



STATISTICAL POCKETBOOK

2024

EU TRANSPORT

in figures

*Mobility and
Transport*

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PREFACE

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 27 Member States (EU-27) and, as far as possible, the current EU candidate countries, the EFTA countries and UK.

The content of this pocketbook is based on a range of sources including Eurostat, international organisations and associations, 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 interpreted as official data.

In particular, the Commission services would like to thank the following organisations and associations for their valuable contributions and to acknowledge that they agreed to the use of their data:

- **European Automobile Manufacturers' Association (ACEA)**
- **FlightGlobal**
- **International Road Federation (IRF)**
- **International Transport Forum (ITF)**
- **International Union of Railways (UIC)**
- **United Nation Economic Commission for Europe (UNECE)**

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 energy use and the environment.

Most of the tables have data up to 2022; where available, more recent data have been provided.

The tables of this pocketbook may also be found on the Europa site at: https://ec.europa.eu/transport/media/media-corner/publications_en

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

Eurostat, the main data provider, can be accessed directly on the internet at: <https://ec.europa.eu/eurostat/data/database>

EEA, the data provider for the environmental part, can be accessed directly on the internet at: <https://www.eea.europa.eu/>

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

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SYMBOLS AND ABBREVIATIONS

| | |
|--------------|--|
| 12 | <i>estimates are printed in italic</i> |
| % | per cent |
| - | not applicable, does not exist |
| blank | data not available |
| 0 | zero or figure less than half of unit used |
| EUR | euro |
| DG | Directorate-General of the European Commission |
| dwt | deadweight tonnage (shipping) |
| GDP | gross domestic product |
| gt | gross 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 |
| PPS | purchasing power standards |
| 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

EUROPEAN UNION COUNTRIES (EU-27) (ALSO EEA MEMBERS)

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

OTHER EUROPEAN ECONOMIC AREA (EEA) AND IN EUROPEAN FREE TRADE ASSOCIATION (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)

| | | |
|----|-------------|------------|
| CH | Switzerland | EFTA: 1960 |
|----|-------------|------------|

EUROPEAN UNION CANDIDATE COUNTRIES

| | |
|----|------------------------|
| BA | Bosnia and Herzegovina |
| ME | Montenegro |
| MD | Moldova |
| MK | North Macedonia |
| GE | Georgia |
| AL | Albania |
| RS | Serbia |
| TR | Turkey |
| UA | Ukraine |

OTHER COUNTRIES

| | |
|----|--|
| CN | China |
| CS | Czechoslovakia (until 1992) |
| JP | Japan |
| RU | Russia |
| UK | United Kingdom (EU Member 01.01.1973-31.01.2020) |
| US | United States |

NB: 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. Croatia joined EEA in 2014. The former GDR is always included in **DE**; unification on 3.10.1990.

PART 1

GENERAL DATA

99 875
150 53,785
42.5%

875

4381.4

30.5

111.0

78.9

43.1

357.1

45.2

70.3

32.0

306.0

70

6

3

64.6

68.3

4.6

95.0

87

5

3

3.9

12.7

92.1

238.4

20.3

49.0

338.4

450.3

243.8

13.8

25.7

88.4

785.3

103.0

323.8

41.3

64.6

65.3

2.6

93.0

0.5

8.1

312.7

5.1

238.4

20.3

312.7

4

243.8

13.8

88.4

785.3

103.0

323.8

41.3

PART 1
SUMMARY

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General data

1.1

| | AREA | POPULATION | GDP (NOMINAL) | GDP PER HEAD IN PPS | |
|--------------|-----------------------|--------------|-----------------|---------------------|------------|
| | 1 000 km ² | million | billion EUR | EU-27 = 100 | |
| | 2023 | on 1/1/2023 | 2022 | 2021 | 2022 |
| EU-27 | 4 225.1 | 448.8 | 15 911.1 | 100 | 100 |
| BE | 30.7 | 11.7 | 554.2 | 120 | 120 |
| BG | 111.0 | 6.4 | 85.8 | 57 | 62 |
| CZ | 78.9 | 10.8 | 276.3 | 92 | 90 |
| DK | 42.9 | 5.9 | 380.6 | 135 | 137 |
| DE | 357.6 | 84.4 | 3 876.8 | 119 | 117 |
| EE | 45.3 | 1.4 | 36.0 | 86 | 85 |
| IE | 69.9 | 5.3 | 506.3 | 221 | 235 |
| EL | 131.7 | 10.4 | 206.6 | 63 | 67 |
| ES | 506.0 | 48.1 | 1 346.4 | 84 | 86 |
| FR | 638.5 | 68.2 | 2 639.1 | 103 | 100 |
| HR | 56.6 | 3.9 | 68.4 | 70 | 73 |
| IT | 302.1 | 59.0 | 1 962.8 | 96 | 98 |
| CY | 9.3 | 0.9 | 27.8 | 94 | 94 |
| LV | 64.6 | 1.9 | 38.4 | 71 | 72 |
| LT | 65.3 | 2.9 | 67.4 | 89 | 89 |
| LU | 2.6 | 0.7 | 77.5 | 266 | 257 |
| HU | 93.0 | 9.6 | 168.5 | 75 | 76 |
| MT | 0.3 | 0.5 | 17.4 | 103 | 104 |
| NL | 37.4 | 17.8 | 958.5 | 131 | 131 |
| AT | 83.9 | 9.1 | 447.2 | 122 | 124 |
| PL | 311.9 | 36.8 | 656.2 | 77 | 79 |
| PT | 92.2 | 10.5 | 242.3 | 75 | 79 |
| RO | 238.4 | 19.1 | 284.2 | 73 | 75 |
| SI | 20.3 | 2.1 | 57.0 | 90 | 90 |
| SK | 49.0 | 5.4 | 109.8 | 73 | 71 |
| FI | 338.4 | 5.6 | 267.7 | 111 | 110 |
| SE | 447.4 | 10.5 | 551.8 | 122 | 119 |
| IS | 102.7 | 0.4 | 27.3 | 119 | 126 |
| NO | 384.5 | 5.5 | 565.0 | 172 | 218 |
| CH | 41.3 | 8.8 | 777.8 | 157 | 158 |
| BA | 51.2 | 3.4 | 23.3 | 35 | 37 |
| ME | 13.9 | 0.6 | 5.9 | 47 | 50 |
| MD | 33.9 | 2.5 | 13.8 | 30 | 28 |
| MK | 25.4 | 1.8 | 13.0 | 38 | 37 |
| GE | 69.7 | 3.7 | 23.9 | 36 | 39 |
| AL | 28.8 | 2.8 | 18.0 | 31 | 34 |
| RS | 85.0 | 6.6 | 60.4 | 44 | 44 |
| TR | 780.3 | 85.3 | 862.3 | 61 | 67 |
| UA | 603.6 | 41.0 | 152.6 | 35 | 28 |
| UK | 244.4 | 67.6 | 2940 | 102 | 100 |

NB: CY: Area refers to the whole island.

FR: Area and population include the five French overseas departments Guadeloupe, French Guiana, Martinique, Mayotte and La Réunion.

BA, UK: situation at mid-2022.

UA: situation on 1 January 2022.

GDP data based on ESA (European System of National and Regional Accounts) 2010 methodology.

1.2 Growth in GDP and industrial production

| | GROWTH IN GDP Real growth | | | | GROWTH IN INDUSTRIAL PRODUCTION (excl. construction) | | | |
|--------------|------------------------------------|-------|------|-------|---|-------|------|-------|
| | % change compared to previous year | | | | | | | |
| | 2019 | 2020 | 2021 | 2022 | 2019 | 2020 | 2021 | 2022 |
| EU-27 | 1.8 | -5.6 | 6.0 | 3.4 | -0.4 | -7.4 | 9.1 | 2.9 |
| BE | 2.2 | -5.3 | 6.9 | 3.0 | 5.2 | -4.1 | 25.5 | -0.5 |
| BG | 4.0 | -4.0 | 7.7 | 3.9 | 0.5 | -6.2 | 10.1 | 12.8 |
| CZ | 3.0 | -5.5 | 3.6 | 2.4 | -0.6 | -7.0 | 6.5 | 2.0 |
| DK | 1.5 | -2.4 | 6.8 | 2.7 | 2.7 | -5.5 | 9.8 | 12.4 |
| DE | 1.1 | -3.8 | 3.2 | 1.8 | -3.2 | -9.6 | 4.6 | -0.3 |
| EE | 4.0 | -1.0 | 7.2 | -0.5 | 7.1 | -2.7 | 12.8 | 1.6 |
| IE | 5.3 | 6.6 | 15.1 | 9.4 | 6.9 | 14.6 | 28.4 | 18.9 |
| EL | 1.9 | -9.3 | 8.4 | 5.6 | -0.6 | -2.2 | 10.4 | 2.5 |
| ES | 2.0 | -11.2 | 6.4 | 5.8 | 0.4 | -9.5 | 7.5 | 2.7 |
| FR | 1.8 | -7.5 | 6.4 | 2.5 | 0.5 | -11.0 | 5.5 | 0.0 |
| HR | 3.4 | -8.5 | 13.0 | 7.0 | 0.5 | -3.3 | 6.3 | 1.6 |
| IT | 0.5 | -9.0 | 8.3 | 4.0 | -1.1 | -11.4 | 12.2 | 0.3 |
| CY | 5.5 | -3.4 | 9.9 | 5.1 | 4.3 | -7.3 | 6.4 | 3.2 |
| LV | 0.6 | -3.5 | 6.7 | 3.0 | 0.8 | -1.8 | 6.5 | 0.8 |
| LT | 4.7 | 0.0 | 6.3 | 2.4 | 3.2 | -0.2 | 21.1 | 8.9 |
| LU | 2.9 | -0.9 | 7.2 | 1.4 | -3.2 | -10.8 | 8.3 | -1.3 |
| HU | 4.9 | -4.5 | 7.1 | 4.6 | 5.7 | -6.8 | 9.6 | 5.9 |
| MT | 7.1 | -8.2 | 12.5 | 8.1 | 2.9 | 1.2 | -0.9 | 1.5 |
| NL | 2.0 | -3.9 | 6.2 | 4.3 | -1.6 | -3.3 | 3.9 | 3.9 |
| AT | 1.5 | -6.6 | 4.2 | 4.8 | 0.0 | -6.0 | 11.3 | 4.9 |
| PL | 4.5 | -2.0 | 6.9 | 5.6 | 4.2 | -1.9 | 14.8 | 10.6 |
| PT | 2.7 | -8.3 | 5.7 | 6.8 | -2.2 | -8.1 | 3.8 | 0.6 |
| RO | 3.9 | -3.7 | 5.7 | 4.1 | -2.6 | -9.2 | 6.4 | 1.0 |
| SI | 3.5 | -4.2 | 8.2 | 2.5 | 3.1 | -5.2 | 10.1 | 1.2 |
| SK | 2.5 | -3.3 | 4.8 | 1.9 | -6.2 | -9.0 | 10.9 | -4.4 |
| FI | 1.2 | -2.4 | 2.8 | 1.3 | 1.6 | -3.2 | 4.2 | 3.8 |
| SE | 2.5 | -2.0 | 5.9 | 1.5 | 2.4 | -4.9 | 7.0 | 2.0 |
| IS | 1.9 | -6.9 | 5.1 | 8.9 | | | | |
| NO | 1.1 | -1.3 | 3.9 | 3.0 | -4.0 | 6.0 | 2.5 | -0.4 |
| CH | 1.1 | -2.1 | 5.4 | 2.6 | 4.5 | -3.9 | 8.8 | 6.4 |
| BA | 2.9 | -3.0 | 7.4 | 4.2 | -5.5 | -6.5 | 9.6 | 1.0 |
| ME | 4.1 | -15.3 | 13.0 | 6.4 | -6.0 | -1.1 | 4.7 | -2.8 |
| MD | 3.6 | -8.3 | 13.9 | -5.0 | 2.0 | -5.5 | 12.1 | -5.1 |
| MK | 3.9 | -4.7 | 4.5 | 2.2 | 3.7 | -9.5 | 1.4 | -0.2 |
| GE | 5.4 | -6.3 | 10.6 | 11.0 | 4.0 | -3.2 | 22.3 | 17.9 |
| AL | 2.1 | -3.3 | 8.9 | 4.9 | 5.5 | -10.0 | 22.4 | 7.3 |
| RS | 4.3 | -0.9 | 7.7 | 2.5 | 0.3 | -0.7 | 7.0 | 1.9 |
| TR | 0.8 | 1.9 | 11.4 | 5.5 | -0.5 | 1.6 | 17.5 | 4.4 |
| UA | 3.2 | -3.8 | 3.4 | -29.1 | -0.5 | -4.5 | 1.9 | -36.7 |
| UK | 1.6 | -10.4 | 8.7 | 4.3 | -1.1 | 2.3 | -3.9 | -3.8 |

NB: Industrial production: includes NACE Rev. 2 Sections B-D.

Data adjusted by working days.

Growth GDP section: data calculated according to the ESA 2010 methodology.

Employment and unemployment 1.3

| | EMPLOYMENT RATE | | | | UNEMPLOYMENT RATE | | | |
|--------------|-----------------|------|------|------|-------------------|------|------|------|
| | 2019 | 2020 | 2021 | 2022 | 2019 | 2020 | 2021 | 2022 |
| | % | | | | | | | |
| EU-27 | 68.4 | 67.5 | 68.3 | 69.8 | 6.8 | 7.2 | 7.2 | 6.3 |
| BE | 65.3 | 64.7 | 65.3 | 66.5 | 5.4 | 5.6 | 6.3 | 5.6 |
| BG | 70.1 | 68.5 | 68.1 | 70.4 | 4.3 | 5.2 | 5.3 | 4.3 |
| CZ | 75.1 | 74.4 | 74.4 | 75.5 | 2.1 | 2.6 | 2.9 | 2.3 |
| DK | 75.0 | 74.4 | 75.5 | 76.8 | 5.1 | 5.8 | 5.1 | 4.5 |
| DE | 76.7 | 75.4 | 75.6 | 76.9 | 3.2 | 3.9 | 3.7 | 3.2 |
| EE | 74.8 | 73.2 | 74.0 | 76.4 | 4.6 | 7.2 | 6.5 | 5.9 |
| IE | 69.5 | 67.7 | 69.8 | 73.2 | 5.1 | 5.8 | 6.3 | 4.6 |
| EL | 56.5 | 56.3 | 57.2 | 60.7 | 17.5 | 16.5 | 14.9 | 12.6 |
| ES | 63.3 | 60.9 | 62.7 | 64.4 | 14.2 | 15.6 | 14.9 | 13.0 |
| FR | 65.6 | 65.3 | 67.2 | 68.1 | 8.5 | 8.1 | 7.9 | 7.4 |
| HR | 62.1 | 62.0 | 63.4 | 64.9 | 6.7 | 7.6 | 7.6 | 7.1 |
| IT | 59.0 | 58.1 | 58.2 | 60.1 | 10.2 | 9.4 | 9.7 | 8.2 |
| CY | 70.5 | 69.9 | 70.8 | 72.7 | 7.3 | 7.8 | 7.7 | 6.9 |
| LV | 72.3 | 71.6 | 69.9 | 71.3 | 6.5 | 8.4 | 7.9 | 7.1 |
| LT | 73.0 | 71.6 | 72.4 | 73.8 | 6.5 | 8.8 | 7.4 | 6.2 |
| LU | 67.9 | 67.2 | 69.4 | 70.1 | 5.6 | 6.8 | 5.3 | 4.6 |
| HU | 70.1 | 69.7 | 73.1 | 74.4 | 3.5 | 4.3 | 4.1 | 3.7 |
| MT | 73.1 | 73.7 | 75.5 | 77.6 | 3.7 | 4.4 | 3.4 | 3.0 |
| NL | 78.2 | 77.8 | 80.1 | 81.8 | 3.4 | 3.9 | 4.2 | 3.5 |
| AT | 73.6 | 72.4 | 72.4 | 74.0 | 4.6 | 5.4 | 6.3 | 4.8 |
| PL | 68.2 | 68.7 | 70.3 | 71.3 | 3.3 | 3.2 | 3.4 | 2.9 |
| PT | 70.5 | 69.0 | 70.1 | 71.4 | 6.7 | 7.1 | 6.7 | 6.3 |
| RO | 65.8 | 65.6 | 61.9 | 63.1 | 4.0 | 5.2 | 5.6 | 5.6 |
| SI | 71.8 | 70.9 | 71.4 | 73.1 | 4.5 | 5.0 | 4.8 | 4.0 |
| SK | 68.4 | 67.5 | 69.4 | 71.3 | 5.8 | 6.8 | 6.9 | 6.2 |
| FI | 72.9 | 72.1 | 72.7 | 74.3 | 6.8 | 7.9 | 7.8 | 6.9 |
| SE | 77.1 | 75.5 | 75.4 | 77.1 | 7.0 | 8.5 | 9.0 | 7.6 |
| IS | 84.1 | 80.3 | 79.8 | 83.3 | 3.6 | 5.7 | 6.3 | 3.9 |
| NO | 75.3 | 74.7 | 76.3 | 77.7 | 3.8 | 4.5 | 4.5 | 3.3 |
| CH | 80.5 | 79.9 | 79.3 | 79.5 | 4.5 | 5.0 | 5.3 | 4.4 |
| BA | 39.7 | 39.7 | 48.8 | 50.0 | 15.7 | 15.9 | 17.5 | 15.5 |
| ME | 56.0 | 50.3 | 49.4 | 50.3 | 15.4 | 18.3 | 16.6 | 14.7 |
| MD | 40.1 | 38.8 | 39.8 | 40.5 | 5.1 | 3.8 | 3.2 | 3.1 |
| MK | 54.7 | 54.7 | 55.1 | 47.3 | 17.4 | 16.6 | 15.8 | 14.4 |
| GE | 42.7 | 41.1 | 40.4 | 42.9 | 17.6 | 18.5 | 20.6 | 17.3 |
| AL | 61.2 | 60.6 | 60.9 | 65.0 | 12.0 | 12.2 | 12.0 | 11.3 |
| RS | 60.7 | 61.3 | 62.2 | 64.5 | 10.9 | 9.5 | 11.4 | 9.7 |
| TR | 50.3 | 47.5 | 50.3 | 52.8 | 14.0 | 13.4 | 12.2 | 10.7 |
| UA | 51.7 | 49.9 | 49.3 | | 8.2 | 9.5 | 9.8 | |
| UK | 75.2 | 75.0 | 74.7 | 75.1 | 3.8 | 4.8 | 4.7 | 3.9 |

NB: 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 (15-64 years).

Sources: Eurostat [lfsa_ergan, lfsa_urgan], national sources (ME, MD, MK, AL; TR and RS until column break), UNECE (UA), OECD (TR for 2021, UK since 2020), World Bank (BA)

1.4

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 |
| | 2022 | | | 2022 | | |
| EU-27 | 1.9 | 26.1 | 72.0 | 4.3 | 22.3 | 73.4 |
| BE | 0.7 | 22.4 | 76.9 | 1.2 | 17.2 | 81.6 |
| BG | 4.3 | 28.6 | 67.0 | 15.2 | 25.0 | 59.8 |
| CZ | 2.1 | 32.7 | 65.3 | 2.9 | 35.6 | 61.5 |
| DK | 1.3 | 22.3 | 76.4 | 2.2 | 17.2 | 80.6 |
| DE | 1.0 | 29.7 | 69.3 | 1.2 | 23.6 | 75.2 |
| EE | 2.8 | 27.1 | 70.0 | 2.6 | 27.9 | 69.5 |
| IE | 1.2 | 43.6 | 55.3 | 4.0 | 19.2 | 76.8 |
| EL | 4.3 | 19.1 | 76.6 | 10.5 | 13.5 | 76.0 |
| ES | 2.6 | 22.8 | 74.6 | 3.6 | 17.7 | 78.7 |
| FR | 2.1 | 18.8 | 79.1 | 2.5 | 16.6 | 80.9 |
| HR | 3.7 | 23.7 | 72.6 | 6.7 | 29.1 | 64.2 |
| IT | 2.1 | 26.2 | 71.7 | 3.5 | 23.6 | 73.0 |
| CY | 1.8 | 13.8 | 84.4 | 3.3 | 18.2 | 78.5 |
| LV | 5.7 | 24.3 | 70.0 | 7.1 | 23.8 | 69.1 |
| LT | 4.4 | 28.3 | 67.3 | 5.4 | 26.0 | 68.6 |
| LU | 0.3 | 11.4 | 88.3 | 0.7 | 18.2 | 81.1 |
| HU | 3.8 | 28.9 | 67.3 | 3.4 | 29.0 | 67.6 |
| MT | 0.9 | 13.4 | 85.7 | 1.0 | 15.8 | 83.2 |
| NL | 1.7 | 21.7 | 76.6 | 2.0 | 14.4 | 83.6 |
| AT | 1.5 | 29.1 | 69.3 | 3.2 | 22.7 | 74.1 |
| PL | 3.2 | 31.5 | 65.3 | 8.5 | 30.0 | 61.5 |
| PT | 2.1 | 21.5 | 76.3 | 7.1 | 23.3 | 69.6 |
| RO | 4.1 | 30.7 | 65.2 | 21.1 | 29.3 | 49.6 |
| SI | 2.1 | 32.0 | 65.9 | 6.4 | 30.6 | 63.0 |
| SK | 2.5 | 31.9 | 65.6 | 2.9 | 31.0 | 66.1 |
| FI | 2.7 | 28.9 | 68.4 | 3.1 | 21.8 | 75.0 |
| SE | 1.6 | 26.9 | 71.4 | 1.9 | 19.7 | 78.4 |
| IS | 4.8 | 23.2 | 72.0 | 3.2 | 19.5 | 77.3 |
| NO | 1.8 | 53.1 | 45.1 | 2.3 | 19.7 | 77.9 |
| CH | 0.6 | 25.6 | 73.8 | 2.3 | 20.2 | 77.4 |
| BA | 5.7 | 29.4 | 64.9 | 16.9 | 33.5 | 49.6 |
| ME | 7.5 | 16.1 | 76.4 | 4.3 | 19.0 | 76.7 |
| MD | 9.2 | 23.3 | 67.5 | 55.4 | 12.7 | 31.9 |
| MK | 8.6 | 25.7 | 65.7 | 20.2 | 28.2 | 51.7 |
| AL | 21.3 | 24.5 | 54.2 | 46.6 | 21.4 | 32.0 |
| RS | 7.7 | 30.4 | 61.9 | 14.3 | 28.5 | 57.2 |
| TR | 7.2 | 35.0 | 57.8 | 16.7 | 27.7 | 55.6 |
| UA | | | | | | |
| UK | 0.9 | 19.4 | 79.8 | 1.0 | 18.1 | 80.9 |

NB: 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.

Population

1.5

| AT 1 JANUARY | | | | | | | | | |
|--------------|---------|--------|--------|--------|--------|--------|--------|--------|----------------|
| | million | | | | | | | | % |
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | 2023 | change '22/'23 |
| EU-27 | 425.22 | 428.47 | 434.42 | 440.66 | 443.67 | 447.32 | 446.74 | 448.75 | 0.5 |
| BE | 10.13 | 10.24 | 10.45 | 10.84 | 11.24 | 11.52 | 11.62 | 11.74 | 1.1 |
| BG | 8.43 | 8.19 | 7.69 | 7.42 | 7.20 | 6.95 | 6.84 | 6.45 | -5.7 |
| CZ | 10.33 | 10.28 | 10.20 | 10.46 | 10.54 | 10.69 | 10.52 | 10.83 | 3.0 |
| DK | 5.22 | 5.33 | 5.41 | 5.53 | 5.66 | 5.82 | 5.87 | 5.93 | 1.0 |
| DE | 81.54 | 82.16 | 82.50 | 81.80 | 81.20 | 83.17 | 83.24 | 84.36 | 1.3 |
| EE | 1.45 | 1.40 | 1.36 | 1.33 | 1.31 | 1.33 | 1.33 | 1.37 | 2.6 |
| IE | 3.60 | 3.78 | 4.11 | 4.55 | 4.68 | 4.96 | 5.06 | 5.27 | 4.2 |
| EL | 10.54 | 10.78 | 10.97 | 11.12 | 10.86 | 10.72 | 10.46 | 10.41 | -0.4 |
| ES | 39.34 | 40.47 | 43.30 | 46.49 | 46.45 | 47.33 | 47.43 | 48.09 | 1.4 |
| FR | 59.32 | 60.55 | 62.77 | 64.66 | 66.46 | 67.32 | 67.87 | 68.17 | 0.4 |
| HR | 4.66 | 4.50 | 4.31 | 4.30 | 4.23 | 4.06 | 3.86 | 3.85 | -0.3 |
| IT | 56.84 | 56.92 | 57.87 | 59.19 | 60.80 | 59.64 | 59.03 | 59.00 | -0.1 |
| CY | 0.65 | 0.69 | 0.73 | 0.82 | 0.85 | 0.89 | 0.90 | 0.92 | 1.8 |
| LV | 2.50 | 2.38 | 2.25 | 2.12 | 1.99 | 1.91 | 1.88 | 1.88 | 0.4 |
| LT | 3.64 | 3.51 | 3.36 | 3.14 | 2.92 | 2.79 | 2.81 | 2.86 | 1.8 |
| LU | 0.41 | 0.43 | 0.46 | 0.50 | 0.56 | 0.63 | 0.65 | 0.66 | 2.4 |
| HU | 10.34 | 10.22 | 10.10 | 10.01 | 9.86 | 9.77 | 9.69 | 9.60 | -0.9 |
| MT | 0.37 | 0.39 | 0.40 | 0.41 | 0.44 | 0.51 | 0.52 | 0.54 | 4.0 |
| NL | 15.42 | 15.86 | 16.31 | 16.57 | 16.90 | 17.41 | 17.59 | 17.81 | 1.3 |
| AT | 7.94 | 8.00 | 8.20 | 8.35 | 8.58 | 8.90 | 8.98 | 9.10 | 1.4 |
| PL | 38.58 | 38.26 | 38.17 | 38.02 | 38.01 | 37.96 | 37.65 | 36.75 | -2.4 |
| PT | 10.01 | 10.25 | 10.49 | 10.57 | 10.37 | 10.30 | 10.35 | 10.47 | 1.1 |
| RO | 22.71 | 22.46 | 21.38 | 20.29 | 19.87 | 19.33 | 19.04 | 19.05 | 0.1 |
| SI | 1.99 | 1.99 | 2.00 | 2.05 | 2.06 | 2.10 | 2.11 | 2.12 | 0.5 |
| SK | 5.36 | 5.40 | 5.37 | 5.39 | 5.42 | 5.46 | 5.43 | 5.43 | -0.1 |
| FI | 5.10 | 5.17 | 5.24 | 5.35 | 5.47 | 5.53 | 5.55 | 5.56 | 0.3 |
| SE | 8.82 | 8.86 | 9.01 | 9.34 | 9.75 | 10.33 | 10.45 | 10.52 | 0.7 |
| IS | 0.27 | 0.28 | 0.29 | 0.32 | 0.33 | 0.36 | 0.38 | 0.39 | 3.1 |
| LI | 0.03 | 0.03 | 0.03 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.9 |
| NO | 4.35 | 4.48 | 4.61 | 4.86 | 5.17 | 5.37 | 5.43 | 5.49 | 1.2 |
| CH | 7.02 | 7.16 | 7.42 | 7.79 | 8.24 | 8.61 | 8.74 | 8.82 | 0.9 |
| BA | 3.75 | 4.18 | 4.09 | 3.81 | 3.52 | 3.32 | 3.45 | 3.45 | |
| ME | 0.63 | 0.60 | 0.61 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | -0.2 |
| MD | 4.35 | 3.64 | 3.60 | 3.56 | 2.85 | 2.64 | 2.60 | 2.51 | -3.5 |
| MK | 1.96 | 2.02 | 2.04 | 2.05 | 2.07 | 2.08 | 1.84 | 1.83 | -0.4 |
| AL | | 4.44 | 4.32 | 4.44 | 3.73 | 3.72 | 3.69 | 3.74 | 1.3 |
| RS | 3.25 | 3.06 | 3.13 | 3.05 | 2.89 | 2.85 | 2.79 | 2.76 | -1.1 |
| TR | 7.63 | 7.53 | 7.46 | 7.31 | 7.11 | 6.93 | 6.80 | 6.64 | -2.3 |
| UA | 61.20 | 66.89 | 68.01 | 72.56 | 77.70 | 83.15 | 84.68 | 85.28 | 0.7 |
| UK | 51.51 | 49.11 | 47.10 | 45.78 | 42.76 | 41.73 | 41.00 | | |
| UA | 57.94 | 58.79 | 60.18 | 62.51 | 64.85 | 67.08 | 67.35 | 67.60 | 0.4 |

NB: CY: from 1975 onwards: government-controlled area only.

FR: as from 1991, it includes the four French overseas departments and as from 2015 it includes Mayotte.

UK: as of 2020 stand in June.

1.6a Member States external trade of goods

IMPORTS

YEAR 2022 (VALUE = billion EUR)

| | IMPORTS FROM: | | | | | | | | | |
|-------|---------------|-----------|-------------|-------------|---------|---------|---------------|---------|----------------|--------|
| | WORLD | EU-27 | EXTRA-EU-27 | OF WHICH: | | | | | | |
| | | | | CANDIDATE 9 | EFTA | CHINA | UNITED STATES | RUSSIA | UNITED KINGDOM | JAPAN |
| EU-27 | 7 123.888 | 4 117.740 | 3 006.149 | 166.404 | 312.539 | 627.362 | 359.102 | 217.157 | 202.659 | 70.023 |
| BE | 583.973 | 337.913 | 246.060 | 7.225 | 26.892 | 35.392 | 35.107 | 34.585 | 12.888 | 10.519 |
| BG | 55.176 | 30.480 | 24.696 | 8.562 | 0.358 | 3.196 | 0.811 | 0.441 | 5.983 | 0.234 |
| CZ | 225.185 | 162.202 | 62.983 | 4.308 | 1.429 | 30.078 | 3.639 | 2.521 | 3.271 | 2.086 |
| DK | 122.013 | 80.949 | 41.064 | 1.656 | 7.560 | 10.345 | 4.942 | 2.921 | 0.862 | 0.537 |
| DE | 1505.153 | 916.977 | 588.176 | 30.968 | 108.892 | 130.248 | 70.186 | 33.873 | 30.570 | 18.290 |
| EE | 25.449 | 19.923 | 5.525 | 0.319 | 0.402 | 1.191 | 0.271 | 0.233 | 1.808 | 0.104 |
| IE | 140.176 | 48.575 | 91.601 | 1.242 | 6.720 | 12.210 | 21.332 | 29.459 | 0.354 | 2.684 |
| EL | 94.553 | 41.279 | 53.274 | 4.672 | 0.750 | 7.908 | 3.456 | 0.873 | 9.334 | 0.268 |
| ES | 469.850 | 237.112 | 232.738 | 12.948 | 8.445 | 42.046 | 30.367 | 10.863 | 7.322 | 3.000 |
| FR | 782.854 | 481.832 | 301.022 | 10.776 | 23.536 | 49.181 | 53.380 | 27.123 | 15.056 | 5.533 |
| HR | 42.500 | 29.571 | 12.930 | 4.139 | 0.218 | 1.390 | 3.176 | 0.123 | 0.549 | 0.049 |
| IT | 660.210 | 338.646 | 321.564 | 19.905 | 24.482 | 57.867 | 24.906 | 8.209 | 27.158 | 5.255 |
| CY | 11.610 | 7.032 | 4.578 | 0.424 | 0.123 | 0.897 | 0.090 | 0.339 | 0.208 | 0.123 |
| LV | 28.121 | 21.958 | 6.163 | 0.504 | 0.244 | 0.996 | 0.258 | 0.185 | 1.990 | 0.027 |
| LT | 52.542 | 33.244 | 19.299 | 1.098 | 2.652 | 1.995 | 3.974 | 1.436 | 2.596 | 0.087 |
| LU | 25.660 | 23.312 | 2.348 | 0.115 | 0.178 | 0.316 | 0.552 | 0.217 | 0.011 | 0.441 |
| HU | 157.186 | 107.568 | 49.618 | 7.304 | 0.697 | 12.645 | 1.955 | 1.019 | 10.930 | 1.382 |
| MT | 8.133 | 4.753 | 3.379 | 0.210 | 0.055 | 0.367 | 0.202 | 0.332 | 0.004 | 0.079 |
| NL | 854.663 | 331.071 | 523.592 | 8.610 | 42.690 | 139.051 | 68.336 | 42.253 | 30.052 | 12.492 |
| AT | 221.992 | 166.629 | 55.363 | 5.221 | 10.383 | 9.139 | 4.613 | 2.732 | 7.333 | 1.440 |
| PL | 362.541 | 231.415 | 131.126 | 11.709 | 4.251 | 37.597 | 11.737 | 4.873 | 15.122 | 2.639 |
| PT | 109.486 | 76.091 | 33.395 | 1.787 | 0.596 | 5.576 | 3.500 | 1.164 | 0.649 | 0.590 |
| RO | 126.077 | 89.333 | 36.744 | 10.795 | 1.397 | 7.384 | 1.348 | 0.996 | 3.859 | 0.397 |
| SI | 66.356 | 34.412 | 31.943 | 5.920 | 8.342 | 7.884 | 0.368 | 0.221 | 1.595 | 0.174 |
| SK | 106.892 | 82.119 | 24.773 | 2.836 | 0.452 | 4.581 | 0.659 | 1.041 | 6.252 | 0.141 |
| FI | 92.469 | 60.970 | 31.500 | 1.006 | 6.611 | 4.547 | 2.964 | 1.995 | 6.177 | 0.373 |
| SE | 193.068 | 122.373 | 70.695 | 2.145 | 24.183 | 13.335 | 6.972 | 7.133 | 0.724 | 1.079 |

NB: Candidate 9: Bosnia and Herzegovina, Montenegro, Moldova, North Macedonia, Georgia, Albania, Serbia, Turkey and Ukraine.
EFTA: Iceland, Liechtenstein, Norway, Switzerland.

Member States external trade of goods 1.6b

EXPORTS

YEAR 2022 (VALUE = billion EUR)

| | EXPORTS TO: | | | | | | | | | |
|-------|-------------|--------|-------------|-------------|-------|---------------|----------------|-------|--------|-------|
| | WORLD | EU-27 | EXTRA-EU-27 | OF WHICH: | | | | | | |
| | | | | CANDIDATE 9 | EFTA | UNITED STATES | UNITED KINGDOM | CHINA | RUSSIA | JAPAN |
| EU-27 | 6815.9 | 4245.9 | 2570.0 | 183.8 | 261.5 | 508.6 | 328.4 | 230.4 | 71.3 | 55.0 |
| BE | 595.7 | 405.3 | 190.4 | 8.6 | 10.4 | 34.9 | 30.7 | 7.7 | 10.0 | 3.5 |
| BG | 47.5 | 31.0 | 16.5 | 6.6 | 0.4 | 1.1 | 0.7 | 0.8 | 0.1 | 0.5 |
| CZ | 230.2 | 187.8 | 42.4 | 5.6 | 4.5 | 5.8 | 8.2 | 2.6 | 1.2 | 1.5 |
| DK | 125.3 | 69.6 | 55.7 | 1.9 | 9.4 | 12.0 | 5.4 | 5.7 | 2.3 | 0.5 |
| DE | 1593.3 | 878.9 | 714.4 | 39.1 | 82.9 | 155.9 | 73.4 | 106.8 | 20.5 | 14.5 |
| EE | 21.7 | 15.3 | 6.4 | 0.4 | 1.1 | 1.2 | 0.5 | 0.2 | 0.2 | 0.8 |
| IE | 203.4 | 80.3 | 123.1 | 1.0 | 3.7 | 59.4 | 22.0 | 13.2 | 4.1 | 0.5 |
| EL | 55.8 | 31.2 | 24.6 | 6.6 | 0.4 | 2.2 | 2.2 | 0.4 | 0.3 | 0.2 |
| ES | 394.9 | 250.1 | 144.8 | 8.2 | 8.4 | 19.0 | 21.2 | 8.0 | 3.3 | 1.3 |
| FR | 589.7 | 330.0 | 259.8 | 11.5 | 22.8 | 46.6 | 33.5 | 23.7 | 6.4 | 3.1 |
| HR | 24.3 | 16.6 | 7.7 | 5.0 | 0.4 | 0.6 | 0.2 | 0.1 | 0.0 | 0.2 |
| IT | 626.2 | 330.5 | 295.7 | 20.8 | 33.2 | 65.1 | 27.3 | 16.4 | 8.1 | 5.8 |
| CY | 4.2 | 1.1 | 3.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 |
| LV | 23.0 | 15.0 | 7.9 | 0.9 | 0.6 | 0.6 | 1.2 | 0.2 | 0.1 | 2.2 |
| LT | 44.3 | 27.6 | 16.7 | 2.0 | 1.5 | 2.3 | 1.5 | 0.1 | 0.1 | 2.7 |
| LU | 16.5 | 13.3 | 3.2 | 0.3 | 0.4 | 0.5 | 0.4 | 0.2 | 0.1 | 0.1 |
| HU | 144.2 | 113.1 | 31.1 | 9.6 | 1.5 | 4.2 | 4.0 | 1.7 | 0.7 | 1.3 |
| MT | 3.1 | 1.5 | 1.6 | 0.0 | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.0 |
| NL | 918.8 | 655.2 | 263.6 | 11.7 | 20.0 | 37.2 | 49.2 | 18.7 | 5.4 | 4.4 |
| AT | 201.4 | 140.3 | 61.1 | 4.4 | 11.2 | 12.9 | 5.1 | 5.3 | 1.8 | 1.8 |
| PL | 342.9 | 259.0 | 83.9 | 16.1 | 7.3 | 10.2 | 16.8 | 3.0 | 0.8 | 4.8 |
| PT | 78.4 | 55.3 | 23.1 | 1.0 | 1.1 | 5.1 | 3.8 | 0.6 | 0.2 | 0.1 |
| RO | 92.0 | 66.5 | 25.5 | 8.9 | 1.1 | 2.3 | 2.6 | 1.1 | 0.7 | 0.4 |
| SI | 66.4 | 41.8 | 24.6 | 6.0 | 11.4 | 0.9 | 0.7 | 0.4 | 0.1 | 1.2 |
| SK | 103.0 | 82.5 | 20.6 | 3.4 | 1.6 | 3.5 | 3.9 | 2.6 | 0.3 | 0.6 |
| FI | 81.9 | 46.1 | 35.8 | 1.4 | 3.8 | 7.8 | 3.0 | 4.0 | 1.8 | 2.1 |
| SE | 187.8 | 101.4 | 86.4 | 2.5 | 22.4 | 17.2 | 10.4 | 6.7 | 2.6 | 1.0 |

NB: Candidate 9: Bosnia and Herzegovina, Montenegro, Moldova, North Macedonia, Georgia, Albania, Serbia, Turkey and Ukraine.
EFTA: Iceland, Liechtenstein, Norway, Switzerland.

