton	34.773	39.947	39.365	37.878	38.107	0.6
18	Piraeus	16.513	18.688	13.058	23.492	35.218	49.9
19	Taranto	33.117	47.869	34.209	41.229	35.210	- 14.6
20	Riga		24.421	29.057	32.921	34.848	5.9
21	Barcelona	25.787	37.061	35.326	35.220	34.342	- 2.5
22	Tees & Hartlepool	51.472	55.790	35.697	35.198	33.967	- 3.5
23	Liverpool	30.421	33.775	30.020	32.660	32.924	0.8
24	Tarragona	27.175	30.967	32.071	31.307	32.694	4.4
25	Klaipeda		20.019	28.851	33.727	32.514	- 3.6
26	Constanta		44.377	30.396	30.978	31.938	3.1
27	Cartagena	17.157	26.716	19.044	22.511	29.969	33.1
28	Nantes Saint-Nazaire	31.263	34.043	30.582	29.935	29.228	- 2.4
29	Tallinn		38.816	36.264	35.967	29.151	- 19.0
30	Ventspils		29.358	23.825	27.837	29.118	4.6
31	Zeebrugge	32.660	28.442	33.878	31.500	28.908	- 8.2
32	Huelva	17.224	20.931	22.122	26.616	28.451	6.9
33	Sines	19.957	24.929	24.728	24.387	27.423	12.4
34	Bilbao	26.623	32.219	32.440	30.281	27.406	- 9.5
35	Gioia Tauro	21.638	29.634	35.371	28.015	27.399	- 2.2
36	Felixstowe	29.686	23.144	25.756	24.871	26.268	5.6
37	Wilhelmshaven	43.402	45.977	24.728	23.275	26.242	12.7
38	Gent (Ghent)	24.717	22.133	27.572	27.409	25.972	- 5.2
39	Forth	41.143	34.218	34.335	27.878	25.332	- 9.1
40	Augusta	29.938	33.041	25.813	26.817	24.883	- 7.2

## Sea:

## INTRA-EU MARITIME TRANSPORT

(1) RELEVANCE OF INTRA-EU TRANSPORT  
IN TOTAL MARITIME TRANSPORT BY EU COUNTRY 2012

	INWARDS			OUTWARDS		
	total inwards	of which from EU	share of EU in total	total outwards	of which to EU	share of EU in total
	million tonnes	million tonnes	(%)	million tonnes	million tonnes	(%)
BE	120.704	41.506	34.4	101.788	32.479	31.9
BG	12.722	0.885	7.0	13.290	4.398	33.1
DK	44.073	30.647	69.5	34.379	29.810	86.7
DE	175.225	69.607	39.7	116.652	47.444	40.7
EE	10.531	7.356	69.9	30.101	14.660	48.7
IE	30.409	20.633	67.9	16.241	15.481	95.3
EL	73.383	32.522	44.3	58.054	33.509	57.7
ES	261.215	74.140	28.4	160.935	65.503	40.7
FR	194.801	58.087	29.8	91.630	49.848	54.4
HR	9.668	2.939	30.4	5.726	3.347	58.5
IT	298.750	113.322	37.9	166.983	111.437	66.7
CY(**)	5.000	3.163	63.3	1.237	0.516	41.7
LV	8.357	6.290	75.3	63.016	46.171	73.3
LT	15.771	5.246	33.3	25.261	16.358	64.8
MT	3.080	2.424	78.7	0.242	0.142	58.7
NL	391.074	96.876	24.8	152.172	40.130	26.4
PL	34.120	15.397	45.1	24.035	18.285	76.1
PT	40.304	15.704	39.0	25.713	13.957	54.3
RO(**)	17.800	1.006	5.7	20.625	4.787	23.2
SI	11.670	2.977	25.5	5.236	1.839	35.1
FI	52.649	34.364	65.3	49.037	40.640	82.9
SE	82.786	61.256	74.0	74.697	64.097	85.8
UK	312.066	166.272	53.3	177.384	136.276	76.8

**Notes:** Data from main ports only (ports handling more than 1 million tonnes per year).

(\*) The total goods transported data may be less than the sum of inward and outward traffic due to the double counting of tonnes moved within the same country.

(\*\*) The share of intra-EU in total maritime transport may be underestimated in this table for CY and RO because a significant share of partner ports are 'unknown' and hence cannot be attributed to any geographical area.

## Sea:

## INTRA-EU MARITIME TRANSPORT

(1) RELEVANCE OF  
INTRA-EU TRANSPORT  
IN TOTAL MARITIME  
TRANSPORT BY  
EU COUNTRY 2012

	TOTAL		
	total goods transported (*)	of which to/from EU	share of EU in total
	million tonnes	million tonnes	(%)
BE	222.437	73.931	33.2
BG	25.964	5.235	20.2
DK	73.316	55.319	75.5
DE	290.478	115.653	39.8
EE	40.343	21.727	53.9
IE	44.691	34.154	76.4
EL	113.809	48.404	42.5
ES	393.333	110.823	28.2
FR	280.311	101.813	36.3
HR	14.840	5.732	38.6
IT	388.541	147.567	38.0
CY(**)	6.237	3.680	59.0
LV	71.118	52.205	73.4
LT	41.033	21.602	52.6
MT	3.321	2.565	77.2
NL	543.245	137.004	25.2
PL	57.904	33.432	57.7
PT	61.312	24.957	40.7
RO(**)	38.427	5.793	15.1
SI	16.906	4.816	28.5
FI	96.372	69.691	72.3
SE	153.534	121.406	79.1
UK	452.001	265.098	58.6

(2) MAIN ROUTES IN  
INTRA-EU MARITIME  
TRANSPORT 2012

RANKING	country of loading port	country of unloading port	million tonnes transported
1	IT	IT	83.233
2	UK	UK	65.259
3	NL	UK	37.109
4	UK	NL	37.086
5	ES	ES	36.039
6	FR	UK	26.297
7	EL	EL	25.619
8	UK	FR	19.139
9	FR	FR	17.277
10	SE	SE	16.842
11	DK	DK	15.554
12	UK	DE	14.948
13	BE	UK	14.208
14	SE	DE	13.830
15	SE	UK	12.968
16	DK	SE	12.748
17	DE	SE	12.047
18	UK	BE	12.026
19	LV	NL	11.678
20	ES	IT	11.524
21	FI	DE	11.425
22	NL	FR	9.966
23	UK	IE	9.783
24	NL	DE	9.149
25	SE	FI	8.880
26	IT	ES	8.803
27	NL	ES	8.154
28	IE	UK	7.642
29	ES	FR	7.339
30	FR	NL	7.270

**Notes:** data from main ports only (ports handling more than 1 million tonnes per year); the tonnes have been calculated by taking the declarations of the unloading ports (inward declarations) and adding those outward declarations of partner ports for which the inward declarations were missing.

## Sea:

## CONTAINER TRAFFIC AT MAJOR EU SEAPORTS

RANKING	PORT, COUNTRY	1 000 TEU				CHANGE % '11/'12	
		2005	2010	2011	2012		
1	Rotterdam	NL	9 194.6	11 017.5	11 339.9	10 938.5	-3.5
2	Hamburg	DE	8 084.3	7 905.5	9 035.1	8 890.7	-1.6
3	Antwerpen	BE	6 220.9	8 144.4	8 316.8	8 174.4	-1.7
4	Bremerhaven	DE	3 696.1	4 858.3	5 911.2	6 111.2	3.4
5	Valencia	ES	2 415.2	4 211.2	4 338.4	4 470.5	3.0
6	Algeciras	ES	3 183.9	2 776.9	3 583.9	4 098.7	14.4
7	Gioia Tauro	IT	3 123.2	3 896.7	3 307.0	3 725.2	12.6
8	Felixstowe	UK	2 759.7	3 415.1	3 248.6	3 367.7	3.7
9	Piraeus	EL	1 401.1	850.3	1 680.9	2 815.1	67.5
10	Le Havre	FR	2 144.3	2 369.3	2 221.8	2 114.8	-4.8
11	Barcelona	ES	2 071.4	1 928.0	2 006.0	1 745.4	-13.0
12	Genova	IT	1 037.6	1 020.0	1 276.9	1 577.6	23.5
13	Southampton	UK	1 384.2	1 566.5	1 590.5	1 489.3	-6.4
14	Las Palmas	ES	1 222.4	1 118.0	1 269.7	1 194.3	-5.9
15	La Spezia	IT	915.6	1 180.6	1 205.0	1 180.8	-2.0
16	Marseille	FR	910.6	1 030.9	1 095.2	1 155.3	5.5
17	Gdansk	PL	63.3	509.9	684.7	933.4	36.3
18	Zeebrugge	BE	682.3	1 436.8	1 157.4	930.1	-19.6
19	Göteborg	SE	771.7	891.5	913.9	921.8	0.9
20	London	UK	765.1	732.7	736.9	686.7	-6.8
21	Constanta	RO	867.0	548.1	653.3	675.4	3.4
22	Gdynia	PL	392.9	477.0	591.1	658.7	11.4
23	Liverpool	UK	613.1	662.0	664.0	635.3	-4.3
24	Leixões	PT	351.8	481.8	514.2	632.8	23.1
25	Bilbao	ES	862.9	532.0	572.7	610.0	6.5
26	Cagliari	IT	583.7	486.6	555.6	580.2	4.4
27	Koper	SI	210.3	481.0	586.9	556.4	-5.2
28	Sines	PT	51.0	382.1	447.5	553.1	23.6
29	Hamina-Kotka	FI	376.5	402.4	501.7	531.8	6.0
30	Dublin	IE	590.2	554.0	523.6	526.7	0.6
31	Lisboa	PT	512.2	512.0	542.6	486.5	-10.3
32	Trieste	IT	182.7	261.1	410.0	427.1	4.2
33	Livorno	IT	461.4	369.9	452.6	412.4	-8.9
34	Århus	DK	397.2	446.3	431.4	404.3	-6.3
35	Klaipeda	LT	214.3	295.2	382.2	381.4	-0.2
36	Riga	LV	157.8	254.6	303.0	362.3	19.6
37	Helsinki	FI	460.2	400.7	334.2	361.0	8.0
38	Thessaloniki	EL	372.5	289.2	327.1	359.3	9.8
39	Dunkerque	FR	201.6	200.8	271.0	353.5	30.4
40	Málaga	ES	247.5	298.4	492.6	352.3	-28.5
41	Figueira da Foz	PT			404.7	309.9	-23.4
42	Lemesos (Limassol)	CY	320.8	332.5	338.4	301.6	-10.9
43	Medway	UK	702.9	439.8	402.2	293.7	-27.0
44	Napoli	IT	178.5	224.2	271.7	293.6	8.0
45	Santa Cruz de Tenerife	ES	457.6	329.8	349.3	284.7	-18.5
46	Venezia	IT	196.0	237.7	225.1	272.8	21.2
47	Forth	UK	207.3	216.6	245.0	263.7	7.6
48	Tees & Hartlepool	UK	137.5	252.4	263.6	252.7	-4.1
49	Hull	UK	251.7	202.1	219.7	239.6	9.1
50	Tallinn	EE	126.3	152.0	197.7	227.8	15.2

Notes: In 2011 the ports of Hamina and Kotka merged into a single legal entity. Older values refer to Kotka only.

Source: Eurostat

## Combined Transport Traffic

## UIRR COMPANIES

YEAR	TONNE-KILOMETRES (billion)		TRAFFIC AS % OF CONSIGNMENTS (*)		
		of which national	Semi-trailers	Rolling road	Swap bodies
1990	19.0	7.0	20	18	62
1995	25.0	7.3	14	19	67
1996	27.2	7.6	12	20	68
1997	29.9	8.3	10	19	71
1998	30.2	8.3	9	20	71
1999	28.6	7.8	9	22	69
2000	32.5	8.2	9	23	68
2001	31.9	7.2	9	24	67
2002	33.1	8.0	8	23	69
2003	32.9	7.7	7	23	70
2004	34.5	8.3	7	16	67
2005	37.0	8.1	7	13	80
2006	45.4	9.8	9	16	76
2007	46.1	9.8	9	14	77
2008	46.0	10.2	8	14	78
2009	38.9	8.4	8	14	78
2010	42.4	9.1	10	15	75
2011	43.0	8.6	10	13	77
2012	40.8	8.3	16	13	61

Notes: (\*) Consignment = equivalent to 2.0 TEU, meaning:

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16 t;
- one swap body more than 8.30 m or over 16 t;
- one vehicle on the Rolling Motorway.

Since 2012, share of consignments by type is based on Cross-Border traffic only.

Sources: International Union of Combined Road-Rail Transport Companies

**Road:**
**ALPS CROSSING FREIGHT TRAFFIC**
**ALPINE ARC: MONTGENÈVRE TO BRENNER**
**MILLION TONNES**

	Switzerland		Austria	France	TOTAL
	St. Gotthard	Simplon Gr. St. Bernard St. Bernardino	Brenner Reschen	Montgenèvre Fréjus Mont-Blanc	
1985	1.9	0.8	15.0	12.3	30.0
1990	3.1	1.1	14.6	21.8	40.6
1995	5.5	1.1	21.0	25.8	53.4
1997	6.0	1.0	21.3	25.3	53.6
1998	6.5	1.2	23.9	26.3	57.9
1999	7.0	1.4	26.4	27.3	62.1
2000	7.6	1.3	26.6	27.2	62.7
2001	7.4	3.0	26.3	27.2	63.9
2002	7.5	3.0	27.3	26.3	64.1
2003	9.2	2.4	28.7	25.8	66.1
2004	9.9	2.6	33.5	22.3	68.3
2005	10.2	2.8	33.6	20.8	67.4
2006	10.0	2.9	36.1	22.3	71.3
2007	10.9	3.3	36.4	22.4	73.0
2008	10.8	3.3	35.1	21.5	70.7
2009	10.2	3.2	27.0	18.5	58.9
2010	10.8	3.5	28.7	20.2	63.2
2011	10.6	3.8	29.3	20.7	64.4
2012	10.0	3.6	30.5	19.5	63.6

**AVERAGE ANNUAL CHANGE**

'85/'00	9.7%	3.3%	3.9%	5.4%	5.0%
'00/'12	2.3%	8.9%	1.1%	-2.7%	0.1%
'11/'12	-5.7%	-5.3%	4.1%	-5.8%	-1.2%

Note: France: Montgenèvre: from 1999 onwards.

**NUMBER OF HEAVY GOODS VEHICLES (1 000)**

	Switzerland		Austria	France	TOTAL
	St. Gotthard	Simplon Gr. St. Bernard St. Bernardino	Brenner Reschen	Montgenèvre Fréjus Mont-Blanc	
1999	1 101	216	1 639	1 674	4 630
2000	1 187	217	1 653	1 672	4 729
2003	1 004	287	1 775	1 572	4 638
2004	969	286	2 118	1 515	4 888
2005	925	279	2 121	1 435	4 760
2006	856	326	2 268	1 529	4 979
2007	963	299	2 277	1 531	5 070
2008	973	302	2 200	1 474	4 949
2009	900	280	1 842	1 253	4 275
2010	943	313	1 947	1 356	4 559
2011	927	332	1 980	1 389	4 628
2012	886	322	2 058	1 307	4 573

Note: Internal, import, export and transit traffic.

Sources: Swiss Department of the Environment, Transport, Energy and Communications (UVEK)

**Road:**
**PYRENEES CROSSING TRAFFIC**
**GOODS TRAFFIC**
**VEHICLES PER DAY**

	West coast Irun Biriadou	East coast La Jonquera Le Perthus	Other crossings	TOTAL
	1997	5 657	6 729	
1998	6 447	7 413	905	14 765
1999	6 914	8 018	914	15 846
2000	8 224	8 200	1 519	17 943
2001	8 806	8 050	1 172	18 028
2002	8 864	8 535	1 505	18 904
2003	9 276	8 920	1 758	19 954
2004	10 655	9 302	1 875	21 832
2005	9 970	9 243	1 825	21 038
2006	10 390	9 602	1 939	21 931
2008	10 670	9 484	1 334	21 488
2009	9 712	8 610	1 367	19 688
2011	9 414	8 945	1 044	19 402

**PASSENGER CAR TRAFFIC**
**VEHICLES PER DAY**

	West coast Irun Biriadou	East coast La Jonquera Le Perthus	Other crossings	TOTAL
	1997	30 200	19 400	
1998	30 230	20 601	33 168	83 999
1999	33 188	20 678	33 412	87 278
2000	40 923	24 390	31 962	97 275
2001	41 847	25 201	34 096	101 144
2002	41 812	28 544	37 654	108 010
2003	44 165	29 201	41 267	114 633
2004	45 041	30 923	41 196	117 160
2005	47 142	31 896	42 465	121 503
2006	47 172	32 180	43 228	122 580
2008	47 266	30 847	41 924	120 037
2009	47 907	31 465	42 452	121 823
2011	48 787	30 900	40 508	120 194

Note: 2007, 2010 not available.

Sources: Observatorio hispano-francés de Tráfico en los Pirineos, Spain and own estimates (*in italics*)

**Rail:**
**DEGREE OF MARKET OPENING – PASSENGERS**
**SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS**

	%			
	2006	2008	2010	2012
BE	0.00	0.00	0.20	0.60
BG	0.00	0.00	2.60	0.00
CZ		0.00	0.24	2.94
DK		9.00	18.00	10.00
DE	3.80	10.10	8.00	10.00
EE	40.00	57.70	50.00	56.00
IE	0.00	0.00	0.00	0.00
EL		0.00	0.00	0.00
ES		0.00	0.00	0.00
FR		0.00	1.00	
HR				
IT	9.80		8.30	8.30
CY	-	-	-	-
LV	10.10	9.08	10.54	11.70
LT	0.00	0.00	0.00	0.00
LU	0.00			
HU	1.40	1.80	1.80	2.90
MT	-	-	-	-
NL	1.90	2.00	4.80	5.00
AT	6.50		5.40	5.70
PL	9.17	36.80	48.31	51.40
PT	9.00		9.00	
RO	0.53	1.10	3.93	20.61
SI	0.00	0.00	0.01	0.00
SK	0.00	0.03	0.03	3.38
FI	0.00	0.00	0.00	0.00
SE	19.00			
UK		89.50	89.90	90.20
NO		12.00	12.00	10.00

**Note:** Total market share of all but the principal railway undertakings (as a percentage of passenger-km).

**Rail:**
**DEGREE OF MARKET OPENING – FREIGHT**
**SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS**

	%			
	2006	2008	2010	2012
BE	0.03	6.10	11.82	13.39
BG	3.18	14.32	21.60	36.50
CZ			13.16	13.66
DK			25.00	27.00
DE	16.40	22.00	25.00	28.60
EE	30.60	49.00	45.00	30.00
IE	0.00	0.00	0.00	0.00
EL	0.00	0.00		
ES	4.90	5.00	8.08	16.75
FR	0.60	10.00	20.00	32.00
HR				
IT	11.50		24.10	24.10
CY	-	-	-	-
LV	10.60	9.57	23.30	22.60
LT	0.00	0.00	0.00	0.00
LU	0.00		0.00	0.00
HU	9.00	14.40	19.47	31.80
MT	-	-	-	-
NL	14.00	25.00	40.00	36.00
AT	10.00	14.00	14.60	17.60
PL	16.90	23.97	35.82	32.93
PT	0.00		9.00	
RO	26.70	40.99	54.70	53.68
SI	0.00	0.00	0.00	9.50
SK	2.90	2.00	2.03	11.76
FI	0.00	0.00	0.00	0.00
SE	32.50		40.00	
UK		44.20	51.40	53.60
NO		21.00	25.00	38.00

**Note:** Total market share of all but the principal railway undertakings (as a percentage of tonnes-km).

### Rail:

#### ALPS AND PYRENEES CROSSING FREIGHT TRAFFIC

#### ALPS CROSSING FREIGHT TRAFFIC (\*)

Alpine Arc: Mont-Cenis to Brenner					MILLION TONNES
	Switzerland		Austria	France	TOTAL
	St. Gotthard	Simplon	Brenner	Mont-Cenis	
1985	11.2	2.8	4.7	7.5	26.2
1990	13.6	4.3	5.5	7.2	30.6
1995	13.6	4.4	8.4	8.0	34.4
1996	11.7	4.0	7.9	9.7	33.3
1997	13.7	4.3	7.8	10.1	35.9
1998	15.0	4.3	8.6	9.3	37.2
1999	14.9	3.5	8.3	8.4	35.1
2000	16.8	3.8	8.7	8.6	37.9
2001	15.8	4.8	10.7	8.6	39.9
2002	14.2	4.8	10.5	8.6	38.1
2003	14.3	5.6	10.7	7.8	38.4
2004	16.1	6.8	10.7	6.4	40.0
2005	15.6	8.1	10.0	5.2	38.9
2006	16.2	9.0	11.6	4.8	41.6
2007	15.5	9.7	13.3	5.7	44.2
2008	15.5	9.9	14.0	4.6	44.0
2009	11.6	9.2	13.1	2.4	36.3
2010	14.4	9.6	14.4	3.0	41.4
2011	14.4	11.3	14.1	3.4	43.2
2012	13.9	9.8	11.2	3.4	38.3
AVERAGE ANNUAL CHANGE					
'85/'00	2.7%	2.1%	4.2%	0.9%	2.5%
'00/'12	-1.6%	8.2%	2.1%	-7.4%	0.1%
'11/'12	-3.5%	-13.3%	-20.6%	0.0%	-11.3%

#### PYRENEES CROSSING FREIGHT TRAFFIC (\*\*)

Spain – France					MILLION TONNES
	West coast	East coast	Total pure rail	Intermodal rail	
	Hendaye – Irun	Cerbère / Port Bou			
1995	1.333	2.220	3.553	1.970	
2000	1.800	2.800	4.583	2.995	
2001	1.800	2.400	4.188	2.739	
2002	1.739	2.413	4.161	3.033	
2003	1.766	2.518	4.284	2.841	
2004	1.900	2.663	4.563	3.050	
2005	1.833	2.670	4.503	3.074	
2006	1.866	2.605	4.471	3.366	
2007	1.586	2.114	3.700	1.575	
2008	1.251	1.877	3.128	1.443	
2009	0.934	1.751	2.685	1.181	
2010			2.511	1.171	
2011			2.843	1.437	
2012			2.868	1.562	

### Rail:

#### CHANNEL TUNNEL TRAFFIC

#### UNITED KINGDOM – FRANCE

	SHUTTLE			
	Vehicles			Passengers
	PASSENGER		FREIGHT	( <sup>1</sup> )
	cars 1 000	coaches 1 000	1 000	million
1995	1 223	23.0	391	4.2
1997	2 329	54.0	268	8.6
1998	3 351	97.0	705	12.2
1999	3 260	82.0	839	10.8
2000	2 784	79.5	1 133	10.1
2001	2 530	75.5	1 198	9.3
2002	2 336	71.9	1 231	8.7
2003	2 279	71.9	1 285	8.5
2004	2 101	63.5	1 281	7.8
2005	2 047	77.3	1 309	8.2
2006	2 022	67.2	1 296	7.8
2007	2 142	65.3	1 415	7.9
2008	1 907	55.8	1 254	7.0
2009	1 917	54.5	769	6.9
2010	2 125	56.5	1 089	7.5
2011	2 263	56.1	1 263	9.3
2012	2 424	59.0	1 465	10.0
2013	2 481	64.5	1 363	10.3

	THROUGH-TRAIN	
	Passengers	Freight
	million	1 000 tonnes
1995	2.920	1 411
1997	6.004	2 925
1998	6.307	3 141
1999	6.593	2 865
2000	7.130	2 947
2001	6.947	2 447
2002	6.603	1 464
2003	6.315	1 744
2004	7.277	1 899
2005	7.454	1 588
2006	7.858	1 569
2007	8.261	1 214
2008	9.113	1 239
2009	9.220	1 181
2010	9.529	1 128
2011	9.680	1 325
2012	9.912	1 227
2013	10.313	1 360

Notes: The Channel Tunnel opened in 1994. (<sup>1</sup>) From 2000 to 2005, estimates based on 2.52 passengers per car and 38.75 passengers per coach.

## 2.5.1

Road:  
LENGTH OF MOTORWAYS

	km (at end of year)					
	1990	1995	2000	2005	2010	2011
<b>EU-28</b>	<b>42 176</b>	<b>48 272</b>	<b>55 130</b>	<b>63 234</b>	<b>70 718</b>	<b>71 405</b>
BE	1 666	1 666	1 702	1 747	1 763	1 763
BG	273	277	319	331	437	458
CZ	357	414	501	564	734	745
DK	611	796	923	1 032	1 130	1 143
DE	10 854	11 190	11 712	12 363	12 819	12 845
EE	41	65	93	99	115	115
IE	26	70	103	247	900	900
EL	190	421	615	1 047	1 197	1 197
ES	4 976	6 962	9 049	11 432	14 262	14 554
FR	6 824	8 275	9 766	10 798	11 392	11 412
HR	291	302	411	1 016	1 244	1 254
IT	6 193	6 435	6 478	6 542	6 668	6 668
CY	120	167	257	276	257	257
LV	-	-	-	-	-	-
LT	421	394	417	417	309	309
LU	78	123	114	147	152	152
HU	267	335	448	859	1 477	1 516
MT	-	-	-	-	-	-
NL	2 092	2 208	2 265	2 600	2 651	2 658
AT	1 445	1 596	1 633	1 677	1 719	1 719
PL	257	246	358	552	857	1 070
PT	316	687	1 482	2 341	2 737	2 737
RO	113	113	113	228	332	350
SI	228	293	427	569	771	768
SK	192	198	296	328	416	419
FI	225	394	549	693	779	790
SE	939	1 262	1 499	1 700	1 927	1 920
UK	3 181	3 383	3 600	3 629	3 673	3 686
ME	-	-	-	-	-	-
MK	83			216	251	259
RS				406	519	607
TR	281			1 667	2 080	2 119
IS	-	-	-	11	11	11
NO	73	107	144	264	381	393
CH	1 148	1 197	1 270	1 358	1 406	1 415

Notes: ES: 'autopistas de peaje' and 'autovías y autopistas libres';  
CY: from 2006 onwards: without urban M-ways;  
NL: all national roads ('Rijkswegen') with dual carriageways.

Sources: Eurostat, International Road Federation, United Nations Economic Commission for Europe, national statistics, estimates (*in italics*)

Road:  
LENGTH OF ROAD NETWORK

	km (end of 2011)			
	Motorways	Main or national roads	Secondary or regional roads	Other roads (*)
BE	1 763	13 229	1 349	138 869
BG	458	2 970	4 030	12 054
CZ	745	6 254	48 743	74 919
DK	1 143	2 697		70 090
DE	12 845	39 673	178 184	
EE	115	3 896	12 458	42 299
IE	900	4 780	11 631	78 958
EL	1 197	9 299	30 864	75 600
ES	14 554	15 056	136 298	501 053
FR	11 412	9 745	377 857	654 201
HR	1 254	6 843	10 967	10 346
IT	6 668	20 773	151 583	72 018
CY	257	2 197	2 779	4 732
LV	-	1 651	5 317	61 549
LT	309	6 367	14 589	51 064
LU	152	837		1 891
HU	1 516	6 824	23 358	169 263
MT	-	184	665	1 379
NL	2 658	2 462	7 802	126 373
AT	1 719	10 013	23 639	88 753
PL	1 070	17 731	156 219	237 244
PT	2 737	6 284	4 420	
RO	350	16 690	35 374	31 639
SI	768	817	5 144	32 248
SK	419	3 507	14 050	25 351
FI	790	12 539	13 573	51 236
SE	1 920	13 465	83 079	116 832
UK	3 686	49 067	122 665	244 334
ME	-		7 835	
MK	259	911	3 772	9 300
RS	607	4 702	10 684	29 227
TR	2 119	31 372	31 558	305 227
IS	11	4 919	2 950	5 010
NO	393	10 574	44 287	38 893
CH	1 415	384	18 027	51 638

Notes: (\*) 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. IE: end of 2009; MT: end of 2005; EL: end of 2010.