1.7 Comparison EU-27 – World

DATA FOR 2022

| | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
|--|--------|---------------|-------|--------|--------|
| Population million | 447.7 | 333.3 | 125.1 | 1412.2 | 144.2 |
| Population growth % change since previous year | 0.5 | 0.4 | -0.4% | 0.0% | 0.1% |
| Urban population % of total | 73.9 | 83.1 | 92.0 | 63.6 | 75.1 |
| Area 1 000 km ² | 4 225 | 9 832 | 378 | 9 563 | 17 098 |
| Population density Persons/km ² | 106 | 34 | 331 | 148 | 8 |
| GDP (nominal) billion EUR | 15 911 | 25 440 | 4 042 | 17 058 | 2 128 |
| Real GDP growth % | 3.4 | 1.9 | 1.0 | 3.0 | -2.1 |
| Relative GDP per capita in PPS (EU-27 = 100) | 100 | 133 | 82 | 39 | 71 |
| Exports of goods billion EUR | 2 570 | 1 985 | 714 | 3 178 | 562 |
| Imports of goods billion EUR | 3 006 | 3 108 | 825 | 2 543 | 263 |

NB: EU-27: area, population: including French overseas departments.
EU-27: trade: only extra-EU trade.

PART 2

TRANSPORT



PART 2
SUMMARY

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Statistical overview – EU transport 2.1.1

Gross Value Added:

With around EUR 750 billion in Gross Value Added (GVA) at current prices, the transport and storage services sector (including postal and courier activities) accounted for about 5.2% of total GVA in the EU-27 in 2022 ⁽¹⁾. 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 2022, the transport and storage services sector (including postal and courier activities) in the EU-27 employed around 10.5 million persons ⁽²⁾, some 5.3% of the total workforce ⁽³⁾. Around 52% of them worked in land transport (road, rail and pipelines), 3% in water transport (sea and inland waterways), 3% in air transport and 27% in warehousing and supporting activities (such as cargo handling, storage and warehousing) and the remaining 14% in postal and courier activities. 22% of the employed persons in the transport sector were women.

Household expenditure:

In 2022, private households in the EU-27 spent EUR 1 025 billion or roughly 12.5% of their total consumption on transport-related items. Around 26% of this sum (around EUR 265 billion) was used to purchase vehicles, 59% (EUR 603 billion) was spent on the operation of personal transport equipment (e.g. to buy fuel for the car) and the rest (EUR 158 billion) was spent for transport services (e.g. bus, train, plane tickets).

Goods transport:

In 2022, the total goods transport activities in the EU-27 are estimated to amount to 3 471 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 53.8% of this total, rail for 11.9%, inland waterways for 3.5% and oil pipelines for 2.7%. Intra-EU maritime transport was the second most important mode with a share of 28% while intra-EU air transport only accounted for 0.1% of the total.

Passenger transport:

In 2022, total passenger transport activities in the EU-27 by any motorized means of transport are estimated to amount to 5 617 billion pkm or on average around 12 545 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 73% of this total, powered two-wheelers for 2%, buses & coaches for 7.2%, railways for 7.2% and tram and metro for 1.2%. Intra-EU air and intra-EU maritime transport accounted for 9.1% and 0.3% respectively.

- NB:** ⁽¹⁾ The transport share amounts of 4.6% of total GVA if postal and courier activities are not included. Estimations based on Eurostat National Account (2021 data).
⁽²⁾ Figures on number of persons employed in transport, total workforce and shares per mode based on Eurostat Labour Force Survey (age 15-64 years).
⁽³⁾ 4.5% of total employment if postal and courier activities are not included.

2.1.1 Statistical overview – EU transport

Safety:

Road: 20653 persons were killed in road accidents (fatalities within 30 days) in 2022, 3.7% more than in 2021 (when 19916 people lost their lives). In comparison with 2001, the number of road fatalities was lower by about two thirds (-59.8%).

Rail: 20 passengers lost their lives in 2022; this figure does not include casualties among railway employees or other people run over by trains.

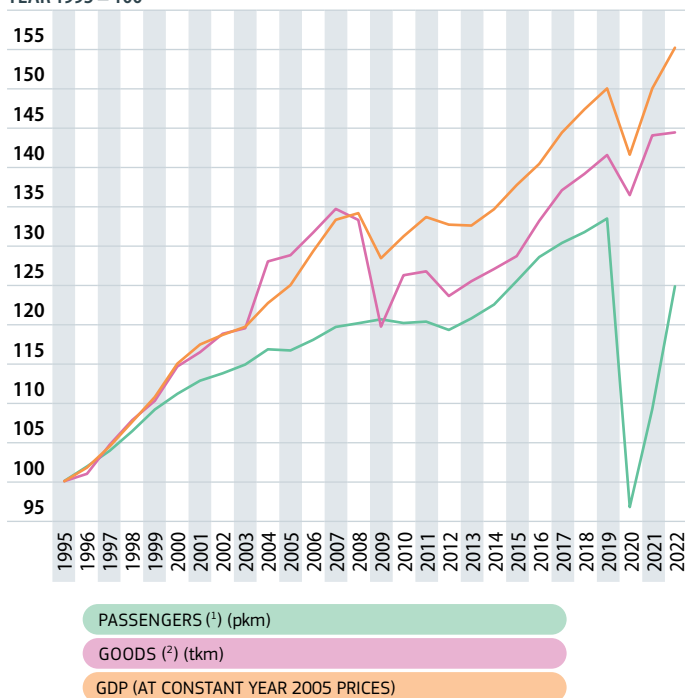
Air: No life was lost in 2023.

Transport growth – EU-27

2.1.2

PASSENGERS, GOODS, GDP 1995–2022

YEAR 1995 = 100



- NB:** ⁽¹⁾ Passenger cars, powered two-wheelers, buses & coaches, tram & metro, railways, intra-EU air, intra-EU sea.
⁽²⁾ Road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea.

GDP: at constant year 2005 prices and exchange rates.

ANNUAL GROWTH RATES EU-27

| | 1995–2022 p.a. | 2000–2022 p.a. | 2021–2022 |
|--|----------------|----------------|-----------|
| GDP at year 2005 prices and exchange rates | 1.6% | 1.4% | 3.5% |
| Passenger transport (pkm) | 0.8% | 0.5% | 14.4% |
| Freight transport (tkm) | 1.4% | 1.1% | 0.3% |

2.1.3

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 | 50 | 70/90 / 120 | 120 | 0.5 |
| BG | 50 | 90 | 120/140 | 0.5 |
| CZ | 50 | 90/110 | 130 | 0.0 |
| DK | 50 | 80 | 130 | 0.5 |
| DE | 50 | 100 | (130) | 0.5 |
| EE | 50 | 90 | 90 | 0.2 |
| IE | 50 | 80/100 | 120 | 0.5 |
| EL | 50 | 90 | 110/130 | 0.5 |
| ES | 50 | 80/90 | 90/120 | 0.5 |
| FR | 50 | 80/90 | 110/130 | 0.5 |
| HR | 50 | 90 | 130 | 0.5 |
| IT | 50 | 90 | 130 | 0.5 |
| CY | 30/50 | 80 | 100 | 0.5 |
| LV | 50 | 90 | - | 0.5 |
| LT | 50 | 70/90 | 110/130 | 0.4 |
| LU | 50 | 90 | 130 | 0.5 |
| HU | 50 | 90 | 110/130 | 0.0 |
| MT | 40/50 | 60/80 | 80 | 0.8 |
| NL | 50 | 80 | 100/120/130 | 0.5 |
| AT | 50 | 100 | 130 | 0.5 |
| PL | 50/60 | 90/100 | 120/140 | 0.2 |
| PT | 50 | 90 | 100/120 | 0.5 |
| RO | 50 | 90/100 | 130 | 0.0 |
| SI | 50 | 90 | 110/130 | 0.5 |
| SK | 50 | 90 | 130 | 0.0 |
| FI | 50 | 80 | 80/120 | 0.22 |
| SE | 50 | 70 | 110 | 0.2 |
| IS | 50 | 80/90 | - | 0.5 |
| NO | 50 | 80 | 100 | 0.2 |
| CH | 50 | 80/100 | 100/120 | 0.5 |
| BA | 60 | 100 | 130 | 0.3 |
| ME | 50 | 80/100 | 130 | 0.3 |
| MD | 50 | 90/110 | | 0.3 |
| MK | 50 | 80/100 | 120 | 0.5 |
| AL | 40 | 80/90 | 110 | 0.1 |
| RS | 60 | 80/100 | 120 | 0.5 |
| TR | 50 | 90/110 | 120 | 0.5 |
| UA | 50 | 90 | 130 | 0.0 |
| UK | 48 | 96 | 112 | 0.8 |

NB: Situation as of 1 June 2023, the date of accessing the source: Going abroad - European Commission (europa.eu)

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).

The reported speed limits refer to general circumstances. Different speed limits might apply in residential or pedestrian areas, on the basis of weather conditions, the time of the day, the vehicle driven, the season, the visibility or unless otherwise stated by traffic signs. 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).

ES: different speed limits apply on non-urban roads according to the presence of hard shoulders, or if the vehicle is equipped with a trailer or dangerous goods.

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

Road transport

MAXIMUM GROSS VEHICLE WEIGHT

2.1.4

| tonnes | WEIGHT PER BEARING AXLE | WEIGHT PER DRIVE AXLE | LORRIES | | ROAD TRAIN | | ARTICULATED VEHICLES |
|-------------------|-------------------------|-----------------------|-------------------|----------------------|------------|-------------------|----------------------|
| | | | 2 axles | 3 axles | 4 axles | 5 axles and more | 5 axles and more |
| BE ⁽¹⁾ | 10 | 12 | 19 | 26 | 39 | 44 | 44 |
| BG | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 40 |
| CZ | 10 | 11.5 | 18 | 26 ⁽²⁾ | 32 | 48 | 48 |
| DK ⁽³⁾ | 10 | 11.5 | 18 | 24/26 | 38 | 44/50/56 | 44/50/56 |
| DE | 10 | 11.5 | 18/19 | 26/27 | 36 | 40/44 | 40/44 |
| EE | 10 | 11.5 | 18 | 26 ⁽²⁾ | 35/36 | 40/44 | 40/44 |
| IE | 10 | 10.5/11.5 | 18 | 26 | 36 | 42 ⁽²⁾ | 40/44/46 |
| EL | 7/10 | 13 | 19 | 26 | 33/38/40 | 40/42 | 40/42/44 |
| ES | 10 | 11.5 | 18 | 25/26 | 36/38 | 40 | 40/42/44 |
| FR | 12/13 | 12/13 | 19 | 26 | 32/38 | 40/44 | 40/44 |
| HR | 10 | 11.5 | 18 | 25/26 | 36 | 40 | 40/44 |
| IT | 12 | 12 | 18 | 26 ⁽²⁾ | 40 | 44 | 44 |
| CY | 10 | 11.5 | 18 | 25 | 36 | 40 | 40/44 |
| LV | 10 | 11.5 | 18 | 25/26 | 36 | 40 | 40/42/44 |
| LT | 10 | 11.5 | 18 | 25/26/27 | 36 | 40/42 | 40/44 |
| LU | 10 | 11.5/12 | 19 | 26 | 44 | 44 | 44 |
| HU | 10 ⁽⁴⁾ | 11.5 ⁽⁴⁾ | 18/20 | 25/26 | 36/38 | 40 | 40/42/44 |
| MT | 10 | 11.5 | 18 | 25 | 36 | 40 | 40/44 |
| NL ⁽³⁾ | 10 | 11.5 | 21.5 | 21.5-30.5 | 40 | 50 | 50 |
| AT | 10 | 11.5 | 18 | 26 | 36 | 40/44 | 40/44 |
| PL | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 40 |
| PT ⁽³⁾ | 10 ⁽⁴⁾ | 12 | 19 | 26 | 37/38 | 44 ⁽⁴⁾ | 44/60 |
| RO | 10 | 11.5 | 18 | 25/26 | 36 | 40 | 40/42/44 |
| SI | 10 | 11.5 | 18 | 25/26 | 36 | 40 | 40/44 |
| SK | 10 | 11.5 | 18 | 26 ⁽²⁾ | 40 | 40 | 40 |
| FI ⁽⁵⁾ | 10 | 11.5 | 18 | 28 ⁽²⁾ | 36 | 44 ⁽⁶⁾ | 44 ⁽⁶⁾ |
| SE | 10 | 11.5 | 18 | 25/28 | 38 | 40 ⁽⁷⁾ | 44 |
| IS | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 44 |
| LI | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 40 |
| NO ⁽³⁾ | 10 | 11.5 | 19 | 26 ⁽⁴⁾ | 39 | 46-50 | 46-50 |
| CH | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 40 |
| BA | 10 | 11.5 | 18 | 25/26 | 36/38 | 40/42 | 42/44 |
| ME | 10 | 11.5 | 18 | 26 ⁽²⁾ | 36 | 40 | 40/44 |
| MD | 10 | 11.5 | 18 | 25 | 36 | 40 | 40 |
| MK | 10 | 11.5 | 18 | 25 | 35/36 | 40 | 40 |
| AL | 10 | 10/11.5 | 18 | 24/26 ⁽²⁾ | 36 | 40 | 44 |
| RS | 10 | 11.5 | 18 ⁽⁴⁾ | 25/26 ⁽⁴⁾ | 36/38 | 40 | 40/42/44 |
| TR | 10 | 11.5 | 18 | 25/26 | 32/36/38 | 40 | 40/44 |
| UA | 11 | 11 | 16 | 22 | 38 | 40 | 40 |
| UK | 10 | 11.5 | 18 | 26 | 36 | 40/44 | 40/44 |

NB: 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.

The permissible maximum weight varies according to different conditions: distance between the axles, number of driven axles, type of suspension, single or double mounted tyres, the vehicle is performing national or international traffic, performing combined transport operations, type of road, type of fuel or type of goods. For a more complete country overview please consult the International Transport Forum website.

⁽¹⁾ Differences between regions. For a complete overview please consult the International Transport Forum website.

⁽²⁾ Only for air suspension or similar, twin tyres or ABS (Anti-lock Braking System).

⁽³⁾ Under specific conditions EMS (European Modular System) combinations may have a maximum length of 25.25m and maximum mass of 60t.

⁽⁴⁾ Increased values are applicable for certain type of transport.

⁽⁵⁾ For vehicles registered in an EEA member country.

⁽⁶⁾ Five-axle: 44 t; six-axle: 56 t; seven-axle: 60 t; eight-axle: 64-68 t (restrictions for ADR), 69-76 t (not for ADR).

⁽⁷⁾ 74 t on some roads.

2.1.5

Employment by mode of transport (*) 2021 – in 1000

| | TOTAL | ROAD freight transport | ROAD passenger transport (**) | Railways | Pipelines | Inland water transport | Sea transport | Air transport | Warehousing and support activities | Postal and courier activities |
|-------|----------|---------------------------|----------------------------------|----------|-----------|---------------------------|---------------|---------------|---------------------------------------|----------------------------------|
| EU-27 | 10 182.3 | 3 400.0 | 1 683.3 | 554.4 | 27.3 | 41.4 | 144.2 | 282.0 | 2 418.0 | 1 631.7 |
| BE | 220.2 | 63.1 | 19.2 | 31.4 | 0.9 | 0.6 | 1.5 | 6.2 | 58.5 | 38.9 |
| BG | 152.3 | 74.1 | 26.4 | 3.8 | 1.2 | 0.8 | 0.5 | 1.8 | 22.7 | 21.1 |
| CZ | 288.7 | 129.5 | 41.0 | 26.4 | 0.1 | 0.5 | 0.0 | 1.8 | 54.9 | 34.3 |
| DK | 145.8 | 34.1 | 22.8 | 5.8 | 0.0 | 0.2 | 19.7 | 4.1 | 28.9 | 30.2 |
| DE | 2 292.2 | 460.3 | 425.8 | 55.7 | 5.3 | 10.1 | 16.0 | 67.8 | 715.9 | 535.4 |
| EE | 39.5 | 17.3 | 3.5 | 0.5 | 0.0 | 0.0 | 2.1 | 0.3 | 12.1 | 3.6 |
| IE | 105.7 | 25.0 | 27.5 | 4.3 | 0.4 | 0.2 | 0.6 | 8.9 | 17.9 | 20.8 |
| EL | 166.1 | 32.9 | 49.6 | 10.07 | 0.3 | 0.5 | 7.0 | 3.8 | 43.0 | 19.0 |
| ES | 907.0 | 345.7 | 171.9 | 10.9 | 1.0 | 0.4 | 7.6 | 31.0 | 227.9 | 110.6 |
| FR | 1 424.3 | 430.3 | 218.9 | 215.5 | 1.3 | 4.7 | 15.1 | 62.8 | 229.2 | 246.6 |
| HR | 74.3 | 27.9 | 12.4 | 1.9 | 0.7 | 0.1 | 4.9 | 1.1 | 14.0 | 11.2 |
| IT | 1 147.3 | 380.1 | 153.7 | 43.7 | 2.2 | 2.9 | 37.9 | 19.7 | 364.8 | 142.4 |
| CY | 18.4 | 2.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.3 | 0.1 | 9.9 | 2.6 |
| LV | 69.0 | 26.7 | 6.7 | 7.5 | 0.2 | 0.2 | 0.3 | 1.6 | 19.0 | 6.8 |
| LT | 166.8 | 105.6 | 18.0 | 7.2 | 1.0 | 0.2 | 1.0 | 0.6 | 23.0 | 10.2 |
| LU | 22.9 | 7.8 | 4.7 | 0.4 | 0.0 | 0.9 | 0.2 | 4.3 | 3.0 | 1.6 |
| HU | 197.9 | 83.6 | 29.5 | 3.3 | 0.0 | 0.7 | 0.0 | 1.3 | 36.0 | 43.4 |
| MT | 15.3 | 1.4 | 4.4 | 0.0 | 0.0 | 0.0 | 0.7 | 2.8 | 4.7 | 1.4 |
| NL | 429.5 | 132.3 | 55.4 | 16.0 | 0.1 | 12.2 | 7.8 | 23.2 | 112.1 | 70.3 |
| AT | 213.4 | 66.2 | 48.7 | 20.2 | 0.5 | 0.6 | 0.0 | 7.9 | 41.8 | 27.4 |
| PL | 902.8 | 502.1 | 89.6 | 45.3 | 6.1 | 0.9 | 2.5 | 5.4 | 153.6 | 97.2 |
| PT | 188.5 | 77.0 | 40.7 | 0.6 | 0.1 | 0.4 | 1.7 | 11.8 | 33.8 | 22.3 |
| RO | 425.4 | 171.3 | 96.2 | 23.4 | 5.6 | 2.2 | 0.3 | 3.6 | 69.9 | 52.9 |
| SI | 53.9 | 28.9 | 5.1 | 1.0 | 0.3 | 0.1 | 0.2 | 0.3 | 10.2 | 7.8 |
| SK | 120.2 | 49.6 | 14.3 | 6.1 | 0.0 | 0.3 | 0.0 | 0.4 | 31.7 | 17.6 |
| FI | 122.1 | 38.9 | 24.3 | 4.4 | 0.1 | 0.2 | 6.2 | 4.4 | 23.6 | 20.1 |
| SE | 273.0 | 86.3 | 69.8 | 9.1 | 0.0 | 1.3 | 10.0 | 4.9 | 55.7 | 35.9 |

NB: (*) 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 value on Overview 2.1.1. The values above in italics are not from ESTAT or other official source, but are merely indicative estimates made by DG MOVE.

(**) 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 (*) 2021

2.1.6

| | TOTAL | ROAD freight transport | ROAD passenger transport (**) | Railways | Pipelines | Inland water transport | Sea transport | Air transport | Warehousing and support activities | Postal and courier activities |
|-------|-----------|------------------------|-------------------------------|----------|-----------|------------------------|---------------|---------------|------------------------------------|-------------------------------|
| EU-27 | 1 380 703 | 582 495 | 431 491 | 973 | 200 | 9 792 | 10 150 | 5 700 | 153 040 | 186 862 |
| BE | 21 306 | 9 641 | 4 220 | 35 | 38 | 369 | 98 | 244 | 3 829 | 2 832 |
| BG | 22 222 | 13 556 | 4 842 | 10 | 3 | 28 | 47 | 65 | 2 658 | 1 013 |
| CZ | 44 113 | 32 457 | 6 040 | 54 | 2 | 95 | 2 | 43 | 5 091 | 329 |
| DK | 11 766 | 4 693 | 3 589 | 13 | 6 | 21 | 246 | 84 | 1 474 | 1 640 |
| DE | 100 517 | 37 704 | 25 779 | 193 | 30 | 901 | 574 | 624 | 19 822 | 14 890 |
| EE | 6 513 | 3 469 | 963 | 4 | 0 | 8 | 57 | 27 | 1 640 | 345 |
| IE | 24 052 | 4 808 | 13 861 | 12 | 3 | 38 | 201 | 105 | 2 000 | 3 024 |
| EL | 60 445 | 16 285 | 33 686 | 8 | 7 | 31 | 2 474 | 28 | 6 048 | 1 878 |
| ES | 224 761 | 108 143 | 64 005 | 74 | 27 | 104 | 851 | 238 | 17 460 | 33 859 |
| FR | 181 815 | 36 824 | 72 501 | 29 | 28 | 902 | 1 014 | 722 | 8 034 | 61 761 |
| HR | 13 228 | 6 142 | 4 190 | 15 | 2 | 28 | 1 161 | 18 | 1 514 | 158 |
| IT | 115 231 | 59 320 | 29 224 | 25 | 12 | 1 099 | 789 | 195 | 21 388 | 3 179 |
| CY | 3 251 | 776 | 1 216 | 0 | 0 | 0 | 74 | 3 | 847 | 335 |
| LV | 8 901 | 3 146 | 1 251 | 10 | 1 | 21 | 51 | 24 | 2 158 | 2 239 |
| LT | 28 969 | 6 824 | 10 779 | 5 | 2 | 45 | 14 | 200 | 2 911 | 8 189 |
| LU | 1 046 | 416 | 248 | 1 | 0 | 23 | 3 | 24 | 228 | 103 |
| HU | 44 149 | 16 878 | 9 758 | 37 | 3 | 155 | 12 | 115 | 5 379 | 11 812 |
| MT | 3 346 | 443 | 1 700 | 0 | 0 | 12 | 165 | 49 | 763 | 210 |
| NL | 59 170 | 18 713 | 12 951 | 62 | 11 | 4 364 | 722 | 396 | 11 472 | 10 479 |
| AT | 15 717 | 7 217 | 5 722 | 30 | 4 | 102 | 0 | 233 | 1 528 | 881 |
| PL | 174 352 | 103 754 | 44 306 | 159 | 8 | 414 | 230 | 1 401 | 17 516 | 6 564 |
| PT | 36 473 | 8 202 | 18 250 | 6 | 1 | 53 | 309 | 106 | 2 799 | 6 747 |
| RO | 92 117 | 41 874 | 38 060 | 104 | 2 | 347 | 65 | 96 | 4 230 | 7 339 |
| SI | 9 048 | 5 675 | 950 | 10 | 2 | 45 | 39 | 149 | 1 221 | 957 |
| SK | 24 513 | 11 227 | 4 822 | 20 | 6 | 53 | 2 | 105 | 5 203 | 3 079 |
| FI | 23 343 | 9 871 | 8 713 | 14 | 2 | 120 | 350 | 117 | 2 645 | 1 511 |
| SE | 30 339 | 14 437 | 9 865 | 43 | 0 | 414 | 600 | 289 | 3 182 | 1 509 |

NB: (*) 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 source, but are merely indicative estimates made by DG MOVE.

(**) 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.

2.1.7 Turnover by mode of transport (*)

2021 – 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-27 | 1506681 | 397600 | 101129 | 64630 | 16363 | 8430 | 151543 | 80029 | 544866 | 142090 |
| BE | 54420 | 13456 | 1224 | 3096 | 1391 | 255 | 2522 | 2866 | 23355 | 6254 |
| BG | 9336 | 4806 | 400 | 278 | 150 | 40 | 43 | 245 | 2767 | 608 |
| CZ | 26197 | 10084 | 899 | 900 | 809 | 31 | 7.0 | 549 | 10962 | 1957 |
| DK | 75504 | 7114 | 1577 | 1200 | 614 | 37 | 46097 | 1181 | 15363 | 2321 |
| DE | 372864 | 52184 | 32523 | 11677 | 4167 | 2225 | 38790 | 20859 | 146224 | 64214 |
| EE | 5397 | 1556 | 156 | 39 | 0 | 0 | 433 | 100 | 2852 | 261 |
| IE | 18888 | 3667 | 2862 | 230 | 50 | 500 | 1503 | 2362 | 5482 | 2231 |
| EL | 14466 | 3065 | 1047 | 300 | 339 | 100 | 1814 | 906 | 5893 | 1003 |
| ES | 113823 | 37433 | 8026 | 1632 | 1307 | 24 | 2116 | 6662 | 50075 | 6547 |
| FR | 229644 | 56841 | 16768 | 24137 | 766 | 568 | 36708 | 16192 | 62133 | 15532 |
| HR | 4872 | 2116 | 267 | 200 | 59 | 3 | 429 | 149 | 1362 | 287 |
| IT | 169799 | 56195 | 10113 | 7773 | 2747 | 315 | 7511 | 4701 | 68630 | 11813 |
| CY | 3697 | 211 | 131 | 0 | 0 | 0 | 68 | 19 | 3162 | 106 |
| LV | 5272 | 1646 | 130 | 132 | 100 | 1 | 66 | 344 | 2583 | 271 |
| LT | 14321 | 8276 | 281 | 477 | 0 | 6 | 167 | 171 | 4685 | 258 |
| LU | 8215 | 1550 | 304 | 70 | 0 | 49 | 3 | 2105 | 3942 | 192 |
| HU | 16802 | 6655 | 914 | 480 | 0 | 76 | 13 | 1533 | 5875 | 1255 |
| MT | 3276 | 142 | 161 | 0 | 0 | 1 | 163 | 2035 | 695 | 79 |
| NL | 105192 | 29289 | 3417 | 1949 | 194 | 3639 | 7339 | 6948 | 43619 | 8799 |
| AT | 44271 | 10095 | 2979 | 3956 | 886 | 83 | 0 | 2357 | 20125 | 3791 |
| PL | 77680 | 44517 | 2575 | 2169 | 1203 | 62 | 1020 | 2077 | 19452 | 4606 |
| PT | 20844 | 6795 | 1244 | 85 | 100 | 20 | 498 | 2647 | 8116 | 1338 |
| RO | 22389 | 12097 | 1565 | 978 | 426 | 129 | 119 | 443 | 5168 | 1463 |
| SI | 7177 | 3503 | 224 | 224 | 52 | 5 | 37 | 67 | 2611 | 455 |
| SK | 11179 | 4593 | 272 | 600 | 688 | 42 | 3 | 96 | 4000 | 885 |
| FI | 20918 | 6517 | 1920 | 600 | 314 | 20 | 1540 | 1090 | 7218 | 1697 |
| SE | 50237 | 13198 | 9149 | 1448 | 0 | 199 | 2533 | 1326 | 18517 | 3867 |

NB: (*) 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 source, but are merely indicative estimates made by DG MOVE.

(**) 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

2.1.8

BY TYPE OF EXPENDITURE – 2022

| | 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 | | | | % | EUR |
| EU-27 | 1 025 797 | 265 166 | 603 174 | 157 456 | 12.5 | 2 280 |
| BE | 25 670 | 5 790 | 17 516 | 2 364 | 9.6 | 2 200 |
| BG | 7 005 | 849 | 4 148 | 2 008 | 13.7 | 1 080 |
| CZ | 12 875 | 4 943 | 6 685 | 1 247 | 10.0 | 1 200 |
| DK | 17 646 | 5 935 | 10 030 | 1 682 | 10.8 | 2 990 |
| DE | 253 929 | 78 774 | 135 813 | 39 342 | 13.5 | 3 030 |
| EE | 2 009 | 346 | 1 345 | 318 | 11.1 | 1 510 |
| IE | 12 465 | 3 706 | 6 179 | 2 580 | 10.3 | 2 440 |
| EL | 19 872 | 5 324 | 7 250 | 7 298 | 12.9 | 1 880 |
| ES | 94 777 | 22 962 | 58 070 | 13 745 | 11.9 | 1 990 |
| FR | 187 209 | 36 740 | 117 906 | 32 563 | 13.6 | 2 730 |
| HR | 4 239 | 754 | 2 593 | 893 | 8.3 | 1 080 |
| IT | 142 647 | 28 679 | 97 973 | 15 995 | 12.1 | 2 420 |
| CY | 2 221 | 520 | 1 285 | 416 | 12.5 | 2 430 |
| LV | 2 603 | 441 | 1 676 | 487 | 11.3 | 1 380 |
| LT | 6 452 | 1 470 | 4 502 | 479 | 16.5 | 2 280 |
| LU | 3 669 | 805 | 2 670 | 195 | 14.7 | 5 620 |
| HU | 10 100 | 2 321 | 6 844 | 935 | 12.0 | 1 040 |
| MT | 895 | 230 | 394 | 271 | 10.7 | 1 680 |
| NL | 49 036 | 12 145 | 28 602 | 8 289 | 12.1 | 2 770 |
| AT | 26 685 | 6 672 | 15 561 | 4 453 | 11.8 | 2 950 |
| PL | 50 150 | 17 647 | 26 425 | 6 078 | 13.4 | 1 330 |
| PT | 20 182 | 6 987 | 10 672 | 2 523 | 12.1 | 1 960 |
| RO | 19 526 | 5 421 | 9 044 | 5 060 | 11.1 | 1 030 |
| SI | 5 538 | 1 639 | 3 661 | 238 | 17.5 | 2 630 |
| SK | 3 480 | 649 | 2 128 | 704 | 5.3 | 630 |
| FI | 14 581 | 3 412 | 8 991 | 2 178 | 11.1 | 2 620 |
| SE | 30 328 | 10 008 | 15 203 | 5 117 | 12.7 | 2 890 |

NB: BE, DE, EL, ES, CY, HU, NL, PT, RO provisional data.

2.1.9 EU-27 Evolution of consumer prices for passenger transport

HARMONISED INDEX OF CONSUMER PRICES

| YEAR 2015 = 100 | ALL ITEMS | TRANSPORT | of which: | | |
|-----------------------|-----------|-----------|-------------------------|------------|--|
| | | | PURCHASE OF VEHICLES | Motor cars | Motorcycles, bicycles and animal drawn vehicles |
| 2023 | 126.9 | 128.3 | 122.5 | 122.8 | 119.9 |
| 2022 | 119.3 | 125.1 | 116.4 | 116.4 | 116.3 |
| 2021 | 109.3 | 111.6 | 108.0 | 107.8 | 109.3 |
| 2020 | 106.2 | 104.5 | 104.7 | 104.7 | 105.2 |
| 2019 | 105.4 | 107.0 | 103.7 | 103.6 | 104.3 |
| 2015 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2010 | 92.5 | 93.3 | 97.8 | 98.0 | 95.6 |
| 2005 | 82.8 | 81.7 | 96.2 | 96.6 | 91.0 |

| YEAR 2015 = 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 |
| 2023 | 133.4 | 120.7 | 138.2 | 132.5 | 124.3 |
| 2022 | 132.0 | 112.1 | 143.5 | 122.8 | 119.9 |
| 2021 | 114.3 | 105.0 | 115.4 | 115.5 | 113.4 |
| 2020 | 104.0 | 102.9 | 98.5 | 112.1 | 109.4 |
| 2019 | 108.4 | 101.9 | 109.1 | 109.0 | 107.8 |
| 2015 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2010 | 94.0 | 94.9 | 97.6 | 89.1 | 92.6 |
| 2005 | 79.0 | 87.0 | 81.2 | 73.9 | 82.0 |

| YEAR 2015 = 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 |
| 2023 | 118.9 | 111.4 | 121.7 | 143.1 | 127.5 | 98.0 | 125.5 |
| 2022 | 113.2 | 106.7 | 117.3 | 130.5 | 122.6 | 98.8 | 117.5 |
| 2021 | 107.7 | 106.2 | 110.7 | 104.9 | 111.6 | 108.4 | 110.5 |
| 2020 | 106.1 | 104.5 | 109.2 | 101.4 | 108.7 | 107.2 | 108.7 |
| 2019 | 107.8 | 106.5 | 108.2 | 107.2 | 109.9 | 106.0 | 106.6 |
| 2015 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2010 | 84.2 | 86.9 | 87.2 | 83.5 | 83.8 | 84.3 | 96.1 |
| 2005 | 69.6 | 70.3 | 72.4 | 74.5 | 65.1 | 70.7 | 88.4 |

EU-27 External trade by mode of transport – 2023

PARTNER: EXTRA-EU-27

| | VALUE (BILLION EUR) | | | | | |
|-----------------|---------------------|---------------|----------------|---------------|-----------------|---------------|
| | EXPORT | | IMPORT | | EXPORT + IMPORT | |
| Sea | 1 126.3 | 44.1% | 1 287.5 | 51.2% | 2 413.8 | 47.6% |
| Road | 618.3 | 24.2% | 473.0 | 18.8% | 1 091.3 | 21.5% |
| Rail | 37.8 | 1.5% | 33.2 | 1.3% | 70.9 | 1.4% |
| Inland waterway | 5.8 | 0.2% | 3.3 | 0.1% | 9.1 | 0.2% |
| Pipeline | 13.9 | 0.5% | 150.6 | 6.0% | 164.4 | 3.2% |
| Air | 670.6 | 26.3% | 437.3 | 17.4% | 1 108.0 | 21.9% |
| Self propulsion | 64.0 | 2.5% | 25.9 | 1.0% | 89.9 | 1.8% |
| Post | 1.1 | 0.0% | 1.9 | 0.1% | 3.0 | 0.1% |
| Unknown | 15.8 | 0.6% | 100.2 | 4.0% | 115.9 | 2.3% |
| TOTAL | 2 553.6 | 100.0% | 2 512.8 | 100.0% | 5 066.3 | 100.0% |

| | WEIGHT (MILLION TONNES) | | | | | |
|-----------------|-------------------------|---------------|----------------|---------------|-----------------|---------------|
| | EXPORT | | IMPORT | | EXPORT + IMPORT | |
| Sea | 498.3 | 73.7% | 1 114.4 | 74.0% | 1 612.8 | 73.9% |
| Road | 108.7 | 16.1% | 79.5 | 5.3% | 188.2 | 8.6% |
| Rail | 28.7 | 4.2% | 47.3 | 3.1% | 76.0 | 3.5% |
| Inland waterway | 10.6 | 1.6% | 6.0 | 0.4% | 16.6 | 0.8% |
| Pipeline | 6.0 | 0.9% | 212.9 | 14.1% | 218.9 | 10.0% |
| Air | 16.6 | 2.5% | 3.1 | 0.2% | 19.7 | 0.9% |
| Self propulsion | 0.6 | 0.1% | 0.4 | 0.0% | 1.0 | 0.0% |
| Post | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% |
| Unknown | 7.0 | 1.0% | 42.4 | 2.8% | 49.4 | 2.3% |
| TOTAL | 676.6 | 100.0% | 1 506.1 | 100.0% | 2 182.7 | 100.0% |

2.1.11 Environmental taxes & transport

ENERGY TAXES AS % OF GDP

(TRANSPORT FUEL TAXES) (*)

| | % | | | | | | | | | | RANK- ING IN 2022 (EU-27) |
|--------------|------|------|------|------|------|------|------|------|------|------|------------------------------------|
| | 2005 | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | |
| EU-27 | | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.2 | 1.1 | 1.1 | 0.9 | |
| BE | 1.3 | 1.2 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.1 | 0.8 | 19 |
| BG | | 2.4 | 2.4 | 2.1 | 2.1 | 1.9 | 1.9 | 1.8 | 1.7 | 1.3 | 6 |
| CZ | 2.2 | 1.9 | 1.7 | 1.7 | 1.6 | 1.6 | 1.5 | 1.4 | 1.4 | 1.2 | 11 |
| DK | 1.2 | 1.0 | 0.9 | 0.9 | 0.7 | 0.7 | 0.7 | 0.6 | 0.7 | 0.6 | 24 |
| DE | 1.5 | 1.4 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.0 | 0.9 | 0.8 | 22 |
| EE | 1.8 | 2.1 | 2.0 | 2.2 | 2.2 | 2.0 | 2.3 | 1.5 | 1.5 | 1.3 | 5 |
| IE | 1.2 | 1.3 | 0.9 | 0.9 | 0.8 | 0.7 | 0.7 | 0.5 | 0.5 | 0.4 | 27 |
| EL | 1.1 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.8 | 1.7 | 1.7 | 1.5 | 2 |
| ES | 1.3 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | 1.0 | 1.0 | 16 |
| FR | 1.3 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.2 | 1.2 | 1.2 | 9 |
| HR | 2.2 | 1.8 | 2.2 | 2.3 | 2.2 | 2.2 | 2.1 | 2.0 | 1.4 | 1.3 | 8 |
| IT | 1.5 | 1.4 | 1.6 | 1.5 | 1.5 | 1.5 | 1.5 | 1.3 | 1.4 | 0.9 | 18 |
| CY | 1.5 | 1.6 | 2.0 | 2.0 | 1.9 | 1.8 | 1.5 | 1.4 | 1.4 | 1.0 | 13 |
| LV | 2.1 | 2.0 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.7 | 1.5 | 4 |
| LT | 1.7 | 1.7 | 1.6 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.6 | 1.3 | 7 |
| LU | 2.8 | 2.1 | 1.6 | 1.5 | 1.5 | 1.5 | 1.6 | 1.2 | 1.0 | 0.8 | 21 |
| HU | 1.8 | 1.8 | 1.7 | 1.7 | 1.6 | 1.6 | 1.5 | 1.4 | 1.3 | 1.0 | 17 |
| MT | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | 0.8 | 0.7 | 0.6 | 25 |
| NL | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | 0.9 | 0.9 | 0.7 | 23 |
| AT | 1.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 0.9 | 0.9 | 0.8 | 20 |
| PL | 1.9 | 1.9 | 2.0 | 2.1 | 2.0 | 2.0 | 1.9 | 1.7 | 1.8 | 1.5 | 3 |
| PT | 1.9 | 1.7 | 1.6 | 1.7 | 1.7 | 1.6 | 1.6 | 1.4 | 1.5 | 1.0 | 14 |
| RO | | 1.5 | 1.8 | 1.8 | 1.5 | 1.4 | 1.4 | 1.2 | 1.2 | 1.1 | 12 |
| SI | 2.1 | 2.5 | 2.6 | 2.6 | 2.4 | 2.3 | 2.1 | 1.8 | 1.9 | 1.6 | 1 |
| SK | 2.1 | 1.5 | 1.4 | 1.4 | 1.4 | 1.4 | 1.3 | 1.2 | 1.2 | 1.2 | 10 |
| FI | 1.4 | 1.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.0 | 15 |
| SE | 1.3 | 1.1 | 0.9 | 1.0 | 0.9 | 0.9 | 0.7 | 0.7 | 0.7 | 0.5 | 26 |
| IS | | | | | | | | | | | |
| NO | 0.8 | 0.8 | 0.7 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.5 | 0.4 | |
| CH | | | | | | | | | | | |

NB: (*) Transport fuel taxes include those taxes which are levied on the transport use of fuels/energy products.

EU totals are weighted averages.

HR: low reliability

Environmental taxes & transport 2.1.12

ENVIRONMENTAL TAXES AS % OF GDP (TRANSPORT EXCL. FUEL) (*)

| | % | | | | | | | | | | RANK- ING IN 2022 (EU-27) |
|--------------|------|------|------|------|------|------|------|------|------|------|------------------------------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2018 | 2019 | 2020 | 2021 | 2022 | |
| EU-27 | | | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | |
| BE | 0.8 | 0.8 | 0.8 | 0.7 | 0.7 | 0.7 | 0.6 | 0.7 | 0.6 | 0.6 | 8 |
| BG | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 18 |
| CZ | 0.3 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 27 |
| DK | 2.1 | 1.8 | 2.1 | 1.4 | 1.5 | 1.5 | 1.4 | 1.4 | 1.1 | 0.9 | 1 |
| DE | 0.4 | 0.3 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 17 |
| EE | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26 |
| IE | 1.3 | 1.4 | 1.2 | 0.9 | 0.7 | 0.6 | 0.6 | 0.5 | 0.4 | 0.3 | 14 |
| EL | 0.7 | 0.8 | 0.9 | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 4 |
| ES | 0.4 | 0.4 | 0.4 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 20 |
| FR | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 19 |
| HR | | | 1.1 | 0.8 | 0.8 | 0.8 | 0.8 | 0.7 | 0.7 | 0.6 | 6 |
| IT | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 9 |
| CY | 2.3 | 2.0 | 1.4 | 0.9 | 0.6 | 0.6 | 0.5 | 0.5 | 0.5 | 0.4 | 11 |
| LV | 0.0 | 0.3 | 0.3 | 0.3 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 15 |
| LT | 0.7 | 0.7 | 0.5 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 24 |
| LU | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 25 |
| HU | 0.2 | 0.4 | 0.5 | 0.5 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 16 |
| MT | 2.3 | 2.2 | 1.7 | 1.3 | 1.1 | 1.0 | 1.0 | 0.9 | 0.7 | 0.6 | 5 |
| NL | 1.3 | 1.4 | 1.2 | 1.1 | 1.0 | 1.0 | 1.0 | 0.9 | 0.9 | 0.8 | 2 |
| AT | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.9 | 0.8 | 0.8 | 3 |
| PL | 0.2 | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 22 |
| PT | 0.9 | 1.1 | 0.9 | 0.6 | 0.6 | 0.7 | 0.7 | 0.6 | 0.5 | 0.5 | 10 |
| RO | 0.0 | 0.1 | 0.1 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 23 |
| SI | 1.0 | 0.4 | 0.5 | 0.4 | 0.5 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 13 |
| SK | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 21 |
| FI | 0.8 | 1.1 | 1.1 | 0.9 | 0.9 | 1.0 | 0.9 | 0.8 | 0.7 | 0.6 | 7 |
| SE | 0.3 | 0.3 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 12 |
| IS | 1.1 | 1.7 | 1.6 | 0.6 | 0.6 | 0.7 | 0.5 | 0.5 | 0.4 | 0.5 | |
| NO | 1.4 | 1.2 | 1.4 | 1.2 | 1.0 | 0.8 | 0.7 | 0.6 | 0.5 | 0.3 | |
| CH | | | | | | | | | | | |

NB: (*) Transport taxes (excl. Fuel) mainly include taxes related to the ownership and use of motor vehicles.

EU totals are weighted averages.

HR: low reliability.

2.1.13 Environmental taxes & transport

AS % OF TOTAL TAXATION

(FUEL & OTHER TAXES) (*)

| | % | | | | | | | | | | RANK- ING IN 2021 (EU-27) |
|--------------|------|------|------|------|------|------|------|------|------|------|------------------------------------|
| | 2005 | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | |
| EU-27 | | 4.7 | 4.4 | 4.4 | 4.3 | 4.3 | 4.2 | 3.8 | 3.7 | 3.2 | |
| BE | 4.8 | 4.4 | 4.0 | 4.2 | 4.1 | 4.2 | 4.1 | 3.8 | 3.9 | 3.2 | 22 |
| BG | | 10.3 | 9.3 | 8.4 | 8.1 | 7.4 | 7.2 | 6.9 | 6.4 | 5.0 | 5 |
| CZ | 6.8 | 6.1 | 5.3 | 5.3 | 4.9 | 4.7 | 4.5 | 4.1 | 3.9 | 3.3 | 21 |
| DK | 6.9 | 5.5 | 5.1 | 5.2 | 5.1 | 5.2 | 4.7 | 4.4 | 3.9 | 3.4 | 20 |
| DE | 5.2 | 4.6 | 3.9 | 3.8 | 3.6 | 3.5 | 3.4 | 3.2 | 2.9 | 2.5 | 25 |
| EE | 6.3 | 6.4 | 6.3 | 6.9 | 6.8 | 6.2 | 7.0 | 4.5 | 4.6 | 4.1 | 11 |
| IE | 7.8 | 8.0 | 6.9 | 6.7 | 6.2 | 5.8 | 5.6 | 5.0 | 4.4 | 3.5 | 18 |
| EL | 6.1 | 7.3 | 7.0 | 6.7 | 6.7 | 6.7 | 6.7 | 6.3 | 6.2 | 5.5 | 2 |
| ES | 4.8 | 4.4 | 4.0 | 4.1 | 4.0 | 3.8 | 3.8 | 3.3 | 3.3 | 3.2 | 23 |
| FR | 3.8 | 3.4 | 3.1 | 3.2 | 3.3 | 3.4 | 3.4 | 3.1 | 3.1 | 3.0 | 24 |
| HR | 8.9 | 7.1 | 8.1 | 8.2 | 8.1 | 7.7 | 7.6 | 7.2 | 5.7 | 5.1 | 4 |
| IT | 5.4 | 4.6 | 5.0 | 5.1 | 5.1 | 5.0 | 4.9 | 4.5 | 4.5 | 3.5 | 19 |
| CY | 9.2 | 7.9 | 8.0 | 8.1 | 7.7 | 7.2 | 5.9 | 5.7 | 5.2 | 4.0 | 12 |
| LV | 8.6 | 8.2 | 7.3 | 7.5 | 7.1 | 7.2 | 7.0 | 7.2 | 6.8 | 5.8 | 1 |
| LT | 7.4 | 6.2 | 6.0 | 6.1 | 6.1 | 6.1 | 5.8 | 5.9 | 5.4 | 4.4 | 8 |
| LU | 7.7 | 6.2 | 4.9 | 4.5 | 4.3 | 4.2 | 4.3 | 3.5 | 2.9 | 2.3 | 26 |
| HU | 6.3 | 6.1 | 5.2 | 5.3 | 5.2 | 5.1 | 4.9 | 4.8 | 4.7 | 3.5 | 17 |
| MT | 9.0 | 8.1 | 7.4 | 7.1 | 7.1 | 6.9 | 6.7 | 5.9 | 4.9 | 4.2 | 10 |
| NL | 6.8 | 6.6 | 5.8 | 5.5 | 5.5 | 5.5 | 5.3 | 4.7 | 4.5 | 3.9 | 13 |
| AT | 5.2 | 4.9 | 4.7 | 4.8 | 4.9 | 4.6 | 4.6 | 4.1 | 4.1 | 3.7 | 16 |
| PL | 6.7 | 6.8 | 6.7 | 6.9 | 6.6 | 6.4 | 6.1 | 5.4 | 5.3 | 4.7 | 6 |
| PT | 9.0 | 7.5 | 6.4 | 7.0 | 6.9 | 6.7 | 6.6 | 5.9 | 5.8 | 4.3 | 9 |
| RO | | 7.2 | 7.2 | 7.6 | 6.4 | 6.1 | 6.0 | 5.3 | 5.3 | 4.5 | 7 |
| SI | 6.8 | 7.6 | 8.0 | 8.0 | 7.7 | 7.2 | 6.9 | 5.8 | 5.5 | 5.3 | 3 |
| SK | 7.2 | 6.1 | 5.0 | 5.1 | 5.0 | 4.8 | 4.6 | 4.2 | 4.0 | 3.9 | 14 |
| FI | 5.9 | 5.4 | 4.8 | 5.0 | 5.0 | 5.0 | 4.6 | 4.6 | 4.1 | 3.7 | 15 |
| SE | 3.6 | 3.7 | 3.3 | 3.2 | 3.1 | 3.0 | 2.8 | 2.7 | 2.5 | 2.2 | 27 |
| IS | | | | | | | | | | | |
| NO | 5.2 | 4.6 | 4.2 | 4.2 | 3.9 | 3.6 | 3.3 | 3.1 | 2.3 | 1.7 | |
| CH | | | | | | | | | | | |

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

Comparison EU-27 – World

INFRASTRUCTURE AND VEHICLES

2.1.14

| TRANSPORT INFRASTRUCTURE | | | | | | |
|----------------------------|--|-------|----------------------|--------------------|----------------------|---------------------|
| | | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
| 1 000 km | | 2022 | 2022 | 2020 | 2022 | 2022 |
| Road network (paved) | | 4399 | 6 787 ⁽¹⁾ | 1 069 | 5 163 | 1 220 |
| Motorway network | | 76 | 108.2 | 9.3 ⁽²⁾ | 177.3 | 64.0 ⁽³⁾ |
| Railway network | | 202 | 147.8 ⁽⁴⁾ | 18.9 | 154.9 | 85.5 |
| Electrified rail lines | | 115 | | 11.2 | 114.5 | 44.3 |
| Navigable inland waterways | | 45 | 40.2 | | 128.0 | 102.0 |
| Oil pipelines | | 32 | 370.0 | | 136.4 ⁽⁵⁾ | 71.0 |

| VEHICLE STOCK | | | | | | |
|-----------------------------|----------------------|-------|--------------------|---------------------|-------|--------|
| | | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
| | | 2022 | 2022 | 2022 | 2022 | 2022 |
| Passenger cars stock | million | 252.6 | 259 ⁽⁶⁾ | 62.0 ⁽⁷⁾ | 177.4 | 50.6 |
| Motorisation | cars / 1 000 persons | 563 | 776 | 495 | 126 | 351 |
| Commercial freight vehicles | million | 34.3 | 14.3 | 14.3 ⁽⁸⁾ | 33.2 | 6.7 |

| TRANSPORT SAFETY | | | | | | |
|------------------|-------------------------|--------|---------------|-------|--------|--------|
| | | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
| | | 2022 | 2022 | 2022 | 2019 | 2022 |
| Road fatalities | number | 20 653 | 42 795 | 3 216 | 62 763 | 14 200 |
| | per million inhabitants | 46 | 128 | 26 | 45 | 98 |

- NB:** ⁽¹⁾ Public roads.
⁽²⁾ Japan: national expressways.
⁽³⁾ Russia: roads of federal importance.
⁽⁴⁾ United States: a sum of partly overlapping networks.
⁽⁵⁾ China: both oil and gas pipelines.
⁽⁶⁾ United States: light duty vehicles, short wheel and long wheel base.
⁽⁷⁾ Japan: ordinary, small and light four-wheeled vehicles.
⁽⁸⁾ Japan: including 8.3 million light motor vehicles.

2.1.15 Comparison EU-27 – World

PASSENGER AND FREIGHT TRANSPORT

| PASSENGER TRANSPORT | | | | | |
|----------------------------|---------|------------------------|--------------------|----------------------|--------|
| | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
| billion pkm | 2022 | 2022 | 2021 | 2022 | 2022 |
| Passenger car | 4 099.6 | 6 907.2 ⁽¹⁾ | | 240.7 ⁽²⁾ | |
| Bus + trolley bus + coach | 406.2 | 630.8 | 30.2 | | 112.2 |
| Railway | 402.2 | 23.6 | 289.9 | 657.7 | 124.0 |
| Tram + metro | 69.2 | 11.9 | ⁽³⁾ | | 43.5 |
| Waterborne | 17.7 | 0.6 | 1.5 ⁽⁴⁾ | 2.3 | 0.6 |
| Air (domestic/intra-EU-27) | 512.3 | 1 141.0 | 50.0 | 391.4 | 228.0 |

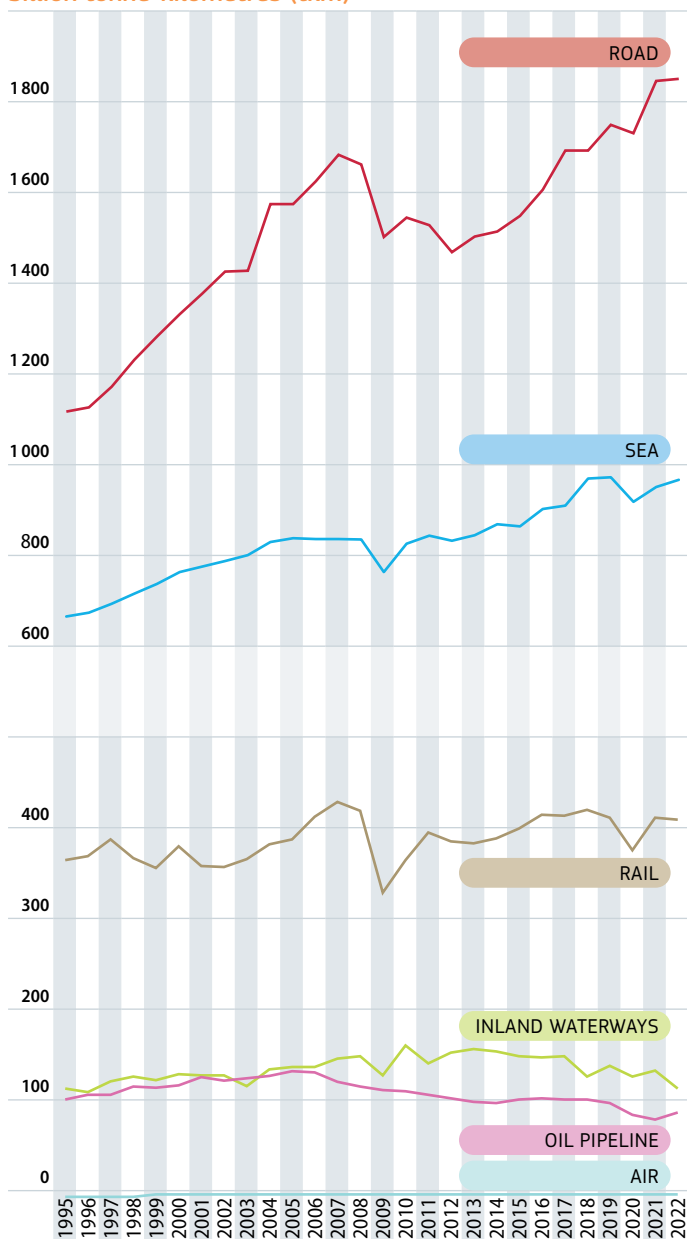
| FREIGHT TRANSPORT | | | | | |
|----------------------------|---------|------------------------|-------|-------------------------|---------------------|
| | EU-27 | UNITED STATES | JAPAN | CHINA | RUSSIA |
| billion tkm | 2022 | 2022 | 2022 | 2022 | 2022 |
| Road | 1 866.3 | 3 175.3 | 224.1 | 6 895.8 | 314.0 |
| Rail | 413.4 | 2 238.7 ⁽⁵⁾ | 18.0 | 3 594.6 | 2 638.0 |
| Inland waterways | 122.1 | 405.6 | | | 68.0 |
| Oil pipeline | 93.7 | 1 554.8 | | 562.2 ⁽⁶⁾ | 1 352.0 |
| Sea (domestic/intra-EU-27) | 973.7 | 262.5 ⁽⁷⁾ | 161.8 | 12 100.3 ⁽⁸⁾ | 45.0 ⁽⁹⁾ |

- NB:** ⁽¹⁾ United States: including light trucks / vans.
⁽²⁾ China: passenger-kilometers of highways including buses and coaches.
⁽³⁾ Japan: included in railway pkm.
⁽⁴⁾ Japan: 2020 value.
⁽⁵⁾ United States: Class I rail.
⁽⁶⁾ China: oil and gas pipelines.
⁽⁷⁾ United States: refers to coastal shipping.
⁽⁸⁾ China: both coastwise and inland waterway transport.
⁽⁹⁾ Coastal shipping.

EU-27 Performance for freight transport 1995–2022 – BY MODE

2.2.1

billion tonne-kilometres (tkm)



2.2.2

EU-27 Performance

BY MODE

FREIGHT TRANSPORT

| | billion tkm | | | | | | |
|--------------------|-------------|-------|------------------|-----------|-------|-------|-------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | SEA | AIR | TOTAL |
| 1995 | 1 127.2 | 374.8 | 121.9 | 103.8 | 671.4 | 1.4 | 2 400 |
| 2000 | 1 343.9 | 387.9 | 133.7 | 115.7 | 769.8 | 1.7 | 2 753 |
| 2005 | 1 588.2 | 394.6 | 138.6 | 126.8 | 844.5 | 1.8 | 3 094 |
| 2010 | 1 558.3 | 375.0 | 155.4 | 111.0 | 831.8 | 1.8 | 3 033 |
| 2011 | 1 541.6 | 401.1 | 141.8 | 108.3 | 850.1 | 1.8 | 3 045 |
| 2012 | 1 481.7 | 392.5 | 149.8 | 105.0 | 838.4 | 1.8 | 2 969 |
| 2013 | 1 516.4 | 390.7 | 152.6 | 102.1 | 851.0 | 1.8 | 3 015 |
| 2014 | 1 527.4 | 395.5 | 150.7 | 101.1 | 875.1 | 2.1 | 3 052 |
| 2015 | 1 562.0 | 405.1 | 147.4 | 104.1 | 871.0 | 2.1 | 3 092 |
| 2016 | 1 619.7 | 418.0 | 146.6 | 104.7 | 908.7 | 2.1 | 3 200 |
| 2017 | 1 707.3 | 416.8 | 147.2 | 104.0 | 916.8 | 2.1 | 3 294 |
| 2018 | 1 707.5 | 422.6 | 131.3 | 104.1 | 976.7 | 2.2 | 3 344 |
| 2019 | 1 764.8 | 415.2 | 139.7 | 101.0 | 979.4 | 2.3 | 3 402 |
| 2020 | 1 745.3 | 384.0 | 131.7 | 91.7 | 924.7 | 2.0 | 3 280 |
| 2021 | 1 862.2 | 414.9 | 136.1 | 88.7 | 958.1 | 2.4 | 3 462 |
| 2022 | 1 866.3 | 413.4 | 122.1 | 93.7 | 973.7 | 2.3 | 3 471 |
| 1995–2022 per year | 65.6% | 10.3% | 0.1% | -9.8% | 45.0% | 62.3% | 44.6% |
| | 1.9% | 0.4% | 0.0% | -0.4% | 1.4% | 1.8% | 1.4% |
| 2000–2022 per year | 38.9% | 6.6% | -8.7% | -19.0% | 26.5% | 32.5% | 26.1% |
| | 1.5% | 0.3% | -0.4% | -1.0% | 1.1% | 1.3% | 1.1% |
| 2021–2022 | 0.2% | -0.4% | -10.3% | 5.6% | 1.6% | -2.7% | 0.3% |

MODAL SPLIT

| | (%) | | | | | |
|------|------|------|------------------|-----------|------|-----|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | SEA | AIR |
| 1995 | 47.0 | 15.6 | 5.1 | 4.3 | 28.0 | 0.1 |
| 2000 | 48.8 | 14.1 | 4.9 | 4.2 | 28.0 | 0.1 |
| 2005 | 51.3 | 12.8 | 4.5 | 4.1 | 27.3 | 0.1 |
| 2010 | 51.4 | 12.4 | 5.1 | 3.7 | 27.4 | 0.1 |
| 2011 | 50.6 | 13.2 | 4.7 | 3.6 | 27.9 | 0.1 |
| 2012 | 49.9 | 13.2 | 5.0 | 3.5 | 28.2 | 0.1 |
| 2013 | 50.3 | 13.0 | 5.1 | 3.4 | 28.2 | 0.1 |
| 2014 | 50.0 | 13.0 | 4.9 | 3.3 | 28.7 | 0.1 |
| 2015 | 50.5 | 13.1 | 4.8 | 3.4 | 28.2 | 0.1 |
| 2016 | 50.6 | 13.1 | 4.6 | 3.3 | 28.4 | 0.1 |
| 2017 | 51.8 | 12.7 | 4.5 | 3.2 | 27.8 | 0.1 |
| 2018 | 51.1 | 12.6 | 3.9 | 3.1 | 29.2 | 0.1 |
| 2019 | 51.9 | 12.2 | 4.1 | 3.0 | 28.8 | 0.1 |
| 2020 | 53.2 | 11.7 | 4.0 | 2.8 | 28.2 | 0.1 |
| 2021 | 53.8 | 12.0 | 3.9 | 2.6 | 27.7 | 0.1 |
| 2022 | 53.8 | 11.9 | 3.5 | 2.7 | 28.0 | 0.1 |

NB: Air and Sea: only domestic and intra-EU-27 transport; estimates for air and for sea based on Eurostat data. The time series for maritime activity from 1995 to 2004 and for aviation activity from 1995 to 2007 have been recalibrated by DG MOVE in line with the new EU-27 figures to avoid break in series. Following methodological changes, the times series (2005-2020) for maritime activity were backwards revised. Road: national and international haulage by vehicles registered in the EU-27 until 2004, from 2005 onwards the activity performed by European drivers within the EU territory.

Modal split of freight transport on land 2022 – BY COUNTRY 2.2.3

| | tkm in % | | | |
|--------------|-------------|-------------|------------------|------------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES |
| EU-27 | 74.8 | 16.6 | 4.9 | 3.8 |
| BE | 72.8 | 14.3 | 10.6 | 2.3 |
| BG | 58.3 | 22.1 | 16.0 | 3.7 |
| CZ | 75.7 | 21.5 | 0.0 | 2.7 |
| DK | 86.4 | 9.2 | - | 4.4 |
| DE | 71.4 | 19.3 | 6.6 | 2.7 |
| EE | 72.7 | 27.3 | - | - |
| IE | 99.3 | 0.7 | - | - |
| EL | 97.6 | 2.3 | - | 0.2 |
| ES | 92.2 | 4.3 | - | 3.5 |
| FR | 84.9 | 10.3 | 1.9 | 2.9 |
| HR | 62.4 | 23.1 | 3.9 | 10.7 |
| IT | 83.6 | 11.8 | 0.0 | 4.5 |
| CY | 100.0 | - | - | - |
| LV | 46.5 | 52.8 | - | 0.8 |
| LT | 53.2 | 46.1 | 0.1 | 0.7 |
| LU | 86.3 | 6.2 | 7.5 | - |
| HU | 66.1 | 25.2 | 3.3 | 5.4 |
| MT | 100.0 | - | - | - |
| NL | 49.8 | 6.3 | 38.9 | 5.0 |
| AT | 62.2 | 27.6 | 1.5 | 8.6 |
| PL | 71.5 | 21.6 | 0.0 | 7.0 |
| PT | 85.7 | 12.0 | - | 2.3 |
| RO | 52.7 | 24.9 | 20.1 | 2.3 |
| SI | 67.3 | 32.7 | - | - |
| SK | 57.0 | 25.9 | 2.2 | 14.9 |
| FI | 77.0 | 22.5 | 0.5 | - |
| SE | 71.1 | 28.7 | 0.2 | - |
| IS | 100.0 | - | - | - |
| NO | 64.1 | 10.9 | - | 25.0 |
| CH | 66.1 | 33.5 | 0.1 | 0.3 |

NB: Territorialised tkm is not available for the candidate countries.

2.2.4a

Road

NATIONAL HAULAGE (*)

HAULAGE BY VEHICLES REGISTERED
IN THE REPORTING COUNTRY

| | billion tkm | | | | | | | % OF TOTAL HAULAGE 2022 | % CHANGE '21/'22 |
|--------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------------------------|------------------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | | |
| EU-27 | | <i>936.1</i> | <i>1 074.6</i> | <i>1 035.4</i> | <i>1 002.6</i> | <i>1 108.3</i> | <i>1 177.7</i> | 61.3 | -0.1 |
| BE | 18.6 | 19.8 | 19.3 | 17.8 | 21.3 | 21.5 | 22.1 | 65.9 | -5.2 |
| BG | | 3.1 | 5.0 | 6.1 | 7.2 | 7.4 | 8.8 | 25.1 | -2.3 |
| CZ | | 14.2 | 15.5 | 14.8 | 21.2 | 28.3 | 30.8 | 46.8 | 3.4 |
| DK | 9.3 | 11.0 | 11.1 | 10.6 | 12.5 | 12.4 | 12.8 | 84.1 | -0.8 |
| DE | 201.3 | 226.5 | 237.6 | 252.5 | 269.7 | 269.9 | 268.6 | 88.4 | -1.3 |
| EE | 0.4 | 0.7 | 1.8 | 1.4 | 1.5 | 1.3 | 1.8 | 39.6 | -0.2 |
| IE | 4.7 | 8.3 | 14.0 | 8.2 | 7.8 | 9.1 | 10.2 | 82.4 | -0.5 |
| EL | <i>20.0</i> | <i>23.0</i> | <i>19.6</i> | <i>25.3</i> | <i>15.0</i> | <i>12.9</i> | <i>16.2</i> | 76.4 | -1.8 |
| ES | 78.7 | 106.9 | 166.4 | 146.2 | 137.2 | 163.7 | 178.0 | 66.7 | -2.4 |
| FR | 135.3 | 163.2 | 177.3 | 164.3 | 141.2 | 158.2 | 160.5 | 92.6 | -1.3 |
| HR | | 1.9 | 4.4 | 4.5 | 4.1 | 4.5 | 4.9 | 35.5 | 1.1 |
| IT | <i>150.3</i> | <i>158.3</i> | <i>171.6</i> | <i>149.2</i> | <i>104.1</i> | <i>118.2</i> | <i>132.3</i> | 87.5 | 2.9 |
| CY | | 1.3 | 1.4 | 1.1 | 0.5 | 0.7 | 0.9 | 97.3 | 31.3 |
| LV | | 1.5 | 2.7 | 2.6 | 2.8 | 3.7 | 4.0 | 27.4 | -1.8 |
| LT | | 1.5 | 2.1 | 2.3 | 2.9 | 4.0 | 3.2 | 5.9 | -17.6 |
| LU | 0.5 | 0.4 | 0.5 | 0.6 | 1.0 | 0.5 | 0.6 | 8.0 | -5.3 |
| HU | | 12.1 | 11.4 | 11.3 | 10.4 | 12.9 | 13.9 | 37.2 | -5.8 |
| MT | | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 80.0 | 0.0 |
| NL | 26.7 | 31.5 | 31.8 | 30.1 | 32.2 | 34.8 | 35.9 | 53.5 | -1.5 |
| AT | 11.1 | 12.4 | 12.5 | 13.9 | 15.5 | 17.1 | 17.6 | 65.5 | -2.5 |
| PL | | 48.0 | 60.9 | 82.2 | 104.7 | 123.8 | 140.0 | 36.4 | 3.9 |
| PT | <i>16.5</i> | <i>14.2</i> | <i>17.4</i> | <i>12.9</i> | <i>10.8</i> | <i>8.7</i> | <i>9.1</i> | 28.3 | -3.6 |
| RO | | 9.9 | 19.4 | 12.1 | 12.1 | 17.3 | 22.0 | 34.2 | 7.5 |
| SI | | 1.9 | 2.4 | 2.3 | 2.1 | 2.3 | 2.6 | 10.6 | 4.2 |
| SK | | 5.1 | 5.6 | 5.2 | 5.2 | 6.5 | 6.2 | 19.7 | -1.5 |
| FI | 21.8 | 27.7 | 27.8 | 25.2 | 21.4 | 27.9 | 29.0 | 94.8 | 4.9 |
| SE | 28.4 | 31.5 | 34.7 | 32.7 | 38.1 | 40.7 | 45.8 | 95.6 | 2.2 |
| IS | <i>0.5</i> | <i>0.6</i> | <i>0.7</i> | <i>0.8</i> | <i>0.9</i> | <i>0.9</i> | <i>1.2</i> | | 9.2 |
| NO | | 12.1 | 15.4 | 16.3 | 20.5 | 19.2 | 22.3 | 91.4 | 9.4 |
| CH | 8.4 | 8.9 | 9.2 | 9.6 | 10.4 | 10.6 | 10.9 | 83.7 | 0.2 |
| BA | | | | | | | | | |
| ME | | | | | | 0.1 | 0.1 | 65.8 | 7.3 |
| MD | | | | | | | | | |
| MK | | | 1.4 | 1.2 | 1.1 | 1.5 | 1.8 | 12.6 | -1.8 |
| AL | | | | | | | | | |
| RS | | | | | | | | | |
| TR | 112.5 | 161.6 | 166.8 | 190.4 | 244.3 | 272.9 | 323.5 | | 3.8 |
| UA | | | | | | | | | |
| UK | 146.7 | 150.3 | 151.2 | 137.8 | 142.9 | 140.5 | 180.3 | 97.3 | 20.7 |

NB: (*) Only haulage of heavy goods vehicles (usually > 3.5 tonnes load capacity).

Road

2.2.4b

INTERNATIONAL HAULAGE (*)

HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

| | billion tkm | | | | | | | % OF TOTAL HAULAGE 2022 | % CHANGE '21/'22 |
|-------------------|-------------|-------|-------|-------|-------|-------|-------|-------------------------|------------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | | |
| EU-27 | | 406.3 | 558.7 | 574.3 | 612.6 | 695.2 | 742.8 | 38.7 | 0.0 |
| BE | 27.0 | 31.3 | 24.6 | 17.2 | 14.8 | 12.8 | 11.4 | 34.1 | -11.5 |
| BG | | 3.3 | 9.3 | 13.3 | 25.1 | 25.2 | 26.3 | 74.9 | 0.8 |
| CZ | | 23.1 | 27.9 | 37.1 | 37.5 | 27.8 | 35.0 | 53.2 | 3.1 |
| DK | 13.1 | 13.0 | 12.2 | 4.4 | 3.0 | 2.3 | 2.4 | 15.9 | -2.9 |
| DE | 36.5 | 54.2 | 72.5 | 60.6 | 45.2 | 34.7 | 35.4 | 11.6 | 0.3 |
| EE | 1.1 | 3.2 | 4.0 | 4.2 | 4.7 | 3.0 | 2.7 | 60.4 | -20.2 |
| IE | 0.8 | 3.9 | 3.9 | 2.7 | 2.1 | 2.4 | 2.2 | 17.6 | -3.2 |
| EL | 4.0 | 4.5 | 4.2 | 4.6 | 4.7 | 12.2 | 5.0 | 23.6 | 9.4 |
| ES | 22.9 | 41.8 | 66.8 | 63.9 | 72.2 | 78.6 | 88.7 | 33.3 | 1.2 |
| FR | 42.9 | 40.8 | 28.0 | 17.9 | 12.3 | 11.5 | 12.8 | 7.4 | 4.4 |
| HR | | 1.0 | 4.9 | 4.2 | 6.4 | 7.8 | 8.8 | 64.5 | -0.2 |
| IT | 24.1 | 26.4 | 40.2 | 26.5 | 12.7 | 15.1 | 18.8 | 12.5 | 14.6 |
| CY | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | -7.1 |
| LV | | 3.3 | 5.7 | 8.0 | 11.9 | 10.0 | 10.6 | 72.6 | -4.1 |
| LT | | 6.2 | 13.8 | 17.1 | 23.6 | 51.3 | 50.6 | 94.1 | -6.1 |
| LU | 5.0 | 7.2 | 8.3 | 8.1 | 6.9 | 5.7 | 6.8 | 92.0 | 7.7 |
| HU | | 7.0 | 13.8 | 22.4 | 28.0 | 19.4 | 23.5 | 62.8 | 5.4 |
| MT | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 20.0 | 0.0 |
| NL | 40.4 | 48.0 | 52.3 | 46.8 | 36.7 | 32.5 | 31.2 | 46.5 | -7.5 |
| AT | 15.4 | 22.7 | 24.5 | 14.7 | 10.0 | 8.8 | 9.3 | 34.5 | -0.1 |
| PL | | 27.0 | 50.9 | 120.1 | 156.0 | 231.1 | 245.1 | 63.6 | 0.0 |
| PT | 15.5 | 12.6 | 25.2 | 22.5 | 21.0 | 15.5 | 23.0 | 71.7 | 1.4 |
| RO | | 4.4 | 32.1 | 13.8 | 27.0 | 37.7 | 42.4 | 65.8 | 2.3 |
| SI | | 3.4 | 8.7 | 13.6 | 15.8 | 20.4 | 21.7 | 89.4 | -3.4 |
| SK | | 9.3 | 16.9 | 22.4 | 28.3 | 25.2 | 25.3 | 80.3 | 5.8 |
| FI | 2.7 | 4.3 | 4.0 | 4.4 | 3.1 | 1.8 | 1.6 | 5.2 | -19.4 |
| SE | 3.2 | 4.2 | 3.9 | 3.5 | 3.4 | 2.5 | 2.1 | 4.4 | -22.3 |
| IS | | | | | | | | | |
| NO | | 3.0 | 2.9 | 3.4 | 2.7 | 2.2 | 2.1 | 8.6 | -1.6 |
| CH ⁽¹⁾ | 0.7 | 0.9 | 1.0 | 3.7 | 2.1 | 1.8 | 2.1 | 16.3 | 14.7 |
| BA | | | | | | | | | |
| ME | | | | | | 0.0 | 0.0 | 34.2 | -19.5 |
| MD | | | | | | | | | |
| MK | | | | | 9.1 | 9.1 | 12.8 | 87.5 | 33.8 |
| AL | | | | | | | | | |
| RS | | | | | | | | | |
| TR | | | | | | | | | |
| UA | | | | | | | | | |
| UK | 14.8 | 15.3 | 10.1 | 8.9 | 7.2 | 5.2 | 5.0 | 2.7 | 6.9 |

NB: (*) Including cross-trade and cabotage.

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

CH: in contrast to the data for other countries, until 2007 the Swiss data do not include that part of international journeys by Swiss hauliers that takes place outside Switzerland.

2.2.4c

**Road – NATIONAL
& INTERNATIONAL HAULAGE (*)**

**HAULAGE BY VEHICLES REGISTERED
IN THE REPORTING COUNTRY**

| | billion tkm | | | | | | | % |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | 1 127.2 | 1 343.9 | 1 633.3 | 1 609.7 | 1 615.1 | 1 803.8 | 1 920.5 | 0.0 |
| BE | 45.6 | 51.0 | 43.8 | 35.0 | 36.1 | 34.4 | 33.5 | -7.4 |
| BG | 5.2 | 6.4 | 14.4 | 19.4 | 32.3 | 32.6 | 35.1 | 0.0 |
| CZ | 31.3 | 37.3 | 43.4 | 51.8 | 58.7 | 56.1 | 65.8 | 3.2 |
| DK | 22.4 | 24.0 | 23.3 | 15.0 | 15.5 | 14.7 | 15.2 | -1.2 |
| DE | 237.8 | 280.7 | 310.1 | 313.1 | 314.8 | 304.6 | 303.9 | -1.1 |
| EE | 1.5 | 3.9 | 5.8 | 5.6 | 6.3 | 4.3 | 4.5 | -13.3 |
| IE | 5.5 | 12.3 | 17.9 | 10.9 | 9.9 | 11.4 | 12.4 | -1.0 |
| EL | 24.0 | 29.0 | 23.8 | 29.8 | 19.8 | 25.2 | 21.2 | 0.6 |
| ES | 101.6 | 148.7 | 233.2 | 210.1 | 209.4 | 242.3 | 266.7 | -1.3 |
| FR | 178.2 | 204.0 | 205.3 | 182.2 | 153.6 | 169.7 | 173.4 | -0.9 |
| HR | | 2.9 | 9.3 | 8.8 | 10.4 | 12.3 | 13.7 | 0.2 |
| IT | 174.4 | 184.7 | 211.8 | 175.8 | 116.8 | 133.2 | 151.1 | 4.2 |
| CY | 1.2 | 1.3 | 1.4 | 1.1 | 0.6 | 0.7 | 0.9 | 29.8 |
| LV | 1.8 | 4.8 | 8.4 | 10.6 | 14.7 | 13.7 | 14.6 | -3.5 |
| LT | 5.2 | 7.8 | 15.9 | 19.4 | 26.5 | 55.3 | 53.8 | -6.9 |
| LU | 5.5 | 7.6 | 8.8 | 8.7 | 7.8 | 6.2 | 7.4 | 6.5 |
| HU | 13.8 | 19.1 | 25.2 | 33.7 | 38.4 | 32.2 | 37.4 | 0.9 |
| MT | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.0 |
| NL | 67.1 | 79.6 | 84.2 | 76.8 | 68.9 | 67.6 | 67.1 | -4.4 |
| AT | 26.5 | 35.1 | 37.0 | 28.7 | 25.5 | 25.9 | 26.8 | -1.7 |
| PL | 51.2 | 75.0 | 111.8 | 202.3 | 260.7 | 354.9 | 385.1 | 1.4 |
| PT | 32.0 | 26.8 | 42.6 | 35.4 | 31.8 | 24.2 | 32.0 | 0.0 |
| RO | 19.7 | 14.3 | 51.5 | 25.9 | 39.0 | 55.0 | 64.4 | 4.0 |
| SI | 3.3 | 5.3 | 11.0 | 15.9 | 17.9 | 22.7 | 24.3 | -2.6 |
| SK | 15.9 | 14.3 | 22.6 | 27.6 | 33.5 | 31.6 | 31.5 | 4.3 |
| FI | 24.5 | 32.0 | 31.9 | 29.5 | 24.5 | 29.7 | 30.6 | 3.3 |
| SE | 31.6 | 35.6 | 38.6 | 36.3 | 41.5 | 43.2 | 47.9 | 0.8 |
| IS ⁽¹⁾ | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 0.9 | 1.2 | 9.2 |
| NO | 9.7 | 15.1 | 18.2 | 19.8 | 23.1 | 21.4 | 24.4 | 8.3 |
| CH ⁽²⁾ | 9.1 | 9.8 | 10.2 | 13.2 | 12.4 | 12.5 | 13.0 | 2.3 |
| BA | | | | | 3.4 | 3.8 | 4.6 | 4.0 |
| ME | | | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | -2.8 |
| MD | | 1.0 | 2.4 | 3.2 | 4.2 | 5.6 | 6.6 | 4.8 |
| MK | | | 5.6 | 4.2 | 10.2 | 10.6 | 14.6 | 27.8 |
| AL | 2.1 | 2.2 | 3.2 | 4.6 | 3.4 | 3.5 | | |
| RS | | 0.6 | 0.7 | 1.7 | 3.0 | 7.7 | 9.6 | -4.9 |
| TR ⁽¹⁾ | 112.5 | 161.6 | 166.8 | 190.4 | 244.3 | 272.9 | 323.5 | 3.8 |
| UA | | 2.5 | 9.2 | 53.9 | 53.3 | 65.2 | | |
| UK | 161.5 | 165.6 | 161.3 | 146.7 | 150.1 | 145.8 | 185.3 | 19.6 |

NB: (*) Including cross-trade and cabotage.
Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).

(¹) TR, IS: national transport only.

(²) CH: in contrast to the data for other countries, until 2007 the Swiss data do not include that part of international journeys by Swiss hauliers that takes place outside Switzerland.