Sources: International Road Federation, national statistics, estimates (*in italics*)



## Railways: LENGTH OF LINES IN USE

	km							%	
	1990	1995	2000	2005	2010	2011	2012	OF WHICH: ELECTRIFIED 2012	
<b>EU-28</b>	237 671	229 435	220 583	215 110	215 519	216 230	215 734	115 508	53.5
<b>BE</b>	3 479	3 368	3 471	3 544	3 582	3 582	3 582	3 064	85.5
<b>BG</b>	4 299	4 294	4 320	4 154	4 097	4 072	4 070	2 862	70.3
<b>CZ</b>		9 430	9 444	9 614	9 468	9 470	9 469	3 217	34.0
<b>DK</b>	2 838	2 863	2 787	2 646	2 646	2 629	2 628	621	23.6
<b>DE</b>	40 981	41 718	36 588	34 221	33 707	33 576	33 509	19 830	59.2
<b>EE</b>	1 026	1 021	968	968	787	792	792	132	16.7
<b>IE</b>	1 944	1 954	1 919	1 919	1 919	1 919	1 919	52	2.7
<b>EL</b>	2 484	2 474	2 385	2 576	2 552	2 554	2 554	438	17.1
<b>ES</b>	14 539	14 308	14 347	15 015	15 837	15 932	15 922	9 654	60.6
<b>FR</b>	34 070	31 939	29 272	29 286	29 871	30 404	30 581	16 583	54.2
<b>HR</b>	2 429	2 296	2 726	2 726	2 722	2 722	2 722	984	36.1
<b>IT</b>	16 066	16 003	16 187	16 545	17 022	17 045	17 060	12 126	71
<b>CY</b>	-	-	-	-	-	-	-	-	-
<b>LV</b>	2 397	2 413	2 331	2 270	1 897	1 865	1 860	250	13.4
<b>LT</b>	2 007	2 002	1 905	1 771	1 767	1 767	1 767	122	6.9
<b>LU</b>	271	275	274	275	275	275	275	262	95.3
<b>HU</b>	7 838	7 714	8 005	7 950	7 893	7 906	7 877	3 014	38
<b>MT</b>	-	-	-	-	-	-	-	-	-
<b>NL</b>	2 798	2 739	2 802	2 797	3 013	3 013	3 013	2 266	75.2
<b>AT</b>	5 624	5 672	5 665	5 691	5 039	5 021	4 894	3 468	70.9
<b>PL</b>	26 228	23 986	22 560	19 507	19 702	19 725	19 617	11 860	60.5
<b>PT</b>	3 064	2 850	2 814	2 844	2 842	2 793	2 541	1 630	64.1
<b>RO</b>	11 348	11 376	11 015	10 948	10 777	10 777	10 777	4 032	37.4
<b>SI</b>	1 196	1 201	1 201	1 228	1 228	1 209	1 209	500	41.4
<b>SK</b>	3 660	3 665	3 662	3 658	3 622	3 624	3 593	1 578	43.9
<b>FI</b>	5 867	5 880	5 854	5 732	5 919	5 944	5 944	3 172	53.4
<b>SE</b>	11 193	10 925	11 037	11 017	11 160	11 206	11 136	8 194	73.6
<b>UK</b>	16 914	17 069	17 044	16 208	16 175	16 408	16 423	5 597	34.1
<b>ME</b>				248	249	249	239	214	89.5
<b>MK</b>	696	699	699	699	699	699	699	234	33.5
<b>RS</b>				3 809	3 809	3 809	3 809	1 279	33.6
<b>TR</b>	8 429	8 549	8 671	8 697	9 594	9 642	9 642	2 840	29.5
<b>IS</b>	-	-	-	-	-	-	-	-	-
<b>NO</b>	4 044	4 023	4 413	4 334	4 199	4 154	4 264	2 489	58.4
<b>CH</b>	3 215	3 232	3 216	3 399	3 597	3 574	3 551	3 550	100.0

**Notes:** DE: includes DE-E: 1970 = 14 250, 1980 = 14 248, 1990 = 14 031.  
CS: 1970 = 13 308, 1980 = 13 131, 1990 = 13 111.  
(These are included in EU-28 totals).

## Railways: HIGH-SPEED RAIL NETWORK

### LENGTH OF LINES (\*)

	km (at end of year)								
	BE	DE	ES	FR	IT	NL	AT	UK	EU
<b>1985</b>	-	-	-	419	224	-	-	-	643
<b>1990</b>	-	90	-	710	224	-	-	-	1 024
<b>1995</b>	-	447	471	1 281	248	-	-	-	2 447
<b>2000</b>	72	636	471	1 281	248	-	-	-	2 708
<b>2004</b>	137	1 196	1 069	1 540	248	-	-	74	4 264
<b>2005</b>	137	1 196	1 090	1 540	248	-	-	74	4 285
<b>2006</b>	137	1 285	1 272	1 540	876	-	-	74	5 184
<b>2007</b>	137	1 285	1 511	1 872	562	-	-	113	5 480
<b>2008</b>	137	1 285	1 599	1 872	744	-	-	113	5 750
<b>2009</b>	209	1 285	1 604	1 872	923	120	-	113	6 126
<b>2010</b>	209	1 285	2 056	1 896	923	120	-	113	6 602
<b>2011</b>	209	1 285	2 144	2 036	923	120	-	113	6 830
<b>2012</b>	209	1 334	2 144	2 036	923	120	-	113	6 879
<b>2013</b>	209	1 334	2 515	2 036	923	120	93	113	7 343

**Note:** Length of lines or of sections of lines on which trains can go faster than 250 km/h at some point during the journey.

### HIGH-SPEED LINES CURRENTLY UNDER CONSTRUCTION

	LINE	LENGTH – km	START OF OPERATION
<b>DE</b>	Offenburg-Basel	112	2015
<b>DE</b>	Gröbers-Erfurt	98	2015
<b>DE</b>	Nürnberg-Erfurt	218	2017
<b>ES</b>	(Madrid-Valencia)/Alicante-Murcia/Castellón	231	
<b>ES</b>	Vitoria-Bilbao-San Sebastian	175	
<b>ES</b>	Variante de Pajares	50	
<b>ES</b>	Bobadilla-Granada	109	
<b>ES</b>	La Coruña-Vigo	158	
<b>ES</b>	Navalmoral-Cacere-Badajoz-Fr. Port	278	
<b>ES</b>	Sevilla – Cádiz	152	
<b>ES</b>	Hellin-Cieza (Variante de Camarillas)	27	
<b>ES</b>	Sevilla-Antequera	128	
<b>FR</b>	LGV EST-Européenne (second phase)	122	2016
<b>FR</b>	LGV Bretagne – Pays de la Loire	214	2016
<b>FR</b>	LGV Sud Europe Atlantique	341	2016
<b>FR</b>	Counterneement Nimes-Montpellier	80	2017

**Note:** The length indicated above is the length of the line under construction and not necessarily the distance between the places named.

## Railways:

## MAIN RAILWAY GAUGE AND ELECTRIC CURRENT USED

	TRACK GAUGE	ELECTRIC CURRENT	
	mm	DC volts	AC volts
BE	1435	3000	25 000 50 Hz
BG	1435		25 000 50 Hz
CZ	1435	3000	25 000 50 Hz
DK	1435	3000	25 000 50 Hz
DE	1435	800–1200 (contact rail)	15 000 16.7 Hz
EE	1520	3000	
IE	1600	1500	
EL	600 1000 1435		25 000 50 Hz
ES (*)	1000 1435 1668	1500 3000	25 000 50 Hz
FR	1000 1435	750–850 (contact rail) 1500	25 000 50 Hz
HR	1435	3000	25 000 50 Hz
IT	1435	3000	25 000 50 Hz
CY	-	-	-
LV	1520	3000	
LT	1520		25 000 50 Hz
LU	1435		25 000 50 Hz
HU	1435		25 000 50 Hz
MT	-	-	-
NL	1435	1500	
AT	1435		15 000 16.7 Hz
PL	1435	3000	
PT	1000 1668		
RO	1435		25 000 50 Hz
SI	1435	3000	
SK	1435	3000	25 000 50 Hz
FI	1524		25 000 50 Hz
SE	1435		15 000 16.7 Hz
UK	1435 1600 (N-IRL)	750 (contact rail)	25 000 50 Hz

Notes: 1435 mm = standard gauge.

(\*) ES: new lines have a gauge of 1435 mm and an electric current of 25000 volts, 50 Hz.

UK: (N-IRL): Northern Ireland.

## Air:

## NUMBER OF AIRPORTS

	BY NUMBER OF PASSENGERS CARRIED (*) PER YEAR					
	more than 10 million	5 to 10 million	1 to 5 million	500 000 to 1 million	100 000 to 500 000	15 000 to 100 000
<b>EU-28</b>	<b>28</b>	<b>32</b>	<b>98</b>	<b>36</b>	<b>113</b>	<b>92</b>
BE	1	1			3	
BG			3			1
CZ	1				4	
DK	1		2		3	2
DE	5	4	9	3	6	11
EE			1			
IE	1		2	1	2	2
EL	1	1	5	3	11	11
ES	4	5	11	8	5	8
FR	3	4	13	2	26	14
HR			3		2	1
IT	2	6	15	5	7	2
CY		1	1			
LV			1			
LT			1	1	1	
LU			1			
HU		1				1
MT			1			
NL	1		2		2	
AT	1		1	3	1	
PL		1	5		3	
PT	1	2	1	1	2	6
RO		1	1	1	4	2
SI			1			
SK			1		1	2
FI	1		1	1	7	9
SE	1		5	2	13	11
UK	4	5	11	5	10	9
ME				2		
MK				1		1
RS			1			1
TR	3	2	9	5	12	14
IS			1			
NO	1	1	8	2	17	20
CH	2		1		3	

Notes: (\*) 'Passengers carried' do not include direct transit passengers (i.e. transit passengers who stay on board and continue their flight with the same flight number). Airports are grouped according to 2012 passenger volumes (except for ME: 2008). In this table, blank means none.

## Inland Waterways: LENGTH IN USE

### NAVIGABLE CANALS, RIVERS AND LAKES REGULARLY USED FOR TRANSPORT

	km						
	1990	1995	2000	2005	2009	2010	2011
<b>EU-28</b>		38 611	40 811	41 719	41 247	41 396	41 527
BE	1 515	1 540	1 534	1 516	1 516	1 516	1 516
BG	470	470	470	470	470	470	470
CZ		677	664	664	676	676	676
DK	-	-	-	-	-	-	-
DE	4 350	6 663	6 754	7 565	7 565	7 728	7 728
EE		520	320	320	335	335	335
IE	-	-	-	-	-	-	-
EL	-	-	-	-	-	-	-
ES	-	-	-	-	-	-	-
FR	6 197	5 962	5 789	5 788	5 132	5 110	5 019
HR	933	933	720	804	804	805	1 017
IT	1 366	1 466	1 477	1 562	1 562	1 562	1 562
CY	-	-	-	-	-	-	-
LV	-	-	-	-	-	-	-
LT	369	369	380	290	448	448	452
LU	37	37	37	37	37	37	37
HU	1 373	1 373	1 373	1 587	1 587	1 587	1 587
MT	-	-	-	-	-	-	-
NL	5 046	5 046	6 183	6 082	6 101	6 104	6 104
AT	351	351	351	351	351	351	351
PL	3 997	3 980	3 813	3 638	3 660	3 659	3 659
PT	-	-	-	-	-	-	-
RO	1 782	1 779	1 779	1 779	1 779	1 779	1 779
SI	-	-	-	-	-	-	-
SK	2 379	172	172	172	172	172	172
FI	6 072	6 120	7 842	8 029	8 002	8 006	8 013
SE	-	-	-	-	-	-	-
UK	1 631	1 153	1 153	1 065	1 050	1 050	1 050
ME	-	-	-	-	-	-	-
MK	-	-	-	-	-	-	-
RS					1 600	1 600	1 600
TR	-	-	-	-	-	-	-
IS	-	-	-	-	-	-	-
NO	-	-	-	-	-	-	-
CH	-	-	-	-	-	-	-

Note: DE includes DE-E: 1970 = 2 300, 1980 = 2 302, 1990 = 2 319.

## Pipelines

### LENGTH OF OIL PIPELINES

	km						
	1990	1995	2000	2005	2009	2010	2011
<b>EU-28</b>			34 559	35 866	36 043	36 085	37 836
BE	301	294	294	294	294	294	294
BG	578	578	578	578	608	578	578
CZ		581	675	675	675	674	674
DK	444	330	330	330	330	330	330
DE	2 222	2 460	2 370	2 370	2 370	2 370	2 370
EE	-	-	-	-	-	-	-
IE	-	-	-	-	-	-	-
EL	-	-	-	267	267	267	267
ES	2 678	3 691	3 780	3 833	4 213	4 365	4 722
FR	4 948	4 983	5 746	5 746	6 199	6 293	7 600
HR	865	601	601	610	610	610	610
IT	4 086	4 235	4 346	4 328	4 291	4 291	4 290
CY	-	-	-	-	-	-	-
LV	766	766	766	860	860	860	860
LT		400	500	500	500	500	500
LU	-	-	-	-	-	-	-
HU	2 574	2 071	2 061	2 032	2 207	2 209	2 215
MT	-	-	-	-	-	-	-
NL	391	391	418	418	418	418	418
AT	777	777	777	777	1 214	1 214	1 214
PL	2 039	2 278	2 278	2 278	2 360	2 362	2 444
PT	-	-	147	147	147	147	147
RO	3 694	3 546	4 423	4 807	3 524	3 346	3 346
SI	-	-	-	-	-	-	-
SK		515	515	515	509	510	510
FI	-	-	-	-	-	-	-
SE	-	-	-	-	-	-	-
UK	2 462	3 470	3 954	4 501	4 447	4 447	4 447
ME	-	-	-	-	-	-	-
MK				155	144	144	144
RS					374	374	434
TR		1 126	2 112	3 065	3 065	3 038	3 038
IS	-	-	-	-	-	-	-
NO		3 701	7 908	1 189	1 189	1 260	1 244
CH	239	239	108	108	108	108	108

Notes: Including oil pipelines under the sea.

DE: Crude oil pipelines only; includes DE-E: 1970 = 1 300, 1980 = 1 301, 1990 = 1 323 km.  
CS: 1970 = 1 090, 1980 = 1 090, 1990 = 1 090, 1991 = 1 090, 1992 = 1 083 km.

## 2.6.1

Road:  
MOTORISATION

	NUMBER OF PASSENGER CARS PER 1 000 INHABITANTS							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
EU-28	343	378	414	446	477	484	487	0.7
BE	387	421	456	468	480	487	487	0.0
BG	152	196	245	329	353	368	385	4.8
CZ	234	295	336	387	429	436	448	2.6
DK	309	320	347	362	389	394	399	1.4
DE	461	495	475	493	517	534	539	0.9
EE	154	269	333	366	416	433	456	5.3
IE	228	276	348	400	416	417	415	-0.5
EL	170	207	292	387	469	468	467	-0.1
ES	309	360	431	460	475	476	476	0.1
FR	476	481	503	497	509	510	512	0.3
HR	121	155	262	321	353	355	339	-4.5
IT	483	533	572	597	619	625	621	-0.6
CY	304	335	384	477	551	545	549	0.7
LV	106	134	237	333	307	299	305	2.0
LT	133	199	336	442	554	570	590	3.4
LU	477	556	622	655	659	658	663	0.6
HU	187	218	232	287	299	299	301	0.8
MT	337	487	483	525	581	592	592	0.0
NL	367	364	409	434	464	470	472	0.4
AT	388	452	511	504	528	537	542	1.0
PL	138	195	261	323	447	470	486	3.4
PT	185	255	333	400	424	429	429	0.0
RO	56	97	124	158	214	216	224	3.9
SI	294	357	435	479	518	519	518	-0.2
SK	166	189	237	243	310	324	337	4.2
FI	388	371	412	462	535	551	563	2.2
SE	419	411	450	459	460	464	465	0.3
UK	361	378	425	467	465	463	464	0.3
ME					266	277	279	0.9
MK		145	148	124	151	152	146	-3.7
RS				200	216	232	240	3.4
TR		49	65	80	102	109	114	5.3
IS	468	445	561	625	643	645	653	1.2
NO	380	386	411	437	469	477	484	1.5
CH	442	457	492	518	518	523	529	1.1

Notes: Passenger car stock at end of year n has been divided by the population on 1 January of year n+1.

Road:  
PASSENGER CARS

## STOCK OF REGISTERED VEHICLES

	1 000							%
	1990	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
EU-28	163 628	182 462	201 993	221 608	240 843	244 011	246 343	1.0
BE	3 864	4 273	4 678	4 919	5 276	5 407	5 441	0.6
BG	1 317	1 648	1 993	2 538	2 602	2 695	2 807	4.2
CZ	2 410	3 043	3 439	3 959	4 496	4 582	4 706	2.7
DK	1 590	1 679	1 854	1 965	2 164	2 198	2 237	1.8
DE	36 772	40 499	39 059	40 660	42 302	42 928	43 431	1.2
EE	241	383	464	494	553	574	602	4.9
IE	801	998	1 333	1 684	1 899	1 913	1 907	-0.3
EL	1 736	2 205	3 195	4 303	5 217	5 204	5 168	-0.7
ES	11 996	14 212	17 449	20 250	22 147	22 277	22 248	-0.1
FR	27 072	27 872	29 808	30 497	32 073	32 315	32 569	0.8
HR	580	711	1 125	1 385	1 515	1 518	1 445	-4.8
IT	27 416	30 301	32 584	34 667	36 751	37 113	37 078	-0.1
CY	179	220	268	355	463	470	475	1.2
LV	283	332	557	742	637	612	618	1.0
LT	493	718	1 172	1 455	1 692	1 713	1 753	2.3
LU	183	229	273	307	337	346	356	3.0
HU	1 944	2 245	2 365	2 889	2 984	2 968	2 986	0.6
MT	120	181	189	213	241	247	250	0.9
NL	5 509	5 633	6 539	7 092	7 736	7 859	7 916	0.7
AT	2 991	3 594	4 097	4 157	4 441	4 513	4 584	1.6
PL	5 261	7 517	9 991	12 339	17 240	18 125	18 744	3.4
PT	1 849	2 560	3 443	4 200	4 480	4 522	4 497	-0.6
RO	1 292	2 197	2 778	3 364	4 320	4 335	4 487	3.5
SI	587	711	866	960	1 062	1 066	1 066	0.0
SK	880	1 016	1 274	1 304	1 669	1 749	1 824	4.3
FI	1 939	1 901	2 135	2 430	2 877	2 978	3 057	2.7
SE	3 601	3 631	3 999	4 154	4 335	4 401	4 447	1.0
UK	20 722	21 951	25 067	28 326	29 334	29 382	29 644	0.9
ME					165	172	174	1.1
MK		286	300	253	310	313	302	-3.6
RS				1 481	1 566	1 678	1 726	2.9
TR		3 059	4 422	5 773	7 545	8 113	8 649	6.6
IS	120	119	159	187	205	206	210	1.9
NO	1 613	1 685	1 852	2 029	2 309	2 376	2 443	2.8
CH	2 985	3 229	3 545	3 861	4 076	4 163	4 255	2.2
LI	17	19	22	24	27	27	28	2.5

Notes: Stock at end of year, except for BE: 1 August (1 July in 2012), CH: 30 September, LI: 1 July. Taxis are usually included. HR: from 2009 onwards light vans are included in passenger cars and no longer in Goods Vehicles.

## Road: BUSES AND COACHES

### STOCK OF REGISTERED VEHICLES

	1 000							%
	1990	1995	2000	2005	2010	2011	2012	
<b>EU-28</b>	<b>744.0</b>	<b>756.8</b>	<b>781.5</b>	<b>795.2</b>	<b>816.7</b>	<b>817.6</b>	<b>816.1</b>	<b>-0.2</b>
BE	15.6	14.6	14.7	15.4	16.2	16.1	16.1	-0.3
BG	34.6	41.8	43.0	37.8	24.5	23.7	23.3	-1.5
CZ	20.5	20.5	19.0	20.9	20.4	20.4	20.6	1.0
DK	8.1	13.7	14.0	14.4	14.5	14.0	13.5	-3.8
DE	100.4	85.4	77.2	75.2	76.5	76.0	76.0	0.0
EE	7.9	7.0	6.1	5.2	4.2	4.2	4.3	3.7
IE	4.0	5.3	7.0	7.6	8.2	8.3	8.3	-0.1
EL	21.4	24.6	27.0	26.8	27.3	27.1	27.0	-0.6
ES	45.8	47.4	54.7	58.2	62.4	62.4	61.1	-2.0
FR	73.7	81.8	85.7	90.1	89.0	90.5	90.9	0.4
HR	5.8	3.9	4.7	4.9	4.9	4.8	4.7	-3.8
IT	77.7	75.0	88.0	94.4	99.9	100.4	99.5	-0.9
CY	2.3	2.7	2.9	3.2	3.4	3.5	3.6	2.8
LV	12.1	16.5	11.5	10.6	5.4	5.2	5.0	-2.7
LT	15.2	17.6	15.5	15.3	13.7	13.5	13.1	-3.2
LU	0.8	0.9	1.1	1.3	1.6	1.7	1.7	1.5
HU	26.4	20.5	17.9	17.5	17.6	17.3	17.2	-0.5
MT	1.0	1.0	1.1	1.1	1.8	1.7	1.7	-0.1
NL	12.1	11.6	11.4	11.0	11.3	11.0	10.5	-4.8
AT	9.4	9.8	9.9	9.3	9.6	9.6	9.5	-0.6
PL	92.4	85.4	82.6	79.6	97.0	100.3	99.9	-0.4
PT	12.1	15.0	19.8	14.7	15.4	15.2	15.1	-0.5
RO	28.3	42.0	40.7	39.3	40.9	40.9	42.0	2.7
SI	3.1	2.5	2.3	2.3	2.4	2.4	2.4	-0.5
SK	14.3	11.8	10.9	9.1	9.4	9.1	9.0	-1.3
FI	9.3	8.1	9.9	10.9	13.7	14.2	14.9	4.9
SE	14.6	14.6	14.4	13.5	13.9	13.9	14.2	1.8
UK	75.0	75.9	88.6	105.6	111.5	110.2	111.1	0.8
ME					0.4	0.4	0.4	-5.7
MK	2.3	2.5	2.5	2.3	2.7	2.6	2.7	3.1
RS				9.7	8.0	8.8	8.8	0.3
TR	188.1	263.2	354.3	501.9	595.5	609.3	632.1	3.7
IS	1.3	1.3	1.7	1.9	1.9	2.0	2.1	5.7
NO	21.2	32.5	36.7	28.8	20.3	19.2	18.2	-5.3
CH	31.2	36.5	40.3	45.8	52.8	55.4	58.3	5.2
LI			0.1	0.1	0.1	0.1	0.1	0.0

Notes: Stock at end of year, except for BE: 1 August, CH: 30 September, LI: 1 July.  
Data include buses, coaches, minibuses and sometimes also trolley buses.

## Road: GOODS VEHICLES

### STOCK OF REGISTERED VEHICLES

	1 000							%
	1990	1995	2000	2005	2010	2011	2012	
<b>EU-28</b>	<b>22672.2</b>	<b>26922.0</b>	<b>30938.6</b>	<b>33837.8</b>	<b>34273.9</b>	<b>34251.7</b>	<b>34251.7</b>	<b>-0.1</b>
BE	380.4	442.5	553.7	659.2	745.2	767.8	775.2	1.0
BG	161.6	223.2	259.4	333.9	333.5	347.6	367.0	5.6
CZ		219.3	298.3	439.2	598.0	597.2	604.2	1.2
DK	286.6	333.8	384.9	469.5	485.1	469.2	459.6	-2.1
DE	1653.0	2378.7	2419.1	2404.9	2619.4	2713.0	2761.4	1.8
EE	67.7	65.6	82.1	86.2	81.2	84.3	88.0	4.4
IE	143.2	141.8	205.6	286.5	327.1	321.0	309.2	-3.7
EL	766.4	883.8	1057.4	1186.5	1318.8	1321.3	1318.9	-0.2
ES	2401.1	3024.2	3923.2	4849.6	5303.5	5256.8	5145.8	-2.1
FR	4670.0	4926.0	5151.7	5346.7	5336.5	5404.5	5401.4	-0.1
HR		73.5	122.5	162.9	157.7	154.9	141.6	-8.6
IT	2207.9	2509.9	3087.0	3785.9	4141.8	4181.9	4143.8	-0.9
CY	74.3	101.2	114.7	118.4	120.7	118.0	113.7	-3.6
LV		68.7	97.1	113.1	71.6	72.6	76.3	5.1
LT	83.0	108.9	98.6	122.5	133.9	136.8	138.9	1.6
LU	11.3	15.8	24.7	29.6	35.6	36.8	37.3	1.4
HU	262.0	278.0	352.6	412.9	451.3	450.1	451.6	0.3
MT		40.8	51.5	44.4	42.5	42.5	42.7	0.4
NL	553.0	654.0	899.0	1004.5	1004.0	990.7	969.6	-2.1
AT	261.8	302.9	344.5	358.0	396.8	407.5	416.5	2.2
PL		1354.1	1879.1	2304.5	2981.6	3130.7	3178.0	1.5
PT	781.0	912.3	1313.2	1308.0	1337.0	1335.5	1295.0	-3.0
RO	258.7	343.1	427.2	493.8	667.2	696.3	719.9	3.4
SI	30.8	42.9	54.3	66.4	84.1	84.6	84.4	-0.3
SK	92.0	102.6	114.0	174.2	276.0	281.8	286.0	1.5
FI	264.2	252.0	304.3	363.6	464.4	488.9	508.0	3.9
SE	309.5	307.7	374.2	461.2	526.4	548.3	556.8	1.6
UK	2706.0	2565.0	2928.3	3552.4	3796.9	3833.2	3860.7	0.7
ME					0.2	0.2	0.3	10.7
MK		22.6	24.6	18.0	18.2	17.8	16.5	-7.3
RS				118.3	151.7	159.5	144.1	-9.6
TR		830.0	1351.8	2152.0	3125.4	3339.6	3546.3	6.2
IS	13.1	14.8	19.4	25.5	30.4	30.2	30.3	0.4
NO	308.3	349.5	414.3	465.4	527.0	534.3	542.5	1.5
CH	252.1	262.4	278.5	307.2	335.2	348.6	361.9	3.8
LI			2.5	2.6	2.8	2.9	3.0	4.6

Notes: Stock at end of year, except for CH: 30 September, LI: 1 July.  
As a rule, data include heavy and light goods vehicles, lorries and road tractors;  
due to varying concepts of such vehicles, data are not fully comparable between  
countries. HR: from 2009 onwards light vans are included in passenger cars  
and no longer in Goods Vehicles.