Road – TRANSPORT PERFORMANCE 2.2.4d ADJUSTED FOR TERRITORIALITY (*)

HAULAGE PERFORMED WITHIN THE TERRITORY OF EACH COUNTRY BY ANY VEHICLE

| | billion tkm | | | | | % |
|--------------|-------------|--------|--------|--------|--------|----------------|
| | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | 1588.2 | 1558.3 | 1562.0 | 1745.3 | 1866.3 | 0.2 |
| BE | 46.8 | 45.6 | 50.5 | 51.9 | 51.8 | -5.3 |
| BG | 11.0 | 8.9 | 11.2 | 11.0 | 13.8 | 4.1 |
| CZ | 32.3 | 32.0 | 42.7 | 51.7 | 57.6 | 4.5 |
| DK | 16.8 | 17.2 | 19.1 | 20.2 | 20.9 | 0.2 |
| DE | 370.8 | 404.9 | 433.1 | 466.4 | 476.4 | -0.8 |
| EE | 2.7 | 2.2 | 2.8 | 2.8 | 3.4 | 8.0 |
| IE | 15.6 | 9.7 | 9.2 | 9.6 | 10.8 | -0.8 |
| EL | 21.9 | 27.6 | 17.7 | 16.8 | 19.6 | -0.8 |
| ES | 210.7 | 184.4 | 178.0 | 207.5 | 228.1 | -1.3 |
| FR | 294.5 | 275.1 | 251.2 | 280.1 | 291.2 | -1.3 |
| HR | 10.5 | 7.9 | 8.2 | 9.3 | 9.5 | 2.5 |
| IT | 204.0 | 183.6 | 134.0 | 152.9 | 172.4 | 2.7 |
| CY | 1.4 | 1.1 | 0.5 | 0.7 | 0.9 | 31.3 |
| LV | 3.7 | 3.7 | 4.8 | 6.1 | 6.5 | 1.7 |
| LT | 4.4 | 5.0 | 7.3 | 8.7 | 8.5 | -2.3 |
| LU | 1.9 | 2.1 | 2.5 | 2.1 | 2.3 | -0.5 |
| HU | 22.2 | 21.3 | 22.1 | 26.2 | 29.8 | 0.1 |
| MT | | | | | | |
| NL | 49.7 | 49.2 | 51.7 | 56.9 | 57.0 | -2.4 |
| AT | 32.4 | 37.9 | 41.4 | 47.0 | 50.0 | 0.3 |
| PL | 86.8 | 116.2 | 147.4 | 175.1 | 196.7 | 3.7 |
| PT | 23.9 | 18.9 | 16.3 | 13.9 | 15.7 | 0.3 |
| RO | 32.5 | 15.6 | 16.5 | 21.7 | 28.3 | 5.5 |
| SI | 7.3 | 7.3 | 7.8 | 9.0 | 10.1 | 3.7 |
| SK | 10.5 | 11.8 | 13.9 | 16.5 | 17.3 | 4.5 |
| FI | 28.8 | 26.5 | 22.8 | 28.9 | 30.3 | 4.5 |
| SE | 45.1 | 42.4 | 49.4 | 52.3 | 57.4 | -0.5 |
| IS | | | | | | |
| NO | 17.1 | 19.1 | 23.7 | 22.8 | 25.0 | 3.1 |
| CH | 23.0 | 21.6 | 20.8 | 23.0 | 24.0 | 1.0 |
| UK | 167.3 | 151.5 | 157.2 | | | |

NB: (*) Including cross-trade and cabotage.
Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).
EU aggregates do not include road freight transport for **Malta** (negligible, exempted from reporting). **BG** and **RO** data for 2005 are based on their reporting for 2006.
Data for **HR** and **CH** for 2005-2007 are based on their reporting for 2008. Road transport for **CY** includes only national transport (international transport is negligible).
Territorialised tkm is not available for the candidate countries.

2.2.5

Railways

| | billion tkm | | | | | | | % |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | 374.8 | 387.9 | 394.6 | 375.0 | 405.1 | 384.0 | 413.4 | -0.4 |
| BE | 7.3 | 7.7 | 8.1 | 7.5 | 13.9 | 13.4 | 10.2 | -16.1 |
| BG | 8.6 | 5.5 | 5.2 | 3.1 | 3.7 | 4.5 | 5.2 | 12.5 |
| CZ | 22.6 | 17.5 | 14.9 | 13.8 | 15.3 | 15.3 | 16.4 | 0.3 |
| DK | 2.0 | 2.0 | 2.0 | 2.2 | 2.6 | 2.5 | 2.2 | 11.3 |
| DE | 70.5 | 82.7 | 95.4 | 107.3 | 116.6 | 109.2 | 128.6 | 3.8 |
| EE | 3.8 | 8.1 | 10.6 | 6.6 | 3.1 | 1.7 | 1.3 | -39.5 |
| IE | 0.6 | 0.5 | 0.3 | 0.1 | 0.1 | 0.1 | 0.1 | 15.7 |
| EL | 0.3 | 0.4 | 0.6 | 0.6 | 0.3 | 0.6 | 0.5 | -20.8 |
| ES | 11.0 | 12.2 | 11.6 | 8.9 | 11.0 | 8.9 | 10.6 | 2.6 |
| FR | 48.3 | 57.7 | 40.7 | 30.0 | 36.3 | 31.6 | 35.3 | -1.3 |
| HR | 2.0 | 1.8 | 2.8 | 2.6 | 2.2 | 3.3 | 3.5 | 11.3 |
| IT | 21.7 | 22.8 | 22.8 | 18.6 | 20.8 | 20.8 | 24.3 | 0.3 |
| CY | - | - | - | - | - | - | - | - |
| LV | 9.8 | 13.3 | 19.8 | 17.2 | 18.9 | 8.0 | 7.4 | 0.6 |
| LT | 7.2 | 8.9 | 12.5 | 13.4 | 14.0 | 15.9 | 7.4 | -49.4 |
| LU | 0.5 | 0.6 | 0.4 | 0.3 | 0.2 | 0.2 | 0.2 | -5.1 |
| HU | 8.4 | 8.8 | 9.1 | 8.8 | 10.0 | 11.6 | 11.4 | 0.0 |
| MT | - | - | - | - | - | - | - | - |
| NL | 3.1 | 4.5 | 5.9 | 5.9 | 6.5 | 6.7 | 7.2 | -0.2 |
| AT | 13.2 | 16.6 | 19.0 | 19.8 | 20.8 | 20.5 | 22.2 | 1.8 |
| PL | 68.2 | 54.0 | 50.0 | 48.7 | 50.6 | 51.1 | 59.3 | 9.0 |
| PT | 2.0 | 2.2 | 2.4 | 2.3 | 2.7 | 2.3 | 2.2 | 16.4 |
| RO | 17.9 | 16.4 | 16.6 | 12.4 | 13.7 | 12.3 | 13.3 | -2.2 |
| SI | 3.1 | 2.9 | 3.2 | 3.4 | 4.2 | 4.7 | 4.9 | -0.2 |
| SK | 13.8 | 11.2 | 9.5 | 8.1 | 8.4 | 6.9 | 7.8 | -4.3 |
| FI | 9.6 | 10.1 | 9.7 | 9.8 | 8.5 | 10.1 | 8.8 | -17.7 |
| SE | 19.4 | 19.5 | 21.7 | 23.5 | 20.7 | 22.1 | 23.2 | -1.2 |
| IS | - | - | - | - | - | - | - | - |
| NO | 2.7 | 3.0 | 3.2 | 3.5 | 3.5 | 4.1 | 4.2 | -1.4 |
| CH | 8.9 | 11.1 | 11.7 | 11.1 | 12.4 | 11.1 | 12.1 | 0.9 |
| BA | | 0.1 | 0.4 | 0.9 | 1.3 | 1.0 | 1.3 | 5.8 |
| ME | | | | 0.2 | 0.1 | 0.1 | 0.2 | 47.8 |
| MD | | 1.5 | 3.0 | 1.0 | 1.0 | 0.6 | 1.2 | 84.2 |
| MK | | 0.5 | 0.5 | 0.5 | 0.3 | 0.3 | 0.3 | -24.9 |
| AL | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | -20.4 |
| RS | | | | 3.5 | 3.2 | 2.7 | 2.8 | -4.5 |
| TR | 8.5 | 9.8 | 9.1 | 11.3 | 10.2 | 15.3 | 16.1 | 10.0 |
| UA | | 172.8 | 224.0 | 218.1 | 195.1 | 175.6 | | |
| UK | 13.3 | 18.1 | 21.4 | 18.6 | 19.3 | 15.2 | 15.9 | -5.0 |

Inland waterways

2.2.6

| | billion tkm | | | | | | | % |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | 121.9 | 133.7 | 138.6 | 155.4 | 147.4 | 131.7 | 122.1 | -10.3 |
| BE | 5.7 | 7.2 | 8.6 | 9.1 | 10.4 | 7.4 | 7.6 | -7.6 |
| BG | 0.5 | 0.3 | 0.8 | 6.0 | 5.6 | 6.3 | 3.8 | -34.6 |
| CZ | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | -9.1 |
| DK | - | - | - | - | - | - | - | - |
| DE | 64.0 | 66.5 | 64.1 | 62.3 | 55.3 | 46.3 | 44.1 | -8.5 |
| EE | 0.0 | - | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | - | - | - | - | - | - |
| ES | - | - | - | - | - | - | - | - |
| FR | 6.6 | 9.1 | 8.9 | 9.5 | 8.5 | 7.0 | 6.6 | -8.5 |
| HR | 0.0 | 0.1 | 0.1 | 0.9 | 0.9 | 0.9 | 0.6 | -29.3 |
| IT | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | -28.6 |
| CY | - | - | - | - | - | - | - | - |
| LV | - | - | - | - | - | - | - | - |
| LT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 |
| LU | 0.3 | 0.4 | 0.3 | 0.4 | 0.2 | 0.2 | 0.2 | -7.8 |
| HU | 1.2 | 0.9 | 2.1 | 2.4 | 1.8 | 2.0 | 1.5 | -19.5 |
| MT | - | - | - | - | - | - | - | - |
| NL | 35.5 | 41.3 | 42.2 | 46.6 | 48.5 | 45.2 | 44.6 | -6.0 |
| AT | 2.0 | 2.4 | 1.8 | 2.4 | 1.8 | 1.6 | 1.2 | -18.1 |
| PL | 0.9 | 1.2 | 0.3 | 0.1 | 0.1 | 0.1 | 0.0 | -25.9 |
| PT | - | - | - | - | - | - | - | - |
| RO | 3.1 | 2.6 | 8.4 | 14.3 | 13.2 | 13.6 | 10.8 | -20.4 |
| SI | - | - | - | - | - | - | - | - |
| SK | 1.5 | 1.4 | 0.7 | 1.2 | 0.7 | 0.8 | 0.7 | -19.0 |
| FI | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 31.1 |
| SE | - | - | - | - | - | 0.1 | 0.1 | -5.6 |
| IS | - | - | - | - | - | - | - | - |
| NO | - | - | - | - | - | - | - | - |
| CH | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -18.1 |
| BA | | | | | | | | |
| ME | - | - | - | - | - | - | - | - |
| MD | | 0.0 | 0.0 | 0.4 | 0.4 | 0.5 | 0.3 | 0.0 |
| MK | - | - | - | - | - | - | - | - |
| AL | - | - | - | - | - | - | - | - |
| RS | 0.3 | 1.0 | 1.6 | 0.9 | 0.9 | 0.6 | 1.6 | -15.9 |
| TR | - | - | - | - | - | - | - | - |
| UA | | 5.9 | 6.3 | 3.8 | 1.6 | 1.4 | | |
| UK | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 10.1 |

NB: FI: only shipborne transport (i.e. no floating).
 IT, LT, FI and UK: data include only national traffic.
 BG and RO: data include transit traffic from 2009 (and partially in 2008).
 HR: data include transit traffic from 2008 onward.

2.2.7

Oil pipelines

| | billion tkm | | | | | | | % |
|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|----------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | 103.8 | 115.7 | 126.8 | 111.0 | 104.1 | 91.7 | 93.7 | 5.6 |
| BE | 1.4 | 1.6 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 0.1 |
| BG | 0.4 | 0.4 | 0.4 | 0.4 | 0.7 | 0.6 | 0.9 | 54.4 |
| CZ | 2.3 | 1.6 | 2.3 | 2.2 | 2.0 | 1.7 | 2.1 | 10.3 |
| DK | 3.1 | 4.7 | 5.1 | 3.5 | 2.3 | 1.0 | 1.1 | 16.1 |
| DE | 14.8 | 15.0 | 16.7 | 16.3 | 17.7 | 16.7 | 17.7 | 12.9 |
| EE | - | - | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | -0.6 |
| ES | 5.9 | 7.5 | 9.2 | 8.2 | 10.1 | 7.8 | 8.7 | 11.4 |
| FR | 22.3 | 21.7 | 20.9 | 17.6 | 11.4 | 9.5 | 10.1 | 8.0 |
| HR | | 0.4 | 1.5 | 1.3 | 1.4 | 1.6 | 1.6 | -2.2 |
| IT | 9.7 | 10.3 | 11.4 | 10.4 | 9.2 | 9.1 | 9.4 | 1.0 |
| CY | - | - | - | - | - | - | - | - |
| LV | 5.3 | 6.5 | 3.4 | 2.4 | 2.0 | 0.5 | 0.1 | -47.3 |
| LT | 2.0 | 3.5 | 4.4 | 0.6 | 0.5 | 0.2 | 0.1 | -17.4 |
| LU | - | - | - | - | - | - | - | - |
| HU | 2.2 | 2.3 | 2.7 | 3.2 | 2.5 | 2.4 | 2.4 | 6.9 |
| MT | - | - | - | - | - | - | - | - |
| NL | 5.3 | 5.9 | 5.9 | 5.6 | 6.0 | 5.2 | 5.7 | -8.5 |
| AT | 6.8 | 7.6 | 7.8 | 7.0 | 8.5 | 7.7 | 6.9 | -9.8 |
| PL | 13.5 | 20.4 | 25.4 | 24.2 | 21.8 | 20.4 | 19.1 | 9.7 |
| PT | - | 0.5 | 0.5 | 0.4 | 0.4 | 0.3 | 0.4 | 28.2 |
| RO | 2.9 | 1.4 | 2.2 | 1.0 | 1.0 | 1.1 | 1.3 | 15.1 |
| SI | - | - | - | - | - | - | - | - |
| SK | 6.1 | 4.6 | 5.3 | 5.0 | 5.0 | 4.4 | 4.5 | -1.6 |
| FI | - | - | - | - | - | - | - | - |
| SE | - | - | - | - | - | - | - | - |
| IS | - | - | - | - | - | - | - | - |
| NO | 5.3 | 3.5 | 4.6 | 3.5 | 3.4 | 9.4 | 9.8 | -4.9 |
| CH | 1.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 27.9 |
| BA | | | | | | | | |
| ME | - | - | - | - | - | - | - | - |
| MD | | | | 0.4 | | | | |
| MK | - | - | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | -34.6 |
| AL | - | - | - | - | - | - | - | - |
| RS | - | - | - | 0.4 | 0.4 | 0.5 | 0.6 | 16.7 |
| TR | 3.2 | 53.1 | 5.7 | 39.6 | 52.5 | 54.0 | 49.7 | -5.6 |
| UA | 37.6 | 36.6 | 32.1 | 18.7 | 10.8 | 10.3 | | |
| UK | 11.1 | 11.4 | 10.8 | 10.2 | 10.0 | 10.0 | 10.0 | 0.0 |

NB: Data are not harmonised and therefore not fully comparable; in most countries, only pipelines longer than 40km are included. Data refer to oil pipelines.
DE: from 1995 onwards: only crude oil (i.e. no refined petroleum products).
DK: crude oil including water.

United States

2.2.8

PERFORMANCE BY MODE OF TRANSPORT: FREIGHT

| | billion tkm | | | | |
|------|-------------|---------|---------------------|-----------|---------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | TOTAL |
| 1990 | 2 432.2 | 1 509.6 | 515.8 | 1 519.9 | 5 977.5 |
| 1995 | 2 239.7 | 1 906.3 | 534.4 | 1 564.1 | 6 244.5 |
| 2000 | 2 929.1 | 2 140.3 | 526.2 | 1 413.0 | 7 008.6 |
| 2005 | 3 275.6 | 2 476.7 | 476.5 | 1 263.9 | 7 492.7 |
| 2010 | 2 672.9 | 2 468.8 | 450.6 | 1 395.7 | 6 988.0 |
| 2015 | 2 899.4 | 2 537.8 | 457.9 | 1 288.6 | 7 183.8 |
| 2016 | 3 008.8 | 2 314.7 | 445.0 | 1 269.8 | 7 038.3 |
| 2017 | 3 293.1 | 2 445.1 | 455.0 | 1 299.2 | 7 492.4 |
| 2018 | 3 241.3 | 2 525.2 | 462.9 | 1 447.4 | 7 676.9 |
| 2019 | 3 280.5 | 2 357.1 | 425.2 | 1 522.7 | 7 585.6 |
| 2020 | 3 204.0 | 2 102.1 | 409.7 | 1 426.3 | 7 142.1 |
| 2021 | 3 129.0 | 2 239.4 | 426.7 | 1 472.1 | 7 267.2 |
| 2022 | 3 175.3 | 2 238.7 | 405.6 | 1 554.8 | 7 374.3 |

AVERAGE ANNUAL CHANGE

| | % per year | | | | |
|-------------|------------|-------|---------------------|-----------|-------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | TOTAL |
| 2001 | 2.5 | 2.0 | -4.1 | -4.5 | 0.5 |
| 2002 | 7.8 | 0.8 | 0.3 | -4.7 | 2.7 |
| 2003 | 1.8 | 2.9 | -6.0 | -0.6 | 1.2 |
| 2004 | 1.1 | 7.2 | 4.3 | -0.6 | 2.9 |
| 2005 | -1.6 | 2.0 | -4.0 | -0.6 | -0.4 |
| 2006 | -2.4 | 4.4 | 2.5 | -0.6 | 0.5 |
| 2007 | 2.1 | -0.1 | -3.3 | -0.6 | 0.6 |
| 2008 | -16.1 | 0.4 | -3.8 | 14.7 | -4.6 |
| 2009 | 9.5 | -13.8 | -10.4 | -3.5 | -2.7 |
| 2010 | -10.9 | 10.4 | 10.7 | 0.9 | -0.5 |
| 2011 | -9.8 | 2.3 | 3.0 | 6.5 | -1.5 |
| 2012 | 11.4 | -1.0 | -0.5 | -15.8 | 0.2 |
| 2013 | 9.0 | 1.6 | -5.2 | -4.4 | 3.0 |
| 2014 | -2.4 | 6.4 | 10.2 | 4.4 | 2.7 |
| 2015 | 1.5 | -6.1 | -5.1 | 3.3 | -1.5 |
| 2016 | 3.8 | -8.8 | -2.8 | -1.5 | -2.0 |
| 2017 | 9.4 | 5.6 | 2.2 | 2.3 | 6.5 |
| 2018 | -1.6 | 3.3 | 1.7 | 11.4 | 2.5 |
| 2019 | 1.2 | -6.7 | -8.1 | 5.2 | -1.2 |
| 2020 | -2.3 | -10.8 | -3.7 | -6.3 | -5.8 |
| 2021 | -2.3 | 6.5 | 4.1 | 3.2 | 1.8 |
| 2022 | 1.5 | 0.0 | -4.9 | 5.6 | 1.5 |
| 1990 - 1995 | -1.6 | 4.8 | 0.7 | 0.6 | 0.9 |
| 1995 - 2000 | 5.5 | 2.3 | -0.3 | -2.0 | 2.3 |
| 2000 - 2010 | -0.9 | 1.4 | -1.5 | -0.1 | 0.0 |
| 2011 - 2022 | 2.5 | -1.1 | -1.2 | 0.4 | 0.6 |

NB: Time series for road transport revised according to the estimates based on the Freight Analysis Framework (FAF). From the break onwards, the source is the Bureau of Transportation Statistics.

2.2.8

United States

MODAL SPLIT – FREIGHT TRANSPORT

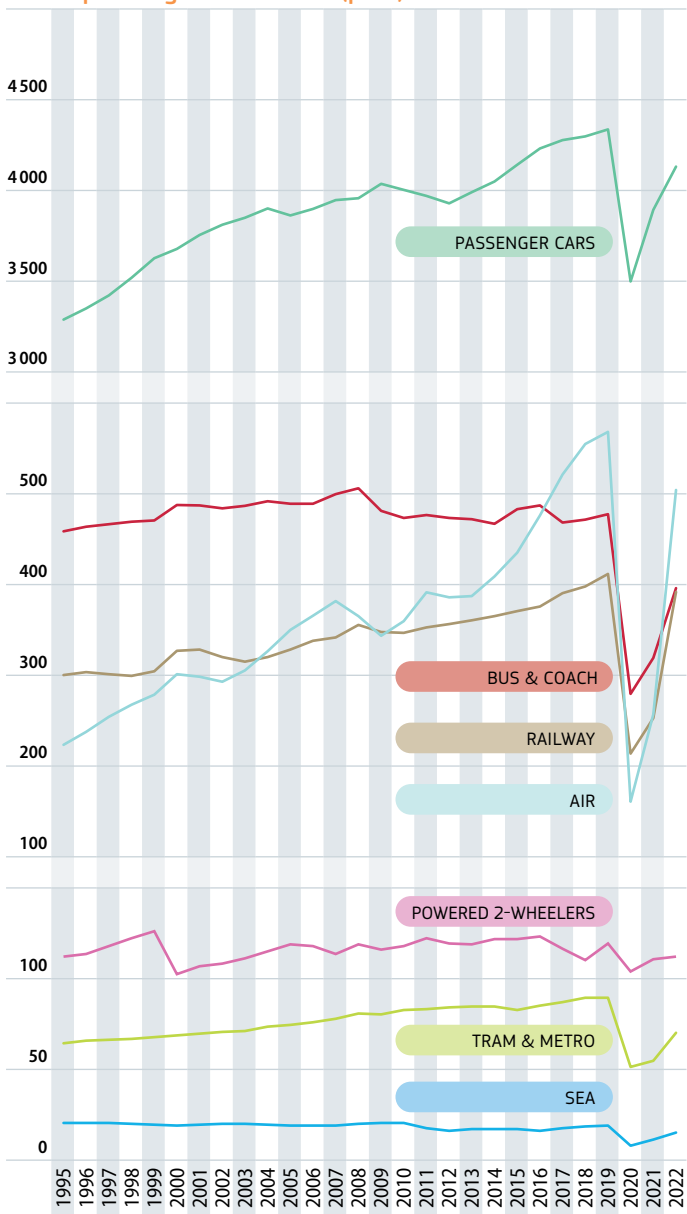
| | % | | | |
|------|------|------|------------------|-----------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES |
| 1990 | 40.7 | 25.3 | 8.6 | 25.4 |
| 1991 | 39.5 | 26.0 | 8.7 | 25.8 |
| 1992 | 40.0 | 25.9 | 8.6 | 25.5 |
| 1993 | 38.9 | 27.1 | 8.3 | 25.8 |
| 1994 | 39.4 | 27.9 | 8.3 | 24.5 |
| 1995 | 35.9 | 30.5 | 8.6 | 25.0 |
| 1996 | 36.4 | 30.6 | 8.0 | 24.9 |
| 1997 | 39.6 | 29.1 | 7.7 | 23.7 |
| 1998 | 41.0 | 29.1 | 7.5 | 22.3 |
| 1999 | 41.2 | 30.0 | 7.6 | 21.2 |
| 2000 | 41.8 | 30.5 | 7.5 | 20.2 |
| 2001 | 42.7 | 31.0 | 7.2 | 19.2 |
| 2002 | 44.8 | 30.4 | 7.0 | 17.8 |
| 2003 | 45.0 | 31.0 | 6.5 | 17.5 |
| 2004 | 44.3 | 32.3 | 6.6 | 16.9 |
| 2005 | 43.7 | 33.1 | 6.4 | 16.9 |
| 2006 | 42.5 | 34.4 | 6.5 | 16.7 |
| 2007 | 43.1 | 34.1 | 6.2 | 16.5 |
| 2008 | 37.9 | 35.9 | 6.3 | 19.8 |
| 2009 | 42.7 | 31.8 | 5.8 | 19.7 |
| 2010 | 38.2 | 35.3 | 6.4 | 20.0 |
| 2011 | 35.0 | 36.7 | 6.7 | 21.6 |
| 2012 | 38.9 | 36.2 | 6.7 | 18.1 |
| 2013 | 41.2 | 35.8 | 6.2 | 16.8 |
| 2014 | 39.2 | 37.1 | 6.6 | 17.1 |
| 2015 | 40.4 | 35.3 | 6.4 | 17.9 |
| 2016 | 42.7 | 32.9 | 6.3 | 18.0 |
| 2017 | 44.0 | 32.6 | 6.1 | 17.3 |
| 2018 | 42.2 | 32.9 | 6.0 | 18.9 |
| 2019 | 43.2 | 31.1 | 5.6 | 20.1 |
| 2020 | 44.9 | 29.4 | 5.7 | 20.0 |
| 2021 | 43.1 | 30.8 | 5.9 | 20.3 |
| 2022 | 43.1 | 30.4 | 5.5 | 21.1 |

NB: Time series for road transport revised according to the estimates based on the Freight Analysis Framework (FAF). From the break onwards, the source is the Bureau of Transportation Statistics.

EU-27 Performance for passenger transport 1995-2022 – BY MODE

2.3.1

billion passenger-kilometres (pkm)



2.3.2

EU-27 Performance BY MODE

PASSENGER TRANSPORT

| | billion pkm | | | | | | | |
|---------|---------------------|-------|----------------|---------|-----------------|--------|--------|-------|
| | PASSEN- GER CARS | P2W | BUS & COACH | RAILWAY | TRAM & METRO | AIR | SEA | TOTAL |
| 1995 | 3 283.8 | 109.1 | 468.0 | 312.7 | 63.8 | 237.2 | 22.8 | 4 497 |
| 2000 | 3 660.4 | 100.1 | 496.5 | 338.5 | 67.8 | 313.3 | 21.4 | 4 998 |
| 2005 | 3 839.2 | 115.5 | 497.8 | 339.9 | 73.2 | 361.3 | 21.3 | 5 248 |
| 2010 | 3 975.9 | 114.7 | 482.2 | 358.2 | 80.8 | 370.8 | 22.5 | 5 405 |
| 2011 | 3 943.6 | 117.7 | 485.6 | 364.0 | 81.2 | 401.8 | 20.0 | 5 414 |
| 2012 | 3 904.5 | 115.1 | 482.2 | 367.3 | 82.3 | 396.3 | 18.5 | 5 366 |
| 2013 | 3 964.8 | 114.7 | 480.8 | 371.8 | 82.5 | 397.7 | 19.3 | 5 432 |
| 2014 | 4 020.3 | 117.4 | 476.0 | 376.3 | 82.8 | 419.0 | 19.4 | 5 511 |
| 2015 | 4 110.5 | 117.4 | 491.8 | 381.7 | 80.8 | 445.0 | 19.4 | 5 647 |
| 2016 | 4 196.3 | 118.7 | 496.0 | 386.5 | 83.3 | 485.0 | 18.4 | 5 784 |
| 2017 | 4 241.4 | 112.2 | 477.1 | 400.8 | 85.1 | 529.3 | 19.7 | 5 865 |
| 2018 | 4 261.3 | 106.8 | 480.7 | 408.3 | 87.0 | 562.2 | 20.8 | 5 927 |
| 2019 | 4 298.8 | 115.6 | 486.2 | 421.8 | 87.1 | 575.4 | 21.1 | 6 006 |
| 2020 | 3 488.3 | 101.6 | 292.0 | 227.7 | 51.4 | 175.8 | 10.6 | 4 347 |
| 2021 | 3 869.3 | 107.3 | 330.8 | 266.0 | 54.4 | 270.0 | 13.8 | 4 912 |
| 2022 | 4 099.6 | 109.6 | 406.2 | 402.2 | 69.2 | 512.3 | 17.7 | 5 617 |
| '95/'21 | 24.8% | 0.5% | -13.2% | 28.7% | 8.4% | 116.0% | -22.3% | 24.9% |
| /year | 0.8% | 0.0% | -0.5% | 0.9% | 0.3% | 2.9% | -0.9% | 0.8% |
| '00/'22 | 12.0% | 9.4% | -18.2% | 18.8% | 1.9% | 63.5% | -17.3% | 12.4% |
| /year | 0.5% | 0.4% | -0.9% | 0.8% | 0.1% | 2.3% | -0.9% | 0.5% |
| '21/'22 | 6.0% | 2.1% | 22.8% | 51.2% | 27.0% | 89.7% | 28.3% | 14.4% |

MODAL SPLIT

| | % | | | | | | |
|------|---------------------|-----|----------------|---------|-----------------|-----|-----|
| | PASSEN- GER CARS | P2W | BUS & COACH | RAILWAY | TRAM & METRO | AIR | SEA |
| 1995 | 73.0 | 2.4 | 10.4 | 7.0 | 1.4 | 5.3 | 0.5 |
| 2000 | 73.2 | 2.0 | 9.9 | 6.8 | 1.4 | 6.3 | 0.4 |
| 2005 | 73.2 | 2.2 | 9.5 | 6.5 | 1.4 | 6.9 | 0.4 |
| 2010 | 73.6 | 2.1 | 8.9 | 6.6 | 1.5 | 6.9 | 0.4 |
| 2011 | 72.8 | 2.2 | 9.0 | 6.7 | 1.5 | 7.4 | 0.4 |
| 2012 | 72.8 | 2.1 | 9.0 | 6.8 | 1.5 | 7.4 | 0.3 |
| 2013 | 73.0 | 2.1 | 8.9 | 6.8 | 1.5 | 7.3 | 0.4 |
| 2014 | 72.9 | 2.1 | 8.6 | 6.8 | 1.5 | 7.6 | 0.4 |
| 2015 | 72.8 | 2.1 | 8.7 | 6.8 | 1.4 | 7.9 | 0.3 |
| 2016 | 72.5 | 2.1 | 8.6 | 6.7 | 1.4 | 8.4 | 0.3 |
| 2017 | 72.3 | 1.9 | 8.1 | 6.8 | 1.5 | 9.0 | 0.3 |
| 2018 | 71.9 | 1.8 | 8.1 | 6.9 | 1.5 | 9.5 | 0.4 |
| 2019 | 71.6 | 1.9 | 8.1 | 7.0 | 1.5 | 9.6 | 0.4 |
| 2020 | 80.2 | 2.3 | 6.7 | 5.2 | 1.2 | 4.0 | 0.2 |
| 2021 | 78.8 | 2.2 | 6.7 | 5.4 | 1.1 | 5.5 | 0.3 |
| 2022 | 73.0 | 2.0 | 7.2 | 7.2 | 1.2 | 9.1 | 0.3 |

NB: Air and Sea: only domestic and intra-EU-27 transport; estimates for air and for sea based on Eurostat data. The time series for maritime activity from 1995 to 2004 and for aviation activity from 1995 to 2007 have been recalibrated by DG MOVE in line with the new EU-27 figures to avoid break in series.
P2W: Powered two-wheelers.

Modal split of passenger transport 2.3.3 on land 2022 – BY COUNTRY

| | pkm as % | | | |
|--------------|----------------|-----------------|------------|--------------|
| | PASSENGER CARS | BUSES & COACHES | RAILWAYS | TRAM & METRO |
| EU-27 | 82.4 | 8.2 | 8.1 | 1.4 |
| BE | 80.5 | 9.5 | 9.1 | 0.9 |
| BG | 85.6 | 10.4 | 2.5 | 1.5 |
| CZ | 77.3 | 10.7 | 8.0 | 4.0 |
| DK | 80.2 | 10.8 | 8.4 | 0.6 |
| DE | 84.7 | 4.6 | 9.2 | 1.4 |
| EE | 85.2 | 12.0 | 2.3 | 0.5 |
| IE | 81.4 | 15.9 | 2.5 | 0.2 |
| EL | 83.7 | 14.3 | 0.9 | 1.2 |
| ES | 82.6 | 9.1 | 6.6 | 1.7 |
| FR | 83.0 | 4.8 | 11.1 | 1.0 |
| HR | 84.4 | 11.4 | 2.9 | 1.3 |
| IT | 81.0 | 11.9 | 6.2 | 0.8 |
| CY | 84.4 | 15.6 | - | - |
| LV | 84.3 | 11.6 | 3.6 | 0.5 |
| LT | 92.9 | 6.0 | 1.1 | - |
| LU | 82.6 | 12.7 | 4.0 | 0.6 |
| HU | 74.4 | 15.3 | 8.0 | 2.4 |
| MT | 82.9 | 17.1 | - | - |
| NL | 85.0 | 2.8 | 11.6 | 0.5 |
| AT | 72.1 | 7.8 | 13.3 | 6.8 |
| PL | 81.5 | 8.9 | 8.2 | 1.3 |
| PT | 87.5 | 7.5 | 4.0 | 1.0 |
| RO | 79.0 | 14.4 | 3.9 | 2.7 |
| SI | 86.1 | 11.6 | 2.4 | - |
| SK | 78.4 | 12.0 | 8.8 | 0.8 |
| FI | 83.5 | 9.4 | 6.3 | 0.8 |
| SE | 79.5 | 7.9 | 10.8 | 1.8 |
| IS | 88.6 | 11.4 | - | - |
| NO | 89.3 | 5.0 | 4.7 | 1.1 |
| CH | 76.4 | 5.6 | 17.1 | 0.9 |
| BA | | | | |
| ME | 98.0 | 1.0 | 1.0 | - |
| MD | | | | - |
| MK | 91.0 | 8.6 | 0.4 | - |
| AL | 91.5 | 8.5 | 0.0 | - |
| RS | 84.4 | 12.0 | 1.1 | 2.4 |
| TR | | | | |
| UA | | | | |
| UK | 88.0 | 3.5 | 7.1 | 1.5 |

NB: If powered two-wheelers are included, they account for 2.3% of the total in EU-27, while the share of the other modes becomes:

| | | | | |
|--------------|-------------|------------|------------|------------|
| EU-27 | 80.6 | 8.0 | 7.9 | 1.4 |
|--------------|-------------|------------|------------|------------|

2.3.4

Passenger cars

| | billion pkm | | | | | | | | % |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | | 3 283.8 | 3 660.4 | 3 839.2 | 3 975.9 | 4 110.5 | 3 488.3 | 4 099.6 | 6.0 |
| BE | 89.5 | 96.4 | 102.5 | 102.8 | 109.4 | 107.0 | 91.4 | 100.8 | 4.2 |
| BG | | 25.0 | 26.9 | 35.1 | 46.9 | 56.8 | 50.1 | 55.3 | 6.3 |
| CZ | | 54.5 | 63.9 | 68.6 | 63.6 | 69.7 | 68.9 | 91.2 | 3.8 |
| DK | 47.2 | 48.4 | 50.6 | 49.8 | 51.7 | 56.8 | 57.8 | 61.1 | 2.0 |
| DE | 683.1 | 815.3 | 831.3 | 856.9 | 887.0 | 927.0 | 785.4 | 848.6 | 3.1 |
| EE | | 5.1 | 6.7 | 9.9 | 10.1 | 12.3 | 12.2 | 14.0 | 6.8 |
| IE | 28.5 | 31.6 | 34.6 | 44.4 | 48.1 | 51.9 | 50.8 | 56.5 | 5.0 |
| EL | 35.0 | 44.0 | 63.0 | 85.0 | 99.6 | 98.3 | 91.0 | 103.6 | 6.1 |
| ES | 174.4 | 250.4 | 302.6 | 337.8 | 341.6 | 317.6 | 265.5 | 343.2 | 7.7 |
| FR | 592.5 | 641.2 | 687.7 | 704.6 | 695.9 | 782.3 | 629.8 | 809.4 | 12.7 |
| HR | | 12.5 | 20.0 | 24.0 | 25.7 | 26.4 | 20.2 | 23.8 | 3.0 |
| IT | 522.6 | 614.7 | 713.9 | 677.0 | 698.4 | 676.4 | 460.5 | 602.9 | 3.9 |
| CY | | 3.4 | 3.9 | 4.8 | 5.9 | 6.2 | 6.0 | 6.9 | 5.4 |
| LV | | 7.5 | 11.5 | 12.1 | 12.3 | 13.5 | 14.8 | 12.7 | -5.5 |
| LT | | 16.0 | 26.0 | 34.8 | 32.6 | 24.9 | 28.5 | 32.8 | 6.4 |
| LU | 4.0 | 4.7 | 5.6 | 6.3 | 6.5 | 7.3 | 7.1 | 7.9 | 5.1 |
| HU | 47.0 | 45.4 | 46.2 | 49.4 | 52.6 | 54.6 | 63.9 | 72.6 | 7.7 |
| MT | | 1.7 | 1.8 | 2.0 | 2.2 | 2.5 | 2.4 | 2.7 | 5.2 |
| NL | 137.3 | 131.4 | 141.1 | 148.8 | 144.2 | 139.5 | 105.2 | 125.6 | 8.5 |
| AT | 53.7 | 59.4 | 64.7 | 68.5 | 68.4 | 72.9 | 68.0 | 69.8 | 2.9 |
| PL | | 110.7 | 130.1 | 152.3 | 188.8 | 200.6 | 224.1 | 237.3 | 2.4 |
| PT | 40.0 | 52.5 | 71.0 | 85.0 | 83.7 | 84.5 | 85.2 | 96.6 | 6.6 |
| RO | | 40.0 | 51.0 | 61.0 | 75.5 | 89.9 | 99.1 | 117.0 | 7.3 |
| SI | 13.3 | 16.3 | 20.3 | 22.5 | 25.6 | 26.0 | 21.0 | 23.4 | 8.9 |
| SK | | 18.0 | 23.9 | 25.8 | 26.9 | 27.5 | 24.8 | 28.4 | 6.5 |
| FI | 51.2 | 50.0 | 55.7 | 61.9 | 64.7 | 66.3 | 64.1 | 60.6 | -4.7 |
| SE | 85.9 | 87.6 | 103.7 | 108.0 | 108.0 | 111.9 | 90.1 | 94.8 | 5.9 |
| IS | | 3.0 | 3.8 | 4.6 | 5.0 | 5.6 | 5.6 | 7.3 | 9.2 |
| NO | 43.5 | 44.7 | 51.2 | 54.0 | 58.8 | 64.7 | 54.1 | 59.1 | 5.0 |
| CH | 73.3 | 69.6 | 75.0 | 77.8 | 85.9 | 92.0 | 75.4 | 85.8 | 7.1 |
| BA | | | | | | | | | |
| ME | | | | | 4.1 | 4.1 | 4.2 | 5.0 | 6.8 |
| MD | | | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | -2.8 |
| MK | 3.7 | 4.6 | 4.8 | 4.0 | 4.7 | 7.0 | 9.7 | 10.9 | 1.0 |
| AL | | 4.8 | 5.1 | 6.6 | 5.5 | 9.1 | 10.9 | 14.0 | 11.9 |
| RS | | | | | 30.6 | 28.6 | 27.7 | 32.6 | 8.6 |
| TR | 34.3 | 52.7 | 79.0 | 100.0 | 137.9 | 199.9 | 215.3 | 254.8 | 8.1 |
| UA | | | | | | | | | |
| UK | 588.0 | 617.9 | 638.6 | 664.6 | 644.3 | 661.9 | 505.3 | 636.8 | 12.5 |

NB: Data is not harmonised and therefore not fully comparable. 2022 data may be provisional. Data sometimes includes activity of foreign vehicles performed within the country, therefore EU aggregates might be affected by double-counting. Generally vans are not considered in this table, but there may be exceptions.

FR: passenger-km include transport activity on the territory of vehicles not registered in France. Includes foreign vans.

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

DE: includes DE-E: 1990=90.3. In 2021 revision of 2017 and 2018 data. 2021 and 2022: provisional data.

CH: includes activity of foreign vehicles in the country.

TR: excludes urban traffic.

DK: figures exclude activity of vans with a mass higher than 2000 kg.

MD: includes activity of taxis only.

Buses & coaches

2.3.5

| | billion pkm | | | | | | | % | |
|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | | 468.0 | 496.5 | 497.8 | 482.2 | 491.8 | 292.0 | 406.2 | 22.8 |
| BE | 11.4 | 13.1 | 13.3 | 17.5 | 17.4 | 14.4 | 8.9 | 11.9 | 27.9 |
| BG | 26.0 | 11.6 | 14.6 | 13.7 | 10.6 | 12.5 | 5.0 | 6.7 | 36.2 |
| CZ | | 18.6 | 16.2 | 15.6 | 17.0 | 16.3 | 9.4 | 12.6 | 38.5 |
| DK | 6.4 | 7.3 | 7.4 | 7.2 | 6.8 | 6.9 | 4.5 | 8.2 | 69.5 |
| DE | 73.1 | 68.5 | 69.0 | 67.1 | 61.8 | 65.1 | 34.0 | 46.5 | 35.6 |
| EE | 4.5 | 2.0 | 2.6 | 2.7 | 2.1 | 2.4 | 1.4 | 2.0 | 52.4 |
| IE | 3.9 | 5.2 | 7.0 | 7.9 | 8.5 | 8.5 | 7.4 | 11.0 | 35.6 |
| EL | 17.7 | 20.2 | 21.7 | 21.7 | 21.1 | 21.1 | 13.3 | 17.7 | 28.4 |
| ES | 33.4 | 39.6 | 50.3 | 53.2 | 50.9 | 46.4 | 18.9 | 37.9 | 27.6 |
| FR | 52.3 | 53.2 | 49.6 | 50.1 | 54.0 | 57.9 | 37.2 | 47.0 | 14.7 |
| HR | 7.0 | 4.1 | 3.3 | 3.4 | 3.2 | 3.4 | 2.1 | 3.2 | 34.9 |
| IT | 84.0 | 87.1 | 93.4 | 101.0 | 102.2 | 102.5 | 59.0 | 88.8 | 14.9 |
| CY | | 1.0 | 1.1 | 1.3 | 1.3 | 1.4 | 0.9 | 1.3 | 34.3 |
| LV | 5.9 | 1.8 | 2.3 | 2.9 | 2.3 | 2.6 | 1.7 | 1.8 | 27.4 |
| LT | 7.9 | 4.2 | 2.8 | 3.7 | 2.7 | 2.7 | 1.5 | 2.1 | 46.0 |
| LU | 0.5 | 0.5 | 0.6 | 0.8 | 0.9 | 1.1 | 0.8 | 1.2 | 37.0 |
| HU | 19.3 | 16.6 | 18.7 | 17.8 | 16.5 | 17.8 | 12.4 | 14.9 | 22.2 |
| MT | | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.6 | 32.5 |
| NL | 13.0 | 12.0 | 4.6 | 4.8 | 4.8 | 4.9 | 2.4 | 4.2 | 42.6 |
| AT | 5.7 | 7.1 | 9.0 | 9.2 | 8.6 | 9.1 | 7.4 | 7.6 | -1.2 |
| PL | 46.3 | 34.0 | 59.2 | 49.2 | 41.7 | 37.6 | 19.3 | 26.0 | 23.2 |
| PT | 10.3 | 11.3 | 11.8 | 6.4 | 6.1 | 5.5 | 3.8 | 8.3 | 45.7 |
| RO | 24.0 | 12.3 | 7.7 | 11.8 | 15.8 | 24.9 | 18.7 | 21.3 | 7.9 |
| SI | 6.5 | 4.1 | 3.5 | 3.1 | 3.2 | 3.6 | 2.0 | 3.1 | 35.5 |
| SK | | 14.4 | 9.3 | 8.5 | 5.3 | 5.4 | 3.7 | 4.3 | 34.8 |
| FI | 8.5 | 8.0 | 7.7 | 7.5 | 7.5 | 7.5 | 6.8 | 6.8 | 13.3 |
| SE | 9.7 | 9.7 | 9.2 | 9.3 | 9.4 | 9.8 | 9.0 | 9.4 | 5.4 |
| IS | | 0.4 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | 0.9 | 9.2 |
| NO | 3.9 | 3.8 | 4.1 | 4.3 | 4.5 | 4.1 | 2.8 | 3.3 | 13.2 |
| CH | 3.3 | 5.5 | 4.8 | 5.3 | 5.5 | 6.0 | 5.4 | 6.3 | 9.1 |
| BA | 2.7 | 0.1 | | | 1.7 | 1.7 | 0.7 | 1.1 | 36.8 |
| ME | | | | | 0.1 | 0.1 | 0.0 | 0.1 | 59.4 |
| MD | | 2.3 | 1.8 | 2.7 | 2.8 | 3.2 | 2.1 | 3.3 | 33.2 |
| MK | | 0.9 | 1.7 | 1.7 | 2.0 | 2.3 | 0.7 | 1.0 | 63.2 |
| AL | 2.2 | 0.2 | 0.2 | 0.3 | 2.4 | 1.2 | 0.9 | 1.3 | 34.1 |
| RS | 7.2 | 3.7 | 3.1 | 4.8 | 4.7 | 4.6 | 3 | 4.7 | 29.7 |
| TR | | 85.7 | 87.4 | 95.0 | 89.1 | 90.8 | 73.7 | 96.4 | 28.9 |
| UA | | | 28.8 | 52.5 | 58.4 | 40.7 | 22.5 | | |
| UK | 47.1 | 44.8 | 48.0 | 44.0 | 46.2 | 40.9 | 14.4 | 25.2 | 34.6 |

NB: Data is not harmonised and therefore not fully comparable. 2022 data may be provisional. Data sometimes includes activity of foreign vehicles performed within the country, therefore EU aggregates might be affected by double-counting.
 CZ: 1990: 43.4
 FR: includes tram transport activity at province level, and tram transport in the Île de France until 2000. It also includes occasional bus transport in the territory of France performed by foreign buses.
 AT: the times series includes an estimate for trolleybuses.
 UK: GB data + 1.5 bln pkm throughout to account for Northern Ireland.
 CH: includes activity of foreign vehicles in the country.
 PL: includes long-distance transport and estimated data for urban transport.
 NL: the time series from 2010 estimates the share of bus transport over the aggregate 'bus/tram/metro' published in the OVIN Travel Survey. Previous years' estimates have been retrofitted until 2010.
 NO: includes scheduled bus transport.
 RO: includes interurban and international road transport, local public transport by buses and minibuses, and trolleybuses (since 2015). Data for 2019 for busses and minibuses and trolleybuses are provisional and don't include pensioners residents in Bucarest.

2.3.6

Tram & metro

| | billion pkm | | | | | | | | % |
|--------------|-------------|------|------|------|------|------|------|------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE '21/'22 |
| EU-27 | | 63.8 | 67.8 | 73.2 | 80.8 | 80.8 | 51.4 | 69.2 | 27.0 |
| BE | 0.7 | 0.8 | 0.9 | 0.9 | 1.1 | 1.2 | 0.9 | 1.2 | 23.4 |
| BG | 0.6 | 0.3 | 0.4 | 0.4 | 0.9 | 0.7 | 0.7 | 1.0 | 28.0 |
| CZ | | 7.7 | 8.1 | 7.9 | 9.0 | 9.4 | 3.8 | 4.8 | 32.1 |
| DK | - | - | - | 0.2 | 0.2 | 0.3 | 0.3 | 0.5 | 45.6 |
| DE | 15.1 | 14.4 | 14.6 | 15.5 | 16.3 | 16.7 | 11.7 | 14.5 | 29.5 |
| EE | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 31.2 |
| IE | - | - | - | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 35.6 |
| EL | 0.8 | 0.7 | 1.2 | 1.5 | 1.7 | 1.7 | 1.1 | 1.4 | 28.4 |
| ES | 4.4 | 4.3 | 5.2 | 6.0 | 7.6 | 7.2 | 4.2 | 7.0 | 31.0 |
| FR | 6.8 | 6.2 | 7.7 | 9.4 | 9.8 | 11.0 | 6.2 | 10.1 | 27.3 |
| HR | | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.4 | 0.4 | 0.1 |
| IT | 4.2 | 5.2 | 5.6 | 6.0 | 7.1 | 6.8 | 4.4 | 6.3 | 24.8 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 0.7 | 0.3 | 0.3 | 0.3 | 0.4 | 0.4 | 0.2 | 0.1 | 27.4 |
| LT | - | - | - | - | - | - | - | - | - |
| LU | - | - | - | - | - | - | 0.0 | 0.1 | 77.5 |
| HU | | 2.5 | 2.6 | 2.4 | 2.5 | 2.9 | 1.8 | 2.3 | 31.3 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 1.3 | 1.4 | 0.7 | 0.7 | 0.9 | 0.9 | 0.5 | 0.8 | 42.5 |
| AT | 4.2 | 5.1 | 6.0 | 6.4 | 6.9 | 7.2 | 5.9 | 6.6 | 5.8 |
| PL | | 5.0 | 4.7 | 4.4 | 4.3 | 4.2 | 2.6 | 3.9 | 35.6 |
| PT | 0.7 | 0.5 | 0.5 | 0.8 | 1.1 | 1.0 | 0.7 | 1.1 | 69.4 |
| RO | | 6.0 | 6.0 | 6.6 | 7.1 | 4.9 | 3.4 | 4.1 | 26.7 |
| SI | - | - | - | - | - | - | - | - | - |
| SK | | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.2 | 0.3 | 34.8 |
| FI | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.6 | 13.3 |
| SE | 2.0 | 1.9 | 2.0 | 2.0 | 2.3 | 2.5 | 1.7 | 2.1 | 34.8 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 0.4 | 0.4 | 0.5 | 0.5 | 0.6 | 0.8 | 0.5 | 0.7 | 29.0 |
| CH | | 1.5 | 1.4 | 0.8 | 1.0 | 1.2 | 0.8 | 1.0 | 21.6 |
| BA | | | | | | | 0.1 | 0.2 | 36.8 |
| ME | - | - | - | - | - | - | - | - | - |
| MD | - | - | - | - | - | - | - | - | - |
| MK | - | - | - | - | - | - | - | - | - |
| AL | - | - | - | - | - | - | - | - | - |
| RS | | | | | 0.4 | 0.4 | 0.6 | 0.9 | 29.7 |
| TR | | | | | | | | | |
| UA | | | | | 9.8 | 9.6 | 9.2 | | |
| UK | 6.5 | 6.8 | 8.3 | 8.7 | 10.2 | 13.3 | 3.2 | 10.6 | 34.6 |

NB: Data are not harmonised and therefore not fully comparable across countries.

Data for 2022 are mostly provisional.

BE: Data used for the estimations were revised as of 2018 due to change in the methodology.

FR: include metro and tramways in Île-de-France (as of 2000) and metro in other French cities.

PT: data refer to Lisbon, Porto and Sul do Tejo Metro systems (the latter as from 2014).

ES: including metro of Malaga since 2014.

AT: it includes regional rail transport activity.

NL: the time series from 2010 estimates the share of tram & metro over the aggregate 'bus/tram/metro' published in the OViN Travel Survey. Previous years' estimates have been retrofitted until 2010.

Railways

2.3.7

| | billion pkm | | | | | | | | % UNDER PSO (*) 2022 | % CHANGE '21/'22 |
|--------------|-------------|-------|-------|-------|-------|-------|-------|-------|----------------------------|------------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | | |
| EU-27 | 362.1 | 312.7 | 338.5 | 339.9 | 358.2 | 381.7 | 227.7 | 402.2 | 60.7 | 51.2 |
| BE | 6.5 | 6.8 | 7.7 | 8.5 | 10.5 | 10.5 | 7.9 | 11.4 | 84.6 | 45.4 |
| BG | 7.8 | 4.7 | 3.5 | 2.4 | 2.1 | 1.5 | 1.1 | 1.6 | 97.2 | 33.0 |
| CZ | 13.3 | 8.0 | 7.3 | 6.7 | 6.6 | 8.1 | 6.6 | 9.4 | 92.1 | 39.1 |
| DK | 5.1 | 4.9 | 5.5 | 6.0 | 6.3 | 6.5 | 3.9 | 6.4 | 100.0 | 52.5 |
| DE | 61.0 | 71.0 | 75.4 | 76.8 | 83.9 | 91.7 | 57.8 | 92.3 | 55.5 | 60.5 |
| EE | 1.5 | 0.4 | 0.3 | 0.2 | 0.2 | 0.3 | 0.3 | 0.4 | 100.0 | 31.7 |
| IE | 1.2 | 1.3 | 1.4 | 1.8 | 1.7 | 1.9 | 0.8 | 1.7 | 100.0 | 100.9 |
| EL | 2.0 | 1.6 | 1.9 | 1.9 | 1.4 | 1.3 | 0.6 | 1.1 | 95.5 | 71.1 |
| ES | 16.7 | 16.6 | 20.1 | 21.6 | 22.5 | 26.1 | 12.1 | 27.5 | 44.4 | 61.7 |
| FR | 53.8 | 46.8 | 74.9 | 82.3 | 92.4 | 94.7 | 59.3 | 108.7 | 39.2 | 37.1 |
| HR | 3.4 | 1.1 | 1.3 | 1.2 | 1.7 | 0.9 | 0.4 | 0.8 | 92.4 | 50.9 |
| IT | 44.7 | 46.7 | 49.6 | 50.1 | 47.2 | 52.2 | 22.3 | 46.5 | 50.2 | 67.9 |
| CY | - | - | - | - | - | - | - | - | - | - |
| LV | 5.4 | 1.4 | 0.7 | 0.9 | 0.7 | 0.6 | 0.4 | 0.5 | 100.0 | 49.9 |
| LT | 3.6 | 1.1 | 0.6 | 0.3 | 0.2 | 0.3 | 0.2 | 0.4 | 88.2 | 33.1 |
| LU | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | 0.3 | 0.4 | 100.0 | 28.0 |
| HU | 11.4 | 8.4 | 9.7 | 9.9 | 7.7 | 7.6 | 4.9 | 7.8 | 68.2 | 43.8 |
| MT | - | - | - | - | - | - | - | - | - | - |
| NL | 11.1 | 16.4 | 14.7 | 15.2 | 16.9 | 17.5 | 9.2 | 17.1 | 99.9 | 57.6 |
| AT | 8.9 | 10.1 | 8.7 | 8.7 | 10.3 | 12.1 | 7.4 | 12.9 | 66.4 | 53.4 |
| PL | 50.4 | 26.6 | 24.1 | 18.2 | 17.9 | 17.4 | 12.6 | 23.8 | 92.2 | 49.7 |
| PT | 5.7 | 4.8 | 4.0 | 3.8 | 4.1 | 4.0 | 2.6 | 4.4 | | 51.8 |
| RO | 30.6 | 18.9 | 11.6 | 8.0 | 5.4 | 5.1 | 3.7 | 5.8 | | 35.7 |
| SI | 1.4 | 0.6 | 0.7 | 0.7 | 0.7 | 0.6 | 0.3 | 0.6 | 98.7 | 28.0 |
| SK | 6.4 | 4.2 | 2.9 | 2.2 | 2.3 | 3.4 | 2.1 | 3.2 | 95.1 | 60.9 |
| FI | 3.3 | 3.2 | 3.4 | 3.5 | 4.0 | 4.1 | 2.8 | 4.6 | 46.3 | 57.5 |
| SE | 6.6 | 6.8 | 8.2 | 8.9 | 11.2 | 12.7 | 8.1 | 12.9 | 57.3 | 60.4 |
| IS | - | - | - | - | - | - | - | - | - | - |
| NO | 2.1 | 2.4 | 2.6 | 2.7 | 3.2 | 3.6 | 1.8 | 3.1 | 99.8 | 73.0 |
| CH | 12.7 | 11.7 | 12.6 | 16.1 | 19.2 | 20.2 | 13.3 | 19.2 | | 35.0 |
| BA | | | | | | 0.0 | 0.0 | 0.0 | | 77.8 |
| ME | | | | | 0.1 | 0.1 | 0.0 | 0.1 | | 39.7 |
| MD | | | 0.3 | 0.4 | 0.4 | 0.2 | 0.0 | 0.0 | | 37.3 |
| MK | | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.0 | 0.0 | | 84.0 |
| AL | 0.8 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | | -56.3 |
| RS | 4.5 | 2.3 | 1.2 | 0.7 | 0.5 | 0.5 | 0.2 | 0.4 | | 123.0 |
| TR | 6.4 | 5.8 | 5.8 | 5.0 | 5.5 | 3.7 | 1.5 | 5.9 | | 163.1 |
| UA | | | 51.8 | 52.7 | 50.2 | 35.4 | 10.7 | | | |
| UK | 33.4 | 30.3 | 38.4 | 44.6 | 55.8 | 66.6 | 24.5 | 51.1 | | 65.8 |

NB: (*) 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.

UK: share of PSO excludes Northern Ireland.

FR: includes RER trains exploited by RATP and Tramline 4.

Sources: Eurostat, International Transport Forum (PL, MD, AL, RS, UA), UNECE (UK, data refers to GB only), Union internationale des chemins de fer, DG MOVE Rail Market Monitoring (BE since 2012) national statistics (FR, ME), estimates (*in italics*). Shares under PSO from Rail Market Monitoring (DG MOVE) and DG MOVE estimates, based on different volumes than Eurostat

2.3.8

Rail

HIGH-SPEED RAIL TRANSPORT (*)

| | billion pkm | | | | | | | | | | | | |
|------|-------------|------|-------|-------|-------|-------|------|------|------|------|------|------|-------|
| | BE | CZ | DE | ES | FR | IT | NL | PL | PT | SI | FI | SE | EU-27 |
| 1990 | - | - | - | - | 14.92 | 0.30 | - | - | - | - | - | 0.01 | 15.2 |
| 1995 | - | - | 8.70 | 1.29 | 20.94 | 1.10 | - | - | - | - | - | 0.42 | 32.5 |
| 2000 | 0.87 | - | 13.93 | 1.94 | 35.19 | 5.09 | 0.11 | - | - | - | 0.07 | 2.05 | 59.2 |
| 2005 | 0.98 | 0.01 | 20.85 | 2.32 | 43.42 | 8.55 | 0.69 | - | 0.49 | - | 0.31 | 2.33 | 80.0 |
| 2010 | 1.06 | 0.27 | 23.90 | 11.72 | 53.91 | 11.61 | 0.29 | - | 0.52 | 0.02 | 0.65 | 2.94 | 106.9 |
| 2011 | 0.91 | 0.29 | 23.31 | 11.23 | 55.19 | 12.28 | 0.31 | - | 0.47 | 0.01 | 0.71 | 2.83 | 107.5 |
| 2012 | 0.91 | 0.27 | 24.75 | 11.18 | 55.19 | 12.79 | 0.32 | - | 0.46 | 0.01 | 0.71 | 2.95 | 109.5 |
| 2013 | 0.91 | 0.25 | 25.18 | 12.74 | 54.91 | 12.79 | 0.36 | - | 0.47 | 0.01 | 0.76 | 3.06 | 111.4 |
| 2014 | 0.91 | 0.25 | 24.32 | 12.79 | 54.87 | 12.79 | 0.24 | - | 0.54 | 0.01 | 0.65 | 3.23 | 110.6 |
| 2015 | 1.20 | 0.57 | 25.28 | 14.13 | 55.20 | 12.79 | 1.00 | 0.47 | 0.57 | 0.01 | 0.57 | 3.37 | 115.1 |
| 2016 | 1.50 | 0.70 | 27.21 | 15.06 | 54.76 | 12.79 | 0.37 | 1.44 | 0.61 | 0.00 | 0.61 | 3.48 | 118.5 |
| 2017 | 1.56 | 0.77 | 28.50 | 15.54 | 59.70 | 12.79 | 0.41 | 1.44 | 0.65 | 0.00 | 0.68 | 3.60 | 125.7 |
| 2018 | 1.56 | 0.79 | 31.07 | 16.13 | 58.62 | 12.79 | 0.40 | 1.55 | 0.66 | 0.00 | 0.80 | 3.52 | 127.9 |
| 2019 | 1.56 | 0.88 | 33.20 | 16.07 | 61.90 | 12.79 | 0.45 | 1.68 | 0.70 | 0.00 | 0.81 | 3.90 | 134.0 |
| 2020 | 1.00 | 0.54 | 18.15 | 5.61 | 35.69 | 5.03 | 0.14 | 0.76 | 0.22 | 0.00 | 0.33 | 1.80 | 69.3 |
| 2021 | 1.35 | 0.55 | 19.57 | 6.37 | 48.63 | 6.26 | 0.14 | 1.12 | 0.27 | 0.03 | 0.34 | 1.94 | 86.6 |
| 2022 | 1.96 | 0.76 | 33.99 | 9.75 | 68.47 | 10.51 | 0.20 | 1.40 | 0.55 | 0.04 | 0.54 | 3.03 | 131.2 |

NB: In this table, high-speed rail transport covers all traffic with high-speed rolling stock (incl. tilting trains able to run 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 (**)

| | % | | | | | | | | | | | | |
|------|------|-----|------|------|------|------|-----|-----|------|-----|------|------|-------|
| | BE | CZ | DE | ES | FR | IT | NL | PL | PT | SI | FI | SE | EU-27 |
| 2000 | 11.2 | - | 18.5 | 9.6 | 46.4 | 10.3 | 0.8 | - | - | - | 2.1 | 24.8 | 17.4 |
| 2005 | 11.5 | 0.1 | 27.2 | 10.7 | 52.4 | 17.1 | 4.5 | - | 12.9 | - | 8.9 | 26.2 | 23.4 |
| 2010 | 10.0 | 4.1 | 28.5 | 52.2 | 56.2 | 24.6 | 1.7 | - | 12.6 | 2.1 | 16.4 | 26.3 | 29.4 |
| 2011 | 8.5 | 4.3 | 27.3 | 49.3 | 53.7 | 26.2 | 1.7 | - | 11.0 | 1.9 | 18.3 | 24.8 | 28.5 |
| 2012 | 8.3 | 3.8 | 27.9 | 49.7 | 53.3 | 27.4 | 1.8 | - | 12.1 | 1.8 | 17.5 | 25.0 | 28.8 |
| 2013 | 8.3 | 3.3 | 28.1 | 53.6 | 53.4 | 26.3 | 1.9 | - | 12.7 | 1.6 | 18.7 | 25.8 | 28.9 |
| 2014 | 8.3 | 3.2 | 26.7 | 51.0 | 53.7 | 25.6 | 1.2 | - | 14.0 | 1.2 | 16.8 | 26.6 | 28.4 |
| 2015 | 12.1 | 7.0 | 27.6 | 54.0 | 52.8 | 24.5 | 5.7 | 2.7 | 14.4 | 0.9 | 13.9 | 26.4 | 28.8 |
| 2016 | 15.2 | 8.0 | 28.9 | 56.5 | 53.8 | 24.5 | 2.0 | 7.5 | 14.4 | 0.6 | 15.8 | 27.2 | 29.6 |
| 2017 | 15.4 | 8.2 | 29.8 | 56.5 | 58.1 | 24.0 | 2.2 | 7.1 | 14.5 | 0.3 | 15.9 | 27.0 | 31.0 |
| 2018 | 14.9 | 7.8 | 31.6 | 56.7 | 58.4 | 23.0 | 2.1 | 7.4 | 14.5 | 0.3 | 17.5 | 26.0 | 31.0 |
| 2019 | 14.4 | 8.1 | 33.1 | 55.7 | 58.8 | 22.6 | 2.3 | 7.6 | 13.8 | 0.3 | 16.5 | 26.7 | 31.4 |
| 2020 | 13.4 | 8.1 | 31.4 | 46.5 | 60.3 | 22.6 | 1.5 | 6.1 | 8.7 | 0.1 | 11.5 | 22.1 | 30.5 |
| 2021 | 13.4 | 8.1 | 34.0 | 37.5 | 60.0 | 22.6 | 1.3 | 7.1 | 9.3 | 5.4 | 11.7 | 24.2 | 32.1 |
| 2022 | 17.1 | 8.1 | 36.8 | 35.5 | 63.0 | 22.6 | 1.2 | 5.9 | 0.1 | 6.0 | 11.7 | 23.5 | 32.6 |

United States

2.3.9

PERFORMANCE BY MODE OF TRANSPORT: PASSENGERS

| | billion pkm | | | | | | |
|------|--------------------|--------------|---------|----------|-------------------------|--------|--------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS (**) | LIGHT AND COMMUTER RAIL | AIR | TOTAL |
| 1990 | 5280.5 | 20.0 | 28.2 | 195.4 | 12.3 | 563.6 | 6100.0 |
| 1995 | 5702.0 | 17.3 | 25.9 | 219.0 | 14.7 | 647.6 | 6626.5 |
| 2000 | 6372.2 | 24.9 | 31.1 | 259.0 | 17.3 | 829.8 | 7534.3 |
| 2005 | 6952.4 | 28.2 | 31.9 | 238.2 | 18.0 | 921.9 | 8190.5 |
| 2010 | 7131.7 | 34.6 | 36.7 | 469.8 | 20.8 | 892.7 | 8586.4 |
| 2015 | 7495.0 | 36.6 | 40.1 | 553.7 | 23.1 | 1017.4 | 9165.9 |
| 2016 | 7684.7 | 38.2 | 40.0 | 557.8 | 23.4 | 1064.5 | 9408.6 |
| 2017 | 7751.0 | 37.6 | 38.9 | 587.8 | 24.2 | 1103.2 | 9542.6 |
| 2018 | 7804.1 | 37.5 | 37.5 | 624.5 | 30.5 | 1162.6 | 9696.7 |
| 2019 | 7876.7 | 36.8 | 38.3 | 613.4 | 24.8 | 1214.2 | 9804.2 |
| 2020 | 6936.7 | 34.8 | 20.0 | 513.0 | 12.6 | 492.6 | 8009.6 |
| 2021 | 7466.3 | 38.1 | 16.5 | 571.3 | 7.6 | 922.8 | 9022.6 |
| 2022 | 6907.2 | 39.2 | 23.6 | 630.8 | 11.9 | 1141.0 | 8753.7 |

AVERAGE ANNUAL CHANGE

| | % per year | | | | | | |
|---------|--------------------|--------------|---------|----------|-------------------------|-------|-------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS (**) | LIGHT AND COMMUTER RAIL | AIR | TOTAL |
| 2005 | 1.0 | -8.0 | -0.3 | 2.6 | -1.1 | 4.6 | 1.4 |
| 2010 | 0.6 | -11.1 | 0.5 | -4.3 | -2.8 | 2.6 | 0.5 |
| 2015 | 2.6 | -1.8 | -0.3 | 1.4 | 0.6 | 5.9 | 2.8 |
| 2016 | 2.5 | 4.3 | -0.2 | 0.7 | 1.1 | 4.6 | 2.6 |
| 2017 | 0.9 | -1.4 | -2.9 | 5.4 | 3.5 | 3.6 | 1.4 |
| 2018 | 0.7 | -0.4 | -3.6 | 6.2 | 26.2 | 5.4 | 1.6 |
| 2019 | 0.9 | -1.9 | 2.2 | -1.8 | -18.8 | 4.4 | 1.1 |
| 2020 | -11.9 | -5.4 | -47.9 | -16.4 | -49.0 | -59.4 | -18.3 |
| 2021 | 7.6 | 9.4 | -17.2 | 11.4 | -39.6 | 87.4 | 12.6 |
| 2022 | -7.5 | 3.0 | 43.1 | 10.4 | 55.8 | 23.6 | -3.0 |
| '90/'95 | 1.5 | -2.8 | -1.7 | 2.3 | 3.5 | 2.8 | 1.7 |
| '95/'00 | 2.2 | 7.5 | 3.7 | 3.4 | 3.4 | 5.1 | 2.6 |
| '00/'10 | 1.1 | 3.3 | 1.7 | 6.1 | 1.9 | 0.7 | 1.3 |
| '11/'22 | -0.3 | 1.1 | -4.3 | 2.7 | -5.4 | 2.1 | 0.1 |

MODAL SPLIT

| | % | | | | | |
|------|--------------------|--------------|---------|----------|-------------------------|------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS (**) | LIGHT AND COMMUTER RAIL | AIR |
| 1990 | 86.6 | 0.3 | 0.5 | 3.2 | 0.2 | 9.2 |
| 1995 | 86.0 | 0.3 | 0.4 | 3.3 | 0.2 | 9.8 |
| 2000 | 84.6 | 0.3 | 0.4 | 3.4 | 0.2 | 11.0 |
| 2005 | 84.9 | 0.3 | 0.4 | 2.9 | 0.2 | 11.3 |
| 2010 | 83.1 | 0.4 | 0.4 | 5.5 | 0.2 | 10.4 |
| 2015 | 81.8 | 0.4 | 0.4 | 6.0 | 0.3 | 11.1 |
| 2016 | 81.7 | 0.4 | 0.4 | 5.9 | 0.2 | 11.3 |
| 2017 | 81.2 | 0.4 | 0.4 | 6.2 | 0.3 | 11.6 |
| 2018 | 80.5 | 0.4 | 0.4 | 6.4 | 0.3 | 12.0 |
| 2019 | 80.3 | 0.4 | 0.4 | 6.3 | 0.3 | 12.4 |
| 2020 | 86.6 | 0.4 | 0.2 | 6.4 | 0.2 | 6.1 |
| 2021 | 82.8 | 0.4 | 0.2 | 6.3 | 0.1 | 10.2 |
| 2022 | 78.9 | 0.4 | 0.3 | 7.2 | 0.1 | 13.0 |

NB: Revision of bus data.

(*) Passenger cars include light duty vehicles, short wheel base and long wheel base.

(**) Bus includes highway busses and transit busses (motor bus, commuter bus, demand response; and trolleybus).

2.4

2.4.1

 Air – PASSENGER TRAFFIC
 BETWEEN MEMBER STATES

| REPORTER | TOTAL PASSENGERS CARRIED (*) | | | | | | | | | | | | |
|----------|------------------------------|--------|--------|--------|---------|-------|--------|--------|---------|---------|--------|---------|--------|
| | PARTNER | | | | | | | | | | | | |
| | BE | BG | CZ | DK | DE | EE | IE | EL | ES | FR | HR | IT | CY |
| BE | 14.7 | 186.3 | 254.0 | 370.7 | 1228.5 | 36.6 | 422.3 | 1141.1 | 5534.7 | 1742.7 | 229.7 | 3068.5 | 53.6 |
| BG | 179.7 | 238.7 | 305.7 | 118.6 | 1629.5 | 14.2 | 97.2 | 164.8 | 439.3 | 261.0 | 32.0 | 711.7 | 132.2 |
| CZ | 254.0 | 309.1 | 12.7 | 195.1 | 626.4 | 0.1 | 149.3 | 812.3 | 976.3 | 737.5 | 61.5 | 1104.6 | 66.0 |
| DK | 370.9 | 116.6 | 195.0 | 1577.7 | 1543.3 | 67.2 | 229.8 | 1110.8 | 3011.7 | 1282.0 | 183.4 | 1326.8 | 164.0 |
| DE | 1220.8 | 1679.1 | 621.7 | 1892.6 | 9426.2 | 362.5 | 1791.0 | 8603.3 | 23527.7 | 5599.6 | 1970.0 | 9728.2 | 532.3 |
| EE | 36.4 | 14.2 | | 66.9 | 365.3 | 49.4 | 27.9 | 50.9 | 75.6 | 84.5 | | 262.0 | 11.6 |
| IE | 421.5 | 130.1 | 149.4 | 229.8 | 1800.6 | 27.7 | 122.6 | 273.1 | 4566.1 | 1985.3 | 264.1 | 1691.4 | 30.0 |
| EL | 1302.8 | 175.2 | 818.9 | 1108.0 | 8788.7 | 49.9 | 276.1 | 9084.9 | 818.3 | 3409.0 | 97.2 | 4037.7 | 1650.4 |
| ES | 5577.3 | 440.5 | 977.8 | 3024.3 | 23863.8 | 76.2 | 4564.1 | 774.3 | 41136.8 | 14261.9 | 264.5 | 14217.0 | 5.7 |
| FR | 1681.8 | 230.2 | 676.9 | 1201.3 | 5644.5 | 83.7 | 1922.6 | 3093.9 | 12998.5 | 26503.7 | 694.4 | 10247.9 | 146.2 |
| HR | 227.7 | 31.6 | 60.6 | 183.2 | 1981.3 | 0.0 | 264.0 | 89.7 | 262.6 | 812.3 | 357.9 | 483.1 | 33.7 |
| IT | 3054.4 | 707.3 | 1087.4 | 1301.7 | 9657.2 | 259.0 | 1676.2 | 3875.5 | 14150.6 | 10410.2 | 484.0 | 32178.9 | 192.0 |
| CY | 52.6 | 132.8 | 66.1 | 163.9 | 539.6 | 11.6 | 30.0 | 1554.9 | 5.7 | 147.4 | 33.5 | 200.0 | 0.0 |
| LV | 106.6 | 16.7 | 85.3 | 191.8 | 681.4 | 232.9 | 127.3 | 102.8 | 260.8 | 148.1 | 30.8 | 321.4 | 53.3 |
| LT | 58.4 | 19.7 | 0.0 | 346.1 | 421.5 | 57.7 | 235.2 | 221.3 | 201.4 | 132.9 | 19.5 | 279.4 | 53.2 |
| LU | 1.5 | 11.9 | 11.1 | 45.4 | 390.6 | | 65.6 | 121.7 | 675.2 | 359.9 | 5.6 | 427.1 | 0.0 |
| HU | 343.3 | 83.9 | 112.3 | 248.3 | 1226.1 | | 190.8 | 562.0 | 922.3 | 753.0 | 17.9 | 1312.2 | 194.9 |
| MT | 149.6 | 61.1 | 24.4 | 70.8 | 558.1 | 31.0 | 77.1 | 118.9 | 279.3 | 568.0 | 38.8 | 1322.7 | 21.9 |
| NL | 173.5 | 333.9 | 507.0 | 1501.2 | 2801.0 | 75.3 | 1250.4 | 2149.9 | 8359.8 | 2523.4 | 585.3 | 4033.7 | 115.7 |
| AT | 515.4 | 442.9 | 155.5 | 417.3 | 4172.5 | 51.8 | 195.1 | 1397.9 | 2458.9 | 1072.7 | 372.5 | 1951.3 | 336.5 |
| PL | 483.4 | 620.7 | 247.3 | 827.3 | 3014.2 | 150.1 | 952.0 | 2030.0 | 2430.4 | 1371.4 | 389.8 | 3099.4 | 470.4 |
| PT | 1526.0 | 29.5 | 213.8 | 440.2 | 4865.5 | 3.8 | 1460.9 | 108.5 | 6085.9 | 8020.7 | 32.0 | 2815.1 | 0.0 |
| RO | 614.5 | 37.2 | 81.6 | 238.9 | 2181.2 | 0.0 | 326.6 | 700.9 | 1769.7 | 1103.6 | 21.8 | 3434.7 | 179.4 |
| SI | 57.1 | | 0.3 | 0.2 | 148.0 | | 0.2 | 50.0 | 2.6 | 99.7 | 0.0 | 0.2 | |
| SK | 38.6 | 96.8 | 35.9 | 32.2 | 4.1 | | 103.8 | 195.0 | 62.5 | 1.9 | 25.4 | 159.7 | 78.0 |
| FI | 222.8 | 5.3 | 137.5 | 503.9 | 1342.8 | 264.8 | 92.5 | 575.7 | 1185.5 | 613.6 | 138.4 | 563.3 | 58.6 |
| SE | 402.2 | 19.9 | 130.7 | 1125.7 | 2075.4 | 210.8 | 105.5 | 958.6 | 2571.2 | 933.8 | 280.3 | 686.6 | 205.6 |

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

Air – PASSENGER TRAFFIC BETWEEN MEMBER STATES

2.4.1

2022

INCLUDING DOMESTIC FLIGHTS (1 000)

| LV | LT | LU | HU | MT | NL | AT | PL | PT | RO | SI | SK | FI | SE |
|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|
| 107.1 | 59.1 | 1.0 | 344.5 | 150.2 | 182.0 | 563.9 | 483.7 | 1404.0 | 617.8 | 57.2 | 39.1 | 222.6 | 402.4 |
| 16.2 | 19.7 | 7.3 | 83.1 | 61.4 | 333.8 | 441.1 | 613.1 | 29.4 | 36.0 | 0.0 | 103.8 | 5.2 | 19.7 |
| 85.2 | 0.2 | 11.4 | 112.8 | 24.7 | 506.5 | 156.6 | 248.1 | 175.7 | 81.8 | 0.3 | 37.3 | 137.3 | 130.5 |
| 191.8 | 348.0 | 45.9 | 247.8 | 71.5 | 1503.4 | 416.9 | 827.6 | 389.1 | 238.7 | 0.1 | 32.3 | 503.5 | 1123.4 |
| 676.9 | 422.1 | 385.2 | 1230.7 | 558.6 | 2788.1 | 4148.2 | 2995.6 | 4418.3 | 2239.8 | 147.8 | 4.5 | 1335.8 | 2086.2 |
| 232.5 | 57.7 | 0.0 | | 31.2 | 75.3 | 51.9 | 150.2 | 3.6 | 0.2 | | | 253.0 | 210.1 |
| 127.0 | 238.1 | 66.0 | 191.2 | 77.6 | 1252.1 | 194.9 | 946.3 | 1393.6 | 326.8 | 0.089 | 105.3 | 92.7 | 105.4 |
| 100.0 | 220.4 | 131.5 | 571.3 | 121.9 | 2347.3 | 1408.8 | 2006.1 | 122.7 | 732.9 | 69.2 | 195.3 | 571.6 | 981.0 |
| 259.1 | 205.0 | 684.7 | 907.9 | 280.4 | 8384.3 | 2461.6 | 2417.1 | 5372.9 | 1737.0 | 2.8 | 64.4 | 1186.9 | 2660.8 |
| 146.8 | 132.8 | 360.9 | 750.6 | 567.9 | 2511.4 | 1053.4 | 1296.7 | 6932.3 | 1020.8 | 99.1 | 1.3 | 608.2 | 928.3 |
| 30.8 | 19.7 | 6.0 | 18.0 | 39.2 | 591.2 | 367.7 | 390.6 | 26.2 | 21.6 | 0.4 | 22.2 | 138.8 | 282.4 |
| 315.9 | 271.1 | 432.0 | 1312.2 | 1326.3 | 4037.7 | 1945.7 | 3049.8 | 2396.3 | 3474.0 | 0.2 | 151.7 | 573.4 | 656.1 |
| 53.4 | 54.3 | 0.1 | 195.2 | 44.5 | 115.6 | 336.4 | 469.8 | 0.0 | 179.1 | 0.0 | 79.4 | 58.7 | 216.3 |
| | 204.7 | | 53.9 | 20.7 | 183.9 | 154.8 | 191.4 | 27.4 | 0.1 | 0.6 | 0.4 | 330.2 | 287.3 |
| 203.8 | 0.1 | 0.2 | 27.2 | 35.7 | 199.8 | 48.3 | 255.7 | 29.7 | 0.1 | 0.0 | 0.4 | 136.9 | 170.5 |
| 0.0 | 0.1 | 1.3 | 23.4 | 38.6 | 125.3 | 86.0 | 39.3 | 831.4 | 20.6 | 0.0 | 0.0 | 1.4 | 18.8 |
| 53.9 | 27.2 | 23.5 | 0.2 | 119.9 | 614.9 | 110.5 | 341.4 | 195.5 | 106.8 | 0.2 | 0.0 | 100.2 | 271.6 |
| 20.5 | 35.7 | 38.7 | 119.0 | | 131.7 | 133.6 | 314.8 | 53.8 | 81.2 | 4.3 | 30.2 | 0.0 | 7.9 |
| 183.4 | 201.3 | 125.7 | 615.4 | 132.0 | 4.3 | 944.4 | 1518.1 | 2260.9 | 659.0 | 33.3 | 33.5 | 590.9 | 1040.9 |
| 154.9 | 48.5 | 86.5 | 110.6 | 134.4 | 954.7 | 221.7 | 513.6 | 352.3 | 618.1 | 0.1 | 107.9 | 155.5 | 412.2 |
| 191.4 | 256.8 | 39.6 | 340.8 | 317.5 | 1519.3 | 513.7 | 1603.7 | 481.2 | 200.3 | 45.6 | 22.3 | 377.6 | 1225.4 |
| 27.2 | 29.5 | 866.1 | 195.7 | 54.1 | 2388.1 | 389.5 | 508.1 | 6173.7 | 89.4 | 1.9 | 0.0 | 148.7 | 232.9 |
| 0.0 | 0.0 | 20.3 | 43.0 | 81.9 | 660.4 | 618.0 | 201.1 | 89.8 | 989.6 | 0.1 | 0.5 | 19.2 | 153.1 |
| 0.5 | 0.0 | 0.0 | 0.1 | 4.3 | 38.7 | 0.1 | 45.6 | 1.9 | 0.2 | | | 1.3 | 1.5 |
| 0.3 | 0.2 | 0.0 | 0.1 | 30.0 | 33.8 | 107.1 | 22.1 | 0.0 | 0.8 | 0.1 | 1.2 | 0.6 | 2.4 |
| 329.9 | 137.9 | 1.7 | 98.4 | 0.0 | 591.1 | 152.5 | 377.9 | 147.6 | 19.3 | 1.5 | 0.6 | 1709.4 | 994.0 |
| 286.8 | 171.7 | 18.9 | 271.9 | 8.2 | 1006.8 | 412.0 | 1224.8 | 204.5 | 152.6 | 1.4 | 2.4 | 990.7 | 4200.4 |