## Road: POWERED TWO-WHEELERS

### STOCK OF REGISTERED VEHICLES

	1 000						%
	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>		23 389.2	29 831.9	34 405.7	34 889.6	34 516.7	- 1.1
BE		277.8	346.3	418.9	434.0	441.3	1.7
BG	519.3	520.5	146.5	125.4	131.8	139.8	6.1
CZ	915.2	748.1	794.0	924.3	944.2	976.9	3.5
DK	58.0	138.3	171.9	203.6	200.6	201.4	0.4
DE	3 995.5	4 438.1	5 202.9	5 870.9	6 004.2	6 071.6	1.1
EE	3.3	6.7	10.2	19.7	23.2	35.3	51.9
IE	23.5	30.6	34.3	38.1	36.6	35.1	- 4.0
EL		781.4	1 124.2	1 499.1	1 534.9	1 556.4	1.4
ES	1 301.2	1 445.6	4 117.6	4 997.7	5 027.5	5 022.0	- 0.1
FR	2 289.0	2 410.0	2 475.3	3 561.0	3 439.4	3 089.1	- 10.2
HR	9.9	21.9	128.4	176.8	175.0	157.0	- 10.3
IT	6 228.3	7 826.9	9 298.4	8 855.0	8 935.4	8 582.2	- 4.0
CY	50.4	43.3	40.4	40.7	39.8	41.1	3.3
LV	15.8	20.7	32.5	36.7	38.6	41.1	6.4
LT	20.0	19.8	24.0	56.3	60.1	64.2	6.9
LU	28.4	32.8	37.7	42.1	43.3	44.5	2.7
HU		91.2	122.7	142.3	146.6	150.6	2.7
MT	17.4	12.4	12.0	14.7	15.6	15.8	1.6
NL	855.0	970.8	1 112.9	1 664.3	1 708.7	1 738.5	1.7
AT	546.4	632.7	627.7	727.9	743.4	762.4	2.6
PL	929.0	803.0	1 091.2	1 935.1	2 102.2	2 207.6	5.0
PT	216.3	345.9	588.4	498.0	497.0	492.5	- 0.9
RO	327.7	239.2	197.4	85.2	90.1	95.5	6.0
SI	8.5	11.2	48.7	91.0	92.2	93.1	1.0
SK	81.8	45.6	56.4	59.6	63.9	68.1	6.6
FI	159.5	193.4	301.8	486.8	516.0	538.0	4.3
SE	264.2	310.1	453.1	570.2	578.5	593.8	2.6
UK	714.0	971.0	1 235.0	1 264.4	1 266.8	1 261.8	- 0.4
ME				4.7	4.6	5.0	10.3
MK			1.7	7.8	8.4	8.5	1.2
RS			16.0	37.9	39.1	47.2	20.7
TR	819.9	1 011.3	1 441.1	2 389.5	2 527.2	2 657.7	5.2
IS	1.9	2.3	4.2	9.7	9.9	10.1	2.1
NO	158.6	201.6	257.5	315.5	323.5	331.7	2.5
CH	704.1	732.6	770.3	815.7	834.1	850.6	2.0
LI		2.6	3.1	3.7	3.8	3.9	4.7

**Notes:** Stock at end of year, except for BE: 1 August, CH: 30 September, LI: 1 July. National vehicle stock data do not always include all powered two-wheelers and are therefore not fully comparable between countries. Tricycles and quads are sometimes included in the data. Break in time series due to inclusion of mopeds from 2001 in ES, 2002 in SI and HR, 2004 in LV, 2005 in PL, 2007 in LT and 2011 in EE onwards.

## Road: PASSENGER CARS

### NEW VEHICLE REGISTRATIONS

	1 000						%
	2000	2005	2010	2011	2012	2013	CHANGE '12/'13
<b>EU-28</b>		15 194.3	13 438.2	13 216.0	12 103.9	11 917.5	- 1.5
BE	515.2	480.1	547.3	572.2	487.4	486.1	- 0.3
BG		32.7	15.6	18.6	19.8	21.1	6.7
CZ		151.7	169.6	173.6	174.0	164.7	- 5.3
DK	112.7	146.9	153.6	170.0	170.5	181.9	6.7
DE	3 378.3	3 319.3	2 916.3	3 173.6	3 082.6	2 952.4	- 4.2
EE		19.6	10.3	17.1	19.4	19.7	1.4
IE	230.8	171.7	88.4	89.9	79.5	74.3	- 6.5
EL	290.2	269.7	141.5	97.7	58.5	58.7	0.4
ES	1 381.3	1 528.9	982.0	808.1	699.6	722.7	3.3
FR	2 133.9	2 067.8	2 251.7	2 204.2	1 898.8	1 790.5	- 5.7
HR	92.4	102.1	46.2	48.9	40.8	48.1	17.8
IT	2 423.1	2 237.4	1 961.6	1 749.1	1 402.1	1 303.5	- 7.0
CY	8.2	19.2	15.1	14.7	11.0	7.0	- 36.3
LV		16.6	6.4	11.0	10.7	10.6	- 0.3
LT		10.5	8.0	13.2	12.2	12.2	0.0
LU	41.9	48.5	49.7	49.9	53.0	46.6	- 12.0
HU		199.0	43.5	45.1	50.4	56.1	11.4
MT		6.6	4.1	5.4	5.9	5.7	- 2.3
NL	597.6	465.2	482.6	555.8	502.7	417.0	- 17.0
AT	309.4	307.9	328.6	356.1	336.0	319.0	- 5.1
PL		235.5	333.5	297.9	271.2	289.0	6.6
PT	257.8	206.5	223.5	153.4	95.3	105.9	11.2
RO		172.5	106.3	94.6	72.1	68.7	- 4.8
SI		59.3	61.1	60.2	50.1	52.3	4.3
SK		57.1	64.0	68.3	69.2	66.0	- 4.6
FI	134.6	147.9	107.3	121.2	107.2	103.3	- 3.6
SE	290.5	274.3	289.7	305.0	279.5	269.6	- 3.5
UK	2 221.7	2 439.7	2 030.8	1 941.3	2 044.6	2 264.7	10.8
ME			8.6	10.3	11.2	12.4	11.1
MK							
RS					129.2	139.5	8.0
TR		406.8	485.6	602.2	565.8	654.9	15.8
IS	13.6	18.1	3.1	5.0	7.9	7.3	- 8.3
NO	97.4	109.9	127.8	138.3	138.0	142.2	3.0
CH	316.5	264.9	292.5	316.8	326.1	305.9	- 6.2

**Note:** RO: Sales.

Road:  
GOODS VEHICLES

## NEW VEHICLE REGISTRATIONS

	LIGHT COMMERCIAL VEHICLES			COMMERCIAL VEHICLES			HEAVY COMMERCIAL VEHICLES		
	<3.5 t		%	>3.5 t & <16 t		%	>16 t		%
	2012	2013	CHANGE '12/'13	2012	2013	CHANGE '12/'13	2012	2013	CHANGE '12/'13
<b>EU-28</b>	1385461	1381451	-0.3						
BE	57020	55793	-2.2	2148	1888	-12.1	6822	6314	-7.4
BG	3118	3162	1.4	-	-	-	-	-	-
CZ	11628	11658	0.3	1259	1532	21.7	5684	6556	15.3
DK	24053	24007	-0.2	425	440	3.5	3343	3871	15.8
DE	219508	212831	-3.0	31684	31417	-0.8	54534	55215	1.2
EE	2752	2885	4.8	50	48	-4.0	684	808	18.1
IE	10325	10808	4.7	645	441	-31.6	919	1302	41.7
EL	3707	3431	-7.4	114	176	54.4	105	169	61.0
ES	76387	85388	11.8	2451	2123	-13.4	10589	11081	4.6
FR	381233	364989	-4.3	8208	7339	-10.6	37465	37626	0.4
HR	5218	7266	39.2	( <sup>1</sup> )	( <sup>1</sup> )	-	( <sup>1</sup> )	( <sup>1</sup> )	-
IT	116673	100378	-14.0	3590	3026	-15.7	10021	10503	4.8
CY	1395	966	-30.8	( <sup>1</sup> )	( <sup>1</sup> )	-	( <sup>1</sup> )	( <sup>1</sup> )	-
LV	2236	2175	-2.7	89	71	-20.2	1420	1229	-13.5
LT	1600	1823	13.9	110	193	75.5	2649	3228	21.9
LU	3424	3276	-4.3	169	163	-3.6	899	848	-5.7
HU	10952	11424	4.3	371	434	17.0	3949	4546	15.1
MT	552	536	-2.9	( <sup>1</sup> )	( <sup>1</sup> )	-	( <sup>1</sup> )	( <sup>1</sup> )	-
NL	56543	50246	-11.1	1778	1757	-1.2	10569	11810	11.7
AT	31505	30714	-2.5	847	794	-6.3	5807	6636	14.3
PL	38425	41143	7.1	2249	2928	30.2	14389	16775	16.6
PT	16002	18202	13.7	336	345	2.7	1558	2049	31.5
RO	10741	8880	-17.3	776	299	-61.5	2702	3032	12.2
SI	5760	6165	7.0	158	132	-16.5	939	1063	13.2
SK	5165	5076	-1.7	537	454	-15.5	2996	3429	14.5
FI	11463	10621	-7.3	853	767	-10.1	2399	2720	13.4
SE	39294	37370	-4.9	464	363	-21.8	5100	4505	-11.7
UK	238782	270238	13.2	13339	15196	13.9	29023	37987	30.9
IS	417	583	39.8	29	39	34.5	57	52	-8.8
NO	31848	30854	-3.1	1780	1732	-2.7	4013	4046	0.8
CH	32509	31199	-4.0	1237	1005	-18.8	2984	2843	-4.7

Note: (<sup>1</sup>) Data included under 'Light commercial vehicles'.

Road:  
BUSES AND COACHES

## NEW VEHICLE REGISTRATIONS

	LIGHT BUSES & COACHES		BUSES & COACHES		HEAVY BUSES & COACHES		TOTAL		%
	<3.5 t		>3.5 t & <16 t		>16 t				CHANGE '12/'13
	2012	2013	2012	2013	2012	2013	2012	2013	
<b>EU-28</b>							36 157	37 557	3.9
BE	4	2	270	305	416	458	690	765	10.9
BG	743	1015	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	743	1015	36.6
CZ	7	2	130	194	451	613	588	809	37.6
DK	271	338	169	137	324	259	764	734	-3.9
DE	27	18	986	1321	4126	4485	5139	5824	13.3
EE	1	4	55	74	100	158	156	236	51.3
IE	58	32	39	53	222	157	319	242	-24.1
EL	9	52	70	38	39	10	118	100	-15.3
ES			613	443	1371	1212	1984	1655	-16.6
FR			1203	1518	4859	5445	6062	6963	14.9
HR	217	355	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	217	355	63.6
IT	12	99	1120	926	1149	1676	2293	2701	17.8
CY	45	64	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	45	64	42.2
LV	11	2	67	201	9	25	87	228	162.1
LT		3	106	125	39	51	145	179	23.4
LU			10	30	149	141	159	171	7.5
HU	2	7	29	33	19	392	50	432	764.0
MT	10	12	0	0	9	3	19	15	-21.1
NL			79	48	705	547	784	595	-24.1
AT	4	6	118	97	610	610	732	713	-2.6
PL	1713	999	352	435			2065	1434	-30.6
PT		2	94	51	133	119	227	172	-24.2
RO	618	634	109	474	14	30	741	1138	53.6
SI	2		59	46	33	108	94	154	63.8
SK			99	82	180	184	279	266	-4.7
FI	17	4	258	211	264	172	539	387	-28.2
SE	135	71	363	304	1020	855	1518	1230	-19.0
UK	2495	2286	4580	4564	2525	2130	9600	8980	-6.5
IS	36	20	4	19	28	35	68	74	8.8
NO	44	36	412	438	775	785	1231	1259	2.3
CH	468	347	123	129	347	452	938	928	-1.1

Notes: (<sup>1</sup>) Figures included in other categories.

Road:  
MOTORCYCLES

## NEW VEHICLE REGISTRATIONS

	1 000						%
	1995	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>			1 341.3	1 103.4	941.6	841.7	- 10.6
BE		25.3	25.0	26.4	25.0	23.4	- 6.5
BG		1.1	4.8	4.9	4.7	5.2	11.3
CZ	6.9	3.9	7.6	5.4	6.1	7.0	15.2
DK	2.3	3.3	5.8	3.1	2.0	2.0	- 2.4
DE	218.2	252.6	168.7	122.3	127.0	127.5	0.4
EE		0.1	0.3	0.5	0.3	0.4	21.7
IE		3.8	2.4	1.1	0.8	0.7	- 20.2
EL		64.0	83.1	61.5	44.7	31.8	- 28.8
ES		72.0	205.6	135.3	119.4	97.9	- 18.0
FR		179.6	196.6	231.6	185.1	169.6	- 8.4
HR			6.7	2.9	2.7	2.4	- 12.1
IT		524.6	420.5	320.4	253.6	206.3	- 18.7
CY			2.5	3.1	2.5	2.1	- 17.9
LV			0.4	0.4	0.5	0.5	4.7
LT		0.4	1.7	0.3	0.5	0.5	4.7
LU	1.0	1.3	1.3	1.6	1.3	1.2	- 8.0
HU			12.5	3.2	2.1	2.0	- 6.4
MT			0.4	0.6	0.7	0.8	8.8
NL	17.8	19.6	16.8	15.2	11.7	10.6	- 9.0
AT	18.7	23.8	19.1	21.4	22.8	24.8	9.0
PL			3.8	8.7	9.0	7.8	- 13.4
PT	12.1	17.7	11.2	18.9	18.9	17.1	- 9.5
RO			0.8	5.7	3.0	3.5	18.0
SI		1.2	2.5	2.7	2.1	2.0	- 4.5
SK			1.2	2.3	2.0	1.9	- 2.0
FI		5.2	9.2	9.5	5.7	5.0	- 12.2
SE		18.4	22.8	13.2	8.2	7.6	- 7.4
UK		121.9	108.1	81.3	79.1	80.0	1.1
ME					0.8	0.8	2.1
MK	1.0	0.5	0.1				
RS					5.1	4.9	- 4.4
TR			227.7	106.9	191.9	176.9	- 7.8
IS		0.2	1.1				
NO			6.2	4.0	3.7	4.0	5.9
CH		50.8	45.1	33.7	37.5	39.0	4.0

Notes: CY: new and used; IT: all two-wheelers over 50 cc; RO: including mopeds.

Sources: Association des Constructeurs Européens de Motocycles (ACEM), Eurostat, national sources

Road:  
MOPEDS

## NEW VEHICLE DELIVERIES

	1 000					%
	2000	2005	2010	2011	2012	CHANGE '11/'12
<b>EU-28</b>			652.5	591.7	496.5	- 16.1
BE	33.2	17.3	14.2	12.1	10.4	- 14.3
BG	2.1	4.0	3.7	3.4	3.9	16.0
CZ		8.0	2.9	2.1	2.3	9.3
DK	9.8	4.9	16.5	12.1	10.8	- 10.7
DE	108.7	97.3	64.9	57.4	50.6	- 11.8
EE		8.0	0.0	0.0	0.6	-
IE	3.0	0.8	0.2	0.2	0.2	- 10.0
EL	19.2	24.1	18.9	17.3	13.3	- 23.1
ES	248.6	115.1	34.2	23.3	18.7	- 19.6
FR	192.3	154.9	144.5	146.4	127.2	- 13.1
HR		13.2	6.4	5.4	4.1	- 24.3
IT	311.8	128.3	88.4	75.4	51.7	- 31.4
CY		2.1	0.5	0.4	0.3	- 40.9
LV		0.6	1.0	1.3	1.7	23.2
LT			1.2	1.3	1.0	- 26.5
LU	0.5	0.5	0.7	0.9	1.0	10.4
HU			4.6	4.0	4.0	- 1.2
MT			0.2	0.2	0.1	- 41.9
NL	66.9	40.9	93.7	82.1	68.5	- 16.6
AT	21.3	27.7	24.9	23.9	21.1	- 11.8
PL		23.3	72.2	69.3	60.0	- 13.4
PT	15.0		4.6	3.8	3.2	- 14.7
RO			3.0	2.7	3.0	11.2
SI		3.1	3.5	3.5	2.7	- 22.5
SK		2.0	1.8	1.6	1.5	- 6.2
FI	6.4	20.9	17.9	17.3	12.5	- 27.3
SE	10.0	15.4	13.3	9.9	8.8	- 11.4
UK	48.2	24.7	14.5	14.5	13.4	- 7.2
ME						
MK						
RS				6.6	5.7	- 14.6
TR			1.5	1.5	0.6	- 59.4
IS						
NO		11.9	8.1	8.5	9.0	6.4
CH		3.1	8.4	9.1	8.9	- 2.3

Notes: CY: new and used.

Sources: Association des Constructeurs Européens de Motocycles (ACEM), national sources, estimates (*in italics*). Official statistics on mopeds are often unavailable, therefore data and estimates should be considered as indicative.



Sea:  
EU MERCHANT FLEET

## SHIPS OF 1 000 gt AND OVER

On 1 January 2012

	TOTAL FLEET CONTROLLED		NATIONAL FLAG <sup>(1)</sup>		FOREIGN FLAG (INCLUDING OTHER EU)		% OF FOREIGN FLAG IN TOTAL FLEET	
	Number	mio dwt	Number	mio dwt	Number	mio dwt	Number	mio dwt
<b>EU-28</b>	<b>12 212</b>	<b>508.581</b>	<b>3 569</b>	<b>149.598</b>	<b>8 641</b>	<b>358.980</b>		
BE	173	12.586	65	5.846	108	6.741	62.4	53.6
BG	69	1.460	16	0.352	53	1.108	76.8	75.9
CZ	1	0.004	-	-	1	0.004	100.0	100.0
DK	908	36.790	327	13.069	581	23.721	64.0	64.5
DE	3 916	125.496	390	17.495	3 526	108.001	90.0	86.1
EE	81	0.307	19	0.060	62	0.247	76.5	80.5
IE	54	0.492	24	0.158	30	0.334	55.6	67.9
EL	3 214	217.149	737	64.897	2 477	152.252	77.1	70.1
ES	228	4.307	96	1.315	132	2.992	57.9	69.5
FR	255	10.091	116	3.213	139	6.878	54.5	68.2
HR	106	3.456	73	2.489	31	0.963	29.2	27.9
IT	755	24.415	553	18.106	202	6.309	26.8	25.8
CY	204	6.802	58	2.060	146	4.742	71.6	69.7
LV	68	1.159	3	0.010	65	1.149	95.6	99.1
LT	55	0.331	33	0.251	22	0.080	40.0	24.2
LU	20	1.331	2	0.014	20	1.331	100.0	100.0
HU	-	-	-	-	-	-	-	-
MT	16	0.053	14	0.045	2	0.008	12.5	15.1
NL	725	8.841	531	5.052	194	3.789	26.8	42.9
AT	2	0.020	-	-	2	0.020	100.0	100.0
PL	110	2.776	7	0.015	103	2.761	93.6	99.5
PT	33	0.710	4	0.022	29	0.688	87.9	96.9
RO	31	0.554	3	0.033	28	0.521	90.3	94.0
SI	27	0.936	-	-	27	0.936	100.0	100.0
SK	-	-	-	-	-	-	-	-
FI	126	1.973	82	0.889	44	1.084	34.9	54.9
SE	287	6.262	88	1.049	199	5.213	69.3	83.2
UK	748	40.280	330	13.172	418	27.108	55.9	67.3
ME	3	0.006	-	-	3	0.006	100.0	100.0
MK								
RS								
TR	1 165	22.572	523	8.479	642	14.093	55.1	62.4
IS	18	0.117	2	0.001	16	0.116	88.9	99.1
NO	1 469	40.647	500	14.316	969	26.331	66.0	64.8
CH	161	4.313	39	1.189	122	3.124	75.8	72.4

Notes: <sup>(1)</sup> Including international registers like NIS and DIS. Including vessels registered in territorial dependencies.

Russia: 1 235 ships, 19.091 mio dwt; Monaco: 73 ships, 3.853 mio dwt; Ukraine: 335 ships, 2.112 mio dwt; Gibraltar: 10 ships, 0.171 mio dwt.

Source: ISL, based on quarterly updates from IHS Fairplay

Sea:  
WORLD MERCHANT FLEET

## TOTAL CONTROLLED FLEET BY WORLD REGION

World region	dwt (million)					
	On 1 January:					
	1995	2000	2005	2010	2011	2012
<b>Europe <sup>(*)</sup></b>	<b>311.246</b>	<b>350.136</b>	<b>400.947</b>	<b>518.276</b>	<b>552.970</b>	<b>601.009</b>
of which: EU-28 <sup>(**)</sup>	223.564	257.975	316.850	432.246	460.399	508.581
<b>North America</b>	51.024	49.413	45.414	50.539	56.033	62.973
<b>Latin America</b>	18.691	15.679	14.422	30.867	47.055	47.548
<b>Asia / Oceania</b>	246.722	292.722	361.311	532.446	560.390	607.475
<b>Africa</b>	6.742	7.121	5.142	6.981	7.586	8.818
<b>Unknown</b>	37.956	38.115	52.687	86.555	116.621	126.018
<b>TOTAL</b>	<b>672.381</b>	<b>753.226</b>	<b>879.923</b>	<b>1 225.665</b>	<b>1 340.655</b>	<b>1 453.842</b>
SHARE OF EU IN TOTAL AND OF FOREIGN FLAG IN EU						
<b>EU-28 <sup>(**)</sup> control of total</b>	33.2	34.2	36.0	35.3	34.3	35.0
<b>EU-28: Foreign flag share <sup>(***)</sup></b>	56.5	68.1	67.8	69.4	69.1	70.6

Note: Only ships of 1 000 gt and over.

<sup>(\*)</sup> In this table Europe includes EU-28, EFTA, Monaco, Gibraltar, Andorra, Turkey, Western Balkan countries, Russia, Ukraine and Moldova.

<sup>(\*\*)</sup> EU-28 since 2012.

<sup>(\*\*\*)</sup> Foreign flag share includes ships registered by EU countries in other EU countries.

Source: ISL, based on quarterly updates from IHS Fairplay

## Sea:

## WORLD MERCHANT FLEET

FOR TRANSPORT OF GOODS AND PASSENGERS:  
FLEET BY TYPE OF SHIP AND COUNTRY OF DOMICILE

ON 1 JANUARY 2012		NUMBERS AND DEADWEIGHT				
(ships of 1 000 gt and over)	Number			dwt (1 000)		
	WORLD	EU-28	%	WORLD	EU-28	%
<b>TOTAL FLEET</b>	39 124	12 201	31	1 453 842	508 539	35
<b>Tankers</b>	10 536	3 169	30	544 668	189 075	35
<b>OF WHICH (*):</b>						
Oil tankers	8 586	2 613	30	494 724	174 582	35
Chemical tankers	601	115	19	5 684	1 040	18
Liquid gas tankers	1 349	423	31	44 260	11 971	27
Bulk carriers	9 025	2 517	28	605 326	177 231	29
Container ships	4 950	2 634	53	196 834	110 291	56
General cargo	12 496	3 173	25	100 951	29 738	29
<b>OF WHICH (*):</b>						
Single-deck	7 325	1 975	27	57 465	17 665	31
Multi-deck	2 311	428	19	15 239	2 752	18
Ro-Ro Cargo	765	269	35	5 715	2 826	49
Reefer	877	218	25	5 576	1 965	35
Special	1 218	266	22	16 956	4 340	26
Passenger and passenger cargo	2 117	708	33	6 063	2 204	36

FOR TRANSPORT OF GOODS AND PASSENGERS /  
CARGO SHIPS BY REGISTERED FLAG

ON 1 JANUARY 2012		NUMBERS AND GROSS TONS				
(ships of 300 gt and over)	Number			gt (1 000)		
	WORLD	EU-28	%	WORLD	EU-28	%
<b>TOTAL PASSENGER AND PASSENGER/CARGO SHIPS</b>	4 077	1 355	33	35 064	15 422	44
Cargo passenger and Ro-Ro passenger ships	2 521	879	35	17 059	9 909	58
Passenger (not Ro-Ro)	1 556	476	31	18 005	5 513	31
Cruise ships by registered flag (**) (ships of 1 000 gt and over)	298	104	35	17 212	5 383	31

**Notes:** No deadweight figure is given for cruise ships, since dwt is a measure of the weight admissible in the vessel. Ro-Ro: vehicles roll on to embark, vehicles roll off to disembark. Reefer: refrigerated ships.

(\*) Breakdowns excluding HR, totals including HR.

(\*\*) In mid 2012. EU-28: On 1 January 2012.

## Air:

## PASSENGER AIRCRAFT

## NUMBER OF CIVIL AIRCRAFT IN SERVICE

On 31 December 2013		PASSENGER AIRCRAFT				
EU-28	50 seats or fewer	51 to 150 seats	151 to 250 seats	251 seats and more	TOTAL	
	EU-28	372	1 264	1 747	495	3 878
BE	13	39	17	10	79	
BG	7	9	15		31	
CZ	7	17	9	1	34	
DK	19	37	36	5	97	
DE	14	232	280	97	623	
EE	6	8			14	
IE	4	33	330	6	373	
EL	11	14	34		59	
ES	22	97	131	45	295	
FR	71	134	116	102	423	
HR	1	12	2		15	
IT	2	64	107	19	192	
CY			6		6	
LV	1	26	7		34	
LT	7	9	1		17	
LU	6	9	1		16	
HU	2		42		44	
MT	6	4	5	1	16	
NL	8	77	64	41	190	
AT	7	51	41	7	106	
PL	6	44	19	4	73	
PT	13	29	48	11	101	
RO	7	23	12		42	
SI	7	6	1		14	
SK	1	2	4		7	
FI	2	46	20	16	84	
SE	28	32	12	2	74	
UK	94	210	387	128	819	
ME						
MK						
RS						
TR	4	45	268	35	352	
IS	14		20		34	
NO	33	66	102	8	209	
CH	29	35	95		159	
LI						

**Notes:** More than 30 000 small private planes not included. In this table blank means none.

## Air:

## FREIGHT, SPECIAL, BUSINESS AIRCRAFT

## NUMBER OF CIVIL AIRCRAFT IN SERVICE

On 31 December 2013

	FREIGHT / CARGO		QUICK-CHANGE CONVERTIBLE (pass./cargo) Multi-role	SPECIAL PURPOSE / AMBULANCE	BUSINESS / CORPORATE / EXECUTIVE
	under 100 000 lbs mtow	over 100 000 lbs mtow			
<b>EU-28</b>	<b>177</b>	<b>190</b>	<b>43</b>	<b>90</b>	<b>2019</b>
BE	8	19			62
BG	3	5	1		14
CZ				3	37
DK	3	11	7		67
DE	10	56		28	391
EE	3				12
IE	17	5			28
EL	5	1		1	24
ES	40	8	8	7	94
FR		15	8	16	123
HR				1	2
IT	7	1	3	3	110
CY					9
LV	8				7
LT	1			1	8
LU	1	19		3	80
HU	8			1	6
MT					56
NL		10		2	25
AT				5	250
PL	15		2	1	16
PT			1	2	131
RO					11
SI	1	1			18
SK					13
FI		4		2	24
SE	33		1	4	43
UK	14	35	12	10	358
ME					
MK					
RS					
TR	0	18		5	97
IS		7			
NO					10
CH	13			3	172
LI					3

**Notes:** Special purpose / Ambulance: contains data about Hospital / Ambulance / Medevac and Special Role / Operations / Mission aircraft.  
mtow: maximum take-off weight.  
In this table blank means none.