2.4.2

Air

MAJOR EUROPEAN AIRLINES

DOMESTIC + INTERNATIONAL

| RANKING | BILLION REVENUE PASSENGER-KILOMETRES | | | | | | | | | % |
|---------|--------------------------------------|----|--------|--------|--------|--------|-------|--------|--------|--------|
| | AIRLINE | | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | |
| 1 | Ryanair ⁽¹⁾ | IE | 4.99 | 30.30 | 85.69 | 130.56 | 34.98 | 120.56 | 213.62 | 77.2 |
| 2 | Turkish Airlines | TR | 17.39 | 21.32 | 47.95 | 119.37 | 53.25 | 86.71 | 162.68 | 87.6 |
| 3 | Air France | FR | 93.35 | 115.16 | 125.17 | 142.49 | 47.34 | 60.18 | 123.38 | 105.0 |
| 4 | Lufthansa | DE | 88.61 | 108.19 | 129.67 | 146.32 | 40.06 | 50.07 | 119.36 | 138.4 |
| 5 | Wizz Air | HU | 123.20 | 111.86 | 106.08 | 142.02 | 39.12 | 30.70 | 104.50 | 240.4 |
| 6 | British Airways | UK | | | 12.28 | 30.79 | 16.69 | 43.68 | 86.81 | 98.7 |
| 7 | EasyJet ⁽²⁾ | UK | 4.73 | 27.45 | 56.13 | 77.62 | 58.91 | 23.59 | 84.87 | 259.7 |
| 8 | KLM | NL | 60.05 | 68.32 | 76.06 | 93.23 | 33.87 | 40.91 | 82.29 | 101.1 |
| 9 | Iberia | ES | 40.48 | 49.06 | 51.24 | 48.57 | 17.76 | 27.98 | 53.83 | 92.4 |
| 10 | Jet2 | UK | 0.00 | 3.11 | 6.22 | 12.22 | 7.06 | 7.69 | 38.31 | 398.4 |
| 11 | TUI Airways | UK | 20.30 | 23.34 | 32.71 | 33.40 | 7.38 | 6.26 | 37.12 | 492.7 |
| 12 | TAP Air Portugal | PT | 10.39 | 14.54 | 23.65 | 29.55 | 11.88 | 14.92 | 36.78 | 146.6 |
| 13 | Pegasus | TR | 3.55 | 5.12 | 10.66 | 21.22 | 15.30 | 22.62 | 36.21 | 60.0 |
| 14 | Swiss | CH | 3.48 | 21.16 | 29.52 | 40.05 | 13.07 | 15.01 | 35.47 | 136.3 |
| 15 | Vueling | ES | | 1.66 | 9.93 | 24.78 | 9.18 | 15.55 | 32.92 | 111.6 |
| 16 | Transavia | NL | 8.27 | 8.95 | 10.64 | 20.25 | 9.83 | 15.01 | 31.83 | 112.1 |
| 17 | Virgin Atlantic | UK | 29.47 | 32.12 | 38.16 | 37.16 | 7.79 | 6.93 | 28.26 | 307.6 |
| 18 | Air Europa | ES | 8.59 | 13.44 | 17.18 | 22.50 | 9.07 | 11.93 | 26.96 | 126.0 |
| 19 | SAS | SE | 22.65 | 27.72 | 23.50 | 33.78 | 14.13 | 8.26 | 24.32 | 194.5 |
| 20 | SunExpress | TR | | 3.94 | 10.84 | 12.21 | 6.25 | 11.89 | 23.17 | 94.8 |
| 21 | Norwegian | NO | | 2.70 | 13.77 | 42.28 | 13.68 | 6.87 | 22.76 | 231.3 |
| 22 | Eurowings ⁽³⁾ | DE | 2.33 | 1.02 | 1.30 | 15.87 | 7.50 | 10.24 | 22.28 | 117.5 |
| 23 | Finnair | FI | 12.70 | 16.74 | 19.22 | 25.59 | 8.15 | 5.18 | 21.16 | 308.6 |
| 24 | Condor | DE | 24.00 | 22.24 | 19.89 | 27.90 | 7.64 | 9.61 | 21.12 | 119.9 |
| 25 | Aer Lingus | IE | 8.89 | 12.56 | 13.90 | 17.53 | 4.06 | 3.54 | 20.19 | 469.5 |
| 26 | AJet | TR | | | 3.66 | 7.20 | 5.70 | 12.40 | 18.05 | 45.5 |
| 27 | LOT Polish Airlines | PL | 5.71 | 6.28 | 7.55 | 7.23 | 5.58 | 8.36 | 17.33 | 107.3 |
| 28 | Austrian | AT | 8.80 | 22.89 | 17.49 | 18.19 | 4.41 | 7.01 | 17.24 | 145.9 |
| 29 | ITA Airways ⁽⁴⁾ | IT | | | | | | 0.99 | 16.58 | 1581.3 |
| 30 | Transavia France | FR | | | 2.76 | 6.06 | 4.07 | 6.99 | 16.03 | 129.1 |

NB: Scheduled and non-scheduled flights.

⁽¹⁾ Figures refer to the Ryanair Group (Ryanair, Ryanair UK, Malta Air, Buzz); Year up to 30 March of the following year.

⁽²⁾ Easyjet: Financial year up to 30 September of the year indicated.

⁽³⁾ Germanwings merged with Eurowings in 2015.

Data up to 2014 are revenue passenger-kilometres for Germanwings.

⁽⁴⁾ ITA Airways was founded in November 2020 and started its operations on 15 October 2021.

Air – PASSENGER TRAFFIC AT MAJOR EU AIRPORTS

2.4.3

PASSENGERS CARRIED (*)

| RANKING | (arriving + departing) | | MILLION PASSENGERS | | | | | | | CHANGE '21/'22 |
|---------|---------------------------------|----|--------------------|-------|-------|-------|-------|-------|-------|-------------------|
| | AIRPORT | | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | |
| 1 | Paris / Charles de Gaulles | FR | 64.29 | 53.38 | 57.93 | 65.67 | 22.24 | 26.19 | 57.46 | 119.4 |
| 2 | Amsterdam / Schiphol | NL | 39.27 | 44.08 | 45.15 | 58.17 | 20.88 | 25.49 | 52.47 | 105.8 |
| 3 | Madrid / Bajasas | ES | 24.38 | 41.72 | 49.80 | 46.30 | 16.49 | 23.19 | 49.94 | 115.3 |
| 4 | Frankfurt (Main) | DE | 48.96 | 51.79 | 52.65 | 60.89 | 18.74 | 24.77 | 48.79 | 97.0 |
| 5 | Barcelona / El Prat | ES | 14.39 | 27.02 | 29.18 | 39.42 | 12.44 | 18.48 | 41.31 | 123.6 |
| 6 | Lisboa | PT | 9.21 | 11.24 | 14.05 | 20.11 | 9.27 | 12.15 | 34.56 | 184.3 |
| 7 | München | DE | 22.87 | 28.45 | 34.52 | 40.86 | 11.09 | 12.47 | 31.61 | 153.4 |
| 8 | Paris / Orly | FR | 23.83 | 24.85 | 25.16 | 29.66 | 10.78 | 15.72 | 29.18 | 85.7 |
| 9 | Roma / Fiumicino | IT | | 27.78 | 35.95 | 40.23 | 9.77 | 11.59 | 29.17 | 151.8 |
| 10 | Palma De Mallorca | ES | 16.87 | 21.22 | 21.08 | 23.72 | 6.10 | 14.47 | 28.55 | 97.3 |
| 11 | Dublin | IE | 13.66 | 18.33 | 18.41 | 24.92 | 7.26 | 8.26 | 27.79 | 236.3 |
| 12 | Athinai / Eleftherios Venizelos | EL | 13.35 | 14.34 | 15.39 | 18.09 | 8.77 | 13.36 | 24.36 | 82.4 |
| 13 | Wien / Schwechat | AT | 11.92 | 15.80 | 19.62 | 22.74 | 7.85 | 10.47 | 23.79 | 127.3 |
| 14 | København / Kastrup | DK | 18.11 | 19.82 | 21.39 | 26.51 | 7.49 | 9.15 | 22.06 | 141.2 |
| 15 | Milano / Malpensa | IT | | 19.49 | 18.71 | 18.44 | 7.21 | 9.58 | 21.22 | 121.5 |
| 16 | Berlin / Brandenburg | DE | 2.09 | 5.00 | 7.25 | 8.51 | 3.22 | 9.93 | 19.83 | 99.7 |
| 17 | Brussel-Bruxelles | BE | 21.60 | 15.95 | 16.98 | 23.27 | 6.71 | 9.33 | 18.88 | 102.3 |
| 18 | Stockholm / Arlanda | SE | 18.61 | 17.16 | 16.96 | 23.15 | 6.53 | 7.49 | 18.37 | 145.1 |
| 19 | Malaga / Costa del Sol | ES | 8.26 | 12.61 | 12.02 | 14.36 | 5.07 | 8.75 | 18.33 | 109.5 |
| 20 | Düsseldorf | DE | 15.91 | 15.39 | 18.91 | 22.45 | 6.56 | 7.94 | 16.05 | 102.2 |
| 21 | Warszawa / Chopina | PL | 4.33 | 7.08 | 8.73 | 11.21 | 5.47 | 7.44 | 14.38 | 93.2 |
| 22 | Alicante | ES | 5.29 | 8.93 | 9.37 | 10.56 | 3.72 | 5.81 | 13.17 | 126.6 |
| 23 | Bergamo / Orio al Serio | IT | 1.24 | 4.29 | 7.66 | 10.40 | 3.83 | 6.47 | 13.15 | 103.5 |
| 24 | Helsinki / Vantaa | FI | 10.00 | 11.13 | 12.86 | 16.42 | 5.08 | 4.30 | 12.98 | 202.1 |
| 25 | Bucuresti / Henri Coanda | RO | | 2.98 | 4.92 | 9.27 | 4.45 | 6.89 | 12.59 | 82.8 |
| 26 | Porto | PT | 2.73 | 3.11 | 5.28 | 8.09 | 4.45 | 5.79 | 12.58 | 117.4 |
| 27 | Gran Canaria | ES | 7.66 | 9.69 | 9.28 | 10.44 | 5.08 | 6.79 | 12.29 | 81.0 |
| 28 | Budapest / Liszt Ferenc | HU | 4.68 | 7.92 | 8.17 | 10.23 | 3.84 | 4.59 | 12.15 | 164.6 |
| 29 | Nice / Côte d'Azur | FR | 9.33 | 9.74 | 9.59 | 12.01 | 4.57 | 6.53 | 12.10 | 85.3 |
| 30 | Hamburg | DE | 9.82 | 10.57 | 12.88 | 15.58 | 4.56 | 5.31 | 11.09 | 108.7 |

NB: (*) '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.

2.4.4a Air – MAIN INTRA-EU AIRPORT PAIRS IN PASSENGER TRANSPORT

PASSENGERS CARRIED

| RANKING | (arriving + departing from first named airport) 1 000 | | | | | | CHANGE '21 / '22 | |
|---------|---|---------|---------|---------|-------|---------|---------------------|--------|
| | AIRPORT PAIRS | 2005 | 2010 | 2015 | 2020 | 2021 | | 2022 |
| 1 | Palma De Mallorca - Barcelona | 1 684.0 | 1 532.5 | 1 576.1 | 820.7 | 1 220.5 | 2 033.2 | 66.6% |
| 2 | Palma de Mallorca - Madrid / Barajas | 1 641.5 | 1 698.9 | 1 411.2 | 793.8 | 1 140.8 | 1 877.9 | 64.6% |
| 3 | Paris / Orly - Nice / Côte d'Azur | 2 262.6 | 2 100.3 | 2 112.9 | 833.9 | 1 392.1 | 1 835.3 | 31.8% |
| 4 | Lisboa - Madrid / Barajas | 742.3 | 1 172.0 | 1 175.2 | 415.5 | 572.9 | 1 771.1 | 209.1% |
| 5 | Madrid / Barajas - Barcelona | 4 358.3 | 3 083.8 | 2 251.7 | 754.1 | 1 013.0 | 1 715.6 | 69.4% |
| 6 | Toulouse / Blagnac - Paris / Orly | 2 327.1 | 2 193.7 | 2 318.1 | 736.9 | 1 048.0 | 1 661.5 | 58.5% |
| 7 | Lisboa - Paris / Orly | 556.2 | 604.7 | 1 045.1 | 471.4 | 567.2 | 1 594.1 | 181.1% |
| 8 | Catania / Fontanarossa - Roma / Fiumicino | 1 368.7 | 1 717.8 | 1 987.7 | 649.4 | 1 059.8 | 1 541.9 | 45.5% |
| 9 | Lisboa - Madeira | | 865.9 | 822.1 | 384.1 | 630.3 | 1 535.1 | 143.5% |
| 10 | Las Palmas / Gran Canaria - Madrid / Barajas | 1 388.1 | 1 553.7 | 1 305.7 | 638.1 | 937.1 | 1 431.0 | 52.7% |
| 11 | Madrid / Barajas - Paris / Orly | 964.3 | 1 105.9 | 1 169.1 | 460.8 | 707.7 | 1 371.5 | 93.8% |
| 12 | Athinai / Eleftherios Venizelos - Thessaloniki | 1 054.3 | 1 176.3 | 1 639.5 | 551.9 | 826.6 | 1 348.4 | 63.1% |
| 13 | Madrid / Barajas - Roma / Fiumicino | 929.7 | 1 268.5 | 1 004.7 | 288.5 | 457.1 | 1 291.2 | 182.5% |
| 14 | Tenerife Norte - Madrid / Barajas | 1 359.4 | 1 319.7 | 1 149.5 | 617.7 | 875.4 | 1 291.1 | 47.5% |
| 15 | Palma de Mallorca - Düsseldorf | 980.5 | 911.9 | 1 214.0 | 283.5 | 697.0 | 1 290.9 | 85.2% |
| 16 | Catania / Fontanarossa - Milano / Malpensa | 307.0 | 544.9 | 379.3 | 508.6 | 875.1 | 1 256.8 | 43.6% |
| 17 | Barcelona - Amsterdam / Schiphol | 1 108.0 | 1 066.1 | 1 204.8 | 379.4 | 610.4 | 1 207.5 | 97.8% |
| 18 | Palermo / Punta Raisi - Roma / Fiumicino | 1 106.7 | 1 406.8 | 1 476.9 | 551.4 | 742.9 | 1 177.0 | 58.4% |
| 19 | Lisboa - Porto | 578.4 | 439.7 | 674.4 | 251.2 | 291.4 | 1 141.0 | 291.5% |
| 20 | Athinai / Eleftherios Venizelos - Iraklion | 778.6 | 798.6 | 734.5 | 504.1 | 650.4 | 1 129.9 | 73.7% |
| 21 | Athinai / Eleftherios Venizelos - Larnaka | 801.8 | 831.0 | 673.9 | 427.3 | 622.1 | 1 125.0 | 80.8% |
| 22 | Lisboa - Barcelona | 423.5 | 508.0 | 590.5 | 250.6 | 332.1 | 1 124.8 | 238.7% |
| 23 | Barcelona - Paris / Charles de Gaulle | 876.3 | 860.8 | 1 231.4 | 349.0 | 424.4 | 1 104.7 | 160.3% |
| 24 | Ibiza - Barcelona | 843.0 | 737.1 | 938.8 | 473.5 | 762.4 | 1 101.0 | 44.4% |
| 25 | Athinai / Eleftherios Venizelos - Santorini | 255.3 | 336.7 | 728.0 | 294.9 | 569.2 | 1 091.3 | 91.7% |
| 26 | Paris / Charles de Gaulle - Nice / Côte d'Azur | 909.2 | 789.0 | 806.1 | 744.2 | 698.2 | 1 078.3 | 54.4% |
| 27 | Pointe-à-Pitre (Guadeloupe) - Paris / Orly | 987.6 | 1 033.8 | 1 159.6 | 723.7 | 734.7 | 1 060.5 | 44.4% |
| 28 | München - Hamburg | 1 450.5 | 1 653.0 | 1 811.0 | 537.0 | 519.6 | 1 040.1 | 100.2% |
| 29 | Lisboa - Amsterdam / Schiphol | 464.0 | 436.6 | 670.3 | 332.8 | 442.9 | 1 026.6 | 131.8% |
| 30 | Frankfurt (Main) - Berlin / Brandenburg (¹) | 1.5 | 1.0 | 0.3 | 37.2 | 569.5 | 1 015.0 | 78.2% |

NB: (¹) Berlin Brandenburg was opened for commercial flights in October 2020. Data up to 2020 refer to Berlin-Schönefeld. This no longer exists as an independent airport, but has become part of the new Berlin-Brandenburg Airport. Tegel Airport closed down its civil air traffic in November 2020 and transferred the corresponding traffic to the Berlin-Brandenburg Airport.

Air – MAIN CONNECTIONS BETWEEN EU & NON-EU AIRPORTS IN PASSENGER TRANSPORT

TOTAL PASSENGERS CARRIED

| RANKING | (arriving + departing from first named airport) 1 000 | | | | | | CHANGE '21/'22 | % |
|---------|---|---------|---------|---------|-------|-------|----------------|---------|
| | AIRPORT PAIRS | 2005 | 2010 | 2015 | 2020 | 2021 | | |
| 1 | Paris / Charles de Gaulle - New York / J.F. Kennedy Intl, NY, USA | 1 729.6 | 1 189.9 | 1 503.0 | 351.5 | 484.0 | 1 474.4 | 204.6 % |
| 2 | Dublin - London / Heathrow, UK | 2 086.3 | 1 491.3 | 1 683.1 | 445.0 | 403.6 | 1 319.8 | 227.0 % |
| 3 | København / Kastrup - Oslo / Gardermoen, Norway | 1 246.8 | 1 132.4 | 1 423.1 | 410.1 | 411.4 | 1 226.5 | 198.1 % |
| 4 | Paris / Charles de Gaulle - Montreal / Pierre Elliot Trudeau Intl, Canada | 928.7 | 1 147.9 | 1 147.1 | 364.1 | 497.7 | 1 191.7 | 139.4 % |
| 5 | Madrid / Barajas - London / Heathrow, UK | 1 073.3 | 1 088.9 | 1 320.8 | 454.5 | 425.7 | 1 184.9 | 178.3 % |
| 6 | Dublin - London / Gatwick, UK | 626.3 | 842.7 | 1 086.9 | 341.9 | 320.0 | 1 156.2 | 261.3 % |
| 7 | Amsterdam / Schiphol - London / Heathrow, UK | 1 894.1 | 1 333.1 | 1 549.2 | 525.4 | 350.2 | 1 140.2 | 225.6 % |
| 8 | Madrid / Barajas - Bogota / Cundinamarca, Colombia | | 577.8 | 534.8 | 246.5 | 413.3 | 1 089.8 | 163.7 % |
| 9 | Lisboa - London / Heathrow, UK | 622.0 | 730.4 | 768.0 | 300.8 | 300.7 | 1 083.1 | 260.2 % |
| 10 | Paris / Charles de Gaulle - Dubai Intl, United Arab Emirates | 439.4 | 716.4 | 1 076.9 | 417.2 | 568.0 | 1 063.8 | 87.3 % |
| 11 | Düsseldorf - Antalya, Türkiye | 802.4 | 683.7 | 1 012.6 | 186.5 | 509.8 | 1 049.6 | 105.9 % |
| 12 | Frankfurt (Main) - London / Heathrow, UK | 1 522.5 | 1 259.8 | 1 523.4 | 409.2 | 312.1 | 1 039.7 | 233.1 % |
| 13 | Barcelona - London / Gatwick, UK | 556.1 | 376.7 | 1 354.2 | 284.6 | 172.5 | 1 008.8 | 484.8 % |
| 14 | München - London / Heathrow, UK | 913.7 | 970.4 | 1 225.1 | 315.1 | 200.0 | 929.1 | 364.5 % |
| 15 | Stockholm / Arlanda - Oslo / Gardermoen, Norway | 936.6 | 1 006.6 | 1 336.2 | 308.6 | 294.7 | 927.2 | 214.6 % |
| 16 | Paris / Charles de Gaulle - London / Heathrow, UK | | 1 312.8 | 1 282.1 | 372.8 | 339.0 | 911.6 | 168.9 % |
| 17 | Madrid / Barajas - Mexico, Mexico | 454.1 | 519.6 | 598.7 | 268.3 | 508.6 | 907.3 | 78.4 % |
| 18 | Köln - Antalya, Türkiye | 266.2 | 375.9 | 607.4 | 108.6 | 484.1 | 901.2 | 86.1 % |
| 19 | Malaga - London / Gatwick, UK | 978.6 | 910.4 | 1 069.1 | 179.3 | 145.7 | 882.5 | 505.8 % |
| 20 | Paris / Charles de Gaulle - Istanbul / Havalimani, Türkiye (¹) | | | | 318.2 | 411.2 | 848.5 | 106.3 % |
| 21 | Tenerife Norte - Manchester, UK | 910.1 | 605.2 | 734.0 | 238.2 | 254.6 | 827.3 | 224.9 % |
| 22 | Lisboa - Sao Paulo / Guarulhos, Brazil | 267.4 | 275.5 | 271.1 | 225.0 | 237.5 | 826.7 | 248.0 % |
| 23 | Dublin - London / Stansted, UK | 1 123.2 | 719.5 | 879.2 | 257.6 | 309.3 | 816.2 | 163.9 % |
| 24 | Dublin - Manchester, UK | 648.3 | 553.8 | 862.8 | 254.5 | 251.6 | 814.4 | 223.7 % |
| 25 | Amsterdam / Schiphol - Istanbul / Havalimani, Türkiye (¹) | | | | 321.5 | 474.4 | 798.1 | 68.2 % |
| 26 | Athina / Eleftherios Venizelos - London / Heathrow, UK | | 777.3 | 694.2 | 306.2 | 388.7 | 793.4 | 104.1 % |
| 27 | Frankfurt (Main) - Istanbul / Havalimani, Türkiye (¹) | | | | 282.2 | 428.9 | 774.4 | 80.6 % |
| 28 | Madrid / Barajas - Buenos Aires, Argentina | 872.8 | 857.9 | 783.4 | 244.0 | 247.5 | 760.5 | 207.2 % |
| 29 | Amsterdam / Schiphol - Dubai Intl, United Arab Emirates | 230.6 | 433.7 | 774.8 | 325.7 | 368.6 | 760.1 | 106.2 % |
| 30 | Paris / Charles de Gaulle - Tel-Aviv / Ben Gurion, Israel | 607.7 | 709.5 | 785.6 | 182.2 | 276.1 | 757.3 | 174.3 % |

NB: (¹) Istanbul / Ataturk airport was closed in course of 2019 and has been replaced by Istanbul / Havalimani airport.

2.4.5

Air – FREIGHT TRAFFIC AT MAJOR EU AIRPORTS

CARGO AND MAIL LOADED AND UNLOADED

| RANKING | AIRPORT | | 1 000 TONNES | | | | | | | CHANGE 21/22 | % |
|---------|---------------------------------|----|---------------|---------------|--------------|--------|--------|--------|--------|-----------------|---|
| | | | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | | |
| 1 | Frankfurt / Main | DE | 1703.4 | 1950.6 | 2270.2 | 2075.7 | 1911.3 | 2270.8 | 1967.3 | -13.4 | |
| 2 | Paris / Charles de Gaulle | FR | <i>1067.0</i> | 1217.8 | 1290.9 | 2090.6 | 1740.0 | 2055.3 | 1893.9 | -7.9 | |
| 3 | Leipzig / Halle | DE | 13.7 | 12.3 | 637.8 | 982.5 | 1377.4 | 1587.3 | 1507.9 | -5.0 | |
| 4 | Amsterdam / Schiphol | NL | <i>1222.5</i> | <i>1495.6</i> | 1538.0 | 1655.3 | 1455.4 | 1679.9 | 1445.3 | -14.0 | |
| 5 | Liège | BE | 270.3 | 325.7 | 508.5 | 625.3 | 1026.4 | 1324.9 | 1051.5 | -20.6 | |
| 6 | Luxembourg | LU | <i>499.9</i> | 624.8 | 705.8 | 736.9 | 905.3 | 1088.0 | 969.1 | -10.9 | |
| 7 | Köln / Bonn | DE | 438.3 | <i>646.8</i> | 638.2 | 739.5 | 841.7 | 967.0 | 957.8 | -0.9 | |
| 8 | Milano / Malpensa | IT | <i>295.7</i> | 383.8 | <i>432.7</i> | 511.2 | 516.5 | 747.0 | 721.4 | -3.4 | |
| 9 | Brussel-Bruxelles / Brussels | BE | <i>687.4</i> | 694.5 | 385.0 | 483.1 | 511.9 | 693.1 | 621.1 | -10.4 | |
| 10 | Madrid / Barajas | ES | 280.4 | 360.3 | 400.5 | 382.6 | 371.1 | 483.3 | 546.1 | 13.0 | |
| 11 | München | DE | <i>148.4</i> | 218.2 | 291.1 | 336.0 | 150.3 | 173.2 | 266.7 | 53.9 | |
| 12 | København / Kastrup | DK | <i>419.4</i> | <i>355.1</i> | 138.1 | 196.6 | 159.9 | 222.9 | 239.9 | 7.6 | |
| 13 | Frankfurt / Hahn | DE | 75.0 | 100.9 | 164.5 | 73.2 | 203.4 | 233.7 | 193.8 | -17.1 | |
| 14 | Wien / Schwechat | AT | <i>65.9</i> | 180.0 | 231.8 | 209.1 | 154.7 | 176.2 | 176.1 | -0.1 | |
| 15 | Lisboa | PT | <i>114.6</i> | 100.0 | 105.2 | 100.8 | 96.0 | 133.4 | 164.2 | 23.1 | |
| 16 | Helsinki / Vantaa | FI | <i>96.1</i> | 114.8 | 157.5 | 177.4 | 142.7 | 176.4 | 159.8 | -9.4 | |
| 17 | Dublin | IE | 35.5 | 64.1 | 105.3 | 137.3 | 123.2 | 144.3 | 142.4 | -1.3 | |
| 18 | Barcelona / El Prat | ES | <i>75.5</i> | 94.5 | 105.9 | 102.2 | 94.0 | 109.3 | 141.9 | 29.9 | |
| 19 | Roma / Fiumicino | IT | <i>153.3</i> | 131.9 | 164.4 | 145.0 | 76.0 | 101.0 | 140.5 | 39.0 | |
| 20 | Budapest / Liszt Ferenc | HU | <i>43.5</i> | 55.5 | <i>65.3</i> | 65.8 | 88.9 | 125.8 | 133.8 | 6.4 | |
| 21 | Athinai / Eleftherios Venizelos | EL | 123.4 | 101.4 | 84.0 | 58.1 | 71.1 | 106.9 | 114.7 | 7.3 | |
| 22 | Warszawa / Chopina | PL | <i>44.6</i> | 31.1 | 57.1 | 72.3 | 82.1 | 105.1 | 111.2 | 5.8 | |
| 23 | Maastricht / Aachen | NL | 44.3 | 54.6 | 62.0 | 56.6 | 136.0 | 128.0 | 108.2 | -15.5 | |
| 24 | Stockholm / Arlanda | SE | <i>154.0</i> | <i>158.0</i> | 99.4 | 90.7 | 86.7 | 101.2 | 102.0 | 0.8 | |
| 25 | Zaragoza | ES | 3.2 | 3.8 | 42.1 | 65.1 | 90.1 | 136.9 | 100.4 | -26.6 | |
| 26 | Paris / Orly | FR | <i>107.3</i> | 80.0 | 53.8 | 126.3 | 62.2 | 81.1 | 73.7 | -9.1 | |
| 27 | Oostende / Brugge | BE | | | 60.0 | 16.6 | 45.5 | 63.5 | 53.1 | -16.4 | |
| 28 | Lyon / Saint-Exupéry | FR | <i>27.4</i> | 38.7 | 35.2 | 51.4 | 44.9 | 46.8 | 52.1 | 11.4 | |
| 29 | Praha / Ruzyně | CZ | | 51.6 | 58.2 | 50.5 | 52.6 | 62.4 | 47.7 | -23.5 | |
| 30 | Toulouse / Blagnac | FR | <i>37.8</i> | 56.2 | 52.2 | 61.0 | 48.9 | 47.5 | 45.7 | -3.7 | |

NB: 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 – AIRCRAFT TRAFFIC AT MAJOR EU AIRPORTS

2.4.6

COMMERCIAL AIR FLIGHTS (PASSENGERS, FREIGHT & MAIL)

| RANKING | (not including general aviation) | | 1 000 | | | | | CHANGE '21/'22 | |
|---------|----------------------------------|----|-------|-------|-------|-------|-------|-------------------|-------|
| | AIRPORT | | 2005 | 2010 | 2015 | 2020 | 2021 | | 2022 |
| 1 | Paris / Charles de Gaulle | FR | 543.8 | 477.9 | 468.5 | 205.9 | 240.9 | 394.1 | 63.6 |
| 2 | Amsterdam / Schiphol | NL | 408.2 | 390.4 | 455.2 | 222.8 | 262.2 | 392.8 | 49.8 |
| 3 | Frankfurt / Main | DE | 475.6 | 456.0 | 460.5 | 206.2 | 255.4 | 372.6 | 45.9 |
| 4 | Madrid / Barajas | ES | 406.3 | 426.9 | 357.7 | 154.0 | 202.9 | 338.0 | 66.6 |
| 5 | Barcelona / El Prat | ES | 294.3 | 268.5 | 279.0 | 114.1 | 152.6 | 272.1 | 78.4 |
| 6 | München | DE | 382.3 | 368.2 | 365.7 | 135.7 | 140.7 | 269.9 | 91.9 |
| 8 | Roma / Fiumicino | IT | 299.6 | 327.3 | 311.8 | 102.5 | 113.8 | 212.0 | 86.2 |
| 7 | Palma / De Mallorca | ES | 170.5 | 165.2 | 170.0 | 69.5 | 130.8 | 209.1 | 59.9 |
| 9 | Athinai / Eleftherios Venizelos | EL | 170.4 | 181.6 | 167.9 | 110.0 | 153.9 | 204.8 | 33.0 |
| 10 | Dublin | IE | 169.6 | 156.4 | 188.8 | 80.5 | 82.5 | 199.5 | 141.7 |
| 11 | Lisboa | PT | 125.9 | 136.9 | 162.8 | 87.3 | 112.5 | 197.4 | 75.5 |
| 12 | København / Kastrup | DK | 262.1 | 240.6 | 250.2 | 95.1 | 106.6 | 197.3 | 85.2 |
| 13 | Paris / Orly | FR | 231.0 | 215.5 | 231.3 | 82.9 | 118.6 | 195.9 | 65.2 |
| 14 | Wien / Schwechat | AT | 227.5 | 243.0 | 224.8 | 94.1 | 110.3 | 186.9 | 69.5 |
| 15 | Milano / Malpensa | IT | 222.2 | 187.8 | 154.6 | 90.6 | 115.7 | 184.3 | 59.3 |
| 16 | Brussel-Bruxelles / Brussels | BE | 228.7 | 205.2 | 221.1 | 85.7 | 107.4 | 166.1 | 54.7 |
| 17 | Berlin / Brandenburg | DE | 46.5 | 65.5 | 67.5 | 36.6 | 95.0 | 153.1 | 61.1 |
| 18 | Stockholm / Arlanda | SE | 222.2 | 185.4 | 216.9 | 80.7 | 85.6 | 148.4 | 73.4 |
| 19 | Warszawa / Chopina | PL | 131.1 | 133.0 | 136.4 | 71.5 | 84.5 | 132.8 | 57.0 |
| 20 | Düsseldorf | DE | 189.0 | 211.4 | 202.8 | 71.8 | 74.8 | 132.1 | 76.6 |
| 21 | Malaga / Costa del Sol | ES | 111.1 | 97.3 | 101.0 | 51.1 | 79.4 | 131.0 | 65.0 |
| 22 | Helsinki / Vantaa | FI | 163.1 | 169.9 | 165.3 | 67.0 | 64.9 | 125.1 | 92.7 |
| 23 | Nice / Côte d'Azur | FR | 158.1 | 132.1 | 139.8 | 58.7 | 82.8 | 124.8 | 50.7 |
| 24 | Gran Canaria | ES | 98.4 | 93.2 | 89.9 | 59.5 | 76.5 | 112.9 | 47.5 |
| 25 | Köln / Bonn | DE | 139.9 | 120.6 | 114.8 | 69.0 | 79.1 | 107.9 | 36.3 |
| 26 | Bucuresti - Henri Coanda | RO | 90.2 | 128.1 | 90.8 | 46.2 | 65.0 | 93.3 | 43.5 |
| 27 | Hamburg | DE | 134.2 | 138.4 | 142.1 | 51.5 | 53.0 | 91.7 | 73.0 |
| 28 | Porto | PT | 45.3 | 54.6 | 68.6 | 42.3 | 52.1 | 89.2 | 71.4 |
| 29 | Alicante | ES | 70.2 | 72.0 | 72.2 | 35.2 | 49.2 | 87.5 | 77.8 |
| 30 | Milano / Linate | IT | 93.1 | 91.5 | 95.9 | 33.9 | 55.5 | 86.4 | 55.8 |
| 31 | Bergamo / Orio al Serio | IT | 47.8 | 65.3 | 74.3 | 36.1 | 49.3 | 86.2 | 74.9 |
| 32 | Budapest / Liszt Ferenc | HU | 116.7 | 99.6 | 86.0 | 41.2 | 43.7 | 86.2 | 97.1 |
| 33 | Praha / Ruzyně | CZ | 150.2 | 147.9 | 120.1 | 41.9 | 46.0 | 83.8 | 82.2 |
| 34 | Marseille / Provence | FR | 90.3 | 95.9 | 89.8 | 42.0 | 52.4 | 82.6 | 57.5 |
| 35 | Napoli / Capodichino | IT | 49.0 | 55.9 | 52.9 | 25.6 | 37.0 | 79.1 | 113.7 |
| 36 | Lyon / Saint-Exupéry | FR | 130.1 | 115.4 | 105.0 | 42.5 | 51.6 | 77.0 | 49.3 |
| 37 | Venezia / Tessera | IT | 74.0 | 68.7 | 75.2 | 31.6 | 35.3 | 73.9 | 109.6 |
| 38 | Leipzig / Halle | DE | 30.2 | 57.2 | 58.5 | 56.4 | 67.9 | 72.3 | 6.5 |
| 39 | Ibiza | ES | 39.8 | 49.1 | 55.9 | 27.3 | 51.6 | 69.7 | 35.0 |
| 40 | Catania / Fontanarossa | IT | 51.4 | 55.6 | 52.6 | 32.4 | 47.8 | 69.4 | 45.3 |

2.4.7 Sea – INWARD & OUTWARD FLOW OF PASSENGERS – BY COUNTRY

INWARDS

| 1 000 | PASSENGERS | | | CRUISE PASSENGERS | | | CRUISE PASSENGERS | | |
|--------------|--------------------------------|--------|--------|---------------------------------|-------|-------|-------------------|-------|-------|
| | excluding cruise passengers | | | starting and ending a cruise | | | on excursion | | |
| | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 |
| EU-27 | 114461 | 132395 | 180527 | 649 | 1 421 | 6 391 | | | |
| BE | 19 | 2 | 3 | 15 | 42 | 283 | | | |
| BG | 1 | 1 | 4 | | | | | 0 | |
| CZ | - | - | - | - | - | - | - | - | - |
| DK | 15470 | 16801 | 20551 | | 1 | 81 | 0 | 39 | 639 |
| DE | 8106 | 9477 | 12810 | 56 | 284 | 1 006 | | | |
| EE | 4310 | 4144 | 5876 | | 0 | 0 | 1 | 63 | 171 |
| IE | 404 | 493 | 1 180 | | | 135 | 2 | | 8 |
| EL | 20452 | 26004 | 34728 | 8 | 132 | 336 | | | |
| ES | 6945 | 9143 | 14305 | 253 | 272 | 1 307 | 894 | 1 658 | 5 540 |
| FR | 5 160 | 5 427 | 9 200 | 111 | 147 | 370 | 420 | 363 | 2 709 |
| HR | 9388 | 13541 | 16453 | 1 | 2 | 42 | 7 | 244 | 868 |
| IT | 27 457 | 28 452 | 37 148 | 182 | 487 | 2 694 | 229 | 595 | 2 394 |
| CY | | 4 | 5 | 3 | 11 | 4 | | | |
| LV | 224 | 118 | 174 | | | | | 2 | 78 |
| LT | 143 | 145 | 160 | | | | | 1 | 47 |
| LU | - | - | - | - | - | - | - | - | - |
| HU | - | - | - | - | - | - | - | - | - |
| MT | 3 774 | 4 452 | 5 695 | 0 | 10 | 72 | | | |
| NL | 527 | 450 | 988 | | | | | | |
| AT | | | | - | - | - | - | - | - |
| PL | 956 | 1 158 | 1 140 | 0 | 0 | 4 | | | 88 |
| PT | 417 | 524 | 641 | 6 | 6 | 49 | 149 | 140 | 1 046 |
| RO | | | | | | | | | |
| SI | 0 | 1 | 14 | | | | | 5 | 75 |
| SK | - | - | - | - | - | - | - | - | - |
| FI | 3 696 | 3 543 | 6 846 | 13 | 15 | | 13 | 27 | 172 |
| SE | 7 010 | 8 514 | 12 606 | 0 | 12 | 9 | 36 | 181 | 264 |
| IS | 255 | 350 | 431 | | | 373 | 76 | 231 | 486 |
| NO | 927 | 844 | 2 583 | 3 | 1 | 138 | 2 | 27 | 480 |
| ME | 0 | 2 | 5 | | | | 3 | 9 | 442 |
| TR | 160 | 142 | 648 | 0 | 2 | 80 | | | |
| UK | | | | | | | | | |

NB: 'Cruise passenger' means a sea passenger making a sea journey on a cruise ship (passengers on day excursions are excluded). 'Cruise ship' is a ship intended to provide passengers with a full tourist experience; all passengers have a cabin.
'Cruise passenger on excursion' means a short visit by a cruise passenger to a tourist attraction associated with a port while retaining a cabin on board.