Source: Ascend

## Rail:

## LOCOMOTIVES AND RAILCARS

## STOCK OF VEHICLES

	1990	2000	2005	2010	2011	2012	% CHANGE '11/'12
<b>EU-28</b>	<b>66 278</b>		<b>47 923</b>	<b>59 851</b>	<b>58 872</b>	<b>56 953</b>	<b>- 3.3</b>
BE	1 727	1 670	1 518	1 341	1 266	1 266	0.0
BG	1 119	762	669	624	474	451	- 4.9
CZ		3 596	3 163	2 258	2 408	2 124	- 11.8
DK	524	415	464	495	332	347	4.5
DE	14 437	9 656	7 742	15 613	15 492	15 103	- 2.5
EE	300	194	170	81	75	75	0.0
IE	166	172	412	572	374	374	0.0
EL	400	244	289	301	301	301	0.0
ES	1 922	1 693	1 946	1 732	2 052	1 785	- 13.0
FR	7 279	7 158	7 354	6 768	6 293	5 895	- 6.3
HR	563	480	377	284	296	296	0.0
IT	4 818	4 697	4 674	4 494	3 862	3 650	- 5.5
CY	-	-	-	-	-	-	-
LV	739	433	358	196	202	205	1.5
LT	389	419	365	275	290	262	- 9.7
LU	97	124	145	104	87	43	- 50.6
HU	2 040	1 453	1 385	1 275	1 282	1 286	0.3
MT	-	-	-	-	-	-	-
NL	2 372	1 965	2 078	2 411	2 427	2 443	0.7
AT	1 543	1 530	1 500	1 233	1 240	1 072	- 13.5
PL	6 801	5 293	4 723	4 421	4 179	4 103	- 1.8
PT	530	589	439	275	433	199	- 54.0
RO	4 515	3 440	2 186	2 229	2 117	2 280	7.7
SI	358	300	261	267	405	405	0.0
SK		1 570	1 204	1 035	1 101	1 033	- 6.2
FI	669	735	702	644	643	652	1.4
SE	1 350	887	622	213	205	221	7.8
UK	5 610		3 177	10 710	11 036	11 082	0.4
ME	-	-	-	-	-	-	-
MK	92	101	73	63	63	69	9.5
RS					466	485	4.1
TR	897	849	735	673	744	783	5.2
IS	-	-	-	-	-	-	-
NO	502	299	289	544	593	629	6.1
CH	1 254	1 528	2 198	1 745	1 752	1 680	- 4.1

**Notes:** Data relates to main railways (UIC members). In 2010 a new split between 'Railcars' and 'trainset' was introduced by UIC. Values in this table are obtained by summing the declared values of locomotives (diesel + electric) and railcars (diesel + electric) therefore data are not fully comparable.  
DE: includes DE-E: 1970 = 5 000, 1980 = 4 506, 1990 = 6 331.  
CS: 1970 = 4 998, 1990 = 6 010.

Source: Union Internationale des Chemins de Fer, estimates (in italics)

## Rail:

## PASSENGER TRANSPORT VEHICLES

## STOCK OF COACHES, RAILCARS AND TRAILERS

	1990	2000	2005	2010	2011	2012	%
							CHANGE '11/'12
<b>EU-28</b>		<i>110 111</i>	<i>99 508</i>	<i>102 691</i>	<i>98 104</i>	<i>97 249</i>	-0.9
BE	3 286	3 494	3 251	3 412	3 290	3 290	0.0
BG	2 386	2 099	1 558	1 369	1 777	1 777	0.0
CZ		5 252	4 895	4 514	4 463	4 419	-1.0
DK	1 594	1 590	1 473	1 307	767	1 002	30.6
DE	24 139	21 097	20 169	18 565	17 849	17 743	-0.6
EE	596	241	183	189	189	189	0.0
IE	314	421	581	592	592	592	0.0
EL	810	505	564	718	718	718	0.0
ES	3 839	3 765	5 239	5 665	5 061	4 944	-2.3
FR	15 748	15 656	15 879	16 890	16 842	16 626	-1.3
HR	1 052	720	579	523	519	519	0.0
IT	14 025	11 914	10 066	12 465	10 743	10 041	-6.5
CY	-	-	-	-	-	-	-
LV	1 226	702	490	491	491	491	0.0
LT	664	563	467	337	268	262	-2.2
LU	114	149	185	214	210	210	0.0
HU	4 385	3 232	2 787	3 136	2 931	3 086	5.3
MT	-	-	-	-	-	-	-
NL	2 268	2 742	852	2 824	2 854	2 948	3.3
AT	3 689	3 468	3 112	2 974	2 860	2 839	-0.7
PL	11 928	9 761	7 725	6 926	6 691	5 987	-10.5
PT	1 232	1 303	1 125	965	953	980	2.8
RO	6 352	6 234	3 310	3 037	2 059	2 511	22.0
SI	606	461	401	355	355	355	0.0
SK		2 273	1 808	1 530	1 569	1 516	-3.4
FI	957	1 003	1 084	1 071	1 102	1 131	2.6
SE	1 747	1 000	791	871	807	839	4.0
UK		<i>10 466</i>	<i>10 934</i>	<i>11 751</i>	<i>12 144</i>	<i>12 234</i>	0.7
ME	-	-	-	-	-	-	-
MK	175	164	125	64	64	61	-4.7
RS					784	767	-2.2
TR	1 443	1 415	1 312	1 342	1 347	1 365	1.3
IS	-	-	-	-	-	-	-
NO	900	918	191	210	212	209	-1.4
CH	4 136	3 333	4 293	4 949	4 822	4 911	1.8

Notes: Data relate to main railways (UIC members).

DE: includes DE-E: 1970 = 10 000, 1980 = 10 761, 1990 = 9 635.

CS: 1970 = 10 145, 1990 = 8 597.

Sources: Union Internationale des Chemins de Fer, national statistics, estimates (*in italics*)

## Rail:

## GOODS TRANSPORT WAGONS

## STOCK OF VEHICLES

	1990	2000	2004	2005	2010 (*)	2011 (*)	2012 (*)
<b>EU-28</b>							
BE	30 332	18 790	18 782	17 375	11 612	11 612	11 612
BG	42 459	29 720	16 382	16 511	11 751	16 458	16 576
CZ		58 524	44 805	44 545	27 416	27 314	27 066
DK	4 632	2 236					
DE	366 724	189 558	237 313	158 247	108 840	106 727	104 460
EE		5 857	20 352	18 971	2 958	2 981	2 981
IE	1 830	1 856	833	926	502	502	502
EL	10 967	3 453	3 497	3 491	3 158	3 158	3 158
ES	37 687	26 452	25 542	23 842	14 337	13 732	14 148
FR	148 100	94 789	99 372	95 738	25 314	20 322	17 830
HR	13 720	9 986	7 376	7 330	6 674	6 063	6 063
IT	99 728	70 115	54 598	45 730	30 331	28 493	22 140
CY	-	-	-	-	-	-	-
LV	11 085	9 146	8 706	8 871	6 038	6 126	6 320
LT	12 860	13 155	13 134	13 192	9 238	9 212	9 112
LU	2 719	2 626	3 206	3 222	3 895	3 895	3 895
HU		23 528	19 783	19 130	11 700	11 700	11 700
MT	-	-	-	-	-	-	-
NL	6 697	4 700					
AT	34 330	23 970	22 262	22 655	28 605	17 412	18 104
PL	275 582	130 116	76 785	75 164	68 151	65 102	63 269
PT	4 579	4 162	3 544	3 495	3 194	3 170	3 170
RO	166 086	117 982	64 299	65 175	72 605	69 285	72 638
SI	8 692	6 258	4 627	4 465	3 211	3 142	3 120
SK		26 975	24 856	16 370	16 964	17 319	17 145
FI	15 200	12 630	11 738	11 216	10 464	10 364	9 817
SE	27 470	17 596	13 649	13 649			
UK	34 403						
ME	-	-	-	-	-	-	-
MK			1 501	1 525	1 144	1 007	1 007
RS						8 447	8 449
TR	21 941	17 872	16 004	17 499	17 773	18 200	18 167
IS	-	-	-	-	-	-	-
NO							
CH	27 104	19 894	18 917	18 339	8 794	8 289	7 869

Notes: Data relate to main railways (UIC members).

(\*) Not including private-owners' vehicles; not fully comparable with data from previous years.

DE: includes DE-E: 1970 = 137 984; 1980 = 142 202; 1990 = 163 158.

Sources: Union Internationale des Chemins de Fer, national statistics, own estimates (*in italics*)

## 2.7.1

## Road Fatalities

	1990	2000	2005	2009	2010	2011	2012	CHANGE '11/'12	CHANGE '01/'12	%
<b>EU-28</b>	<b>77 337</b>	<b>57 082</b>	<b>45 943</b>	<b>35 362</b>	<b>31 456</b>	<b>30 686</b>	<b>28 126</b>	<b>- 8.3</b>	<b>- 48.8</b>	
BE	1976	1470	1089	944	812	858	767	-10.6	-48.4	
BG	1567	1012	957	901	776	657	602	-8.4	-40.5	
CZ	1291	1486	1286	901	802	772	742	-3.9	-44.3	
DK	634	498	331	303	255	220	167	-24.1	-61.3	
DE	11046	7503	5361	4152	3648	4009	3600	-10.2	-48.4	
EE	436	204	170	98	78	101	87	-13.9	-56.3	
IE	478	418	400	239	212	186	162	-12.9	-60.7	
EL	2050	2037	1658	1456	1258	1141	1027	-10.0	-45.4	
ES	9032	5777	4442	2714	2479	2060	1903	-7.6	-65.5	
FR	11 215	8079	5318	4273	3992	3963	3653	-7.8	-55.2	
HR	1360	655	597	548	426	418	390	-6.7	-39.7	
IT	7 151	7061	5818	4237	4090	3860	3653	-5.4	-48.5	
CY	116	111	102	71	60	71	51	-28.2	-48.0	
LV	947	635	442	254	218	179	177	-1.1	-68.3	
LT	933	641	773	370	300	296	302	2.0	-57.2	
LU	70	76	47	48	32	33	34	3.0	-51.4	
HU	2432	1200	1278	822	740	638	606	-5.0	-51.1	
MT	4	15	17	21	15	21	11	-47.6	-31.3	
NL	1376	1082	750	644	537	546	562	2.9	-43.4	
AT	1391	976	768	633	552	523	531	1.5	-44.6	
PL	7333	6294	5444	4572	3908	4189	3571	-14.8	-35.5	
PT	2646	1877	1247	840	937	891	718	-19.4	-57.0	
RO	3782	2466	2629	2796	2377	2018	2042	1.2	-16.7	
SI	517	314	258	171	138	141	130	-7.8	-53.2	
SK	731	628	606	380	371	324	296	-8.6	-51.8	
FI	649	396	379	279	272	292	255	-12.7	-41.1	
SE	772	591	440	358	266	319	285	-10.7	-51.1	
UK	5402	3580	3336	2337	1905	1960	1802	-8.1	-49.9	
ME						87	46	-47.1	-	
MK		162	143	160	162	172	132	-23.3	23.4	
RS						728	684	-6.0	-	
TR	6317	5510	4505	4324	4045	3835	3750	-2.2	-14.5	
IS	24	32	19	17	8	12	9	-25.0	-62.5	
NO	332	341	224	214	208	168	145	-13.7	-47.3	
CH	954	592	409	349	328	320	339	5.9	-37.7	

**Notes:** 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.

Sources: Since 1991: CARE database (DG Mobility and Transport), International Transport Forum, national sources. 1990: IRTAD (OECD)

## Road Fatalities Country Rankings

## FATALITIES

2012					
per million inhabitants		per 10 billion pkm		per million passenger cars	
MT	26	SE	26	MT	44
UK	28	UK	28	UK	61
DK	30	DK	31	SE	64
SE	30	IE	35	NL	71
NL	34	FI	38	DK	75
IE	35	DE	39	DE	83
ES	41	NL	40	FI	85
DE	45	FR	45	IE	85
FI	47	MT	48	ES	85
SK	55	LU	49	LU	97
<b>EU-28</b>	<b>56</b>	SI	51	IT	98
FR	58	ES	57	CY	108
CY	59	IT	59	FR	113
HU	61	<b>EU-28</b>	<b>59</b>	<b>EU-28</b>	<b>115</b>
IT	61	BE	65	AT	117
AT	63	AT	70	SI	122
SI	63	EE	78	BE	141
LU	64	CY	84	EE	148
EE	66	PT	86	PT	159
PT	68	LT	97	CZ	160
BE	69	EL	100	SK	166
CZ	71	SK	107	LT	174
BG	82	CZ	109	PL	194
LV	87	HU	113	EL	198
HR	91	BG	118	HU	204
EL	93	HR	144	BG	219
PL	93	LV	147	HR	263
LT	101	PL	169	LV	288
RO	102	RO	254	RO	463

**Notes:** Fatalities: all fatalities on the road: car drivers and passengers, bus and coach occupants, powered two-wheelers' riders and passengers, cyclists, pedestrians, commercial vehicle drivers, etc. indicated in Table 2.7.1 for 2012. pkm: indicator of traffic volume (in the absence of consistent vehicle-kilometre data); passenger-kilometres of cars indicated in Table 2.3.4 for 2012 plus (mostly estimated) passenger-kilometres of motorised two-wheelers. Inhabitants: the sum of the population indicated in Table 1.5 at 1 January 2012 and 1 January 2013 divided by two. Passenger cars: the sum of the stock of vehicles indicated in Table 2.6.2 for 2011 and 2012 divided by two.

Source: Tables 1.5, 2.3.4, 2.6.2, 2.7.1 and estimates as well as national statistics for powered two-wheeler pkm

## Road Fatalities BY TYPE OF USER

	YEAR	TOTAL	DRIVER	PASSENGER	PEDESTRIAN	PEDESTRIAN AS A % OF TOTAL
BE	2011	857	623	123	111	13.0
BG	2011	658	310	199	149	22.6
CZ	2012	742	453	126	163	22.0
DK	2012	167	114	22	31	18.6
DE	2012	3 600	2 597	476	527	14.6
EE	2009	98	49	26	23	23.5
IE	2011	186	109	30	47	25.3
EL	2011	1 141	713	205	223	19.5
ES	2012	1 902	1 165	367	370	19.5
FR	2012	3 653	2 523	641	489	13.4
HR	2012	393	251	70	72	18.3
IT	2012	3 653	2 555	534	564	15.4
CY	2012	51	37	4	10	19.6
LV	2012	177	86	29	62	35.0
LT	2012	300	139	55	106	35.3
LU	2012	34	21	7	6	17.6
HU	2012	605	328	121	156	25.8
MT	2011	21	12	0	9	42.9
NL	2012	560	431	65	64	11.4
AT	2012	531	374	76	81	15.3
PL	2012	3 571	1 756	658	1 157	32.4
PT	2012	718	442	117	159	22.1
RO	2012	2 042	821	493	728	35.7
SI	2011	141	98	22	21	14.9
SK	2010	371	170	75	126	34.0
FI	2012	255	189	37	29	11.4
SE	2010	261	190	40	31	11.9
UK	2012	1 802	1 070	303	429	23.8

**Notes:** Persons deceased within 30 days of their accident. In this table the totals exclude the victims which were labelled as 'Unknown'. 'Driver' includes cyclists.

## Road Fatalities of Vehicle Occupants BY TYPE OF VEHICLE

	YEAR	TOTAL	CAR OR TAXI	BUS OR COACH	HEAVY GOODS VEHICLE	LORRY, <3.5 TONNES	MOTORCYCLE	MOPED	PEDAL CYCLE	AGRICULTURAL TRACTOR	OTHER OR UNKNOWN
BE	2011	747	455	2	15	29	127	20	68	1	30
BG	2010	582	475	3	29	0	42	6	27	0	0
CZ	2012	579	368	2	25	7	86	7	78	4	2
DK	2012	136	81	1	0	6	10	14	22	1	1
DE	2012	3 073	1 791	3	154		586	93	406	15	25
EE	2009	75	54	2	6	0	2	3	7	0	1
IE	2010	167	129	1	2	8	17	0	5	0	5
EL	2011	919	475	4	10	51	305	34	13	25	2
ES	2012	1 532	871	3	50	98	304	67	74	18	47
FR	2012	3 164	1 881	7	56	145	692	179	164	7	33
HR	2012	321	186	8	2	15	62	16	21	11	0
IT	2012	3 089	1 644	7	46	117	822	122	289	7	35
CY	2012	41	18	0	1	4	11	3	1	0	3
LV	2012	115	72	3	4	4	7	3	18	3	1
LT	2009	259	183	0	2	0	30	5	30	0	9
LU	2012	28	22	0	0	1	5	0	0	0	0
HU	2012	449	253	3	15	20	39	25	84	0	10
MT	2011	21	11	2	0	1	6	0	1	0	0
NL	2012	498	218	1	7	16	53	40	145	1	17
AT	2012	450	282	2	4	15	68	19	52	3	5
PL	2012	2 414	1 615	18	104		261	82	300	23	11
PT	2012	559	255	2	16	48	104	57	32	26	19
RO	2012	1 314	798	10	21	72	62	99	154	4	94
SI	2011	120	46	0	1	1	25	2	16	1	28
SK	2010	245	171	0	19	1	27	0	27	0	0
FI	2012	226	147	1	10	11	21	7	19	1	9
SE	2010	235	151	2	5	7	37	8	21	0	4
UK	2012	1 373	829	12	30	34	320	12	120	2	14

**Note:** Persons deceased within 30 days of their accident.

## Road Accidents

## NUMBER OF ACCIDENTS INVOLVING PERSONAL INJURY

	1 000							%
								CHANGE '11/'12
	1990	1995	2000	2005	2010	2011	2012	
<b>EU-28</b>	<b>1 502.08</b>	<b>1 433.020</b>	<b>1 505.653</b>	<b>1 341.978</b>	<b>1 130.358</b>	<b>1 128.503</b>	<b>1 078.370</b>	<b>- 4.4</b>
BE	62.45	50.744	49.065	49.304	40.569	42.050	37.500	-10.8
BG	6.48	7.435	6.886	8.224	6.610	6.640	6.717	1.2
CZ	21.91	28.746	25.445	25.239	19.675	20.486	20.503	0.1
DK	9.16	8.373	7.346	5.413	3.498	3.525	3.124	-11.4
DE	389.35	388.003	382.949	336.618	288.297	306.266	299.637	-2.2
EE	2.10	1.644	1.504	2.341	1.347	1.485	1.383	-6.9
IE	6.07	8.117	7.749	6.533	5.779	5.230	5.610	7.3
EL	19.61	22.798	23.001	16.914	15.032	13.717	12.231	-10.8
ES	101.51	83.586	101.729	91.187	85.503	83.027	83.115	0.1
FR	162.57	132.949	121.223	84.525	67.288	65.024	60.437	-7.1
HR	14.47	12.668	14.430	15.679	13.272	13.229	11.774	-11.0
IT	161.78	182.761	256.546	240.011	211.404	205.638	186.726	-9.2
CY	3.17	3.052	2.411	1.382	1.197	1.058	0.919	-13.1
LV	4.33	4.056	4.482	9.310	3.193	3.386	3.358	-0.8
LT	5.14	4.144	5.807	6.772	3.530	3.266	3.392	3.9
LU	1.22	1.145	0.899	0.775	0.787	0.962	1.019	5.9
HU	27.80	19.817	17.493	20.777	16.308	15.827	15.174	-4.1
MT	0.24	0.969	1.253	0.848	0.577	0.348	0.355	2.0
NL	44.89	42.641	42.271	27.007	12.457	10.778	4.966	-53.9
AT	46.34	38.956	42.126	40.896	35.348	35.129	40.831	16.2
PL	50.53	56.904	57.331	48.100	38.832	40.069	37.046	-7.5
PT	45.11	48.339	44.463	37.066	35.426	32.541	29.867	-8.2
RO	9.71	9.119	7.889	19.819	25.995	26.647	26.928	1.1
SI	5.18	6.567	8.951	10.509	7.659	7.133	6.864	-3.8
SK	8.24	8.713	7.884	7.903	8.119	5.378	5.370	-0.1
FI	10.18	7.812	6.633	7.020	6.072	6.408	5.725	-10.7
SE	16.98	15.626	15.770	18.094	16.504	16.116	16.458	2.1
UK	265.60	237.336	242.117	203.712	160.080	157.140	151.341	-3.7
ME						1.42	1.35	-4.9
MK	2.30	2.44	1.67	2.82	4.22	4.46	4.11	-7.9
RS						14.12	13.33	-5.6
TR	55.77	66.03	75.20	87.27	116.80	131.85	153.55	16.5
IS	0.56	1.06	0.98	0.67	0.88	0.85	0.74	-12.6
NO	8.80	8.63	8.44	8.08	6.43	6.08	6.15	1.2
CH	23.83	23.03	23.74	21.71	19.61	18.99	18.15	-4.4

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

## Railway Fatalities

NUMBER OF RAILWAY PASSENGERS KILLED  
IN ACCIDENTS INVOLVING RAILWAY

	1990	2000	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>EU-28</b>				66	83	73	89	48	63	38	36
BE	0	3	1	0	4	9	2	2	18	0	0
BG			26	3	1	2	12	1	0	1	1
CZ		1	5	4	4	0	13	1	2	5	2
DK	1	3	0	0	0	0	0	0	0	0	1
DE	50	38	25	7	18	3	1	3	0	9	3
EE				0		0	0	0	0	0	0
IE	1	2	0	0	0	0	0	0	0	0	0
EL	0	20	0	0	3	0	1	0	1	0	0
ES	4	0	0	1	9	13	5	2	15	2	4
FR	30	15	6	5	12	9	10	7	2	7	2
HR			5	1	0	3	0	11	1	0	0
IT	9	8	11	22	5	5	4	5	7	0	2
CY	-	-	-	-	-	-	-	-	-	-	-
LV				0	0	0	0	1	0	0	0
LT			0	0	0	0	0	0	0	0	0
LU	0	0	0	0				0	0	0	0
HU	33	11	8	6	4	14	10	0	3	3	3
MT	-	-	-	-	-	-	-	-	-	-	-
NL	2	0	0	0	1	0	1	0	0	0	1
AT	6	4	2	1	0	1	2	1	0	0	0
PL	21	20	15	0	9	9	8	8	7	10	15
PT	22	2	8	7	0	1	3	0	1	0	0
RO		0	1	1	8	0	15	4	4	0	1
SI		0	0	0	0	0	0	0	0	0	0
SK		0	2	0	4	1	2	2	0	1	1
FI	0	2	2	0	1	0	0	0	0	0	0
SE	3	0	2	0	0	0	0	0	2	0	0
UK	37	20	18	8	0	3	0	0	0	0	0
ME											
MK				0	0	0	2	2	0	0	0
RS											
TR	17	9	46	10	6	1	9	7	3	1	3
IS	-	-	-	-	-	-	-	-	-	-	-
NO	4	32	0	0	1	0	0	0	0	0	0
CH	8	2	1	3	0	0	0	1	2	1	0

Sources: European Railway Agency (from 2006 onward for EU MS and NO), Eurostat, Union Internationale des Chemins de Fer, national statistics

## Air: LIVES LOST

PERIOD	Lives lost over EU-28 territory by any operator	Lives lost by EU-28 operators anywhere
1990	0	47
1991	41	278
1992	154	143
1993	16	16
1994	9	5
1995	133	121
1996	20	4
1997	71	1
1998	19	62
1999	46	66
2000	113	113
2001	122	125
2002	101	25
2003	5	5
2004	0	0
2005	144	125
2006	5	6
2007	0	0
2008	154	154
2009	9	228
2010	0	0
2011	6	6
2012	8	0
2013	0	0
1970–1979/yr.	312	328
1980–1989/yr.	179	128
1990–1999/yr.	51	74
2000–2009/yr.	65	78
2010–2013/yr.	4	2

**Notes:** Onboard fatalities, and only those in aircraft with a take-off mass above 5701 kg. Data include fatalities from Commercial Air Transport (passenger, cargo, air taxi, ferry/positioning and emergency medical service) and fatalities from General Aviation (only 'Business' flights).

## Sea: SHIPS LOST (WORLD)

### SHIPS LOST (WORLD)

YEAR	TANKERS		BULKERS AND COMBINED CARRIERS		OTHER SHIPS	
	N°	1 000 gt	N°	1 000 gt	N°	1 000 gt
1996	13	58	14	247	59	294
1997	13	308	6	137	58	274
1998	5	26	11	160	62	323
1999	6	71	11	277	55	283
2000	10	173	21	394	68	248
2001	9	202	12	341	88	319
2002	10	119	10	234	77	454
2003	9	158	8	107	74	274
2004	18	104	6	103	62	277
2005	11	103	8	117	79	309
2006	11	35	9	397	70	294
2007	6	34	11	197	70	311
2008	9	105	7	105	55	259
2009	14	214	15	335	67	353
2010	12	35	16	431	82	375
2011	8	102	20	452	56	281
2012	7	33	2	37	24	229

**Note:** Reported world total losses at time of loss; ships of 500 gt and over. 2012 values refer to mid-year.



PART 3

# Energy and environment



## PART 3 SUMMARY

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## Glossary

### **Conventional thermal power:**

Technology for the production of electricity by combustion. May or may not include biomass use, which is also considered a renewable source of electricity.

### **Energy Dependency:**

Energy dependency shows the extent to which a country relies upon imports in order to meet its energy needs. It is calculated using the following formula: net imports / (gross inland consumption + bunkers).

### **Energy Intensity:**

Energy intensity gives an indication of the effectiveness with which energy is being used to produce added value. It is defined as the ratio of Gross Inland Consumption of energy to Gross Domestic Product.

### **Final Energy Consumption (FEC):**

Final energy consumption is the energy finally consumed in the transport, industrial, commercial, agricultural, public and household sectors. It excludes deliveries to the energy transformation sector and to the energy industries themselves.

### **Gross Calorific Value (GCV):**

The gross calorific value is the total amount of heat released by a unit quantity of fuel, when it is burned completely with oxygen, and when the products of combustion are returned to ambient temperature.

This quantity includes the heat of condensation of any water vapour contained in the fuel and of the water vapour formed by the combustion of any hydrogen contained in the fuel.

### **Gross Inland Consumption (GIC):**

Gross inland consumption is the quantity of energy consumed within the borders of a country. It is calculated using the following formula: primary production + recovered products + imports + stock changes – exports – bunkers (i.e. quantities supplied to sea-going ships).

### **Net Calorific Value (NCV):**

The net calorific value is the amount of heat released by a unit quantity of fuel, when it is burned completely with oxygen, and when the products of combustion are returned to ambient temperature.

This quantity does not include the heat of condensation of any water vapour contained in the fuel or of the water vapour formed by the combustion of any hydrogen contained in the fuel.

### **Primary Energy Production:**

Primary energy production is the extraction of energy from a natural source. The precise definition depends on the fuel involved:

#### **Solid fuels: Hard coal, lignite**

Quantities of fuels extracted or produced, calculated after any operation for removal of inert matter. In general, production includes the quantities consumed by the producer during the production process (e.g. for heating or operation of equipment and auxiliaries) as well as any quantities supplied to other on-site producers of energy for transformation or other uses.

## Glossary

### Crude oil:

Quantities of fuels extracted or produced within national boundaries, including off-shore production. Production includes only marketable production, and excludes any quantities returned to formation. Production includes all crude oil, natural gas liquids (NGL), condensates and oil from shale and tar sands, etc.

### Natural gas:

Quantities of dry gas, measured after purification and extraction of natural gas liquids and sulphur. The production includes only marketable production, and excludes any quantities re-injected, vented and flared, and any extraction losses. The production includes all quantities used within the natural gas industry, in gas extraction, pipeline systems and processing plants.

### Nuclear heat:

Quantities of heat produced in a reactor. Production is the actual heat produced or the heat calculated on the basis of the gross electricity generated and the thermal efficiency of the nuclear plant.

### Hydropower, Wind energy, Solar photovoltaic energy:

Quantities of electricity generated. Production is calculated on the basis of the gross electricity generated and a conversion factor of 3600 kJ/kWh.

### Geothermal energy:

Quantities of heat extracted from geothermal fluids. Production is calculated on the basis of the difference between the enthalpy of the fluid produced in the production borehole and that of the fluid disposed of via the re-injection borehole.

### Biomass / Wastes:

In the case of municipal solid wastes (MSW), wood, wood wastes and other solid wastes, production is the heat produced after combustion and corresponds to the heat content (NCV) of the fuel. In the case of anaerobic digestion of wet wastes, production is the heat content (NCV) of the biogases produced. The production includes all quantities of gas consumed in the installation for the fermentation processes, and excludes all quantities of flared gases. In the case of biofuels, the production is the heat content (NCV) of the fuel.

### Pumping, pumped storage:

Method for storing electrical energy at hydroelectric installations by pumping water between reservoirs at different altitudes.

### Renewable Energy Sources (RES):

Renewable energy includes hydroelectricity, biomass, wind, solar, tidal and geothermal energy.

### Tonne of oil equivalent (toe):

The tonne of oil equivalent is a conventional standardised unit for measuring energy, defined on the basis of a tonne of oil with a net calorific value of 41 868 kilojoules/kg.

1 ktoe = 1 000 toe

1 Mtoe = 1 000 000 toe

## Average Calorific Values – Energy Content

		KJ (NCV)	kgoe (NCV)
Hard coal	1 kg	17 200 – 30 700	0.411 – 0.733
Recovered hard coal	1 kg	13 800 – 28 300	0.330 – 0.676
Patent fuels	1 kg	26 800 – 31 400	0.640 – 0.750
Hard coke	1 kg	28 500	0.681
Brown coal	1 kg	5 600 – 10 500	0.134 – 0.251
Black lignite	1 kg	10 500 – 21 000	0.251 – 0.502
Peat	1 kg	7 800 – 13 800	0.186 – 0.330
Brown coal briquettes	1 kg	20 000	0.478
Tar	1 kg	37 700	0.900
Benzol	1 kg	39 500	0.943
Oil equivalent	1 kg	41 868	1
Crude oil	1 kg	41 600 – 42 800	0.994 – 1.022
Feedstocks	1 kg	42 500	1.015
Refinery gas	1 kg	50 000	1.194
LPG	1 kg	46 000	1.099
Motor spirit	1 kg	44 000	1.051
Kerosenes, jet fuels	1 kg	43 000	1.027
Naphtha	1 kg	44 000	1.051
Gas diesel oil	1 kg	42 300	1.010
Residual fuel oil	1 kg	40 000	0.955
White spirit	1 kg	44 000	1.051
Lubricants	1 kg	42 300	1.010
Bitumen	1 kg	37 700	0.900
Petroleum cokes	1 kg	31 400	0.750
Other petro. products	1 kg	30 000	0.717
Electrical energy	1 kWh	3 600	0.086

## Conversion Factors

### ENERGY

FROM:	TO:	TJ	Gcal	Mtoe	GWh
<b>TJ</b>		1	238.8	$2.388 \times 10^{-5}$	0.2778
<b>Gcal</b>		$4.1868 \times 10^{-3}$	1	$1 \times 10^{-7}$	$1.163 \times 10^{-3}$
<b>Mtoe</b>		$4.1868 \times 10^4$	$1 \times 10^7$	1	11 630
<b>GWh</b>		3.6	860	$8.6 \times 10^{-5}$	1

### VOLUME

FROM:	TO:	Barrel	Litre	US gallon	UK gallon
<b>Barrel</b>		1	158.99	42	34.9723
<b>Litre</b>		$0.6290 \times 10^{-2}$	1	0.2642	0.2200
<b>US gallon</b>		$0.2381 \times 10^{-1}$	3.7854	1	0.8327
<b>UK gallon</b>		$0.2859 \times 10^{-1}$	4.5461	1.2009	1

### MASS

FROM:	TO:	Tonne	Long ton	Short ton
<b>Tonne (t)</b>		1	0.9842	1.1023
<b>Long ton (lt) UK</b>		1.0160	1	1.1200
<b>Short ton (st) US</b>		0.9072	0.8929	1

### DECIMAL PREFIXES

$10^1$	deca (da)	$10^{-1}$	deci (d)
$10^2$	hecto (h)	$10^{-2}$	centi (c)
$10^3$	kilo (k)	$10^{-3}$	milli (m)
$10^6$	mega (M)	$10^{-6}$	micro ( $\mu$ )
$10^9$	giga (G)	$10^{-9}$	nano (n)
$10^{12}$	tera (T)	$10^{-12}$	pico (p)
$10^{15}$	peta (P)	$10^{-15}$	femto (f)
$10^{18}$	exa (E)	$10^{-18}$	atto (a)

## Energy Statistics for EU-28

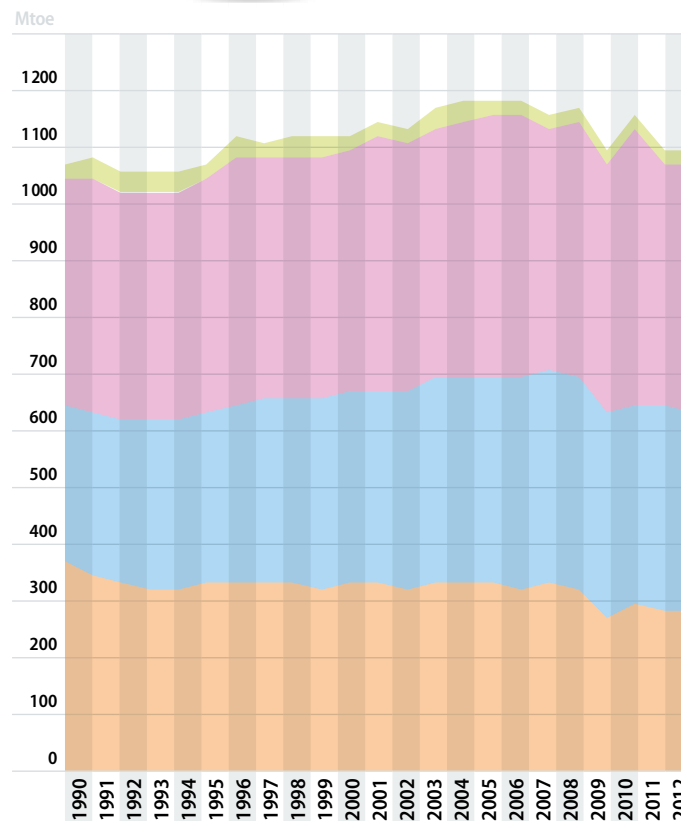
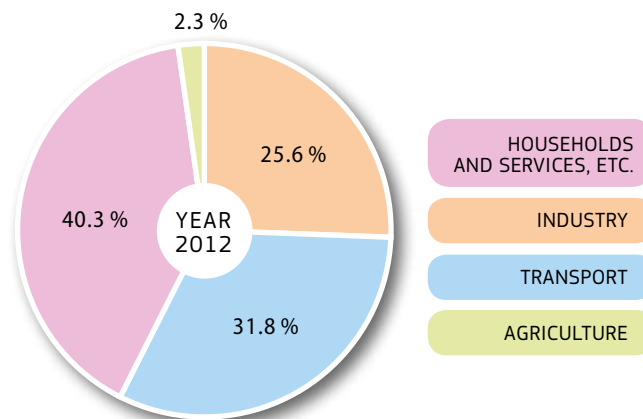
	Mtoe	1990	2000	2005	2010	2011	2012
<b>Production (*)</b>	947.1	947.3	906.3	845.0	815.9	809.6	
<b>Solid fuels</b>	369.1	214.6	196.0	164.8	167.6	167.5	
<b>Oil</b>	132.9	175.7	137.9	109.5	96.7	89.9	
<b>Gas</b>	165.1	209.4	190.8	159.9	141.8	133.4	
<b>Nuclear</b>	205.2	243.8	257.5	236.6	234.0	227.7	
<b>Renewables</b>	70.9	97.1	115.9	163.0	162.2	177.4	
<b>Industrial waste</b>	3.8	6.5	8.2	11.1	13.6	13.6	
<b>Net Imports</b>	753.6	825.9	979.2	954.3	943.6	922.8	
<b>Solid fuels</b>	81.3	98.3	125.4	111.6	119.9	123.9	
<b>Oil</b>	532.5	531.8	597.0	558.6	545.1	531.7	
<b>Gas</b>	135.6	193.4	254.1	277.8	271.0	258.6	
<b>Electricity</b>	3.9	2.0	1.4	0.7	0.7	1.6	
<b>Renewables</b>	0.2	0.3	1.4	5.6	6.9	6.8	
<b>Other (**)</b>	0.0	0.0	0.0	0.0	0.1	0.1	
<b>Gross Inland Consumption</b>	1 667.3	1 726.9	1 824.2	1 759.7	1 699.5	1 683.5	
<b>Solid fuels</b>	454.9	321.3	318.1	282.9	287.5	293.9	
<b>Oil</b>	630.0	659.6	676.5	612.4	590.9	569.2	
<b>Gas</b>	298.1	396.1	445.3	447.2	403.8	392.8	
<b>Nuclear</b>	205.2	243.8	257.5	236.6	234.0	227.7	
<b>Renewables</b>	71.3	97.5	117.1	168.9	168.9	184.4	
<b>Other (***)</b>	7.7	8.5	9.6	11.9	14.4	15.4	
<b>Elec. Generation (TWh)</b>	2 594.8	3 035.9	3 325.1	3 364.4	3 295.1	3 295.2	
<b>Final Energy Consumption by fuel/product</b>	1 079.9	1 131.0	1 188.5	1 159.8	1 108.0	1 104.5	
<b>Solid fuels</b>	124.2	62.2	53.3	49.8	48.7	47.4	
<b>Oil</b>	446.4	489.6	504.9	458.2	445.3	431.3	
<b>Gas</b>	229.9	267.5	281.2	273.0	244.6	252.8	
<b>Electricity</b>	186.0	217.6	239.5	244.4	239.9	240.6	
<b>Renewables</b>	38.1	48.1	55.3	78.1	76.7	79.4	
<b>Other (**)</b>	55.2	45.9	54.2	56.3	52.9	52.9	
<b>by sector</b>							
<b>INDUSTRY</b>	367.6	332.3	329.7	290.7	289.4	282.8	
<b>TRANSPORT</b>	284.1	345.1	369.6	363.7	361.9	351.7	
Rail	8.3	8.2	7.6	7.1	7.0	7.0	
Road	238.0	283.7	301.6	299.3	296.6	287.5	
International aviation	24.1	38.6	43.5	43.2	44.7	43.6	
Domestic aviation	5.5	6.3	6.6	6.3	6.0	5.5	
Domestic navigation	6.3	6.1	6.8	5.1	4.6	4.4	
Consumption in pipeline transport, etc.	1.9	2.2	3.5	2.7	3.1	3.6	
<b>HOUSEHOLDS</b>	273.6	294.3	304.5	311.1	277.6	289.2	
<b>AGRICULTURE</b>	32.6	28.7	28.2	25.6	25.0	25.0	
<b>SERVICES, ETC.</b>	121.9	130.5	156.5	168.9	154.1	155.9	
<b>CO<sub>2</sub> Emissions (Mt) (****)</b>	4 615.4	4 384.3	4 558.7	4 193.6	4 062.0	3 995.0	
<b>Energy intensity (toe/M€'05)</b>	204	171	164	152	144	143	
<b>CO<sub>2</sub> intensity (tCO<sub>2</sub>/toe)</b>	2.77	2.54	2.50	2.38	2.39	2.37	
<b>Import dependency, %</b>	44.3	46.7	52.2	52.7	53.9	53.4	
<b>RES share in transport, % (*****)</b>				4.81	3.39	5.07	

**Notes:** (\*) Including recovered products; (\*\*) Derived heat and industrial waste; (\*\*\*) Electrical energy and industrial waste; (\*\*\*\*) Source: European Environment Agency, June 2014, including bunkers; (\*\*\*\*\*) Renewables share in transport, according to the definition in Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources. From 2011 onwards, only formally reported compliant biofuels in line with Directive 2009/28/EC are considered for the RES share in transport calculations whereas before 2011 all biofuels are accounted for.

## Final Energy Consumption BY SECTOR 2012 (Mtoe)

	ALL SECTORS	INDUSTRY	TRANSPORT					Domestic navigation	Consumption in pipe-line transport, etc.	HOUSEHOLDS, SERVICES, ETC.	Households	Agriculture	Services, etc.
			Road	Railways	Air								
EU-28	1104.5	282.8	351.7	287.5	7.0	49.1	4.4	3.6	470.0	289.2	25.0	155.9	
Share	100%	26%	32%	82%	2%	14%	1%	1%	43%	62%	5%	33%	
BE	36.6	13.3	9.9	8.2	0.2	1.4	0.2	0.0	13.4	7.4	0.7	5.3	
BG	9.2	2.6	3.1	2.7	0.0	0.2		0.2	3.6	2.4	0.2	1.0	
CZ	24.1	8.1	6.0	5.4	0.2	0.3	0.0	0.1	9.9	6.0	0.6	3.3	
DK	14.1	2.3	4.6	3.4	0.1	0.9	0.1	0.0	7.2	4.4	0.9	1.9	
DE	213.1	61.2	61.5	50.5	1.4	8.9	0.3	0.4	90.5	57.5		32.9	
EE	2.9	0.6	0.8	0.7	0.0	0.0	0.0	0.0	1.5	1.0	0.1	0.4	
IE	10.7	2.3	4.2	3.5	0.0	0.6	0.0	0.0	4.3	2.7	0.2	1.3	
EL	17.1	3.0	6.4	4.9	0.0	0.8	0.5	0.0	7.8	5.0	0.3	2.4	
ES	83.1	20.8	33.3	25.3	0.8	5.4	0.9	1.0	29.0	15.5	2.7	10.8	
FR	150.8	29.6	50.3	42.0	0.9	6.5	0.5	0.4	70.9	42.1	4.5	24.3	
HR	5.9	1.1	2.0	1.8	0.0	0.1	0.0	0.0	2.8	1.8	0.2	0.7	
IT	119.0	29.3	39.4	33.6	0.4	3.8	1.0	0.6	50.2	31.3	2.8	16.1	
CY	1.8	0.2	1.0	0.7		0.3		0.0	0.6	0.3	0.0	0.2	
LV	4.0	0.8	1.1	0.8	0.1	0.1	0.0	0.0	2.1	1.4	0.1	0.6	
LT	4.8	1.0	1.6	1.4	0.1	0.1	0.0	0.0	2.3	1.5	0.1	0.6	
LU	4.2	0.6	2.6	2.2	0.0	0.4		0.0	1.0	0.4	0.0	0.5	
HU	14.8	2.6	4.0	3.7	0.1	0.2	0.0	0.0	8.3	5.1	0.4	2.8	
MT	0.5	0.0	0.3	0.2		0.1		0.0	0.1	0.1	0.0	0.1	
NL	51.1	13.9	14.8	11.0	0.2	3.5	0.2	0.0	22.5	10.3	3.5	8.7	
AT	27.3	9.1	8.4	7.2	0.2	0.7	0.0	0.3	9.8	6.6	0.6	2.6	
PL	63.6	14.9	17.3	16.1	0.4	0.6	0.0	0.3	31.5	19.6	3.7	8.2	
PT	16.2	4.7	6.5	5.2	0.0	1.0	0.1	0.0	5.0	2.7	0.4	1.8	
RO	22.7	6.8	5.3	4.8	0.3	0.2	0.0	0.0	10.6	8.1	0.5	2.0	
SI	4.9	1.2	1.9	1.9	0.0	0.0		0.0	1.7	1.2	0.1	0.5	
SK	10.3	4.3	2.3	2.0	0.0	0.0		0.2	3.7	2.1	0.1	1.5	
FI	25.3	10.9	4.8	3.9	0.1	0.7	0.2	0.0	9.5	5.4	0.8	3.3	
SE	32.4	11.7	8.3	7.2	0.2	0.9	0.1	0.0	12.4	7.4	0.5	4.5	
UK	134.0	26.0	50.1	37.2	1.0	11.5	0.3	0.0	57.9	39.7	0.9	17.4	
MK	1.8	0.6	0.5	0.5	0.0	0.0			0.8	0.5	0.0	0.2	
TR	84.2	28.0	18.8	16.5	0.2	1.5	0.5	0.2	37.4	20.9	4.7	11.7	
IS	2.8	1.4	0.4	0.3		0.1	0.0	0.0	1.0	0.5	0.3	0.3	
NO	18.3	5.5	5.0	3.3	0.1	0.8	0.8	0.1	7.7	4.1	0.9	2.7	
CH													

## Final Energy Consumption – EU-28 BY SECTOR (Mtoe)



Notes: Renewables not including Electricity.

## Final Consumption of Petrol, Diesel and Biofuels for Transport – BY FUEL 2012 (ktoe)

	FINAL CONSUMPTION OF PETROL AND DIESEL FOR TRANSPORT (*)	Motor Gasoline	Gas Diesel Oil	BIOFUELS	Biogasoline	Biodiesel	Other liquid biofuels (**)
EU-28	272967.2	82368.6	190598.7	14501.0	2851.8	11637.5	11.7
BE	7990.7	1206.5	6784.2	346.0	48.0	298.0	
BG	2152.6	540.2	1612.5	85.9		85.9	
CZ	5148.1	1639.9	3508.2	275.3	56.1	219.2	
DK	3446.3	866.2	2580.1	223.0		223.0	
DE	47450.0	17617.7	29832.3	2912.9	791.8	2113.8	7.3
EE	742.4	256.4	486.0	3.8	3.8		
IE	3437.9	1282.2	2155.7	104.1	47.9	56.2	
EL	4945.9	3097.1	1848.8	123.9		123.9	
ES	25196.8	4777.6	20419.2	2087.3	198.4	1888.9	
FR	39657.6	7628.1	32029.5	2693.5	413.5	2280.0	
HR	1763.2	615.6	1147.6	36.9	1.3	35.7	
IT	30680.4	8769.9	21910.5	1367.9	105.1	1262.9	
CY	682.8	398.9	283.8	15.8		15.8	
LV	853.2	232.1	621.1	21.5	6.4	15.1	
LT	1256.7	231.1	1025.6	60.5	8.4	52.1	
LU	2144.8	358.8	1785.9	48.8	1.3	47.4	0.2
HU	3526.7	1282.6	2244.1	155.1	52.1	103.0	
MT	171.5	77.2	94.3	1.8		1.8	
NL	10530.4	4151.1	6379.3	334.8	124.5	210.3	
AT	6775.9	1607.6	5168.3	478.7	67.5	411.2	
PL	13620.2	3822.2	9798.1	822.9	153.9	669.0	
PT	4969.8	1180.2	3789.6	274.6	2.7	267.8	4.2
RO	4781.4	1331.2	3450.1	217.6	58.9	158.7	
SI	1807.8	525.8	1282.0	50.9	5.1	45.8	
SK	1925.6	554.7	1370.9	90.9	17.8	73.1	
FI	3733.6	1387.5	2346.1	265.8	90.1	175.7	
SE	6539.0	2776.5	3762.5	518.4	205.5	312.9	
UK	37035.9	14153.5	22882.5	882.2	391.7	490.5	
MK	429.0	119.1	309.9				
TR	13950.4	1894.4	12056.0	71.9	5.1	66.8	
IS	264.8	146.9	117.8				
NO	3923.1	1012.9	2910.2	132.3	9.0	120.4	2.9
CH							

Notes: (\*) Without bio components;

(\*\*) Liquid biofuels, used directly as fuel, not included in biogasoline or biodiesel.

## Biofuels Production BY FUEL 2012 (ktoe)

	TOTAL	Biogasoline	Biodiesel	Other liquid biofuels (*)
EU-28	11532.5	2035.9	9187.9	308.7
BE	449.5	155.7	264.6	29.1
BG	7.1		7.1	
CZ	218.6	65.9	152.6	
DK	97.4		97.4	
DE	2976.4	393.7	2492.0	90.7
EE				
IE	24.5		24.5	
EL	124.3		124.3	
ES	638.0	193.4	444.6	
FR	2388.3	422.1	1966.2	
HR	34.7		34.7	
IT	370.8	57.8	253.6	59.4
CY	5.8		5.8	
LV	81.4	1.0	80.4	
LT	107.6	13.3	94.3	
LU				
HU	281.6	152.7	128.9	
MT	2.4		2.4	
NL	1040.2		1040.2	
AT	237.3	70.9	166.4	0.0
PL	677.6	122.4	555.2	0.1
PT	273.0		268.8	4.2
RO	131.2	42.5	88.7	
SI	0.9		0.9	
SK	151.2	51.9	99.3	
FI	273.1		257.3	15.8
SE	634.5	206.4	318.8	109.3
UK	305.0	86.2	218.8	
MK	0.8		0.8	
TR	22.0	5.3	16.8	
IS	0.0		0.0	
NO	62.6		62.6	
CH				

Notes: (\*) Liquid biofuels, used directly as fuel, not included in biogasoline or biodiesel.

## 3.2.1

### Total Greenhouse Gas Emissions (GHG) (\*) MILLION TONNES CO<sub>2</sub> EQUIVALENT

	1990	2000	2005	2010	2011	2012
<b>EU-28</b>	<b>5 626.3</b>	<b>5 121.7</b>	<b>5 178.2</b>	<b>4 751.1</b>	<b>4 603.2</b>	<b>4 544.2</b>
BE	143.0	145.9	142.1	130.6	120.1	116.5
BG	109.1	59.5	63.7	60.3	66.0	61.0
CZ	196.1	146.3	146.0	137.0	135.3	131.5
DK	68.7	68.5	64.1	61.4	56.5	51.6
DE	1 248.0	1 040.4	994.5	946.4	928.7	939.1
EE	40.6	17.2	18.4	19.9	20.5	19.2
IE	55.2	68.2	69.7	61.9	57.7	58.5
EL	104.9	126.6	135.3	117.9	114.7	111.0
ES	283.7	380.0	431.4	347.2	345.9	340.8
FR	557.4	560.5	558.8	516.4	490.0	490.1
HR	31.9	26.6	30.7	28.9	28.5	26.4
IT	519.1	551.2	574.3	499.4	486.6	460.1
CY	6.1	8.9	9.9	10.0	9.7	9.3
LV	26.2	10.0	11.1	12.0	11.1	11.0
LT	48.7	19.6	23.3	21.1	21.7	21.6
LU	12.9	9.8	13.1	12.2	12.1	11.8
HU	97.6	76.5	78.4	67.6	66.0	62.0
MT	2.0	2.6	3.0	3.0	3.0	3.1
NL	211.8	213.0	209.4	209.3	195.1	191.7
AT	78.1	80.3	92.6	84.8	82.8	80.1
PL	466.4	396.1	398.8	407.5	405.7	399.3
PT	60.8	84.1	87.7	70.6	69.3	68.8
RO	247.7	134.1	141.3	115.8	121.5	118.8
SI	18.4	19.0	20.3	19.4	19.5	18.9
SK	73.2	48.9	50.3	45.4	44.7	42.7
FI	70.3	69.2	68.6	74.4	66.9	61.0
SE	72.7	68.6	66.9	65.1	60.8	57.6
UK	775.5	690.2	674.7	605.6	562.8	580.8
MK						
TR	188.4	298.1	330.7	403.5	424.1	439.9
IS	3.5	3.9	3.9	4.6	4.4	4.5
NO	50.4	54.1	54.5	54.3	53.3	52.7
CH	52.9	51.8	54.2	54.1	50.0	51.4

**Notes:** Emissions data are downloaded from the European Environment Agency (EEA), which is the main provider of EU-wide greenhouse gas emissions data. EEA prepares and maintains the complete EU greenhouse gas emissions inventory, which is based on data reported by Member States through the EU greenhouse gas monitoring mechanism and the UNFCCC process.  
GHGs: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulphur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFC), perfluorocarbons (PFC).  
(\*) Excluding International Bunkers and LULUCF (Land Use, Land-Use Change and Forestry) emissions.

### GHG Emissions from Transport MILLION TONNES CO<sub>2</sub> EQUIVALENT

#### INCLUDING INTERNATIONAL BUNKERS (\*)

	1990	2000	2005	2010	2011	2012
<b>EU-28</b>	<b>962.6</b>	<b>1 168.6</b>	<b>1 270.0</b>	<b>1 224.5</b>	<b>1 223.2</b>	<b>1 173.3</b>
BE	37.1	45.5	54.8	55.9	53.3	48.6
BG	7.8	6.2	8.6	8.8	8.9	9.1
CZ	8.3	13.0	19.0	18.5	18.3	17.9
DK	15.6	18.8	18.3	17.8	17.5	16.3
DE	184.9	209.8	193.1	188.7	189.6	189.3
EE	3.1	2.1	2.7	3.1	3.0	2.9
IE	6.3	13.1	16.0	14.4	13.7	13.1
EL	25.3	33.2	33.4	33.3	31.2	26.1
ES	76.4	116.7	140.8	131.7	128.4	121.2
FR	137.9	164.0	165.9	157.1	159.2	156.9
HR	4.6	4.8	6.0	6.3	6.2	6.0
IT	111.7	134.8	143.6	135.0	134.5	121.1
CY	2.1	3.2	3.9	3.7	3.8	3.5
LV	4.8	2.3	4.1	4.5	4.0	4.0
LT	8.2	3.8	5.0	5.1	5.1	5.1
LU	3.1	5.8	8.3	7.7	8.1	7.6
HU	9.0	9.8	12.7	12.4	12.1	11.3
MT	0.8	2.1	4.6	4.3	5.2	4.6
NL	65.3	85.4	100.1	88.5	94.1	87.7
AT	15.0	20.7	27.1	24.6	24.0	23.8
PL	22.5	29.4	37.0	49.9	50.3	49.0
PT	13.2	23.1	23.7	23.2	22.2	21.9
RO	13.5	10.2	13.1	14.8	15.0	15.5
SI	2.8	3.9	4.6	5.4	5.9	6.0
SK	5.2	4.3	6.4	6.8	6.5	6.7
FI	15.6	16.0	16.6	15.8	15.8	15.0
SE	22.9	26.6	30.2	29.8	28.6	27.2
UK	139.8	160.1	170.5	157.6	158.8	156.0
MK						
TR	26.3	35.5	41.3	46.3	61.6	72.0
IS	0.9	1.3	1.4	1.5	1.5	1.5
NO	13.2	16.4	17.1	17.9	17.8	18.0
CH	17.8	20.6	19.4	20.7	21.0	21.1

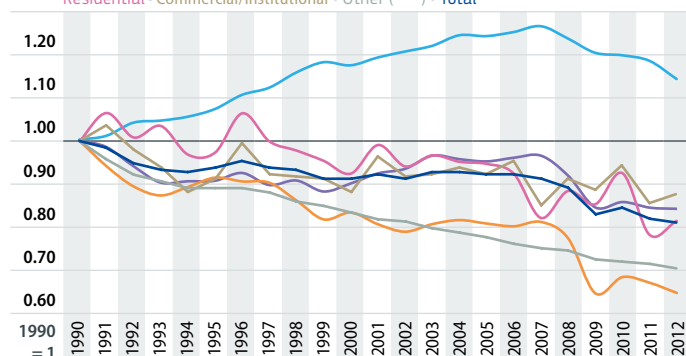
**Notes:** (\*) The activity data used in GHG inventories to report international maritime emissions (emissions from bunker fuels) are not fully consistent with the energy statistics on bunker fuels for some years and countries. For EU-28, changes in international maritime emissions between 2010 and 2011 show inconsistency with changes in energy statistics on bunker fuels and will be reviewed at a later stage.