Sea – INWARD & OUTWARD FLOW OF PASSENGERS – BY COUNTRY

2.4.7

OUTWARDS

| 1 000 | PASSENGERS | | | CRUISE PASSENGERS | | |
|--------------|--------------------------------|----------------|----------------|------------------------------|--------------|--------------|
| | excluding cruise passengers | | | starting and ending a cruise | | |
| | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 |
| EU-27 | 114 116 | 132 118 | 180 250 | | 1 365 | 3 537 |
| BE | 21 | 2 | 3 | 15 | 42 | 281 |
| BG | 2 | 3 | 3 | | | |
| CZ | - | - | - | - | - | - |
| DK | 15 389 | 16 711 | 20 477 | | 1 | 81 |
| DE | 8 157 | 9 439 | 12 872 | 54 | 297 | 984 |
| EE | 4 313 | 4 070 | 5 873 | | 0 | 0 |
| IE | 410 | 526 | 1 166 | | | |
| EL | 20 427 | 25 987 | 34 718 | 8 | 138 | 328 |
| ES | 6 862 | 9 180 | 14 391 | 222 | 286 | 1 314 |
| FR | 5 076 | 5 336 | 9 100 | 98 | 94 | 368 |
| HR | 9 390 | 13 533 | 16 430 | 1 | 3 | 41 |
| IT | 27 383 | 28 495 | 37 236 | 125 | 482 | |
| CY | | 4 | 5 | 2 | 11 | 4 |
| LV | 242 | 131 | 197 | | | |
| LT | 166 | 167 | 178 | | | |
| LU | - | - | - | - | - | - |
| HU | - | - | - | - | - | - |
| MT | 3 774 | 4 452 | 5 695 | 0 | 8 | 71 |
| NL | 481 | 407 | 988 | | | |
| AT | | | | - | - | - |
| PL | 948 | 1 158 | 1 186 | 0 | 0 | 5 |
| PT | 418 | 527 | 642 | 5 | 2 | 50 |
| RO | | | | | | |
| SI | 0 | 1 | 15 | | | |
| SK | - | - | - | - | - | - |
| FI | 3 647 | 3 531 | 6 785 | | | |
| SE | 7 010 | 8 459 | 12 291 | 0 | 2 | 9 |
| IS | 255 | 350 | 434 | | | |
| NO | 967 | 879 | 2 978 | 1 | 0 | 12 |
| ME | 0 | 3 | 6 | | | |
| TR | 146 | 144 | 806 | | 1 | 87 |
| UK | | | | | | |

NB: 'Cruise passenger' means a sea passenger making a sea journey on a cruise ship (passengers on day excursions are excluded). 'Cruise ship' is a ship intended to provide passengers with a full tourist experience; all passengers have a cabin. 'Cruise passenger on excursion' means a short visit by a cruise passenger to a tourist attraction associated with a port while retaining a cabin on board.

2.4.8 Sea – PASSENGER TRAFFIC AT MAJOR EU SEAPORTS

PASSENGERS EMBARKED AND DISEMBARKED

| RANKING | PORT | | 1 000 | | | | | | | CHANGE '21/'22 | % |
|---------|--------------------------------------|----|-------|-------|-------|-------|------|------|-------|-------------------|---|
| | | | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | | |
| 1 | Messina | IT | 11898 | 9802 | 10765 | 7021 | 7737 | 8251 | 10074 | 22 | |
| 2 | Reggio di Calabria | IT | 11839 | 9645 | 9891 | 6053 | 7528 | 8109 | 9615 | 19 | |
| 3 | Peiraias | EL | 7289 | 11076 | 10944 | 8169 | 4370 | 5972 | 8271 | 38 | |
| 4 | Helsinki | FI | 9251 | 8854 | 9849 | 11214 | 4754 | 3737 | 7954 | 113 | |
| 5 | Palma Mallorca | ES | 1864 | 4817 | 4496 | 5496 | 3726 | 5816 | 7680 | 32 | |
| 6 | Stockholm | SE | 7746 | 8211 | 9147 | 9887 | 1906 | 4433 | 7530 | 70 | |
| 7 | Napoli | IT | 6748 | 6084 | 8356 | 6484 | 5318 | 4628 | 7182 | 55 | |
| 8 | Paloukia Salaminas | EL | | 11663 | 12705 | 7050 | 5730 | 5964 | 7093 | 19 | |
| 9 | Perama | EL | | 11663 | 12705 | 7050 | 5730 | 5964 | 7093 | 19 | |
| 10 | Tallinn | EE | | 6701 | 7523 | 9299 | 4331 | 3475 | 6847 | 97 | |
| 11 | Helsingborg | SE | 13525 | 11102 | 8540 | 7670 | 3562 | 4009 | 6318 | 58 | |
| 12 | Helsingør (Elsinore) | DK | 13322 | 11023 | 8534 | 7644 | 3548 | 3985 | 6268 | 57 | |
| 13 | Mgarr, Gozo | MT | | 3463 | 4031 | 4740 | 3774 | 4452 | 5695 | 28 | |
| 14 | Santa Cruz de Tenerife | ES | 4927 | 4249 | 4110 | 4320 | 2964 | 4281 | 5405 | 26 | |
| 15 | Cirkewwa | MT | | 3463 | 4031 | 4740 | 3774 | 4087 | 5219 | 28 | |
| 16 | Calais | FR | 15066 | 11695 | 10237 | 9757 | 3269 | 2388 | 5142 | 115 | |
| 17 | Burgstaaken / Fehmarn ⁽¹⁾ | DE | 5430 | 6760 | 6261 | 6141 | 2329 | 2696 | 4917 | 82 | |
| 18 | Split | HR | 1952 | 3267 | 3523 | 3992 | 2523 | 3745 | 4711 | 26 | |
| 19 | Rødby (Færgehavn) | DK | 5430 | 6761 | 6261 | 6139 | 2331 | 2686 | 4519 | 68 | |
| 20 | Algeciras | ES | 4261 | 4829 | 4663 | 5519 | 1546 | 1337 | 4423 | 231 | |
| 21 | Capri | IT | 5404 | 3860 | 6517 | 4355 | 2714 | 2089 | 3793 | 82 | |
| 22 | Olbia | IT | 2359 | 3253 | 3863 | 2598 | 2087 | 2697 | 3514 | 30 | |
| 23 | Sjællands Odde | DK | 2283 | 2310 | 1777 | 2690 | 2506 | 3081 | 3267 | 6 | |
| 24 | Ischia ⁽²⁾ | IT | 3686 | 3169 | 2589 | 2769 | 2645 | 2048 | 3225 | 57 | |
| 25 | Piombino | IT | 3161 | 3277 | 3477 | 3517 | 2594 | 2870 | 3214 | 12 | |
| 26 | Århus | DK | 1143 | 1710 | 1284 | 2532 | 2436 | 3007 | 3184 | 6 | |
| 27 | Livorno | IT | 1886 | 2103 | 2782 | 2001 | 1743 | 2426 | 3119 | 29 | |
| 28 | Isola d'Elba | IT | 2641 | 2829 | 2769 | 2945 | 2384 | 2712 | 3062 | 13 | |
| 29 | Barcelona | ES | 1424 | 1575 | 2358 | 2327 | 728 | 1171 | 2898 | 147 | |
| 30 | Rostock | DE | 1767 | 2417 | 2195 | 2863 | 1364 | 1821 | 2718 | 49 | |
| 31 | Turku | FI | 3514 | 3697 | 3498 | 3256 | 1105 | 1402 | 2608 | 86 | |
| 32 | Igoumenitsa | EL | 933 | 2338 | 2726 | 2532 | 1235 | 1874 | 2581 | 38 | |
| 33 | Ystad | SE | 1136 | 1815 | 1770 | 1983 | 2018 | 2373 | 2581 | 9 | |
| 34 | Civitavecchia | IT | 2241 | 2099 | 2440 | 2236 | 1159 | 1534 | 2495 | 63 | |
| 35 | Hirtshals | DK | 1855 | 1959 | 2178 | 2567 | 1106 | 894 | 2479 | 177 | |
| 36 | Genova | IT | 2444 | 2406 | 2991 | 2344 | 1410 | 1746 | 2425 | 39 | |
| 37 | Zadar | HR | 1376 | 1924 | 2145 | 1873 | 1609 | 2081 | 2358 | 13 | |
| 38 | Norddeich | DE | 2253 | 2257 | 2287 | 2497 | 1688 | 1828 | 2303 | 26 | |
| 39 | Kiel | DE | 1108 | 1485 | 1854 | 1956 | 584 | 873 | 2196 | 152 | |
| 40 | Paros | EL | 898 | 1186 | 1485 | 1409 | 881 | 1594 | 2141 | 34 | |

NB: The Italian ports Ischia (containing Casamicciola, Forio and Porto D'Ischia), Isola d'Alba (containing Cavo, Porto Azzuro, Portoferraio and Rio Marina) and Egadi (containing Favignana, Levanzo and Marettimo) started reporting data as statistical ports in 2019.

⁽¹⁾ Until 2022, data were reported under Puttgarden port.

⁽²⁾ Data up to 2018 for Porto D'Ischia.

⁽³⁾ Data up to 2018 for Portoferraio.

Sea – FREIGHT TRAFFIC AT MAJOR EU SEAPORTS

2.4.9

TONNES LOADED AND UNLOADED

| RANKING | | | MILLION | | | | | | | CHANGE 21/22 |
|---------|---|----|---------|-------|-------|-------|-------|-------|-------|-----------------|
| | PORT | | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | |
| 1 | Rotterdam | NL | 302.5 | 345.8 | 395.8 | 436.9 | 398.7 | 428.9 | 427.2 | -0.4 |
| 2 | Antwerp-Bruges ⁽¹⁾ | BE | 116.0 | 145.8 | 160.0 | 190.1 | 206.3 | 215.9 | 254.3 | 17.8 |
| 3 | Hamburg | DE | 77.0 | 108.3 | 104.5 | 120.2 | 109.2 | 111.2 | 103.4 | -7.0 |
| 4 | Amsterdam | NL | 61.3 | 69.3 | 89.9 | 98.8 | 90.2 | 88.2 | 95.4 | 8.2 |
| 5 | Algeciras | ES | 38.3 | 55.2 | 58.6 | 79.4 | 88.5 | 83.1 | 81.2 | -2.3 |
| 6 | HAROPA (Le Havre and Rouen) ⁽²⁾ | FR | 86.5 | 92.4 | 92.3 | 85.2 | 72.4 | 78.2 | 79.1 | 1.1 |
| 7 | Marseille | FR | 91.3 | 93.3 | 82.4 | 77.5 | 71.6 | 70.1 | 67.0 | -4.4 |
| 8 | Valencia | ES | 22.0 | 35.0 | 53.1 | 57.6 | 65.6 | 69.1 | 64.3 | -7.1 |
| 9 | Trieste | IT | 44.0 | 43.4 | 40.6 | 49.1 | 57.8 | 60.7 | 63.6 | 4.9 |
| 10 | Gdansk | PL | | 22.5 | 26.4 | 31.7 | 40.6 | 45.0 | 63.2 | 40.3 |
| 11 | Constanta | RO | | 44.4 | 30.4 | 36.3 | 39.4 | 49.9 | 57.5 | 15.2 |
| 12 | Barcelona | ES | 25.8 | 37.1 | 35.3 | 38.0 | 48.8 | 53.6 | 57.4 | 7.1 |
| 13 | Genova | IT | 43.8 | 42.6 | 41.4 | 43.4 | 44.2 | 48.2 | 50.4 | 4.4 |
| 14 | Peiraias | EL | 16.5 | 18.7 | 13.1 | 38.3 | 52.4 | 47.0 | 42.8 | -8.8 |
| 15 | Bremerhaven | DE | 24.8 | 33.7 | 45.9 | 49.8 | 46.6 | 46.8 | 42.8 | -8.6 |
| 16 | Zeeland Seaports | NL | | | | 33.6 | 34.5 | 37.8 | 41.8 | 10.5 |
| 17 | Sines | PT | 20.0 | 24.9 | 24.7 | 41.2 | 38.9 | 42.9 | 41.6 | -3.0 |
| 18 | Dunkerque | FR | 44.3 | 48.5 | 36.3 | 36.9 | 35.1 | 38.8 | 40.4 | 4.1 |
| 19 | Göteborg | SE | 33.3 | 36.5 | 42.9 | 37.8 | 38.5 | 36.8 | 40.0 | 8.5 |
| 20 | Cartagena | ES | 17.2 | 26.7 | 19.0 | 32.4 | 32.6 | 30.9 | 36.3 | 17.3 |
| 21 | Livorno | IT | 19.8 | 24.0 | 22.7 | 29.3 | 30.8 | 34.3 | 34.4 | 0.1 |
| 22 | Gent (Ghent) | BE | 24.7 | 22.1 | 27.6 | 26.1 | 29.4 | 31.7 | 32.8 | 3.5 |
| 23 | Ravenna | IT | 22.5 | 24.3 | 22.2 | 25.3 | 27.1 | 31.1 | 32.6 | 4.8 |
| 24 | Klaipeda | LT | | 20.0 | 28.9 | 34.4 | 43.7 | 41.4 | 31.8 | -23.1 |
| 25 | Wilhelmshaven | DE | 43.4 | 46.0 | 24.7 | 27.4 | 27.8 | 30.4 | 31.8 | 4.4 |
| 26 | Huelva | ES | 17.2 | 20.9 | 22.1 | 27.2 | 29.3 | 30.1 | 31.5 | 4.8 |
| 27 | Bilbao | ES | 26.6 | 32.2 | 32.4 | 31.0 | 28.3 | 29.8 | 31.5 | 5.6 |
| 28 | Nantes Saint-Nazaire | FR | 31.3 | 34.0 | 30.6 | 24.9 | 27.6 | 19.3 | 29.2 | 51.4 |
| 29 | Tarragona | ES | 27.2 | 30.7 | 32.1 | 32.8 | 26.2 | 30.9 | 28.8 | -6.7 |
| 30 | Gioia Tauro | IT | 21.6 | 29.6 | 35.4 | 26.1 | 24.2 | 25.7 | 27.3 | 6.1 |
| 31 | Venezia | IT | 26.3 | 30.5 | 26.2 | 25.1 | 24.3 | 26.3 | 26.9 | 2.2 |
| 32 | Dublin | IE | 15.9 | 19.2 | 19.5 | 22.2 | 25.2 | 24.5 | 25.6 | 4.7 |
| 33 | Agioi Theodoroi | EL | 11.2 | 13.0 | 17.4 | 23.4 | 23.1 | 26.1 | 25.2 | -3.4 |
| 34 | Porto Foxi | IT | 23.8 | 22.8 | 23.9 | 24.6 | 21.7 | 23.6 | 24.2 | 2.5 |
| 35 | Augusta | IT | 29.9 | 33.0 | 25.8 | 19.9 | 22.3 | 23.1 | 24.0 | 3.8 |
| 36 | Sköldvik | FI | 12.8 | 17.4 | 20.5 | 20.6 | 23.3 | 19.3 | 23.9 | 24.0 |
| 37 | Gdynia | PL | | 11.0 | 12.3 | 15.4 | 21.2 | 22.7 | 23.1 | 1.4 |
| 38 | Riga | LV | | 24.4 | 29.1 | 39.4 | 22.1 | 20.8 | 23.0 | 10.8 |
| 39 | Koper | SI | | 12.5 | 14.6 | 19.9 | 18.3 | 20.1 | 22.4 | 11.6 |
| 40 | Rostock | DE | 18.6 | 17.1 | 19.5 | 20.3 | 20.1 | 22.3 | 21.3 | -4.5 |

NB: ⁽¹⁾ In 2022, the ports Antwerpen and Zeebrugge have been merged and the data are reported under the new port name Antwerp-Bruges. Values up to 2022 refer to the two ports.

⁽²⁾ In 2022, the ports Le Havre and Rouen merged and the data are reported under the new port name HAROPA. Values up to 2022 refer to the two ports.

2.4.10a

Sea – INTRA-EU

MARITIME TRANSPORT – BY COUNTRY

(1) RELEVANCE OF INTRA-EU TRANSPORT
IN TOTAL MARITIME TRANSPORT BY EU COUNTRY 2022

| | 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 | 156.8 | 38.3 | 24.4 % | 131.4 | 34.0 | 25.9 % |
| BG | 16.7 | 2.2 | 13.1 % | 14.0 | 3.3 | 23.8 % |
| DK | 55.4 | 35.2 | 63.6 % | 32.5 | 24.2 | 74.7 % |
| DE | 168.2 | 56.9 | 33.8 % | 111.0 | 48.0 | 43.3 % |
| EE | 13.2 | 8.6 | 65.4 % | 19.2 | 13.8 | 71.6 % |
| IE | 34.3 | 14.1 | 41.0 % | 16.7 | 8.2 | 49.1 % |
| EL | 85.8 | 35.7 | 41.6 % | 70.8 | 43.7 | 61.7 % |
| ES | 299.6 | 87.7 | 29.3 % | 190.1 | 84.3 | 44.3 % |
| FR | 190.1 | 32.2 | 16.9 % | 87.4 | 20.6 | 23.6 % |
| HR | 15.7 | 4.2 | 26.5 % | 5.7 | 3.8 | 66.5 % |
| IT | 318.7 | 137.4 | 43.1 % | 180.4 | 134.2 | 74.4 % |
| CY(**) | 6.1 | 4.1 | 67.3 % | 2.1 | 0.3 | 15.6 % |
| LV | 13.3 | 5.6 | 42.3 % | 30.6 | 18.3 | 59.7 % |
| LT | 20.7 | 8.0 | 38.8 % | 19.3 | 10.8 | 56.1 % |
| MT | 4.5 | 2.8 | 61.4 % | 0.4 | 0.2 | 50.8 % |
| NL | 417.2 | 59.0 | 14.1 % | 172.7 | 31.3 | 18.1 % |
| PL | 84.8 | 29.6 | 34.9 % | 33.9 | 22.4 | 66.0 % |
| PT | 52.4 | 21.1 | 40.3 % | 32.6 | 17.4 | 53.4 % |
| RO(**) | 29.7 | 2.6 | 8.8 % | 29.9 | 9.1 | 30.3 % |
| SI | 16.9 | 3.3 | 19.6 % | 5.5 | 1.4 | 25.9 % |
| FI | 52.6 | 35.5 | 67.6 % | 50.2 | 38.9 | 77.6 % |
| SE | 93.6 | 62.3 | 66.6 % | 78.4 | 59.8 | 76.3 % |

NB: 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 – MAIN ROUTES IN INTRA-EU MARITIME TRANSPORT

2.4.10b

(2) MAIN ROUTES IN INTRA-EU MARITIME TRANSPORT 2022

| | TOTAL | | | RANKING | country of loading port | country of unloading port | million tonnes transported |
|---------|-----------------------------|---------------------|----------------------|---------|-------------------------|---------------------------|----------------------------|
| | total goods transported (*) | of which to/from EU | share of EU in total | | | | |
| | million tonnes | million tonnes | (%) | | | | |
| | | | | 1 | ITALY | ITALY | 99.106 |
| | | | | 2 | SPAIN | SPAIN | 40.105 |
| BE | 287.6 | 71.6 | 24.9 % | 3 | GREECE | GREECE | 26.285 |
| BG | 30.7 | 5.5 | 18.0 % | 4 | SWEDEN | SWEDEN | 23.975 |
| DK | 85.8 | 57.4 | 66.9 % | 5 | SWEDEN | GERMANY | 17.314 |
| DE | 274.9 | 100.6 | 36.6 % | 6 | SPAIN | ITALY | 17.068 |
| EE | 32.4 | 22.4 | 69.1 % | 7 | GERMANY | SWEDEN | 14.581 |
| IE | 50.4 | 21.6 | 43.0 % | 8 | GERMANY | DENMARK | 13.156 |
| EL | 137.0 | 59.8 | 43.6 % | 9 | FRANCE | FRANCE | 13.020 |
| ES | 454.0 | 136.3 | 30.0 % | 10 | DENMARK | DENMARK | 12.946 |
| FR | 276.2 | 51.5 | 18.7 % | 11 | ITALY | SPAIN | 12.612 |
| HR | 20.8 | 7.3 | 35.3 % | 12 | SWEDEN | FINLAND | 12.055 |
| IT | 403.7 | 176.1 | 43.6 % | 13 | FINLAND | GERMANY | 11.457 |
| CY (**) | 8.2 | 4.4 | 54.0 % | 14 | SPAIN | NETHERLANDS | 11.076 |
| LV | 43.9 | 23.9 | 54.4 % | 15 | DENMARK | GERMANY | 10.766 |
| LT | 40.0 | 18.9 | 47.1 % | 16 | GREECE | ITALY | 10.151 |
| MT | 4.9 | 3.0 | 60.5 % | 17 | FINLAND | SWEDEN | 9.513 |
| NL | 589.1 | 89.5 | 15.2 % | 18 | NETHERLANDS | GERMANY | 8.946 |
| PL | 116.8 | 50.0 | 42.9 % | 19 | DENMARK | SWEDEN | 8.752 |
| PT | 78.9 | 32.4 | 41.0 % | 20 | SWEDEN | DENMARK | 8.364 |
| RO (**) | 59.6 | 11.7 | 19.6 % | 21 | NETHERLANDS | FRANCE | 8.096 |
| SI | 22.4 | 4.7 | 21.1 % | 22 | NETHERLANDS | SPAIN | 7.873 |
| FI | 99.1 | 70.8 | 71.4 % | 23 | SWEDEN | POLAND | 7.869 |
| SE | 170.4 | 120.5 | 70.7 % | 24 | FINLAND | NETHERLANDS | 7.333 |
| | | | | 25 | ITALY | GREECE | 7.199 |
| | | | | 26 | PORTUGAL | PORTUGAL | 7.175 |
| | | | | 27 | SWEDEN | BELGIUM | 7.132 |
| | | | | 28 | POLAND | SWEDEN | 6.609 |
| | | | | 29 | FRANCE | SPAIN | 6.381 |
| | | | | 30 | SPAIN | FRANCE | 6.242 |

NB: 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.

2.4.11 Sea – CONTAINER TRAFFIC AT MAJOR EU SEAPORTS

| RANKING | PORT | | 1 000 TEU | | | | | CHANGE 21/'22 | % |
|---------|-------------------------------|----|-----------|----------|----------|----------|----------|------------------|-------|
| | | | 2005 | 2010 | 2015 | 2020 | 2021 | | |
| 1 | Rotterdam | NL | 9 194.6 | 11 017.5 | 11 577.2 | 14 118.4 | 14 791.4 | 13 932.8 | -5.8 |
| 2 | Antwerp-Bruges ⁽¹⁾ | BE | 6 903.2 | 9 581.1 | 9 763.2 | 12 547.7 | 13 040.2 | 12 256.1 | -6.0 |
| 3 | Hamburg | DE | 8 084.3 | 7 905.5 | 8 847.9 | 8 577.6 | 8 799.2 | 8 350.1 | -5.1 |
| 4 | Valencia | ES | 2 415.2 | 4 211.2 | 4 608.7 | 5 413.2 | 5 586.7 | 5 034.8 | -9.9 |
| 5 | Algeciras | ES | 3 179.8 | 2 772.7 | 4 515.8 | 5 107.9 | 4 799.5 | 4 767.3 | -0.7 |
| 6 | Bremerhaven | DE | 3 696.1 | 4 858.3 | 5 466.8 | 4 766.7 | 5 013.6 | 4 603.7 | -8.2 |
| 7 | Piraeus | GR | 1 401.1 | 850.3 | 3 359.6 | 5 202.0 | 4 731.0 | 4 462.0 | -5.7 |
| 8 | Gioia Tauro | IT | 3 123.2 | 3 896.7 | 3 030.0 | 3 319.6 | 3 385.9 | 3 557.6 | 5.1 |
| 9 | Barcelona | ES | 2 071.4 | 1 928.0 | 1 950.1 | 2 949.8 | 3 522.0 | 3 516.2 | -0.2 |
| 10 | HAROPA ⁽²⁾ | FR | 2 306.3 | 2 499.2 | 2 663.1 | 2 238.4 | 3 129.2 | 3 099.1 | -1.0 |
| 11 | Genova | IT | 1 037.6 | 1 020.0 | 2 079.1 | 2 491.3 | 2 664.1 | 2 593.4 | -2.7 |
| 12 | Gdansk | PL | 63.3 | 509.9 | 1 041.3 | 1 623.0 | 1 846.1 | 1 823.8 | -1.2 |
| 13 | Sines | PT | 51.0 | 382.1 | 1 332.2 | 1 612.0 | 1 823.8 | 1 662.6 | -8.8 |
| 14 | Marseille | FR | 910.6 | 1 030.9 | 1 255.8 | 1 717.1 | 1 454.4 | 1 521.7 | 4.6 |
| 15 | Las Palmas de Gran Canaria | ES | 1 210.4 | 1 118.0 | 900.5 | 1 000.0 | 1 140.2 | 1 123.8 | -1.4 |
| 16 | La Spezia | IT | 915.6 | 1 180.6 | 1 578.9 | 1 333.0 | 1 268.7 | 1 052.6 | -17.0 |
| 17 | Klaipeda | LT | 214.3 | 295.2 | 350.4 | 639.0 | 667.1 | 1 048.1 | 57.1 |
| 18 | Koper | SI | 210.3 | 481.0 | 802.7 | 918.1 | 961.3 | 975.7 | 1.5 |
| 19 | Gdynia | PL | 392.9 | 477.0 | 676.4 | 890.3 | 984.1 | 943.6 | -4.1 |
| 20 | Trieste | IT | 182.7 | 261.1 | 628.0 | 890.6 | 767.2 | 929.1 | 21.1 |
| 21 | Goteborg | SE | 771.7 | 891.5 | 809.6 | 770.7 | 824.0 | 879.3 | 6.7 |
| 22 | Livorno | IT | 461.4 | 369.9 | 652.8 | 1 165.1 | 938.8 | 823.4 | -12.3 |
| 23 | Dublin | IE | 590.2 | 554.0 | 627.7 | 758.0 | 844.4 | 823.3 | -2.5 |
| 24 | Arhus | DK | 397.2 | 446.3 | 445.2 | 622.7 | 718.7 | 756.7 | 5.3 |
| 25 | Dunkerque | FR | 201.6 | 200.8 | 292.1 | 474.4 | 652.2 | 736.0 | 12.9 |
| 26 | Constanta | RO | 867.0 | 546.1 | 689.5 | 643.0 | 657.0 | 688.0 | 4.7 |
| 27 | Wilhelmshaven | DE | 2.7 | 0.0 | 611.0 | 422.3 | 710.7 | 659.3 | -7.2 |
| 28 | Thessaloniki | GR | 372.5 | 289.2 | 591.4 | 699.2 | 706.3 | 657.0 | -7.0 |
| 29 | Napoli | IT | 178.5 | 224.2 | 210.0 | 600.0 | 701.0 | 649.7 | -7.3 |
| 30 | Leixoes | PT | 351.8 | 481.8 | 568.3 | 638.1 | 649.0 | 646.3 | -0.4 |
| 31 | Hamina Kotka ⁽³⁾ | FI | 532.1 | 532.1 | 487.4 | 584.3 | 558.2 | 567.1 | 1.6 |
| 32 | Bilbao | ES | 862.8 | 532.0 | 627.9 | 485.8 | 538.9 | 497.0 | -7.8 |
| 33 | Santa Cruz de Tenerife | ES | 416.9 | 308.6 | 310.4 | 313.0 | 410.8 | 479.7 | 16.8 |
| 34 | Riga | LV | 157.8 | 254.6 | 355.4 | 458.2 | 422.5 | 456.0 | 7.9 |
| 35 | Helsinki | FI | 460.2 | 400.7 | 411.1 | 474.3 | 427.4 | 453.1 | 6.0 |
| 36 | Moerdijk | NL | 20.9 | 117.9 | 97.1 | 410.4 | 430.9 | 452.8 | 5.1 |
| 37 | Rijeka | HR | 76.1 | 121.1 | 152.7 | 310.1 | 337.8 | 396.9 | 17.5 |
| 38 | Lisboa | PT | 512.2 | 512.0 | 482.6 | 300.2 | 360.1 | 386.6 | 7.4 |
| 39 | Le Port (Réunion) | FR | 80.1 | 86.7 | 113.0 | 357.0 | 393.6 | 375.1 | -4.7 |
| 40 | Lemosos (Limassol) | CY | 320.8 | 332.5 | 308.4 | 360.4 | 319.1 | 340.0 | 6.5 |

NB: ⁽¹⁾ In 2022 the ports of Antwerpen and Zeebrugge merged into a single legal entity; values up to 2022 are for the two ports.

⁽²⁾ In 2022, the ports of Le Havre and Rouen merged into a single legal entity; values up to 2022 are for the two ports.

⁽³⁾ In 2011 the ports of Hamina and Kotka merged into a single legal entity; values up to 2011 are for the two ports.

Combined transport traffic 2.4.12

UIRR COMPANIES

| YEAR | Billion | TONNE-KILOMETRES | | |
|------|---------|------------------|--------------|----------|
| | | % of which: | | |
| | | < 300 km | 300 - 900 km | > 900 km |
| 1990 | 18.7 | 1% | 68% | 31% |
| 1995 | 25.0 | 2% | 56% | 42% |
| 2000 | 35.2 | 2% | 71% | 27% |
| 2005 | 38.8 | 3% | 63% | 34% |
| 2010 | 42.4 | 5% | 58% | 37% |
| 2011 | 42.6 | 7% | 56% | 37% |
| 2012 | 39.1 | 3% | 59% | 38% |
| 2013 | 40.7 | 2% | 60% | 38% |
| 2014 | 52.2 | 2% | 53% | 45% |
| 2015 | 55.0 | 1% | 50% | 49% |
| 2016 | 58.3 | 1% | 46% | 53% |
| 2017 | 75.1 | 1% | 42% | 57% |
| 2018 | 83.6 | 2% | 45% | 54% |
| 2019 | 83.5 | 1% | 51% | 48% |
| 2020 | 90.3 | 1% | 49% | 50% |
| 2021 | 100.2 | 1% | 48% | 51% |
| 2022 | 88.5 | 1% | 52% | 46% |
| 2023 | 80.2 | 0% | 47% | 53% |

TRAFFIC % OF CONSIGNMENTS (*)

| YEAR | Semi-trailers | Rolling motorway | Swap bodies and containers |
|------|---------------|------------------|----------------------------|
| 1990 | 20% | 18% | 61% |
| 1995 | 14% | 19% | 67% |
| 2000 | 9% | 23% | 68% |
| 2005 | 7% | 13% | 80% |
| 2010 | 10% | 15% | 75% |
| 2011 | 10% | 14% | 76% |
| 2012 | 13% | 5% | 82% |
| 2013 | 14% | 5% | 81% |
| 2014 | 13% | 5% | 82% |
| 2015 | 13% | 5% | 82% |
| 2016 | 16% | 4% | 80% |
| 2017 | 11% | 8% | 81% |
| 2018 | 15% | 6% | 81% |
| 2019 | 15% | 6% | 80% |
| 2020 | 15% | 5% | 80% |
| 2021 | 14% | 5% | 80% |
| 2022 | 16% | 4% | 80% |
| 2023 | 15% | 4% | 81% |

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

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16t;
- one swap body more than 8.30 m or over 16t;
- one vehicle on the rolling motorway (RoLa).

From 2012 to 2016, figures exclude traffic from RoLa operators.

From 2013 figures include traffic of new members TEL and FELB.

From 2015 figures include RCO CZ.

From 2017 figures include RCO (full), Metrans, Lugo, Amber Rail and Baltic Rail.

From 2018 figures include CargoBeamer and VIIA.

2.4.13

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 |
| 2000 | 7.6 | 1.3 | 26.6 | 27.2 | 62.7 |
| 2005 | 10.2 | 2.8 | 33.6 | 20.8 | 67.4 |
| 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 |
| 2013 | 9.3 | 3.5 | 30.1 | 18.8 | 61.7 |
| 2014 | 9.1 | 3.3 | 31.3 | 19.0 | 62.8 |
| 2015 | 8.7 | 3.3 | 32.2 | 19.5 | 63.7 |
| 2016 | 8.4 | 3.3 | 34.6 | 19.8 | 66.2 |
| 2017 | 8.6 | 3.1 | 37.3 | 21.2 | 70.2 |
| 2018 | 8.4 | 3.3 | 39.8 | 21.9 | 73.4 |
| 2019 | 7.3 | 2.9 | 40.8 | 21.1 | 72.1 |
| 2020 | 7.1 | 2.7 | 38.2 | 19.3 | 67.3 |
| 2021 | 7.4 | 2.6 | 40.5 | 21.9 | 72.5 |
| 2022 | 7.7 | 2.8 | 41.1 | 22.1 | 73.7 |
| AVERAGE ANNUAL CHANGE | | | | | |
| '85/'00 | 9,7% | 3,3% | 3,9% | 5,4% | 5,0% |
| '00/'22 | 0,1% | 3,6% | 2,0% | -0,9% | 0,7% |
| '21/'22 | 4,1% | 6,0% | 1,4% | 1,2% | 1,8% |

NB: France: Montgenèvre: from 1999 to 2018.

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 | |
| 2000 | 1 187 | 217 | 1 653 | 1 672 | 4 729 |
| 2005 | 925 | 279 | 2 121 | 1 435 | 4 760 |
| 2010 | 928 | 308 | 1 947 | 1 356 | 4 539 |
| 2011 | 898 | 322 | 1 980 | 1 389 | 4 589 |
| 2012 | 843 | 307 | 2 058 | 1 307 | 4 516 |
| 2013 | 766 | 282 | 2 028 | 1 264 | 4 341 |
| 2014 | 758 | 274 | 2 112 | 1 276 | 4 420 |
| 2015 | 730 | 280 | 2 160 | 1 307 | 4 477 |
| 2016 | 701 | 274 | 2 315 | 1 330 | 4 620 |
| 2017 | 698 | 257 | 2 453 | 1 419 | 4 827 |
| 2018 | 677 | 264 | 2 602 | 1 472 | 5 014 |
| 2019 | 643 | 255 | 2 660 | 1 400 | 4 958 |
| 2020 | 628 | 234 | 2 465 | 1 277 | 4 604 |
| 2021 | 662 | 234 | 2 627 | 1 448 | 4 970 |
| 2022 | 678 | 250 | 2 668 | 1 466 | 5 061 |

NB: Internal, import, export and transit traffic.
Since 2019 no data available on the traffic at Montgenèvre.

Road

2.4.14

PYRENEES CROSSING TRAFFIC

GOODS TRAFFIC

| | VEHICLES PER DAY | | | TOTAL |
|------|---------------------------------|---|--------------------|--------|
| | West coast Irun Biriattou | East coast La Jonquera Le Perthus | Other crossings | |
| 1997 | 5657 | 6729 | 880 | 13 266 |
| 1998 | 6447 | 7413 | 905 | 14 765 |
| 1999 | 6914 | 8018 | 914 | 15 846 |
| 2000 | 8224 | 8200 | 1 519 | 17 943 |
| 2001 | 8806 | 8050 | 1 172 | 18 028 |
| 2002 | 8864 | 8535 | 1 505 | 18 904 |
| 2003 | 9276 | 8920 | 1 758 | 19 954 |
| 2004 | 10655 | 9302 | 1 875 | 21 832 |
| 2005 | 9970 | 9243 | 1 825 | 21 038 |
| 2006 | 10390 | 9602 | 1 939 | 21 931 |
| 2008 | 10670 | 9484 | 1 334 | 21 488 |
| 2009 | 9712 | 8610 | 1 367 | 19 688 |
| 2011 | 9414 | 8945 | 1 316 | 19 674 |
| 2013 | 9165 | 9163 | 1 307 | 19 634 |
| 2014 | 8605 | 9501 | 1 242 | 19 348 |
| 2015 | 9280 | 10066 | 1 387 | 20 733 |
| 2016 | 10745 | 10097 | 1 454 | 22 295 |
| 2017 | 10170 | 10463 | 1 243 | 21 876 |
| 2018 | 10480 | 10907 | 1 508 | 22 894 |
| 2019 | 10640 | 11099 | 1 317 | 23 055 |
| 2020 | 10070 | 7797 | 1 204 | 19 071 |

PASSENGER CAR TRAFFIC

| | VEHICLES PER DAY | | | TOTAL |
|------|---------------------------------|---|--------------------|---------|
| | West coast Irun Biriattou | East coast La Jonquera Le Perthus | Other crossings | |
| 1997 | 44 200 | 35 033 | 45 014 | 124 247 |
| 1998 | 32 180 | 15 290 | 30 684 | 78 153 |
| 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 |
| 2013 | 47 110 | 30 529 | 38 612 | 116 250 |
| 2014 | 48 780 | 31 623 | 40 190 | 120 593 |
| 2015 | 49 150 | 32 458 | 41 496 | 123 104 |
| 2016 | 47 421 | 33 049 | 40 611 | 121 080 |
| 2017 | 50 130 | 33 441 | 44 587 | 128 158 |
| 2018 | 51 260 | 33 559 | 46 421 | 131 239 |
| 2019 | 44 200 | 35 033 | 45 014 | 124 247 |
| 2020 | 32 180 | 15 290 | 30 684 | 78 153 |

NB: Between 2006 -2013, these statistics were available every two years.
Goods traffic: other crossing: data revised back to 2013 due to a computation error.