## GHG Emissions (\*) by Sector – EU-28

### MILLION TONNES CO<sub>2</sub> EQUIVALENT

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES			MANUFACTURING AND CONSTRUCTION								Other
			Public Electricity and Heat Production	Petroleum Refining	Other Energy Industries	Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other			
1990	43246	41688	16762	14367	123.3	116.2	860.5	185.4	14.0	132.9	36.0	53.9	438.3	
1995	40584	39240	15185	12894	130.0	99.1	767.2	172.8	13.3	125.3	39.1	61.3	355.4	
1997	40656	39378	15020	12734	135.1	93.5	746.0	166.1	14.2	118.1	38.7	59.6	349.3	
1998	40566	39393	15198	12957	137.2	86.9	716.8	161.3	14.2	111.4	37.2	57.0	335.6	
1999	39945	38806	14768	12619	131.2	83.7	696.8	149.9	14.5	109.1	35.8	57.0	330.5	
2000	40036	38915	15082	12925	133.4	82.3	706.7	152.4	14.9	113.0	37.3	55.9	333.2	
2001	40801	39726	15475	13331	135.2	79.2	683.3	143.8	15.3	108.9	35.0	55.4	324.8	
2002	40503	39444	15655	13491	136.7	79.8	664.6	137.7	14.8	106.0	35.2	54.1	316.7	
2003	41365	40325	16170	14013	136.4	79.4	675.2	139.3	14.2	109.7	35.6	53.6	322.8	
2004	41300	40325	16032	13849	140.9	77.4	673.0	144.2	13.9	109.0	34.3	51.8	319.7	
2005	41027	40071	15946	13731	143.1	78.4	663.5	140.2	13.0	109.0	34.7	50.7	315.9	
2006	41066	40139	16088	13872	141.2	80.4	657.8	143.8	12.4	107.4	34.3	46.3	313.6	
2007	40445	39561	16168	13965	142.1	78.2	659.5	150.1	12.3	103.1	33.7	45.9	314.4	
2008	39611	38748	15380	13207	142.2	75.0	633.2	140.9	11.4	103.2	31.4	44.0	302.2	
2009	36780	35964	14142	12181	133.9	62.1	528.4	101.2	10.2	91.1	28.8	40.8	256.2	
2010	37835	37023	14356	12329	133.3	69.4	567.5	123.6	11.1	95.1	30.3	42.7	264.8	
2011	36420	35613	14135	12151	132.3	66.1	552.8	122.7	10.3	92.5	28.5	39.7	259.2	
2012	36038	35233	14089	12252	127.3	56.4	533.1	117.8	9.8	90.1	27.7	39.3	248.4	

Energy Industries - Industry (\*\*\*) - Transport (\*\*)  
Residential - Commercial/Institutional - Other (\*\*\*\*) - Total

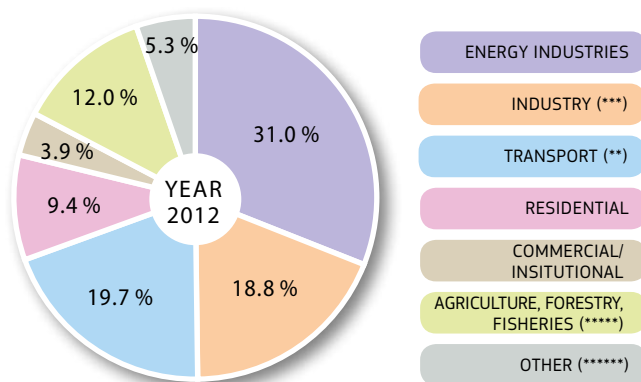


**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*\*) Emissions from Manufacturing and Construction and Industrial Processes; (\*\*\*\*) Emissions from Fuel Combustion in Agriculture/Forestry/Fisheries, Other (not specified elsewhere), Fugitive Emissions from Fuels, Solvent and Other Product Use, Agriculture, Waste, Other.

## GHG Emissions (\*) by Sector – EU-28

### MILLION TONNES CO<sub>2</sub> EQUIVALENT

TRANSPORT (**)	OTHER SECTORS		Commercial / Institutional		Residential	Agriculture / Forestry / Fisheries	OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS	INDUSTRIAL PROCESSES	SOLVENT AND OTHER PRODUCT USE	AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS	YEAR
782.6	820.7	201.0	523.2	96.5	28.8	155.8	462.0	16.9	617.2	205.6	5626.3	1990			
838.3	783.7	182.9	508.5	92.3	16.3	134.4	440.8	14.1	533.2	206.8	5253.2	1995			
877.2	798.5	184.9	522.0	91.6	14.1	127.7	446.2	14.1	534.3	201.2	5261.2	1997			
904.9	783.5	184.0	510.8	88.7	14.3	117.3	420.4	14.1	531.6	198.5	5221.2	1998			
923.7	770.2	183.0	498.3	88.9	13.2	113.9	382.6	13.8	528.5	192.1	5111.3	1999			
918.0	746.0	176.7	482.8	86.6	12.5	112.1	393.9	13.5	521.0	189.6	5121.7	2000			
932.3	798.2	193.8	517.6	86.8	11.4	107.5	381.1	13.1	512.2	185.7	5172.2	2001			
943.1	760.1	183.4	491.5	85.2	11.1	105.9	377.1	12.8	506.6	185.1	5131.9	2002			
953.5	775.3	184.5	505.0	85.8	11.5	104.0	389.8	12.4	499.4	178.7	5216.9	2003			
972.8	771.3	188.2	497.2	85.9	12.2	97.6	404.3	12.3	500.1	170.8	5217.5	2004			
971.2	765.3	184.6	494.6	86.1	12.5	95.6	403.3	12.3	493.4	166.5	5178.2	2005			
978.6	757.1	191.1	482.7	83.3	11.6	92.7	400.6	12.4	489.7	164.2	5173.4	2006			
989.3	678.5	169.9	428.8	79.8	12.0	88.4	412.3	11.9	490.2	159.8	5118.7	2007			
966.8	725.5	182.5	461.6	81.4	11.3	86.2	388.2	11.4	489.5	156.3	5006.5	2008			
940.9	702.7	178.0	445.4	79.3	10.3	81.5	324.1	10.5	477.8	152.1	4642.4	2009			
936.3	753.1	188.6	483.3	81.1	9.9	81.2	334.7	10.6	474.9	147.3	4751.1	2010			
926.2	659.0	171.0	408.2	79.7	9.8	80.7	332.1	10.3	475.2	143.7	4603.2	2011			
893.1	679.3	176.1	425.2	78.0	9.0	80.5	320.6	9.9	469.1	140.8	4544.2	2012			



**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*\*) Emissions from Manufacturing and Construction and Industrial Processes; (\*\*\*\*) Emissions from Fuel Combustion in Agriculture/Forestry/Fisheries, Other (not specified elsewhere), Fugitive Emissions from Fuels, Solvent and Other Product Use, Agriculture, Waste, Other.



GHG Emissions (\*) by Sector – EU-28  
SHARES %

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES			MANUFACTURING AND CONSTRUCTION							
			Public Electricity and Heat Production	Petroleum Refining	Other Energy Industries	Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other		
1990	76.9	96.4	40.2	85.7	7.4	6.9	20.6	21.5	1.6	15.4	4.2	6.3	50.9
1991	77.6	96.6	39.9	86.2	7.2	6.6	19.7	22.0	1.9	15.0	4.7	6.8	49.7
1992	77.6	96.6	39.5	86.2	7.4	6.3	19.2	21.5	1.8	14.5	4.8	7.2	50.2
1993	77.8	96.5	38.6	85.5	8.0	6.5	19.2	21.9	1.6	14.7	4.8	7.5	49.4
1994	77.3	96.7	39.0	85.1	8.2	6.7	19.4	22.8	1.7	15.2	5.2	7.8	47.3
1995	77.3	96.7	38.7	84.9	8.6	6.5	19.6	22.5	1.7	16.3	5.1	8.0	46.3
1996	77.7	96.8	38.4	85.3	8.7	6.0	18.7	21.3	1.8	16.2	5.1	8.3	47.3
1997	77.3	96.9	38.1	84.8	9.0	6.2	18.9	22.3	1.9	15.8	5.2	8.0	46.8
1998	77.7	97.1	38.6	85.3	9.0	5.7	18.2	22.5	2.0	15.5	5.2	8.0	46.8
1999	78.1	97.1	38.1	85.5	8.9	5.7	18.0	21.5	2.1	15.7	5.1	8.2	47.4
2000	78.2	97.2	38.8	85.7	8.8	5.5	18.2	21.6	2.1	16.0	5.3	7.9	47.1
2001	78.9	97.4	39.0	86.1	8.7	5.1	17.2	21.1	2.2	15.9	5.1	8.1	47.5
2002	78.9	97.4	39.7	86.2	8.7	5.1	16.8	20.7	2.2	16.0	5.3	8.1	47.7
2003	79.3	97.5	40.1	86.7	8.4	4.9	16.7	20.6	2.1	16.2	5.3	7.9	47.8
2004	79.2	97.6	39.8	86.4	8.8	4.8	16.7	21.4	2.1	16.2	5.1	7.7	47.5
2005	79.2	97.7	39.8	86.1	9.0	4.9	16.6	21.1	2.0	16.4	5.2	7.6	47.6
2006	79.4	97.7	40.1	86.2	8.8	5.0	16.4	21.9	1.9	16.3	5.2	7.0	47.7
2007	79.0	97.8	40.9	86.4	8.8	4.8	16.7	22.8	1.9	15.6	5.1	7.0	47.7
2008	79.1	97.8	39.7	85.9	9.2	4.9	16.3	22.3	1.8	16.3	5.0	7.0	47.7
2009	79.2	97.8	39.3	86.1	9.5	4.4	14.7	19.2	1.9	17.2	5.4	7.7	48.5
2010	79.6	97.9	38.8	85.9	9.3	4.8	15.3	21.8	2.0	16.8	5.3	7.5	46.7
2011	79.1	97.8	39.7	86.0	9.4	4.7	15.5	22.2	1.9	16.7	5.2	7.2	46.9
2012	79.3	97.8	40.0	87.0	9.0	4.0	15.1	22.1	1.8	16.9	5.2	7.4	46.6

**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers.  
Indirect emissions from electricity use are not included in the GHG emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

GHG Emissions (\*) by Sector – EU-28  
SHARES %

	TRANSPORT (**)	OTHER SECTORS		Agriculture / Forestry / Fisheries		OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS	INDUSTRIAL PROCESSES		SOLVENT AND OTHER PRODUCT USE		AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS
		Commercial / Institutional	Residential												
1990	18.8	19.7	24.5	63.7	11.8	0.7	3.6	8.2	0.3	11.0	3.7			100	1990
1991	19.1	20.8	24.2	64.7	11.1	0.6	3.4	7.7	0.3	10.6	3.8			100	1991
1992	20.4	20.4	24.1	64.8	11.1	0.5	3.4	7.7	0.3	10.5	3.9			100	1992
1993	20.8	21.0	22.9	65.7	11.4	0.4	3.5	7.7	0.3	10.3	3.9			100	1993
1994	21.2	20.0	22.8	65.2	11.9	0.4	3.3	8.2	0.3	10.3	4.0			100	1994
1995	21.4	20.0	23.3	64.9	11.8	0.4	3.3	8.4	0.3	10.2	3.9			100	1995
1996	21.4	21.1	23.5	65.4	11.1	0.4	3.2	8.2	0.3	10.0	3.8			100	1996
1997	22.3	20.3	23.2	65.4	11.5	0.4	3.1	8.5	0.3	10.2	3.8			100	1997
1998	23.0	19.9	23.5	65.2	11.3	0.4	2.9	8.1	0.3	10.2	3.8			100	1998
1999	23.8	19.8	23.8	64.7	11.5	0.3	2.9	7.5	0.3	10.3	3.8			100	1999
2000	23.6	19.2	23.7	64.7	11.6	0.3	2.8	7.7	0.3	10.2	3.7			100	2000
2001	23.5	20.1	24.3	64.8	10.9	0.3	2.6	7.4	0.3	9.9	3.6			100	2001
2002	23.9	19.3	24.1	64.7	11.2	0.3	2.6	7.3	0.2	9.9	3.6			100	2002
2003	23.6	19.2	23.8	65.1	11.1	0.3	2.5	7.5	0.2	9.6	3.4			100	2003
2004	24.1	19.1	24.4	64.5	11.1	0.3	2.4	7.7	0.2	9.6	3.3			100	2004
2005	24.2	19.1	24.1	64.6	11.3	0.3	2.3	7.8	0.2	9.5	3.2			100	2005
2006	24.4	18.9	25.2	63.8	11.0	0.3	2.3	7.7	0.2	9.5	3.2			100	2006
2007	25.0	17.2	25.0	63.2	11.8	0.3	2.2	8.1	0.2	9.6	3.1			100	2007
2008	25.0	18.7	25.2	63.6	11.2	0.3	2.2	7.8	0.2	9.8	3.1			100	2008
2009	26.2	19.5	25.3	63.4	11.3	0.3	2.2	7.0	0.2	10.3	3.3			100	2009
2010	25.3	20.3	25.0	64.2	10.8	0.3	2.1	7.0	0.2	10.0	3.1			100	2010
2011	26.0	18.5	25.9	62.0	12.1	0.3	2.2	7.2	0.2	10.3	3.1			100	2011
2012	25.3	19.3	25.9	62.6	11.5	0.3	2.2	7.1	0.2	10.3	3.1			100	2012

**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU).  
Indirect emissions from electricity use are not included in the GHG emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

## GHG Emissions (\*) by Sector – 2012

MILLION TONNES CO<sub>2</sub> EQUIVALENT

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES	Public Electricity and Heat Production	Petroleum Refining	Other Energy Industries	MANUFACTURING AND CONSTRUCTION	Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other
EU-28	3603.8	3523.3	1408.9	1225.2	127.3	56.4	533.1	117.8	9.8	90.1	27.7	39.3	248.4
BE	94.4	93.9	22.9	18.0	4.7	0.2	21.0	4.5	0.4	6.8	0.5	2.1	6.6
BG	47.2	45.6	31.6	30.6	1.0	0.0	3.3	0.1	0.1	1.0	0.1	0.3	1.7
CZ	107.1	103.0	57.4	52.6	1.0	3.8	16.6	3.1	0.1	6.4	0.7	0.9	5.4
DK	39.0	38.7	16.8	14.3	1.0	1.4	4.3	0.1	0.0	0.3	0.1	1.2	2.6
DE	786.0	775.4	364.8	334.0	18.6	12.2	115.1	33.2	0.1		0.0	0.2	81.5
EE	16.9	16.8	13.1	12.7		0.4	0.8	0.0	0.0	0.0	0.0	0.0	0.7
IE	37.1	37.0	12.8	12.4	0.3	0.1	4.3	0.0	1.5	0.3	0.0	0.8	1.7
EL	87.2	85.7	54.7	51.1	3.6	0.0	5.5	0.2	0.5	0.8	0.1	0.5	3.4
ES	265.5	261.2	91.9	77.5	12.5	2.0	46.4	6.2	2.1	8.1	5.2	3.1	21.8
FR	351.4	346.8	52.7	41.0	8.7	3.0	63.5	13.4	1.0	19.0	2.7	8.9	18.6
HR	18.9	17.2	5.6	3.8	1.6	0.2	2.8	0.1	0.0	0.3	0.1	0.4	1.9
IT	379.9	372.6	126.3	91.1	26.0	9.3	54.9	15.6	1.1	6.9	4.3	3.6	23.4
CY	6.6	6.6	3.6	3.6			0.4	0.0		0.0		0.1	0.3
LV	7.2	7.2	1.9	1.8		0.1	1.0	0.1	0.0	0.0	0.0	0.1	0.7
LT	11.9	11.6	4.4	3.0	1.4	0.0	1.3			0.2	0.1	0.3	0.7
LU	10.5	10.5	1.0	1.0			1.3	0.3	0.1	0.2	0.0	0.0	0.7
HU	45.5	43.3	16.5	14.9	1.4	0.2	4.0	1.1	0.2	0.5	0.2	0.5	1.5
MT	2.8	2.8	2.1	2.1			0.1						0.1
NL	161.9	160.1	60.3	48.4	9.8	2.1	25.9	4.3	0.2	12.4	1.1	3.4	4.5
AT	59.7	59.2	12.4	9.1	2.8	0.5	15.6	5.9	0.2	1.8	2.0	1.0	4.7
PL	319.7	303.6	169.6	161.1	6.0	2.5	30.9	6.0	1.1	7.5	1.5	4.2	10.5
PT	47.9	46.5	17.4	15.3	2.2		7.5	0.1		0.9	1.0	0.9	4.5
RO	82.2	74.3	32.5	29.1	2.0	1.4	15.4	3.0		3.6	0.1	1.0	7.7
SI	15.5	15.1	6.0	6.0		0.0	1.6	0.2	0.1	0.1	0.3	0.1	0.8
SK	29.3	28.2	9.5	6.1	2.1	1.3	7.2	3.3	0.2	1.3	0.3	0.3	1.8
FI	47.8	47.6	20.7	17.9	2.6	0.3	8.4	2.3	0.1	0.7	3.1	0.2	2.1
SE	42.1	41.2	10.3	7.7	2.2	0.4	8.5	1.2	0.1	1.2	1.2	0.5	4.4
UK	482.5	471.5	190.2	159.2	15.9	15.1	65.5	13.5	0.7	10.0	2.9	4.6	34.0
MK													
TR	308.6	306.3	119.6	117.1	2.5		56.3	6.0	1.4	3.8	0.7	1.4	43.0
IS	1.7	1.5	0.0	0.0			0.2	0.0	0.0			0.1	0.1
NO	39.2	35.9	14.1	1.5	0.8	11.7	3.1	0.1	0.2	1.2	0.2	0.3	1.1
CH	41.5	41.3	4.1	3.3	0.7	0.0	5.5	0.3	0.1	0.8	0.2	0.9	3.3

Notes: (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers.

## GHG Emissions (\*) by Sector – 2012

MILLION TONNES CO<sub>2</sub> EQUIVALENT

	TRANSPORT (**)	OTHER SECTORS	Commercial / Institutional	Residential	Agriculture / Forestry / Fisheries	OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS	INDUSTRIAL PROCESSES	SOLVENT AND OTHER PRODUCT USE	AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS	EU-28
EU-28	893.1	679.3	176.1	425.2	78.0	9.0	80.5	320.6	9.9	469.1	140.8		4544.2	EU-28
BE	24.9	25.1	5.9	17.0	2.2	0.0	0.5	11.2	0.2	9.3	1.5		116.5	BE
BG	8.4	2.2	0.3	1.4	0.5		1.6	3.9	0.0	6.3	3.6		61.0	BG
CZ	16.9	11.0	3.3	7.5	0.2	1.1	4.1	12.1	0.5	8.1	3.8		131.5	CZ
DK	12.2	5.3	0.8	2.3	2.1	0.1	0.3	1.8	0.2	9.6	1.1		51.6	DK
DE	155.5	139.1	38.2	94.5	6.4	1.0	10.6	68.3	1.8	69.5	13.6		939.1	DE
EE	2.3	0.6	0.0	0.3	0.3	0.0	0.1	0.7	0.0	1.3	0.3		19.2	EE
IE	10.9	9.1	2.1	6.2	0.8		0.0	2.4	0.1	18.0	1.0		58.5	IE
EL	16.1	9.4	1.3	7.1	1.0		1.5	9.6	0.3	9.1	4.7		111.0	EL
ES	80.7	42.2	13.5	17.6	11.0		4.4	23.4	1.3	37.7	12.9		340.8	ES
FR	132.5	98.0	29.1	57.5	11.4		4.6	35.7	1.1	89.3	12.6		490.1	FR
HR	5.7	3.1	0.5	1.8	0.7		1.7	2.9	0.2	3.4	1.1		26.4	HR
IT	106.1	85.0	28.2	49.3	7.5	0.4	7.2	28.2	1.5	34.3	16.2		460.1	IT
CY	2.1	0.5	0.0	0.4	0.1	0.0		0.8	0.1	0.8	1.0		9.3	CY
LV	2.8	1.5	0.5	0.7	0.4	0.0	0.1	0.7	0.0	2.4	0.6		11.0	LV
LT	4.5	1.4	0.3	0.9	0.1	0.0	0.3	3.6	0.1	5.1	1.0		21.6	LT
LU	6.5	1.6	0.6	0.9	0.1		0.0	0.6	0.0	0.7	0.1		11.8	LU
HU	10.8	11.9	3.4	7.6	0.9		2.2	4.3	0.4	8.7	3.2		62.0	HU
MT	0.6	0.1	0.1	0.0	0.0			0.2	0.0	0.1	0.1		3.1	MT
NL	34.0	39.6	11.2	18.3	10.1	0.3	1.8	9.9	0.2	15.9	3.7		191.7	NL
AT	21.6	9.5	1.4	7.2	0.9	0.0	0.5	10.9	0.3	7.5	1.7		80.1	AT
PL	46.8	56.3	9.2	36.1	11.0		16.0	27.0	0.8	36.7	15.2		399.3	PL
PT	17.0	4.5	1.1	2.3	1.1	0.0	1.4	5.2	0.2	7.2	8.2		68.8	PT
RO	15.1	10.8	2.0	7.6	1.2	0.6	7.9	12.4	0.1	18.2	5.8		118.8	RO
SI	5.8	1.7	0.4	1.1	0.2	0.0	0.3	1.0	0.1	1.9	0.5		18.9	SI
SK	6.6	3.9	0.7	3.1	0.1	1.0	1.1	8.0	0.2	3.1	2.2		42.7	SK
FI	12.7	4.3	1.0	1.7	1.5	1.6	0.2	5.3	0.1	5.7	2.1		61.0	FI
SE	19.1	3.2	0.5	1.1	1.6	0.2	1.0	5.9	0.3	7.6	1.6		57.6	SE
UK	114.8	98.4	20.1	73.6	4.7	2.5	11.0	24.9		51.8	21.6		580.8	UK
MK														MK
TR	61.6	68.8		65.5	3.3	0.0	2.3	62.8		32.3	36.2		439.9	TR
IS	0.9	0.5	0.0	0.0	0.5		0.2	1.9	0.0	0.7	0.2		4.5	IS
NO	15.2	3.2	0.7	0.5	2.1	0.3	3.3	7.7	0.2	4.5	1.2		52.7	NO
CH	16.3	15.2	4.5	10.1	0.6	0.1	0.2	3.6	0.2	5.5	0.6	0.0	51.4	CH

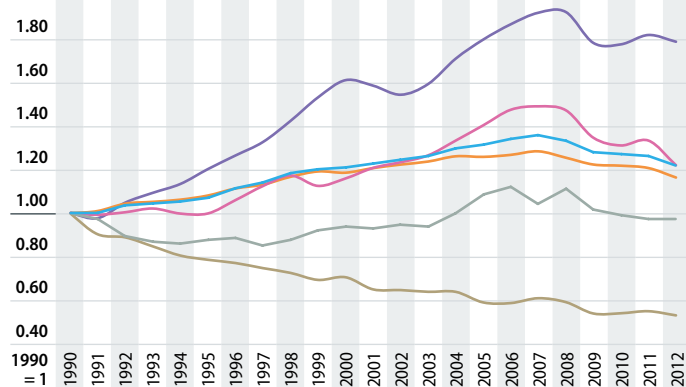
Notes: (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU).

## GHG Emissions from Transport – EU-28 BY MODE (MILLION TONNES CO<sub>2</sub> EQUIVALENT)

### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS (***)	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION (****)	TOTAL TRANSPORT	TOTAL EMISSIONS (**)
1990	84.1	14.2	69.9	722.4	13.5	133.1	22.9	110.2	9.6	962.6	5806.3
1995	101.3	14.6	86.7	782.7	10.6	133.1	21.9	111.2	8.4	1036.2	5451.1
1997	111.8	17.0	94.8	819.4	10.1	150.0	22.5	127.5	8.2	1099.5	5483.5
1998	120.0	17.6	102.4	845.6	9.8	156.5	23.4	133.1	8.4	1140.3	5456.7
1999	129.1	19.1	110.1	863.6	9.4	150.1	22.8	127.3	8.8	1161.0	5348.7
2000	135.8	19.5	116.3	859.5	9.5	154.7	20.4	134.3	9.1	1168.6	5372.3
2001	133.7	18.9	114.7	874.9	8.8	161.2	20.7	140.5	8.9	1187.5	5427.4
2002	130.2	18.2	112.0	886.7	8.7	164.7	20.4	144.3	9.1	1199.4	5388.2
2003	134.3	17.8	116.5	897.0	8.6	168.9	21.0	147.9	9.0	1217.9	5481.3
2004	144.2	18.7	125.5	914.6	8.6	178.0	21.3	156.7	9.6	1255.0	5499.7
2005	151.6	19.1	132.4	912.7	8.0	187.4	21.0	166.4	10.4	1270.0	5477.0
2006	157.5	19.3	138.2	919.4	7.9	197.0	21.2	175.8	10.8	1292.6	5487.4
2007	162.0	19.5	142.5	931.3	8.2	199.1	20.2	178.9	10.1	1310.6	5440.0
2008	162.2	19.0	143.3	909.9	8.0	196.7	19.3	177.4	10.7	1287.5	5327.2
2009	150.3	17.6	132.6	886.9	7.3	179.8	19.3	160.5	9.8	1234.0	4935.6
2010	149.7	17.3	132.4	883.0	7.3	175.0	19.2	155.8	9.5	1224.5	5039.3
2011	153.3	16.9	136.4	875.1	7.4	178.0	17.4	160.6	9.4	1223.2	4900.3
2012	150.7	16.1	134.6	843.2	7.1	162.8	17.2	145.6	9.4	1173.3	4824.4

Total Civil Aviation · Road Transportation · Railways (\*\*\*) · Total Navigation · Other · Total Transport

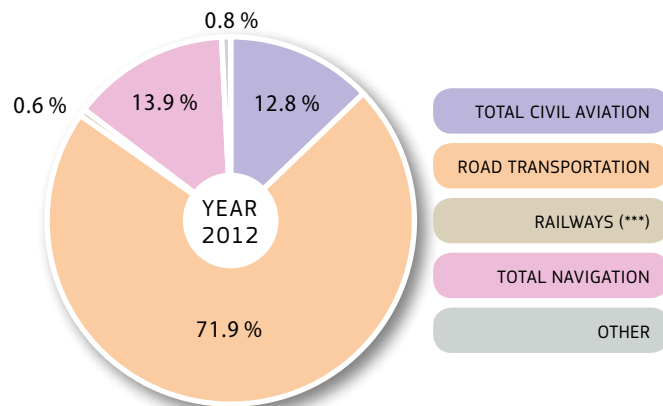


**Notes:** (\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*) Including International Bunkers but excluding LULUCF; (\*\*\*) Excluding indirect emissions from electricity consumption; (\*\*\*\*) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

## GHG Emissions from Transport – EU-28 BY MODE (SHARE %)

### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS (***)	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION (****)	TOTAL TRANSPORT (*****)	TOTAL EMISSIONS (**)
1990	8.7	16.9	83.1	75.0	1.4	13.8	17.2	82.8	1.0	16.6	100
1995	9.8	14.4	85.6	75.5	1.0	12.8	16.5	83.5	0.8	19.0	100
1997	10.2	15.2	84.8	74.5	0.9	13.6	15.0	85.0	0.7	20.1	100
1998	10.5	14.7	85.3	74.2	0.9	13.7	15.0	85.0	0.7	20.9	100
1999	11.1	14.8	85.2	74.4	0.8	12.9	15.2	84.8	0.8	21.7	100
2000	11.6	14.4	85.6	73.6	0.8	13.2	13.2	86.8	0.8	21.8	100
2001	11.3	14.2	85.8	73.7	0.7	13.6	12.8	87.2	0.8	21.9	100
2002	10.9	14.0	86.0	73.9	0.7	13.7	12.4	87.6	0.8	22.3	100
2003	11.0	13.3	86.7	73.7	0.7	13.9	12.5	87.5	0.7	22.2	100
2004	11.5	12.9	87.1	72.9	0.7	14.2	12.0	88.0	0.8	22.8	100
2005	11.9	12.6	87.4	71.9	0.6	14.8	11.2	88.8	0.8	23.2	100
2006	12.2	12.2	87.8	71.1	0.6	15.2	10.8	89.2	0.8	23.6	100
2007	12.4	12.0	88.0	70.1	0.6	15.2	10.2	89.8	0.8	24.1	100
2008	12.6	11.7	88.3	70.7	0.6	15.3	9.8	90.2	0.8	24.2	100
2009	12.2	11.7	88.3	71.9	0.6	14.6	10.7	89.3	0.8	25.0	100
2010	12.2	11.6	88.4	72.1	0.6	14.3	11.0	89.0	0.8	24.3	100
2011	12.5	11.0	89.0	71.5	0.6	14.6	9.8	90.2	0.8	25.0	100
2012	12.8	10.7	89.3	71.9	0.6	13.9	10.6	89.4	0.8	24.3	100



**Notes:** (\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*) Including International Bunkers but excluding LULUCF; (\*\*\*) Excluding indirect emissions from electricity consumption; (\*\*\*\*) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities; (\*\*\*\*\*) Total transport share in total emissions.

## GHG Emissions from Transport – 2012

### BY MODE (MILLION TONNES CO<sub>2</sub> EQUIVALENT)

#### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION	TOTAL TRANSPORT	TOTAL EMISSIONS (**)
EU-28	150.7	16.1	134.6	843.2	7.1	162.8	17.2	145.6	9.4	1173.3	4824.4
BE	4.1	0.0	4.1	24.2	0.1	20.1	0.5	19.6	0.2	48.6	140.2
BG	0.5	0.0	0.5	7.8	0.1	0.2	0.0	0.2	0.5	9.1	61.8
CZ	1.0	0.0	1.0	16.5	0.3	0.0	0.0		0.1	17.9	132.4
DK	2.7	0.1	2.5	11.4	0.3	2.1	0.5	1.5		16.3	55.7
DE	27.5	1.9	25.6	147.4	1.1	9.2	1.0	8.2	4.2	189.3	972.9
EE	0.1	0.0	0.1	2.2	0.1	0.6	0.0	0.5		2.9	19.8
IE	1.8	0.0	1.8	10.4	0.1	0.6	0.2	0.4	0.1	13.1	60.7
EL	3.0	0.5	2.5	13.8	0.1	9.2	1.7	7.4	0.0	26.1	121.0
ES	16.8	3.2	13.6	74.3	0.3	29.6	2.7	26.9	0.3	121.2	381.3
FR	21.4	5.1	16.3	125.1	0.5	9.3	1.3	8.0	0.5	156.9	514.5
HR	0.4	0.1	0.3	5.4	0.1	0.1	0.1			6.0	26.7
IT	11.6	2.2	9.4	98.2	0.0	10.6	4.9	5.7	0.7	121.1	475.2
CY	0.8	0.0	0.8	2.0		0.6		0.6		3.5	10.7
LV	0.4	0.0	0.4	2.5	0.3	0.8	0.0	0.8	0.0	4.0	12.1
LT	0.2	0.0	0.2	4.1	0.2	0.4	0.0	0.4	0.2	5.1	22.2
LU	1.1	0.0	1.1	6.5	0.0	0.0	0.0	0.0		7.6	13.0
HU	0.5	0.0	0.5	10.7	0.1	0.0	0.0			11.3	62.5
MT	0.3	0.0	0.3	0.5		3.8	0.0	3.7	0.0	4.6	7.2
NL	10.2	0.0	10.2	33.2	0.1	44.3	0.7	43.6		87.7	245.4
AT	2.2	0.1	2.1	21.0	0.1	0.1	0.0	0.1	0.4	23.8	82.2
PL	1.7	0.1	1.7	45.8	0.4	0.5	0.0	0.5	0.6	49.0	401.4
PT	3.1	0.4	2.7	16.4	0.0	2.3	0.2	2.1		21.9	73.6
RO	0.5	0.1	0.4	14.2	0.6	0.2	0.1	0.0	0.0	15.5	119.2
SI	0.1	0.0	0.1	5.7	0.0	0.2		0.2	0.0	6.0	19.2
SK	0.1	0.0	0.1	6.5	0.1	0.0	0.0	0.0	0.0	6.7	42.8
FI	2.1	0.2	1.9	11.2	0.1	0.9	0.5	0.4	0.6	15.0	63.2
SE	2.7	0.5	2.2	17.9	0.1	6.2	0.3	5.9	0.3	27.2	65.7
UK	33.9	1.5	32.3	108.4	2.1	11.2	2.3	8.8	0.5	156.0	622.0
MK											
TR	11.6	3.8	7.8	55.7	0.4	4.2	1.6	2.6		72.0	450.3
IS	0.5	0.0	0.4	0.8		0.2	0.0	0.2		1.5	5.1
NO	2.5	1.2	1.2	10.1	0.0	3.6	2.0	1.6	1.8	18.0	55.5
CH	4.8	0.1	4.7	16.0	0.0	0.2	0.1	0.0	0.0	21.1	56.2

Notes: (\*) Excluding International Bunkers (international traffic departing from the EU);  
(\*\*) Including International Bunkers but excluding LULUCF.

## GHG Emissions from Transport – 2012

### BY MODE (SHARE %)

#### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION	TOTAL TRANSPORT (**)	TOTAL EMISSIONS (***)
EU-28	12.8	10.7	89.3	71.9	0.6	13.9	10.6	89.4	0.8	24.3	100
BE	8.4	0.7	99.3	49.7	0.2	41.3	2.4	97.6	0.4	34.7	100
BG	5.8	6.5	93.5	85.7	0.8	2.5	3.7	96.3	5.1	14.8	100
CZ	5.4	0.8	99.2	92.5	1.6	0.1	100.0		0.4	13.5	100
DK	16.4	5.0	95.0	69.5	1.5	12.6	24.7	75.3		29.3	100
DE	14.5	6.9	93.1	77.9	0.6	4.9	10.6	89.4	2.2	19.5	100
EE	4.0	2.9	97.1	73.9	3.1	18.9	2.3	97.7		14.8	100
IE	13.6	0.6	99.4	79.8	1.0	4.5	31.4	68.6	1.1	21.5	100
EL	11.6	16.3	83.7	52.7	0.3	35.2	19.0	81.0	0.0	21.6	100
ES	13.9	18.9	81.1	61.3	0.2	24.4	9.0	91.0	0.2	31.8	100
FR	13.7	23.8	76.2	79.7	0.3	5.9	13.7	86.3	0.3	30.5	100
HR	6.0	26.5	73.5	90.8	1.3	1.9	100.0			22.4	100
IT	9.6	18.9	81.1	81.0	0.0	8.8	46.4	53.6	0.6	25.5	100
CY	24.1	3.5	96.5	58.3		17.6		100.0		32.7	100
LV	9.3	0.6	99.4	63.0	7.0	20.6	1.8	98.2	0.0	32.6	100
LT	3.8	0.9	99.1	80.0	3.5	7.8	3.7	96.3	4.8	23.0	100
LU	14.7	0.0	100.0	85.1	0.1	0.0	91.3	8.7		58.9	100
HU	4.4	0.3	99.7	94.3	1.1	0.2	100.0			18.2	100
MT	6.9	0.4	99.6	10.8		81.8	0.9	99.1	0.4	64.0	100
NL	11.6	0.2	99.8	37.8	0.1	50.5	1.6	98.4		35.7	100
AT	9.0	2.6	97.4	88.4	0.6	0.3	19.2	80.8	1.7	28.9	100
PL	3.5	3.3	96.7	93.5	0.7	1.0	2.6	97.4	1.2	12.2	100
PT	14.3	11.9	88.1	74.9	0.2	10.7	9.7	90.3		29.7	100
RO	3.4	23.2	76.8	91.6	3.7	1.1	75.3	24.7	0.2	13.0	100
SI	1.1	2.6	97.4	95.1	0.7	3.0		100.0	0.0	31.4	100
SK	1.4	5.5	94.5	97.2	1.2	0.2	10.7	89.3	0.0	15.6	100
FI	14.2	9.7	90.3	75.2	0.7	5.7	57.6	42.4	4.3	23.6	100
SE	10.0	19.3	80.7	65.9	0.2	22.7	5.0	95.0	1.1	41.4	100
UK	21.7	4.6	95.4	69.5	1.3	7.2	20.8	79.2	0.3	25.1	100
MK											
TR	16.1	32.4	67.6	77.4	0.6	5.9	38.3	61.7		16.0	100
IS	31.5	4.5	95.5	55.2		13.3	7.0	93.0		29.1	100
NO	13.8	49.9	50.1	56.2	0.3	19.8	56.0	44.0	9.9	32.4	100
CH	23.0	2.9	97.1	75.9	0.2	0.7	81.5	18.5	0.2	37.5	100

Notes: (\*) Excluding International Bunkers (international traffic departing from the EU);  
(\*\*) Including International Bunkers but excluding LULUCF;  
(\*\*\*) Total transport share in total emissions.

## Total CO<sub>2</sub> Emissions (\*)

MILLION TONNES

	1990	2000	2005	2010	2011	2012
<b>EU-28</b>	<b>4 437.0</b>	<b>4 136.0</b>	<b>4 262.3</b>	<b>3 907.8</b>	<b>3 767.4</b>	<b>3 717.1</b>
BE	119.0	125.2	124.3	113.4	104.3	100.7
BG	80.2	45.5	50.3	47.7	53.2	48.4
CZ	164.7	126.1	126.2	117.1	115.1	111.3
DK	52.9	54.0	51.2	48.9	44.0	39.4
DE	1 042.1	891.5	861.7	829.4	810.4	821.7
EE	36.7	15.1	16.4	17.8	18.4	17.1
IE	32.4	44.7	47.6	41.3	37.7	38.0
EL	83.0	102.6	112.9	96.8	94.3	90.5
ES	227.5	308.0	365.5	280.4	280.9	276.6
FR	396.3	411.6	421.6	386.0	359.5	363.3
HR	23.3	20.1	23.5	21.3	20.9	19.2
IT	434.7	462.3	488.1	425.0	413.4	386.7
CY	4.6	7.0	7.9	7.8	7.6	7.1
LV	19.1	7.0	7.7	8.5	7.8	7.4
LT	35.8	11.8	14.0	13.7	14.0	14.2
LU	12.0	8.8	12.1	11.3	11.1	10.9
HU	72.5	58.1	59.9	51.7	49.9	46.1
MT	1.9	2.3	2.7	2.6	2.7	2.8
NL	159.2	169.9	175.9	181.4	168.1	165.3
AT	62.0	66.0	79.4	72.4	70.4	67.7
PL	374.8	318.7	318.4	329.6	327.7	320.9
PT	45.0	65.7	69.2	52.5	51.2	50.3
RO	178.1	92.9	99.3	79.9	85.6	83.9
SI	14.8	15.2	16.7	16.1	16.2	15.7
SK	61.8	41.0	41.9	37.4	37.2	35.2
FI	56.6	56.8	56.5	63.5	56.4	50.7
SE	57.1	54.1	53.2	52.3	48.5	45.7
UK	588.8	553.7	558.1	502.0	461.1	480.5
MK						
TR	141.6	225.6	259.8	326.8	345.7	357.5
IS	2.2	2.8	2.9	3.4	3.3	3.3
NO	34.8	41.8	43.2	45.5	44.6	44.1
CH	44.6	44.0	46.3	45.9	41.8	43.3

**Notes:** Emissions data are downloaded from the European Environment Agency (EEA), which is the main provider of EU-wide greenhouse gas emissions data. EEA prepares and maintains the complete EU greenhouse gas emissions inventory, which is based on data reported by Member States through the EU greenhouse gas monitoring mechanism and the UNFCCC process.  
(\* Excluding International Bunkers and excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions.

## CO<sub>2</sub> Emissions from Transport

MILLION TONNES

INCLUDING INTERNATIONAL BUNKERS (*)						
	1990	2000	2005	2010	2011	2012
<b>EU-28</b>	<b>947.7</b>	<b>1 151.4</b>	<b>1 255.4</b>	<b>1 211.2</b>	<b>1 209.9</b>	<b>1 160.2</b>
BE	36.7	45.1	54.5	55.6	53.0	48.3
BG	7.5	5.9	8.5	8.7	8.8	9.0
CZ	8.1	12.5	18.2	17.7	17.5	17.1
DK	15.4	18.6	18.1	17.6	17.3	16.1
DE	182.3	207.5	191.5	186.9	187.8	187.3
EE	3.1	2.0	2.6	3.0	2.9	2.9
IE	6.1	12.9	15.7	14.2	13.6	12.9
EL	24.6	32.2	32.6	32.7	30.6	25.6
ES	75.3	114.7	139.4	130.4	127.1	119.9
FR	135.9	161.8	163.7	155.2	157.3	155.0
HR	4.5	4.7	5.9	6.2	6.2	5.9
IT	109.8	132.3	141.9	133.5	133.0	119.8
CY	2.1	3.2	3.9	3.7	3.7	3.5
LV	4.6	2.2	4.0	4.4	3.9	3.9
LT	8.1	3.7	4.9	5.1	5.1	5.1
LU	3.1	5.7	8.2	7.6	8.0	7.5
HU	8.8	9.5	12.5	12.3	11.9	11.2
MT	0.8	2.1	4.6	4.2	5.1	4.5
NL	64.9	84.8	99.6	88.0	93.6	87.2
AT	14.7	20.4	26.7	24.3	23.7	23.5
PL	22.2	29.0	36.5	49.2	49.5	48.3
PT	13.0	22.8	23.4	22.9	22.0	21.6
RO	12.8	10.0	12.9	14.6	14.8	15.3
SI	2.7	3.7	4.5	5.3	5.8	5.9
SK	5.0	4.2	6.3	6.7	6.4	6.6
FI	15.3	15.7	16.4	15.5	15.6	14.7
SE	22.5	26.3	29.8	29.5	28.3	26.8
UK	137.7	157.9	168.7	156.2	157.4	154.6
MK						
TR	26.0	35.0	40.5	45.6	61.2	71.6
IS	0.9	1.3	1.3	1.4	1.4	1.4
NO	13.0	16.2	16.8	17.5	17.4	17.6
CH	17.5	20.3	19.2	20.5	20.8	20.9

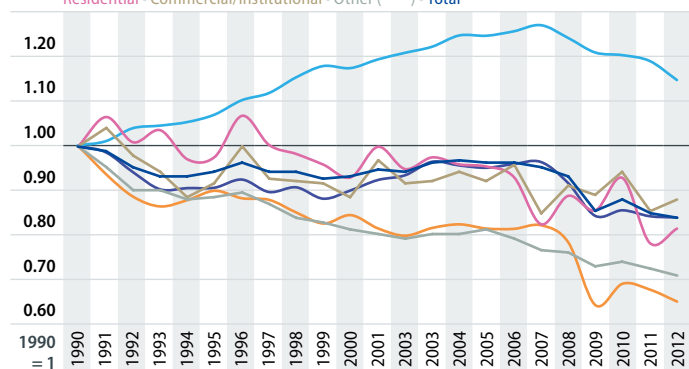
**Note:** (\*) The activity data used in GHG inventories to report international maritime emissions (emissions from bunker fuels) are not fully consistent with the energy statistics on bunker fuels for some years and countries. For EU-28, changes in international maritime emissions between 2010 and 2011 show inconsistency with changes in energy statistics on bunker fuels and will be reviewed at a later stage.

## CO<sub>2</sub> Emissions (\*) by Sector – EU-28

### MILLION TONNES

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES			Other Energy Industries	MANUFACTURING AND CONSTRUCTION		Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other
1990	41361	41102	1665.4	1428.1	122.5	114.8	851.7	184.2	13.9	132.1	35.4	53.5	432.6	
1995	38945	38671	1508.3	1281.3	129.1	97.9	759.0	171.7	13.2	124.5	38.4	60.9	350.4	
1997	39070	38793	1491.9	1265.3	134.2	92.3	737.8	165.1	14.0	117.3	38.0	59.2	344.2	
1998	39067	38815	1509.5	1287.5	136.3	85.7	708.8	160.3	14.1	110.7	36.5	56.6	330.6	
1999	38492	38244	1466.8	1254.0	130.2	82.6	688.8	148.9	14.4	108.4	35.1	56.6	325.5	
2000	38638	38384	1498.1	1284.3	132.5	81.2	698.6	151.4	14.8	112.2	36.5	55.4	328.2	
2001	39444	39196	1537.0	1324.6	134.3	78.1	675.2	142.9	15.2	108.1	34.2	55.0	319.8	
2002	39181	38928	1554.7	1340.3	135.7	78.7	656.6	136.8	14.7	105.3	34.4	53.7	311.7	
2003	40058	39798	1605.5	1391.7	135.4	78.4	667.0	138.4	14.1	108.9	34.8	53.1	317.7	
2004	40045	39796	1591.6	1375.2	140.0	76.4	664.7	143.2	13.8	108.2	33.6	51.4	314.6	
2005	39812	39553	1582.9	1363.3	142.2	77.4	655.1	139.3	12.9	108.1	34.0	50.2	310.6	
2006	39884	39620	1596.8	1377.1	140.3	79.4	649.6	142.9	12.4	106.5	33.5	45.9	308.5	
2007	39805	39043	1604.7	1386.2	141.2	77.3	651.2	149.1	12.2	102.3	32.9	45.5	309.2	
2008	38478	38228	1526.0	1310.5	141.4	74.2	625.2	139.9	11.3	102.4	30.7	43.6	297.2	
2009	35701	35464	1402.5	1208.2	133.0	61.3	521.6	100.6	10.2	90.5	28.1	40.4	251.8	
2010	36738	36499	1423.4	1222.4	132.5	68.5	560.3	122.8	11.0	94.4	29.5	42.3	260.3	
2011	35343	35106	1401.2	1204.5	131.4	65.3	545.8	121.9	10.2	91.7	27.8	39.3	254.9	
2012	34952	34720	1396.2	1214.1	126.5	55.6	526.1	117.0	9.7	89.4	26.9	38.8	244.2	

Energy Industries - Industry (\*\*\*) - Transport (\*\*)  
Residential - Commercial/Institutional - Other (\*\*\*\*) - Total

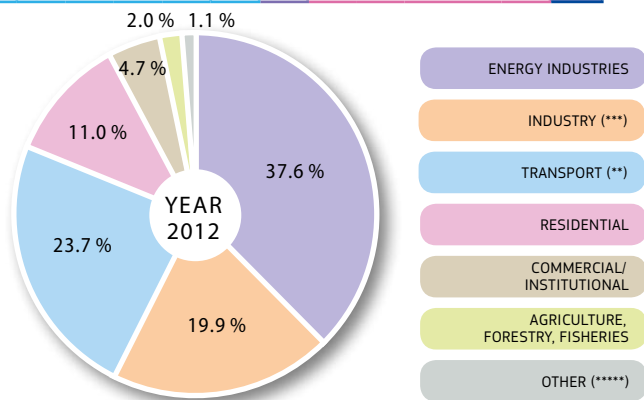


**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*\*) Emissions from Manufacturing and Construction and Industrial Processes; (\*\*\*\*) Emissions from Fuel Combustion in Agriculture/Forestry/Fisheries, Other (Not specified elsewhere), Fugitive Emissions from Fuels, Solvent and Other Product Use, Waste, Other.

## CO<sub>2</sub> Emissions (\*) by Sector – EU-28

### MILLION TONNES

TRANSPORT (**)	OTHER SECTORS	Commercial / Institutional	Residential	Agriculture / Forestry / Fisheries	OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS	INDUSTRIAL PROCESSES	SOLVENT AND OTHER PRODUCT USE	AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS	
769.3	795.9	198.5	504.4	93.1	27.8	25.9	284.2	11.8		49		4437.0	1990
822.4	761.6	181.3	491.7	88.6	15.7	27.4	261.7	9.0		42		4169.4	1995
859.7	776.4	183.3	505.2	87.8	13.5	27.7	259.7	9.0		36		4179.3	1997
886.9	762.6	182.6	495.0	85.1	13.7	25.2	256.5	9.1		36		4175.9	1998
906.5	749.6	181.5	482.8	85.3	12.6	24.7	248.4	8.9		33		4109.8	1999
903.0	726.7	175.2	468.4	83.1	12.0	25.4	260.1	8.8		33		4136.0	2000
917.9	778.6	192.3	503.1	83.3	10.9	24.8	249.6	8.5		32		4205.8	2001
929.4	741.5	182.0	477.9	81.6	10.6	25.3	249.7	8.5		35		4179.7	2002
940.0	756.3	182.9	491.1	82.2	11.0	26.0	259.0	8.3		35		4276.6	2003
959.5	752.1	186.6	483.1	82.4	11.7	24.9	270.4	8.4		34		4286.7	2004
959.0	746.2	183.0	480.7	82.5	12.0	25.9	269.2	8.4		36		4262.3	2005
966.6	737.9	189.5	468.8	79.6	11.1	26.4	274.0	8.3		35		4274.4	2006
977.3	659.6	168.3	415.3	76.0	11.5	26.2	281.6	8.0		34		4223.5	2007
955.2	705.6	180.8	447.5	77.3	10.8	24.9	264.1	7.6		34		4122.9	2008
930.0	682.5	176.3	431.1	75.2	9.9	23.7	207.4	6.9		32		3787.6	2009
925.4	731.4	186.9	467.7	76.8	9.4	23.9	223.6	7.1		33		3907.8	2010
915.4	638.8	169.3	394.1	75.5	9.4	23.7	223.0	7.0		31		3767.4	2011
882.4	658.7	174.3	410.4	74.1	8.6	23.2	212.2	6.8		29		3717.1	2012



**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU); (\*\*\*) Emissions from Manufacturing and Construction and Industrial Processes; (\*\*\*\*) Emissions from Other (Not specified elsewhere); Fugitive Emissions from Fuels, Solvent and Other Product Use, Waste, Other.

CO<sub>2</sub> Emissions (\*) by Sector – EU-28  
SHARES %

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES			MANUFACTURING AND CONSTRUCTION							
			Public Electricity and Heat Production	Petroleum Refining	Other Energy Industries	Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other		
1990	93.2	99.4	40.5	85.8	7.4	6.9	20.7	21.6	1.6	15.5	4.2	6.3	50.8
1991	93.8	99.4	40.2	86.3	7.1	6.6	19.8	22.1	1.9	15.0	4.7	6.8	49.5
1992	93.8	99.4	39.8	86.3	7.4	6.3	19.3	21.6	1.8	14.5	4.8	7.2	50.1
1993	93.9	99.3	38.9	85.5	8.0	6.5	19.2	22.0	1.6	14.8	4.8	7.5	49.3
1994	93.5	99.3	39.3	85.1	8.2	6.6	19.4	22.9	1.8	15.3	5.1	7.8	47.1
1995	93.4	99.3	39.0	85.0	8.6	6.5	19.6	22.6	1.7	16.4	5.1	8.0	46.2
1996	93.7	99.3	38.7	85.3	8.7	6.0	18.8	21.4	1.8	16.3	5.1	8.3	47.1
1997	93.5	99.3	38.5	84.8	9.0	6.2	19.0	22.4	1.9	15.9	5.2	8.0	46.7
1998	93.6	99.4	38.9	85.3	9.0	5.7	18.3	22.6	2.0	15.6	5.1	8.0	46.6
1999	93.7	99.4	38.4	85.5	8.9	5.6	18.0	21.6	2.1	15.7	5.1	8.2	47.3
2000	93.4	99.3	39.0	85.7	8.8	5.4	18.2	21.7	2.1	16.1	5.2	7.9	47.0
2001	93.8	99.4	39.2	86.2	8.7	5.1	17.2	21.2	2.2	16.0	5.1	8.1	47.4
2002	93.7	99.4	39.9	86.2	8.7	5.1	16.9	20.8	2.2	16.0	5.2	8.2	47.5
2003	93.7	99.4	40.3	86.7	8.4	4.9	16.8	20.7	2.1	16.3	5.2	8.0	47.6
2004	93.4	99.4	40.0	86.4	8.8	4.8	16.7	21.5	2.1	16.3	5.1	7.7	47.3
2005	93.4	99.3	40.0	86.1	9.0	4.9	16.6	21.3	2.0	16.5	5.2	7.7	47.4
2006	93.3	99.3	40.3	86.2	8.8	5.0	16.4	22.0	1.9	16.4	5.2	7.1	47.5
2007	93.1	99.3	41.1	86.4	8.8	4.8	16.7	22.9	1.9	15.7	5.1	7.0	47.5
2008	93.3	99.4	39.9	85.9	9.3	4.9	16.4	22.4	1.8	16.4	4.9	7.0	47.5
2009	94.3	99.3	39.5	86.1	9.5	4.4	14.7	19.3	1.9	17.3	5.4	7.7	48.3
2010	94.0	99.3	39.0	85.9	9.3	4.8	15.4	21.9	2.0	16.8	5.3	7.5	46.5
2011	93.8	99.3	39.9	86.0	9.4	4.7	15.5	22.3	1.9	16.8	5.1	7.2	46.7
2012	94.0	99.3	40.2	87.0	9.1	4.0	15.2	22.2	1.8	17.0	5.1	7.4	46.4

**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers.  
Indirect emissions from electricity use are not included in the CO<sub>2</sub> emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

CO<sub>2</sub> Emissions (\*) by Sector – EU-28  
SHARES %

	TRANSPORT (**)	OTHER SECTORS		Commercial / Institutional	Residential	Agriculture / Forestry / Fisheries	OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS		INDUSTRIAL PROCESSES		SOLVENT AND OTHER PRODUCT USE	AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS
18.7	19.4	24.9	63.4	11.7	0.7	0.6	6.4	0.3	0.1						100	1990
19.0	20.4	24.7	64.3	11.0	0.6	0.6	5.9	0.3	0.1						100	1991
20.3	20.1	24.6	64.4	11.0	0.5	0.6	5.8	0.3	0.1						100	1992
20.8	20.7	23.4	65.4	11.3	0.4	0.7	5.7	0.2	0.1						100	1993
21.1	19.7	23.3	64.9	11.8	0.4	0.7	6.1	0.2	0.1						100	1994
21.3	19.7	23.8	64.6	11.6	0.4	0.7	6.3	0.2	0.1						100	1995
21.3	20.8	24.0	65.1	11.0	0.4	0.7	5.9	0.2	0.1						100	1996
22.2	20.0	23.6	65.1	11.3	0.3	0.7	6.2	0.2	0.1						100	1997
22.8	19.6	23.9	64.9	11.2	0.4	0.6	6.1	0.2	0.1						100	1998
23.7	19.6	24.2	64.4	11.4	0.3	0.6	6.0	0.2	0.1						100	1999
23.5	18.9	24.1	64.5	11.4	0.3	0.7	6.3	0.2	0.1						100	2000
23.4	19.9	24.7	64.6	10.7	0.3	0.6	5.9	0.2	0.1						100	2001
23.9	19.0	24.5	64.5	11.0	0.3	0.6	6.0	0.2	0.1						100	2002
23.6	19.0	24.2	64.9	10.9	0.3	0.6	6.1	0.2	0.1						100	2003
24.1	18.9	24.8	64.2	11.0	0.3	0.6	6.3	0.2	0.1						100	2004
24.2	18.9	24.5	64.4	11.1	0.3	0.7	6.3	0.2	0.1						100	2005
24.4	18.6	25.7	63.5	10.8	0.3	0.7	6.4	0.2	0.1						100	2006
25.0	16.9	25.5	63.0	11.5	0.3	0.7	6.7	0.2	0.1						100	2007
25.0	18.5	25.6	63.4	11.0	0.3	0.6	6.4	0.2	0.1						100	2008
26.2	19.2	25.8	63.2	11.0	0.3	0.7	5.5	0.2	0.1						100	2009
25.4	20.0	25.5	63.9	10.5	0.3	0.7	5.7	0.2	0.1						100	2010
26.1	18.2	26.5	61.7	11.8	0.3	0.7	5.9	0.2	0.1						100	2011
25.4	19.0	26.5	62.3	11.2	0.2	0.7	5.7	0.2	0.1						100	2012

**Notes:** (\*) Excluding LULUCF (Land Use, Land-Use Change and Forestry) emissions and International Bunkers; (\*\*) Excluding International Bunkers (international traffic departing from the EU).  
Indirect emissions from electricity use are not included in the CO<sub>2</sub> emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

CO<sub>2</sub> Emissions (\*) by Sector – 2012  
MILLION TONNES

	TOTAL ENERGY	FUEL COMBUSTION	ENERGY INDUSTRIES	Public Electricity and Heat Production	Petroleum Refining	Other Energy Industries	MANUFACTURING AND CONSTRUCTION	Iron and Steel	Non-Ferrous Metals	Chemicals	Pulp, Paper and Print	Food, Beverages and Tobacco	Other
EU-28	3495.2	3472.0	1396.2	1214.1	126.5	55.6	526.1	117.0	9.7	89.4	26.9	38.8	244.2
BE	92.9	92.8	22.7	17.9	4.6	0.2	20.7	4.4	0.4	6.8	0.5	2.1	6.4
BG	45.0	45.0	31.4	30.4	1.0	0.0	3.3	0.1	0.1	1.0	0.1	0.3	1.7
CZ	101.6	101.3	57.1	52.3	1.0	3.8	16.5	3.1	0.1	6.4	0.7	0.9	5.4
DK	38.2	38.0	16.5	14.1	1.0	1.4	4.2	0.1	0.0	0.2	0.1	1.2	2.6
DE	768.0	766.6	360.1	329.6	18.5	12.0	114.1	33.1	0.1		0.0	0.2	80.8
EE	16.6	16.6	13.0	12.6		0.4	0.8	0.0	0.0	0.0	0.0	0.0	0.7
IE	36.5	36.5	12.6	12.2	0.3	0.1	4.3	0.0	1.5	0.3	0.0	0.8	1.6
EL	85.0	85.0	54.5	50.9	3.6	0.0	5.5	0.2	0.5	0.7	0.1	0.5	3.4
ES	260.5	257.2	91.1	76.9	12.4	1.9	45.5	6.1	2.1	7.9	5.0	3.0	21.4
FR	344.3	340.9	52.1	40.4	8.6	3.0	62.6	13.3	0.9	18.7	2.6	8.8	18.3
HR	17.5	16.9	5.6	3.8	1.6	0.2	2.8	0.1	0.0	0.3	0.1	0.4	1.9
IT	368.5	366.3	125.6	90.7	25.7	9.2	53.7	15.4	1.1	6.9	4.3	3.5	22.5
CY	6.5	6.5	3.5	3.5			0.4	0.0		0.0		0.1	0.3
LV	6.8	6.8	1.9	1.8		0.1	0.9	0.1	0.0	0.0	0.0	0.1	0.6
LT	11.3	11.3	4.4	2.9	1.4	0.0	1.3			0.2	0.1	0.3	0.7
LU	10.3	10.3	1.0	1.0			1.3	0.3	0.1	0.2	0.0	0.0	0.6
HU	42.9	42.7	16.5	14.8	1.4	0.2	4.0	1.1	0.2	0.5	0.2	0.5	1.5
MT	2.8	2.8	2.1	2.1			0.1						0.1
NL	159.0	158.0	59.9	48.1	9.8	2.1	25.8	4.3	0.2	12.3	1.1	3.4	4.5
AT	58.5	58.3	12.3	9.0	2.8	0.5	15.4	5.9	0.2	1.8	2.0	1.0	4.6
PL	302.1	298.4	168.6	160.1	6.0	2.5	30.6	6.0	1.1	7.5	1.5	4.2	10.4
PT	46.7	45.7	17.3	15.1	2.1		7.4	0.1		0.9	1.0	0.9	4.5
RO	73.4	72.8	32.4	29.0	2.0	1.4	15.3	3.0		3.6	0.1	1.0	7.6
SI	14.9	14.8	6.0	6.0		0.0	1.6	0.2	0.1	0.1	0.3	0.1	0.8
SK	28.0	28.0	9.4	6.1	2.1	1.3	7.2	3.3	0.2	1.3	0.3	0.3	1.8
FI	46.5	46.4	20.4	17.6	2.6	0.3	8.2	2.3	0.1	0.6	3.0	0.2	2.1
SE	40.6	39.7	9.7	7.2	2.2	0.4	8.2	1.2	0.1	1.2	1.0	0.5	4.2
UK	470.1	466.4	188.3	157.9	15.7	14.7	64.5	13.4	0.6	9.9	2.9	4.5	33.1
MK													
TR	301.8	301.7	119.2	116.8	2.5		56.0	6.0	1.4	3.8	0.7	1.3	42.8
IS	1.7	1.5	0.0	0.0			0.2	0.0	0.0			0.1	0.1
NO	37.8	35.0	13.9	1.5	0.8	11.6	3.1	0.1	0.2	1.2	0.2	0.3	1.1
CH	41.0	41.0	4.0	3.3	0.7		5.5	0.3	0.1	0.8	0.2	0.9	3.3

Note: (\*) Excluding International Bunkers and LULUCF (Land Use, Land-Use Change and Forestry) emissions.

CO<sub>2</sub> Emissions (\*) by Sector – 2012  
MILLION TONNES

	TRANSPORT (**)	OTHER SECTORS	Commercial / Institutional	Residential	Agriculture / Forestry / Fisheries	OTHER (NOT SPECIFIED ELSEWHERE)	FUGITIVE EMISSIONS FROM FUELS	INDUSTRIAL PROCESSES	SOLVENT AND OTHER PRODUCT USE	AGRICULTURE	WASTE	OTHER	TOTAL EMISSIONS
EU-28	882.4	658.7	174.3	410.4	74.1	8.6	23.2	212.2	6.8		2.9		3717.1
BE	24.7	24.7	5.9	16.7	2.1	0.0	0.1	7.2			0.5		100.7
BG	8.3	1.9	0.3	1.1	0.5		0.0	3.3	0.0		0.0		48.4
CZ	16.2	10.4	3.3	6.9	0.2	1.1	0.3	9.3	0.2		0.2		111.3
DK	12.1	5.0	0.8	2.1	2.1	0.1	0.2	1.0	0.1				39.4
DE	153.9	137.5	38.0	93.3	6.2	1.0	1.5	52.2	1.4				821.7
EE	2.3	0.5	0.0	0.2	0.3	0.0		0.5	0.0		0.0		17.1
IE	10.8	8.8	2.1	6.0	0.7			1.4	0.1		0.0		38.0
EL	15.8	9.2	1.3	6.9	0.9		0.0	5.3	0.2		0.0		90.5
ES	79.8	40.8	13.2	16.7	10.9		3.3	15.4	0.8		0.0		276.6
FR	130.9	95.4	28.7	55.4	11.3		3.4	16.7	1.0		1.2		363.3
HR	5.6	2.9	0.5	1.7	0.7		0.5	1.7	0.1		0.0		19.2
IT	104.8	81.8	27.7	47.3	6.8	0.3	2.2	17.0	1.0		0.2		386.7
CY	2.1	0.5	0.0	0.4	0.1	0.0		0.6	0.0				7.1
LV	2.7	1.3	0.4	0.5	0.4	0.0	0.0	0.6	0.0		0.0		7.4
LT	4.5	1.2	0.3	0.8	0.1	0.0	0.0	2.8	0.1		0.0		14.2
LU	6.4	1.6	0.6	0.9	0.1		0.0	0.5	0.0				10.9
HU	10.7	11.5	3.3	7.3	0.9		0.2	3.1	0.1		0.1		46.1
MT	0.5	0.1	0.1	0.0	0.0			0.0			0.0		2.8
NL	33.7	38.2	11.1	17.9	9.2	0.3	1.1	6.1	0.1				165.3
AT	21.4	9.1	1.4	6.9	0.8	0.0	0.2	9.0	0.2		0.0		67.7
PL	46.1	53.0	9.1	33.5	10.4		3.7	17.8	0.6		0.3		320.9
PT	16.8	4.1	1.1	2.0	1.0	0.0	1.0	3.4	0.2		0.0		50.3
RO	14.9	9.7	2.0	6.5	1.2	0.6	0.6	10.3	0.1		0.0		83.9
SI	5.7	1.6	0.4	0.9	0.2	0.0	0.1	0.8			0.0		15.7
SK	6.5	3.9	0.7	3.1	0.1	1.0	0.0	7.2	0.1		0.0		35.2
FI	12.5	4.0	1.0	1.4	1.5	1.4	0.1	4.2	0.0				50.7
SE	18.9	2.8	0.5	0.8	1.5	0.2	0.9	4.8	0.2		0.1		45.7
UK	113.8	97.2	20.1	73.0	4.2	2.5	3.8	10.1			0.3		480.5
MK													
TR	61.2	65.2		61.9	3.3		0.1	55.7					357.5
IS	0.8	0.5	0.0	0.0	0.5		0.2	1.7	0.0		0.0		3.3
NO	14.8	3.0	0.7	0.3	2.0	0.3	2.8	6.2	0.1				44.1
CH	16.2	15.1	4.5	10.1	0.6	0.1	0.0	2.1	0.2		0.0	0.0	43.3

Notes: (\*) Excluding International Bunkers and LULUCF (Land Use, Land-Use Change and Forestry) emissions; (\*\*) Excluding International Bunkers (international traffic departing from the EU).

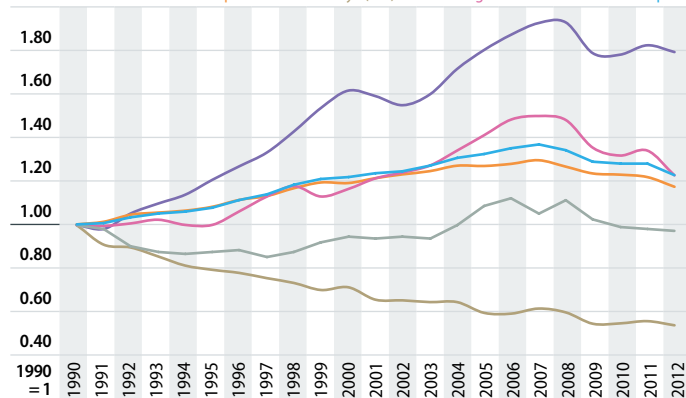


## CO<sub>2</sub> Emissions from Transport – EU-28 BY MODE (MILLION TONNES)

### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS (***)	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION (****)	TOTAL TRANSPORT	TOTAL EMISSIONS (**)
1990	83.3	14.0	69.2	710.2	13.1	131.7	22.6	109.2	9.5	947.7	4 615.4
1995	100.3	14.4	85.9	767.8	10.3	131.4	21.6	109.9	8.3	1 018.2	4 365.2
1997	110.8	16.8	93.9	802.9	9.8	148.6	22.1	126.4	8.0	1 080.1	4 399.7
1998	118.9	17.4	101.4	828.6	9.6	155.0	23.0	131.9	8.3	1 120.2	4 409.2
1999	127.9	18.9	109.1	847.4	9.1	148.6	22.5	126.2	8.7	1 141.8	4 345.0
2000	134.5	19.3	115.2	845.5	9.3	153.2	20.0	133.2	8.9	1 151.4	4 384.3
2001	132.4	18.7	113.7	861.5	8.5	159.6	20.3	139.3	8.8	1 170.9	4 458.8
2002	128.9	18.0	111.0	873.9	8.5	163.2	20.0	143.2	8.9	1 183.5	4 433.9
2003	133.0	17.6	115.4	884.4	8.4	167.4	20.7	146.7	8.9	1 202.2	4 538.8
2004	142.8	18.5	124.3	902.3	8.4	176.5	20.9	155.5	9.4	1 239.4	4 566.6
2005	150.1	18.9	131.2	901.4	7.7	185.9	20.7	165.2	10.2	1 255.4	4 558.7
2006	156.0	19.1	136.9	908.4	7.7	195.4	20.8	174.5	10.6	1 278.0	4 585.8
2007	160.4	19.3	141.1	920.2	8.0	197.5	19.9	177.6	9.9	1 296.0	4 542.2
2008	160.6	18.8	141.9	899.2	7.8	195.1	18.9	176.1	10.5	1 273.3	4 440.9
2009	148.8	17.4	131.4	876.8	7.1	178.2	19.0	159.2	9.6	1 220.6	4 078.3
2010	148.3	17.1	131.2	873.0	7.1	173.5	18.9	154.6	9.4	1 211.2	4 193.6
2011	151.9	16.8	135.1	865.0	7.3	176.5	17.1	159.4	9.2	1 209.9	4 062.0
2012	149.3	16.0	133.3	833.3	7.0	161.5	17.0	144.5	9.2	1 160.2	3 995.0

Total Civil Aviation · Road Transportation · Railways (\*\*\*) · Total Navigation · Other · Total Transport

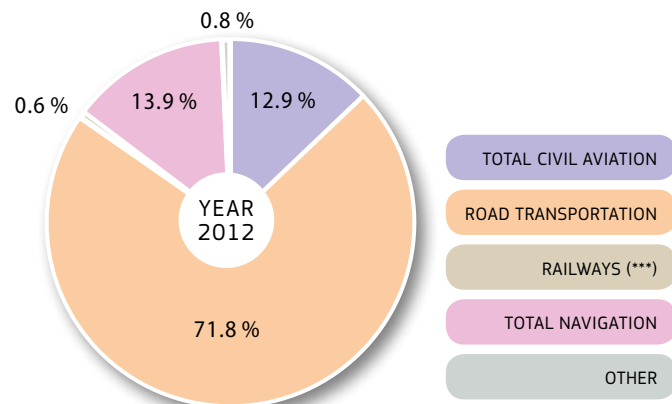


**Notes:** (\*) Excluding International Bunkers (international traffic departing from the EU);  
 (\*\*) Including International Bunkers but excluding LULUCF;  
 (\*\*\*) Excluding indirect emissions from electricity consumption;  
 (\*\*\*\*) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

## CO<sub>2</sub> Emissions from Transport – EU-28 BY MODE (SHARE %)

### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS (***)	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION (****)	TOTAL TRANSPORT	TOTAL EMISSIONS (**)
1990	8.8	16.9	83.1	74.9	1.4	13.9	17.1	82.9	1.0	20.5	100
1995	9.9	14.4	85.6	75.4	1.0	12.9	16.4	83.6	0.8	23.3	100
1997	10.3	15.2	84.8	74.3	0.9	13.8	14.9	85.1	0.7	24.5	100
1998	10.6	14.7	85.3	74.0	0.9	13.8	14.9	85.1	0.7	25.4	100
1999	11.2	14.7	85.3	74.2	0.8	13.0	15.1	84.9	0.8	26.3	100
2000	11.7	14.4	85.6	73.4	0.8	13.3	13.1	86.9	0.8	26.3	100
2001	11.3	14.1	85.9	73.6	0.7	13.6	12.7	87.3	0.8	26.3	100
2002	10.9	13.9	86.1	73.8	0.7	13.8	12.3	87.7	0.8	26.7	100
2003	11.1	13.2	86.8	73.6	0.7	13.9	12.4	87.6	0.7	26.5	100
2004	11.5	12.9	87.1	72.8	0.7	14.2	11.9	88.1	0.8	27.1	100
2005	12.0	12.6	87.4	71.8	0.6	14.8	11.1	88.9	0.8	27.5	100
2006	12.2	12.2	87.8	71.1	0.6	15.3	10.7	89.3	0.8	27.9	100
2007	12.4	12.0	88.0	71.0	0.6	15.2	10.1	89.9	0.8	28.5	100
2008	12.6	11.7	88.3	70.6	0.6	15.3	9.7	90.3	0.8	28.7	100
2009	12.2	11.7	88.3	71.8	0.6	14.6	10.6	89.4	0.8	29.9	100
2010	12.2	11.6	88.4	72.1	0.6	14.3	10.9	89.1	0.8	28.9	100
2011	12.6	11.0	89.0	71.5	0.6	14.6	9.7	90.3	0.8	29.8	100
2012	12.9	10.7	89.3	71.8	0.6	13.9	10.5	89.5	0.8	29.0	100



**Notes:** (\*) Excluding International Bunkers (international traffic departing from the EU);  
 (\*\*) Including International Bunkers but excluding LULUCF;  
 (\*\*\*) Excluding indirect emissions from electricity consumption;  
 (\*\*\*\*) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities;  
 (\*\*\*\*\*) Total transport share in total emissions.

## CO<sub>2</sub> Emissions from Transport – 2012

### BY MODE (MILLION TONNES)

#### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION	TOTAL TRANSPORT	TOTAL EMISSIONS (**)
EU-28	149.3	16.0	133.3	833.3	7.0	161.5	17.0	144.5	9.2	1160.2	3995.0
BE	4.1	0.0	4.0	23.9	0.1	20.1	0.5	19.6	0.2	48.3	124.3
BG	0.5	0.0	0.5	7.7	0.1	0.2	0.0	0.2	0.5	9.0	49.1
CZ	0.9	0.0	0.9	15.9	0.3	0.0	0.0		0.1	17.1	112.2
DK	2.6	0.1	2.5	11.2	0.2	2.0	0.5	1.5		16.1	43.4
DE	27.2	1.9	25.3	145.8	1.0	9.1	1.0	8.2	4.1	187.3	855.2
EE	0.1	0.0	0.1	2.1	0.1	0.6	0.0	0.5		2.9	17.7
IE	1.8	0.0	1.7	10.3	0.1	0.6	0.2	0.4	0.1	12.9	40.2
EL	3.0	0.5	2.5	13.6	0.1	8.9	1.7	7.3	0.0	25.6	100.3
ES	16.6	3.1	13.5	73.4	0.3	29.3	2.6	26.6	0.3	119.9	316.8
FR	21.2	5.0	16.2	123.5	0.5	9.2	1.2	8.0	0.5	155.0	387.4
HR	0.4	0.1	0.3	5.4	0.1	0.1	0.1			5.9	19.5
IT	11.5	2.2	9.3	97.0	0.0	10.5	4.9	5.6	0.7	119.8	401.6
CY	0.8	0.0	0.8	2.0		0.6		0.6		3.5	8.5
LV	0.4	0.0	0.4	2.5	0.2	0.8	0.0	0.8		3.9	8.6
LT	0.2	0.0	0.2	4.0	0.2	0.4	0.0	0.4	0.2	5.1	14.8
LU	1.1	0.0	1.1	6.4	0.0	0.0	0.0	0.0		7.5	12.0
HU	0.5	0.0	0.5	10.6	0.1	0.0	0.0			11.2	46.6
MT	0.3	0.0	0.3	0.5		3.7	0.0	3.7	0.0	4.5	6.8
NL	10.1	0.0	10.1	32.9	0.1	44.1	0.7	43.4		87.2	218.8
AT	2.1	0.1	2.1	20.8	0.1	0.1	0.0	0.0	0.4	23.5	69.9
PL	1.7	0.1	1.7	45.1	0.4	0.5	0.0	0.5	0.6	48.3	323.0
PT	3.1	0.4	2.7	16.2	0.0	2.3	0.2	2.1		21.6	55.1
RO	0.5	0.1	0.4	14.0	0.6	0.2	0.1	0.0	0.0	15.3	84.3
SI	0.1	0.0	0.1	5.7	0.0	0.2		0.2	0.0	5.9	15.9
SK	0.1	0.0	0.1	6.4	0.1	0.0	0.0	0.0	0.0	6.6	35.3
FI	2.1	0.2	1.9	11.1	0.1	0.8	0.5	0.4	0.6	14.7	53.0
SE	2.7	0.5	2.2	17.7	0.1	6.1	0.3	5.8	0.3	26.8	53.6
UK	33.5	1.5	32.0	107.4	2.1	11.1	2.3	8.8	0.4	154.6	521.2
MK											
TR	11.5	3.7	7.8	55.5	0.4	4.2	1.6	2.6		71.6	367.9
IS	0.5	0.0	0.4	0.8		0.2	0.0	0.2		1.4	3.9
NO	2.5	1.2	1.2	10.0	0.0	3.4	1.9	1.6	1.6	17.6	46.9
CH	4.8	0.1	4.7	15.9	0.0	0.1	0.1	0.0	0.0	20.9	47.9

Notes: (\*) Excluding International Bunkers (international traffic departing from the EU);  
(\*\*) Including International Bunkers but excluding LULUCF.

## CO<sub>2</sub> Emissions from Transport – 2012

### BY MODE (SHARE %)

#### INCLUDING INTERNATIONAL BUNKERS

	TOTAL CIVIL AVIATION	Civil Aviation (domestic) (*)	International Bunkers – Aviation	ROAD TRANSPORTATION	RAILWAYS	TOTAL NAVIGATION	Navigation (domestic) (*)	International Bunkers – Maritime Transport	OTHER TRANSPORTATION	TOTAL TRANSPORT (***)	TOTAL EMISSIONS (**)
EU-28	12.9	10.7	89.3	71.8	0.6	13.9	10.5	89.5	0.8	29.0	100
BE	8.4	0.7	99.3	49.5	0.2	41.5	2.3	97.7	0.4	38.9	100
BG	5.8	6.5	93.5	85.9	0.8	2.3	4.1	95.9	5.2	18.4	100
CZ	5.4	0.8	99.2	92.5	1.6	0.1	100.0		0.4	15.3	100
DK	16.4	5.0	95.0	69.6	1.5	12.5	24.8	75.2		37.1	100
DE	14.5	6.9	93.1	77.8	0.6	4.9	10.6	89.4	2.2	21.9	100
EE	4.0	2.9	97.1	73.8	3.2	19.0	2.3	97.7		16.4	100
IE	13.6	0.6	99.4	79.9	0.9	4.5	31.4	68.6	1.1	32.2	100
EL	11.7	16.3	83.7	53.0	0.3	34.9	18.6	81.4	0.0	25.6	100
ES	13.9	18.9	81.1	61.2	0.2	24.4	9.0	91.0	0.2	37.9	100
FR	13.7	23.8	76.2	79.7	0.3	5.9	13.5	86.5	0.3	40.0	100
HR	6.0	26.7	73.3	90.8	1.3	1.9	100.0			30.3	100
IT	9.6	18.9	81.1	81.0	0.0	8.8	46.4	53.6	0.6	29.8	100
CY	24.1	3.5	96.5	58.3		17.7		100.0		40.8	100
LV	9.5	0.6	99.4	64.0	6.4	20.1	1.7	98.3		45.1	100
LT	3.8	0.9	99.1	79.9	3.6	7.9	3.7	96.3	4.9	34.3	100
LU	14.8	0.0	100.0	85.1	0.1	0.0	91.2	8.8		63.0	100
HU	4.4	0.3	99.7	94.3	1.1	0.2	100.0			24.1	100
MT	6.9	0.4	99.6	10.8		81.9	0.9	99.1	0.4	66.8	100
NL	11.6	0.2	99.8	37.7	0.1	50.6	1.6	98.4		39.9	100
AT	9.0	2.6	97.4	88.5	0.5	0.2	20.2	79.8	1.7	33.7	100
PL	3.5	3.3	96.7	93.5	0.7	1.0	2.4	97.6	1.3	14.9	100
PT	14.3	11.9	88.1	74.9	0.2	10.7	9.7	90.3		39.2	100
RO	3.4	23.3	76.7	91.6	3.7	1.1	75.3	24.7	0.2	18.2	100
SI	1.1	2.6	97.4	95.5	0.6	2.7		100.0	0.0	37.3	100
SK	1.4	5.3	94.7	97.3	1.1	0.2	10.8	89.2	0.0	18.6	100
FI	14.2	9.7	90.3	75.1	0.7	5.7	57.5	42.5	4.3	27.8	100
SE	10.0	19.2	80.8	66.1	0.2	22.6	5.0	95.0	1.1	50.0	100
UK	21.7	4.6	95.4	69.5	1.4	7.2	20.8	79.2	0.3	29.7	100
MK											
TR	16.0	32.4	67.6	77.5	0.6	5.9	38.3	61.7		19.5	100
IS	32.1	4.5	95.5	54.3		13.6	7.0	93.0		36.5	100
NO	14.0	49.9	50.1	57.0	0.2	19.6	54.9	45.1	9.1	37.5	100
CH	22.9	2.9	97.1	75.9	0.2	0.7	81.4	18.6	0.2	43.6	100

Notes: (\*) Excluding International Bunkers (international traffic departing from the EU);  
(\*\*) Including International Bunkers but excluding LULUCF;  
(\*\*\*) Total transport share in total emissions.

## Oil Spills at Sea

## NUMBER OF OIL SPILLS, TOTAL AMOUNT SPILT

PERIOD		Number of 7 to 700 tonnes	Number of over 700 tonnes	Tonnes of oil spilt
2013		4	3	7 000
2012		7	0	1 000
2011		5	1	2 000
2010		4	4	12 000
2009		7	2	3 000
2008		7	1	2 000
2007		12	4	19 000
2006		12	5	23 000
2005		21	4	18 000
2004		19	5	16 000
2003		19	4	44 000
2002		11	3	66 000
2001		18	3	9 000
2000		21	4	14 000
1990–1999	(avge per year)	28.1	7.7	113 300
1980–1989	(avge per year)	36.0	9.4	117 400
1970–1979	(avge per year)	54.3	24.5	319 500

## SELECTED MAJOR OIL SPILLS – World outside Europe

SHIP NAME	Year	Location	Oil lost (t)
Atlantic Empress	1979	off Tobago, West Indies	287 000
ABT Summer	1991	900 miles off Angola	260 000
Castillo de Bellver	1983	off Saldanha Bay, South Africa	252 000
Odyssey	1988	700 miles off Nova Scotia, Canada	132 000
Sea Star	1972	Gulf of Oman	115 000
Hawaiian Patriot	1977	300 miles off Honolulu	95 000
Khark 5	1989	off Atlantic Coast of Morocco	70 000
Nova	1985	off Kharg island, Gulf of Iran	70 000
Katina P	1992	off Maputo, Mozambique	67 000
Exxon Valdez	1989	Prince William Sound, Alaska	37 000
Hebei Spirit	2007	Taeon, Republic of Korea	11 000

## SELECTED MAJOR OIL SPILLS – Europe

SHIP NAME	Year	Location	Oil lost (t)
Amoco Cadiz	1978	off Brittany, France	223 000
Haven	1991	Genoa, Italy	144 000
Torrey Canyon	1967	Scilly Isles, United Kingdom	119 000
Irenes Serenade	1980	Navarino Bay, Greece	100 000
Urquiola	1976	La Coruña, Spain	100 000
Independenta	1979	Bosphorus, Turkey	95 000
Jakob Maersk	1975	Oporto, Portugal	88 000
Braer	1993	Shetland Islands, United Kingdom	85 000
Aegean Sea	1992	La Coruña, Spain	74 000
Sea Empress	1996	Milford Haven, United Kingdom	72 000
Prestige	2002	Cape Finistere, Spain	63 000
Erika	1999	Brittany, France	20 000

## Notes

## Notes

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