2.4.15

**Rail – TRAFFIC MEASURED
IN TRAIN-KILOMETRES**

| | million train-km | | | | | | CHANGE '21/'22 | % | Of which: | Of which: |
|--------------|------------------|----------------|----------------|----------------|----------------|----------------|-------------------|-------------|------------------------------|----------------------------|
| | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | | | % of passenger traffic | % of freight traffic |
| EU-27 | 3 485.3 | 3 461.5 | 3 579.1 | 3 334.1 | 3 591.6 | 3 723.7 | 3.7 | 80.2 | 19.6 | |
| BE | 92.6 | 95.1 | 95.2 | 92.7 | 103.8 | 111.2 | 7.1 | 84.6 | 15.3 | |
| BG | 33.5 | 29.3 | 28.6 | 28.1 | 27.9 | 29.9 | 7.2 | 67.3 | 32.7 | |
| CZ | 147.7 | 155.1 | 157.3 | 167.0 | 165.2 | 168.5 | 2.0 | 81.0 | 19.0 | |
| DK | 75.0 | 78.3 | 78.8 | 76.2 | 77.8 | 91.5 | 17.7 | 96.6 | 3.4 | |
| DE | 986.7 | 992.4 | 1 032.6 | 1 049.8 | 1 125.9 | 1 116.5 | -0.8 | 75.9 | 24.1 | |
| EE | 8.9 | 7.4 | 8.0 | 6.6 | 7.2 | 6.9 | -5.2 | 84.2 | 15.8 | |
| IE | 16.0 | 18.3 | 18.2 | 15.0 | 17.2 | 18.2 | 5.3 | 98.2 | 1.8 | |
| EL | 17.7 | 17.0 | 10.8 | 8.5 | 8.2 | 10.1 | 23.7 | 90.0 | 10.0 | |
| ES | 199.4 | 206.0 | 209.1 | 158.2 | 172.3 | 195.6 | 13.6 | 86.7 | 13.3 | |
| FR | 505.8 | 458.0 | 460.0 | 338.7 | 406.6 | 437.1 | 7.5 | 86.5 | 13.5 | |
| HR | 26.1 | 25.8 | 19.7 | 18.6 | 19.2 | 19.4 | 1.2 | 69.4 | 30.6 | |
| IT | 373.3 | 356.1 | 366.4 | 319.5 | 367.7 | 394.6 | 7.3 | 86.5 | 13.5 | |
| CY | - | - | - | - | - | - | - | - | - | |
| LV | 18.9 | 16.6 | 17.2 | 10.7 | 10.4 | 10.4 | -0.4 | 60.1 | 39.9 | |
| LT | 14.3 | 14.4 | 14.0 | 15.6 | 15.0 | 11.5 | -23.0 | 53.4 | 46.6 | |
| LU | 7.6 | 8.0 | 8.9 | 7.4 | 7.8 | 7.5 | -3.4 | 94.7 | 5.3 | |
| HU | 102.8 | 100.6 | 164.8 | 123.0 | 108.4 | 113.1 | 4.4 | 82.1 | 17.9 | |
| MT | - | - | - | - | - | - | - | - | - | |
| NL | 133.8 | 139.1 | 149.4 | 148.8 | 151.5 | 148.6 | -1.9 | 94.0 | 6.0 | |
| AT | 143.9 | 151.8 | 153.4 | 153.3 | 164.7 | 170.6 | 3.6 | 74.9 | 25.1 | |
| PL | 207.2 | 211.7 | 204.6 | 224.2 | 246.5 | 256.9 | 4.2 | 69.6 | 28.6 | |
| PT | 37.7 | 40.0 | 37.1 | 33.3 | 35.5 | 35.7 | 0.4 | 83.7 | 16.3 | |
| RO | 94.5 | 86.3 | 79.9 | 77.6 | 80.9 | 83.4 | 3.0 | 75.2 | 24.8 | |
| SI | 18.6 | 18.6 | 17.7 | 16.0 | 18.8 | 19.6 | 4.4 | 57.2 | 42.8 | |
| SK | 47.3 | 44.0 | 46.0 | 46.2 | 46.5 | 49.0 | 5.2 | 73.6 | 26.4 | |
| FI | 48.2 | 51.0 | 48.6 | 47.7 | 47.4 | 48.5 | 2.2 | 71.2 | 28.8 | |
| SE | 127.7 | 140.6 | 152.7 | 151.4 | 159.2 | 169.5 | 6.5 | 78.1 | 21.9 | |
| IS | - | - | - | - | - | - | - | - | - | |
| NO | 41.1 | 43.8 | 48.6 | 44.7 | 46.8 | 49.8 | 6.4 | 81.8 | 18.2 | |
| CH | 0.0 | 210.5 | 222.7 | 221.5 | 232.7 | 236.3 | 1.5 | 88.3 | 11.7 | |
| BA | | | 4.0 | 2.9 | 3.3 | 3.7 | 11.8 | 36.4 | 63.6 | |
| ME | | | 1.4 | 1.1 | 1.1 | 1.1 | -7.4 | 82.0 | 18.0 | |
| MD | | 0.8 | 0.7 | 0.6 | 0.6 | 1.0 | 55.2 | | | |
| MK | | 2.8 | 2.2 | 1.4 | 1.5 | 1.3 | -11.2 | 63.7 | 36.3 | |
| AL | | | | 0.1 | 0.1 | 0.1 | -17.9 | 25.1 | 74.9 | |
| RS | | 23.0 | 22.2 | 12.7 | 14.7 | 13.3 | -10.0 | 62.7 | 37.3 | |
| TR | 44.9 | 38.8 | 41.1 | 38.6 | 45.5 | 62.5 | 37.3 | 58.7 | 41.3 | |
| UA | | | 204.8 | 183.4 | 190.1 | | | | | |
| UK | 491.4 | 544.0 | 569.8 | 485.5 | 493.8 | 498.3 | 0.9 | 93.5 | 6.5 | |

Rail – DEGREE OF MARKET OPENING – PASSENGERS

2.4.16a

SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS

| | % | | | | | Of which: Market share PSO (*) | Of which: Market share Commercial |
|----|-------|-------|-------|-------|--------|---|--|
| | 2010 | 2015 | 2020 | 2021 | 2022 | 2022 | 2022 |
| BE | 0.2% | 3.3% | 2.2% | 7.7% | 10.9% | 0.0% | 60.6% |
| BG | 2.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CZ | 0.2% | 5.0% | 14.5% | 16.3% | 17.4% | 13.4% | 64.0% |
| DK | 18.0% | 7.0% | 9.8% | 10.5% | 9.7% | 9.7% | |
| DE | 8.0% | 13.5% | 20.7% | 22.2% | 20.1% | 33.1% | 4.3% |
| EE | 50.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% |
| IE | 0.0% | | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| EL | 0.0% | 0.0% | 1.6% | 5.9% | 0.0% | 0.0% | |
| ES | 0.0% | 0.0% | 0.1% | 2.1% | 6.8% | 0.1% | 11.5% |
| FR | 1.0% | 5.0% | 1.3% | 1.0% | 2.2% | 0.0% | 3.7% |
| HR | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| IT | 8.3% | 23.0% | 28.7% | 33.5% | 35.6% | 26.1% | 45.6% |
| CY | - | - | - | - | - | - | - |
| LV | 10.5% | 8.3% | 1.1% | 0.1% | 0.1% | 0.1% | 0.0% |
| LT | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| LU | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| HU | 1.8% | 3.5% | 0.3% | 0.4% | 1.7% | 0.0% | 63.3% |
| MT | - | - | - | - | - | - | - |
| NL | 4.8% | 14.9% | 5.0% | 6.0% | 7.0% | 7.0% | 0.0% |
| AT | 5.4% | 12.2% | 9.7% | 10.0% | 14.5% | 7.1% | 21.9% |
| PL | 48.3% | 51.7% | 46.3% | 46.0% | 76.5% | 80.8% | 25.8% |
| PT | 9.0% | 5.4% | 5.2% | 5.0% | 8.5% | 10.0% | 0.0% |
| RO | 3.9% | | 12.3% | 12.0% | 100.0% | 8,6% | |
| SI | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| SK | 0.0% | 6.0% | 9.9% | 9.0% | 4.7% | 0.0% | 97.2% |
| FI | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| SE | | 33.5% | 49.7% | 38.6% | 43.1% | 64.0% | 15.0% |
| NO | 12.0% | 10.7% | 24.5% | 24.5% | 35.9% | 35.9% | 22.4% |

NB (*) 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.

Total market share of all but the principal railway undertakings (as a percentage of passenger-km, in some cases as a percentage of train-km).

DK: not considering metro services after break in series.

2.4.16b

**Rail – DEGREE OF MARKET
OPENING – FREIGHT**

SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS

| | | | | | | | | | | % |
|----|------|------|------|------|------|------|------|------|------|---|
| | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | |
| BE | 11.8 | 25.1 | 48.6 | 27.1 | 18.2 | 19.2 | 35.5 | 42.0 | 43.7 | |
| BG | 21.6 | 51.4 | 54.5 | 58.6 | 52.7 | 42.8 | 45.7 | 54.7 | 59.3 | |
| CZ | 13.2 | 33.5 | 34.9 | 36.8 | 35.1 | 39.8 | 41.3 | 43.6 | 41.4 | |
| DK | 25.0 | 29.0 | 26.1 | 17.7 | 26.3 | 38.0 | 36.8 | 21.9 | 21.7 | |
| DE | 25.0 | 40.9 | 45.5 | 47.5 | 51.3 | 54.0 | 54.7 | 57.6 | 59.7 | |
| EE | 45.0 | 29.0 | 20.1 | 23.7 | 1.4 | 0.0 | 0.2 | 0.9 | 3.1 | |
| IE | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| EL | | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 | 3.4 | 4.6 | |
| ES | 8.1 | 26.0 | 29.5 | 30.8 | 34.3 | 37.0 | 38.3 | 41.0 | 48.5 | |
| FR | 20.0 | 25.6 | 41.0 | 43.0 | 46.0 | 47.0 | 47.6 | 51.0 | 50.4 | |
| HR | 0.0 | 2.0 | 14.7 | 23.9 | 32.0 | 38.0 | 45.6 | 45.9 | 47.0 | |
| IT | 24.1 | 41.2 | 55.1 | 55.4 | 57.0 | 57.0 | 59.2 | 62.4 | 63.0 | |
| CY | - | - | - | - | - | - | - | - | - | |
| LV | 23.3 | 31.1 | 25.5 | 33.6 | 31.6 | 31.0 | 24.4 | 29.7 | 30.0 | |
| LT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.6 | |
| LU | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| HU | 19.5 | 39.6 | 42.1 | 47.5 | 50.6 | 51.0 | 55.0 | 54.9 | 55.3 | |
| MT | - | - | - | - | - | - | - | - | - | |
| NL | 40.0 | | 45.0 | 56.5 | 59.0 | 51.0 | 58.0 | 53.0 | 53.0 | |
| AT | 14.6 | 23.6 | 26.1 | 24.5 | 30.7 | 32.0 | 33.1 | 36.6 | 39.2 | |
| PL | 35.8 | 38.1 | 48.6 | 42.9 | 45.9 | 50.7 | 54.5 | 54.1 | 55.7 | |
| PT | 9.0 | 11.8 | 15.4 | 14.2 | 13.6 | 17.9 | 19.3 | 19.3 | 0.0 | |
| RO | 54.7 | 60.2 | 62.9 | 63.4 | 63.9 | 71.0 | 78.4 | 78.4 | | |
| SI | 0.0 | 12.1 | 13.0 | 13.3 | 14.8 | 16.8 | 18.8 | 22.2 | 20.2 | |
| SK | 2.0 | 17.6 | 19.9 | 22.1 | 24.6 | 27.8 | 29.5 | 29.1 | | |
| FI | 0.0 | 0.0 | 0.1 | 0.4 | 1.3 | 2.0 | 2.2 | 4.4 | 4.0 | |
| SE | 40.0 | 48.0 | 46.0 | 46.0 | 48.0 | 51.0 | 51.0 | 51.1 | 51.0 | |
| NO | 25.0 | 42.2 | 49.8 | 51.1 | 51.5 | 56.0 | 55.8 | 55.1 | 55.7 | |

NB: Total market share of all but the principal railway undertakings
(as a percentage of tonnes-km, in some cases as a percentage of train-km).

Rail

2.4.17

ALPS 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 |
| 1994 | 13.2 | 4.7 | 8.3 | 7.7 | 33.9 |
| 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 |
| 2013 | 15.0 | 10.1 | 11.7 | 3.2 | 40.1 |
| 2014 | 15.6 | 10.5 | 11.9 | 3.3 | 41.3 |
| 2015 | 15.3 | 11.7 | 12.6 | 3.2 | 42.7 |
| 2016 | 15.3 | 13.5 | 13.4 | 2.9 | 45.2 |
| 2017 | 13.6 | 13.6 | 13.8 | 2.7 | 43.7 |
| 2018 | 15.3 | 12.6 | 14.0 | 2.6 | 44.6 |
| 2019 | 15.1 | 11.5 | 13.8 | 2.9 | 43.3 |
| 2020 | 15.3 | 9.7 | 13.6 | 2.4 | 41.0 |
| 2021 | 17.9 | 10.4 | 14.9 | 2.7 | 45.9 |
| 2022 | 19.6 | 8.7 | 14.7 | 2.3 | 45.3 |
| AVERAGE ANNUAL CHANGE | | | | | |
| '85/'00 | 2.7% | 2.1% | 4.2% | 0.9% | 2.5% |
| '00/'22 | 0.7% | 3.8% | 2.4% | -5.8% | 0.8% |
| '21/'22 | 9.5% | -16.9% | -1.6% | -12.7% | -1.4% |

2.5.1

Road

LENGTH OF MOTORWAYS

| | km (at end of year) | | | | | | | |
|--------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
| EU-27 | 38 695 | 44 874 | 51 501 | 59 208 | 67 279 | 71 585 | 74 830 | 76 100 |
| BE | 1 666 | 1 666 | 1 702 | 1 747 | 1 763 | 1 763 | 1 763 | 1 763 |
| BG | 273 | 277 | 324 | 331 | 437 | 734 | 806 | 825 |
| CZ | 357 | 414 | 499 | 564 | 734 | 776 | 1 298 | 1 363 |
| DK | 611 | 796 | 953 | 1 010 | 1 128 | 1 237 | 1 354 | 1 355 |
| DE | 10 854 | 11 190 | 11 712 | 12 363 | 12 819 | 12 993 | 13 192 | 13 172 |
| EE | 41 | 65 | 93 | 99 | 115 | 147 | 199 | 225 |
| IE | 26 | 70 | 103 | 247 | 900 | 916 | 995 | 995 |
| EL | 190 | 421 | 615 | 917 | 1 558 | 1 589 | 2 145 | 2 205 |
| ES | 4 693 | 6 962 | 9 049 | 11 432 | 14 262 | 15 336 | 15 752 | 15 825 |
| FR | 6 824 | 8 275 | 9 766 | 10 800 | 11 392 | 11 599 | 11 660 | 11 751 |
| HR | 291 | 302 | 411 | 1 016 | 1 244 | 1 310 | 1 310 | 1 341 |
| IT | 6 193 | 6 435 | 6 478 | 6 542 | 6 668 | 6 943 | 6 978 | 7 556 |
| CY | 154 | 168 | 240 | 276 | 257 | 257 | 257 | 271 |
| LV | - | - | - | - | - | - | - | - |
| LT | 370 | 394 | 417 | 417 | 309 | 309 | 400 | 400 |
| LU | 78 | 123 | 114 | 147 | 152 | 161 | 165 | 163 |
| HU | 267 | 335 | 448 | 636 | 1 477 | 1 621 | 1 774 | 1 868 |
| MT | - | - | - | - | - | - | - | - |
| NL | 2 092 | 2 208 | 2 265 | 2 600 | 2 646 | 2 730 | 2 789 | 2 793 |
| AT | 1 445 | 1 596 | 1 633 | 1 677 | 1 719 | 1 719 | 1 749 | 1 749 |
| PL | 257 | 246 | 358 | 552 | 857 | 1 559 | 1 712 | 1 802 |
| PT | 316 | 687 | 1 482 | 2 341 | 2 737 | 3 065 | 3 065 | 3 115 |
| RO | 113 | 113 | 113 | 228 | 332 | 747 | 920 | 949 |
| SI | 228 | 277 | 382 | 569 | 607 | 610 | 616 | 616 |
| SK | 192 | 198 | 296 | 328 | 416 | 463 | 818 | 861 |
| FI | 225 | 394 | 549 | 693 | 779 | 881 | 933 | 944 |
| SE | 939 | 1 262 | 1 499 | 1 677 | 1 971 | 2 119 | 2 179 | 2 193 |
| IS | - | - | - | 11 | 11 | 11 | 41 | 41 |
| NO | 73 | 107 | 144 | 264 | 381 | | 580 | 580 |
| CH | 1 148 | 1 197 | 1 270 | 1 358 | 1 406 | 1 440 | 1 544 | 1 544 |
| BA | | | | | | | 218 | 231 |
| ME | - | - | - | - | - | - | - | - |
| MD | | | | | | | | |
| MK | 83 | 138 | 144 | 216 | 251 | 259 | 335 | 335 |
| GE | | | | | | | 234 | 263 |
| AL | | | | | | | 22 | |
| RS | | | | 603 | 603 | 693 | 928 | 941 |
| TR | 281 | 1 246 | 1 726 | 1 667 | 2 080 | 2 282 | 3 523 | 3 633 |
| UA | | | | | | | | |
| UK | 3 181 | 3 380 | 3 581 | 3 633 | 3 672 | 3 768 | 3 838 | 3 859 |

NB: BE, ES, IT, FI: 2021 data; IS: data for 2018.

CZ: as from 2016 most of expressways have been changed into class II motorways.

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

CY: from 2006; without urban M-ways.

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

UK: data refer to the 1st of April.

Road

LENGTH OF ROAD NETWORK

2.5.2

| | km (at end of 2022) (*) | | | |
|----|-------------------------|------------------------|-----------------------------|------------------|
| | Motorways | Main or national roads | Secondary or regional roads | Other roads (**) |
| BE | 1763 | 13229 | 1349 | 138869 |
| BG | 825 | 2879 | 4019 | 12219 |
| CZ | 1363 | 5765 | 48734 | 74919 |
| DK | 1355 | 2606 | 70985 | |
| DE | 13172 | 37810 | 178574 | |
| EE | 225 | 3785 | 12959 | 48799 |
| IE | 995 | 5434 | 13382 | 83412 |
| EL | 2205 | 9229 | 30864 | 75600 |
| ES | 15825 | 14775 | 135335 | 501053 |
| FR | 11751 | 9473 | 379218 | 701368 |
| HR | 1341 | 7215 | 9410 | 8506 |
| IT | 7556 | 29562 | 131011 | 68290 |
| CY | 271 | 5470 | 2474 | 5083 |
| LV | - | 20018 | 29514 | 8440 |
| LT | 400 | 6679 | 14527 | 52139 |
| LU | 163 | 850 | 1877 | 19 |
| HU | 1868 | 30685 | | 185759 |
| MT | - | 2855 | | |
| NL | 2793 | 2778 | 7934 | 128315 |
| AT | 1749 | 10760 | 23554 | 92242 |
| PL | 1802 | 19459 | 153808 | 254313 |
| PT | 3115 | 6426 | | 4791 |
| RO | 949 | 16633 | 35132 | 33622 |
| SI | 616 | 5921 | 32204 | |
| SK | 861 | 3337 | 13959 | 40856 |
| FI | 944 | 13464 | 13456 | 50929 |
| SE | 2193 | 13487 | 141122 | 43352 |
| IS | 41 | 4871 | 3401 | 4623 |
| NO | 580 | 10511 | 44730 | 39879 |
| CH | 1544 | 710 | 17227 | 65194 |
| BA | 231 | | 8619 | |
| ME | - | | 9825 | |
| MD | - | 5931 | 3557 | |
| MK | 335 | 897 | 10479 | |
| GE | 263 | | 40044 | |
| AL | | | 3606 | |
| RS | 941 | 13523 | 31499 | |
| TR | 3633 | 30940 | | 190383 |
| UA | | 46639 | 53999 | 63575 |
| UK | 3859 | 49835 | 33252 | 337693 |

NB: (*) BE: end of 2015; EL: 2018; LU: 2018 (other roads); ES, IT, MT, GE, UK: 2021 data.

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

CY: other road network includes forest gravel roads.

2.5.3

Railways

LENGTH OF LINES IN USE

| | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | km | % |
|-------|---------|---------|---------|---------|---------|---------|---------|----------------------------------|------|
| | | | | | | | | OF WHICH: ELECTRIFIED 2022 | |
| EU-27 | 214 725 | 203 206 | 202 700 | 203 952 | 201 346 | 202 459 | 202 131 | 114 991 | 56.9 |
| BE | 3 479 | 3 471 | 3 544 | 3 582 | 3 607 | 3 615 | 3 619 | 3 185 | 88.0 |
| BG | 4 299 | 4 320 | 4 154 | 4 098 | 4 019 | 4 029 | 4 029 | 3 005 | 74.6 |
| CZ | 9 451 | 9 444 | 9 614 | 9 568 | 9 566 | 9 542 | 9 521 | 3 234 | 34.0 |
| DK | 2 344 | 2 787 | 2 646 | 2 606 | 2 552 | 2 485 | 2 448 | 802 | 32.8 |
| DE | 40 981 | 36 588 | 38 206 | 38 750 | 38 631 | 38 800 | 38 836 | 21 297 | 54.8 |
| EE | 1 026 | 968 | 1 055 | 1 196 | 1 164 | 1 167 | 1 175 | 140 | 11.9 |
| IE | 1 944 | 1 919 | 1 834 | 1 835 | 1 839 | 2 045 | 2 045 | 53 | 2.6 |
| EL | 2 484 | 2 385 | 2 576 | 2 552 | 2 240 | 2 345 | 1 990 | 738 | 37.1 |
| ES | 12 560 | 12 310 | 12 839 | 13 853 | 15 384 | 16 135 | 16 468 | 10 669 | 64.8 |
| FR | 34 260 | 31 629 | 31 104 | 30 568 | 29 041 | 28 080 | 27 812 | 16 759 | 60.3 |
| HR | 2 444 | 2 726 | 2 726 | 2 722 | 2 604 | 2 617 | 2 617 | 995 | 38.0 |
| IT | 16 005 | 15 974 | 16 225 | 16 704 | 16 724 | 16 782 | 16 829 | 12 184 | 72.4 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 2 397 | 2 331 | 2 270 | 1 897 | 1 860 | 1 859 | 1 865 | 251 | 13.5 |
| LT | 2 007 | 1 905 | 1 771 | 1 768 | 1 877 | 1 911 | 1 919 | 152 | 7.9 |
| LU | 271 | 274 | 275 | 275 | 275 | 271 | 271 | 262 | 96.7 |
| HU | 7 772 | 7 668 | 7 685 | 7 352 | 7 197 | 7 787 | 7 907 | 3 221 | 40.7 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 2 780 | 2 802 | 2 810 | 3 013 | 3 031 | 3 041 | 3 041 | 2 265 | 74.5 |
| AT | 5 624 | 5 563 | 5 691 | 5 828 | 5 522 | 5 607 | 5 575 | 4 015 | 72.0 |
| PL | 26 228 | 22 560 | 20 253 | 20 228 | 19 231 | 19 383 | 19 355 | 12 138 | 62.7 |
| PT | 3 126 | 2 814 | 2 839 | 2 843 | 2 546 | 2 526 | 2 527 | 1 791 | 70.9 |
| RO | 11 348 | 11 015 | 10 948 | 10 785 | 10 770 | 10 769 | 10 615 | 4 032 | 38.0 |
| SI | 1 196 | 1 201 | 1 228 | 1 228 | 1 209 | 1 209 | 1 208 | 605 | 50.1 |
| SK | 3 660 | 3 662 | 3 658 | 3 622 | 3 626 | 3 627 | 3 626 | 1 585 | 43.7 |
| FI | 5 846 | 5 854 | 5 732 | 5 919 | 5 923 | 5 918 | 5 918 | 3 428 | 57.9 |
| SE | 11 193 | 11 037 | 11 017 | 11 160 | 10 908 | 10 909 | 10 914 | 8 185 | 75.0 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 4 044 | 4 179 | 4 114 | 3 958 | 3 896 | 3 885 | 3 907 | 2 513 | 64.3 |
| CH | 4 908 | 5 032 | 5 040 | 5 124 | 5 205 | 5 317 | 5 332 | 5 323 | 99.8 |
| BA | 944 | 1 031 | 1 032 | 1 027 | 1 027 | 1 018 | 1 018 | 748 | 73.5 |
| ME | | | | | | 251 | 251 | 227 | 90.5 |
| MD | | | | 1 157 | 1 151 | 1 150 | 1 151 | 0 | 0.0 |
| MK | 696 | 699 | 699 | 699 | 699 | 683 | 683 | 234 | 34.3 |
| GE | 1 586 | 1 562 | 1 565 | 1 565 | 1 576 | 1 114 | 1 114 | 1 097 | |
| AL | 674 | 400 | | | 379 | 204 | 204 | 0 | 0.0 |
| RS | | | | 3 809 | 3 766 | 3 354 | 3 382 | 1 304 | 38.6 |
| TR | 8 429 | 8 671 | 8 697 | 9 594 | 10 131 | 10 378 | 10 651 | 5 597 | 52.5 |
| UA | | | | | 20 954 | 19 790 | | | |
| UK | 16 924 | 17 008 | 15 810 | 15 884 | 16 241 | 16 519 | 16 430 | 6 174 | 37.6 |

NB: DE: includes former GDR: 1990 = 14031 km.

CS: 1990: 13111 km.

Railways

HIGH-SPEED RAIL NETWORK

2.5.4

LENGTH OF LINES

| | km (at end of year) | | | | | | | | | | | |
|------|---------------------|-------|----|-------|-------|-----|----|-----|-----|-------|-----|--------|
| | BE | DE | DK | ES | FR | IT | NL | AT | PL | FI | SE | EU-27 |
| 1985 | - | - | - | - | 425 | 174 | - | - | - | - | - | 599 |
| 1990 | - | 90 | - | - | 717 | 194 | - | 24 | - | - | - | 1 025 |
| 1995 | - | 426 | - | 471 | 1 290 | 238 | - | 24 | - | 156 | - | 2 605 |
| 2000 | 72 | 576 | - | 471 | 1 290 | 238 | - | 24 | - | 156 | 187 | 3 014 |
| 2005 | 137 | 1 089 | - | 1 038 | 1 549 | 238 | - | 105 | - | 882 | 187 | 5 225 |
| 2010 | 209 | 1 178 | - | 2 102 | 1 912 | 856 | 90 | 121 | - | 1 120 | 680 | 8 268 |
| 2015 | 209 | 1 381 | - | 3 002 | 2 058 | 856 | 90 | 237 | 224 | 1 120 | 860 | 10 037 |
| 2020 | 209 | 1 571 | 56 | 3 487 | 2 735 | 921 | 90 | 254 | 224 | 1 120 | 860 | 11 494 |
| 2022 | 209 | 1 631 | 56 | 3 916 | 2 735 | 921 | 89 | 254 | 224 | 1 120 | 860 | 12 015 |

NB: High speed lines include principal railway lines allowing traffic at speeds on the main segments equal to or greater than 200 km/h on upgraded lines and 250 km/h on especially built lines. **Dedicated high-speed railway line** is a line specially built to allow traffic at speeds equal to or greater than 250 km/h for the main segments. **Dedicated high-speed lines:** BE: 209 km; DE: 1 200 km; DK: 56 km; ES: 3 225 km; FR: 2 735 km; IT: 896 km; NL: 89 km.

HIGH-SPEED LINES CURRENTLY UNDER CONSTRUCTION

| | LINE | LENGTH km | START OF OPERATION |
|----|--|-----------|--------------------|
| DE | Stuttgart - Wendlingen | 25 | 2024 |
| DE | Karlsruhe - Raststatt (Basel) | 17 | 2024 |
| DE | Buggingen - Katzenbergtunnel (Basel) | 32 | 2025 |
| DE | (Karlsruhe) Katzenbergtunnel - Basel | 13 | 2025 |
| ES | León-Pola de Lena (Pajares New Pass) | 76 | 2023 |
| ES | Talayuela - Navalmodal - Plasencia | 69 | 2024 |
| ES | Vitoria Gasteiz - Bilbao - San Sebastian | 175 | 2028 |
| ES | Murcia - Almeria | 188 | - |
| ES | Castejon - Pamplona | 75 | - |
| ES | La Encina - Valencia | 107 | - |
| ES | Palencia - Alar del Rey | 82 | - |
| IT | Genova - Milano (Tortona) | 53 | 2024 |
| IT | Brescia - Verona | 45 | - |
| IT | Napoli - Bari | 150 | - |
| IT | Verona - Padova | 79 | - |
| AT | Wien Stadlau - Staatsgrenze (AT/SK) | 38 | 2023 |
| AT | Wien Inzersdorf Ort - Wr. Neustadt | 47 | 2023 |
| AT | Graz - Klagenfurt | 122 | 2025 |
| AT | Gloggnitz - Mürzzuschlag | 28 | 2026 |
| AT | Volders - Baumkirchen / Innsbruck - Staatsgrenze AT/IT | 46 | 2027 |
| PT | Evora - Caila | 80 | 2024 |
| SE | Umeå - Dävå | 12 | 2024 |
| SE | Lund - Arlöv | 11 | 2024 |
| SE | Varberg - Hamra (Varbergtunnel) | 7 | 2025 |
| SE | Ängelholm - Maria | 24 | 2025 |

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

2.5.5 Railways – MAIN RAILWAY GAUGE AND ELECTRIC CURRENT USED

| | TRACK GAUGE | ELECTRIC CURRENT | | |
|-----|-------------|-----------------------------|----------|---------|
| | mm | DC volts | AC volts | |
| BE | 1 435 | 3 000 | 25 000 | 50 Hz |
| BG | 1 435 | | 25 000 | 50 Hz |
| CZ | 1 435 | 3 000 | 25 000 | 50 Hz |
| DK | 1 435 | 3 000 | 25 000 | 50 Hz |
| DE | 1 435 | 800-1 200 (contact rail) | 15 000 | 16.7 Hz |
| EE | 1 520 | 3 000 | | |
| IE | 1 600 | 1 500 | | |
| EL | 600 | | | |
| | 750 | | | |
| | 1 000 | | | |
| | 1 435 | | 25 000 | 50 Hz |
| ES* | 1 000 | 1 500 | | |
| | 1 435 | | 25 000 | 50 Hz |
| | 1 668 | 3 000 | | |
| FR | 1 000 | 750-850 (contact rail) | | |
| | 1 435 | 1 500 | 25 000 | 50 Hz |
| HR | 1 435 | 3 000 | 25 000 | 50 Hz |
| IT | 1 435 | 3 000 | 25 000 | 50 Hz |
| CY | - | - | - | - |
| LV | 1 520 | 3 000 | | |
| LT | 1 520 | | 25 000 | 50 Hz |
| | 1 435 | | | |
| LU | 1 435 | | 25 000 | 50 Hz |
| HU | 1 435 | | 25 000 | 50 Hz |
| MT | - | - | - | - |
| NL | 1 435 | 1 500 | | |
| AT | 1 435 | | 15 000 | 16.7 Hz |
| PL | 1 435 | 3 000 | | |
| PT | 1 000 | | | |
| | 1 668 | | 25 000 | 50 Hz |
| RO | 1 435 | | 25 000 | 50 Hz |
| SI | 1 435 | 3 000 | | |
| SK | 1 435 | 3 000 | 25 000 | 50 Hz |
| FI | 1 524 | | 25 000 | 50 Hz |
| SE | 1 435 | | 15 000 | 16.7 Hz |

NB: 1 435 mm = standard gauge.

(*) ES: new lines have a gauge of 1 435 mm and an electric current of 25 000 volts, 50 Hz.

Air

NUMBER OF AIRPORTS

2.5.6

BY NUMBER OF PASSENGERS CARRIED (*) IN 2022

| | 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 |
|--------------|----------------------|-----------------|----------------|----------------------|--------------------|-------------------|
| EU-27 | 34 | 30 | 72 | 37 | 87 | 30 |
| BE | 1 | 1 | | | 3 | |
| BG | | 1 | 2 | | | |
| CZ | 1 | | | | 2 | 1 |
| DK | 1 | | 2 | | 2 | 3 |
| DE | 5 | 2 | 9 | 2 | 4 | 1 |
| EE | | | 1 | | | |
| IE | 1 | | 2 | 1 | 1 | |
| EL | 1 | 3 | 6 | 3 | 10 | 11 |
| ES | 7 | 7 | 6 | 8 | 6 | |
| FR | 3 | 5 | 8 | 6 | 19 | 1 |
| HR | | | 4 | | 2 | |
| IT | 5 | 5 | 12 | 3 | 9 | |
| CY | | 1 | 1 | | | |
| LV | | 1 | | | | |
| LT | | | 2 | | 1 | |
| LU | | | 1 | | | |
| HU | 1 | | | | 1 | |
| MT | | 1 | | | | |
| NL | 1 | 1 | 1 | | 1 | 1 |
| AT | 1 | | 1 | 2 | 1 | 1 |
| PL | 1 | 1 | 5 | 1 | 5 | |
| PT | 2 | 1 | 2 | 1 | 4 | 3 |
| RO | 1 | | 3 | 3 | 1 | |
| SI | | | | 1 | | |
| SK | | | 1 | 1 | | |
| FI | 1 | | | 2 | 7 | 5 |
| SE | 1 | | 3 | 3 | 8 | 3 |
| IS | | 1 | | | 2 | |
| NO | 1 | 1 | 5 | 4 | 10 | 7 |
| CH | 2 | 1 | | | | 2 |
| BA | | | 1 | | 2 | |
| ME | | | 1 | 1 | | |
| MD | | | 1 | | | |
| MK | | | 1 | | | |
| GE | | | 1 | | 2 | |
| AL | | 1 | | | | 1 |
| RS | | 1 | | | 1 | |
| TR | 3 | 2 | 10 | 9 | 19 | 8 |
| UK | 6 | 3 | 8 | 5 | 9 | 5 |

NB: (*) '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). In this table, blank means none.

2.5.7

Maritime

NUMBER OF PORTS

BY WEIGHT OF GOODS TRANSPORTED IN 2022

| | more than 50 million tonnes | 10 to 50 million tonnes | 5 to 10 million tonnes | 1 to 5 million tonnes | 500 000 to 1 million tonnes | less than 500 000 tonnes |
|--------------|-----------------------------------|-------------------------------|------------------------------|-----------------------------|-----------------------------------|--------------------------------|
| EU-27 | 13 | 60 | 41 | 129 | 50 | 394 |
| BE | 1 | 1 | | 1 | | |
| BG | | 2 | | | | |
| CZ | - | - | - | - | - | - |
| DK | | 1 | 5 | 21 | 8 | 83 |
| DE | 1 | 5 | 4 | 6 | 2 | 37 |
| EE | | 1 | 1 | 3 | 1 | 1 |
| IE | | 1 | 2 | 4 | 1 | 10 |
| EL | | 5 | | 20 | 13 | 138 |
| ES | 3 | 9 | 6 | 10 | 1 | 7 |
| FR | 2 | 3 | 2 | 11 | 6 | 14 |
| HR | | | 2 | 3 | 2 | 25 |
| IT | 1 | 14 | 9 | 15 | 7 | 30 |
| CY | | | | 3 | | 1 |
| LV | | 2 | 1 | 1 | 1 | 2 |
| LT | | 1 | 1 | | | |
| LU | - | - | - | - | - | - |
| HU | - | - | - | - | - | - |
| MT | | | | 2 | | |
| NL | 2 | 2 | 2 | | 1 | 1 |
| AT | - | - | - | - | - | - |
| PL | 1 | 3 | | 1 | | 4 |
| PT | | 3 | 2 | 3 | 1 | 12 |
| RO | 1 | | | 1 | | 4 |
| SI | | 1 | | | | |
| SK | - | - | - | - | - | - |
| FI | | 3 | 2 | 12 | 2 | 19 |
| SE | 1 | 3 | 2 | 12 | 4 | 6 |
| IS | | | | 3 | 1 | 24 |
| NO | 1 | 4 | 3 | 22 | 9 | 50 |
| CH | | | | | | |
| BA | - | - | - | - | - | - |
| AL | | | | 1 | | 2 |
| ME | | | | 1 | | |
| MD | - | - | - | - | - | - |
| MK | - | - | - | - | - | - |
| RS | - | - | - | - | - | - |
| TR | 4 | 8 | 4 | 9 | 4 | 10 |
| UA | | | n.a. | | | |
| UK | 2 | 10 | 8 | 19 | 6 | 6 |

Inland waterways

LENGTH IN USE

2.5.8

NAVIGABLE CANALS, RIVERS AND LAKES REGULARLY USED FOR FREIGHT TRANSPORT

| | km | | | | | | | |
|--------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
| EU-27 | | 37 458 | 39 658 | 40 783 | 40 738 | 44 280 | 45 524 | 45 419 |
| BE | 1 515 | 1 540 | 1 534 | 1 516 | 1 516 | 1 516 | 1 516 | 1 516 |
| BG | 470 | 470 | 470 | 470 | 470 | 470 | 470 | 470 |
| CZ | | 677 | 664 | 664 | 676 | 720 | 726 | 726 |
| DK | - | - | - | - | - | - | - | - |
| DE | 4 350 | 6 663 | 6 754 | 7 565 | 7 728 | 7 675 | 7 675 | 7 675 |
| EE | | 520 | 320 | 320 | 335 | 416 | 449 | 437 |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | - | - | - | - | - | - |
| ES | - | - | - | - | - | - | - | - |
| FR | 6 197 | 5 962 | 5 789 | 5 788 | 5 110 | 8 501 | 8 501 | 8 501 |
| HR | 933 | 933 | 720 | 804 | 805 | 1 017 | 1 017 | 1 017 |
| IT | 1 366 | 1 466 | 1 477 | 1 562 | 1 562 | 1 562 | 1 562 | 1 562 |
| CY | - | - | - | - | - | - | - | - |
| LV | - | - | - | - | - | - | - | - |
| LT | 369 | 369 | 380 | 290 | 448 | 446 | 512 | 464 |
| LU | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 |
| HU | 1 373 | 1 373 | 1 373 | 1 587 | 1 864 | 1 575 | 1 575 | 1 575 |
| MT | - | - | - | - | - | - | - | - |
| NL | 5 046 | 5 046 | 6 183 | 6 211 | 6 219 | 6 261 | 6 297 | 6 298 |
| AT | 351 | 351 | 351 | 351 | 351 | 351 | 351 | 351 |
| PL | 3 997 | 3 980 | 3 813 | 3 638 | 3 659 | 3 655 | 3 768 | 3 769 |
| PT | - | - | - | - | - | - | - | - |
| RO | 1 782 | 1 779 | 1 779 | 1 779 | 1 779 | 1 779 | 2 763 | 2 763 |
| SI | - | - | - | - | - | - | - | - |
| SK | 2 379 | 172 | 172 | 172 | 172 | 172 | 172 | 172 |
| FI | 6 072 | 6 120 | 7 842 | 8 029 | 8 006 | 8 127 | 8 133 | 8 086 |
| SE | | | | | | | | |
| IS | - | - | - | - | - | - | - | - |
| NO | - | - | - | - | - | - | - | - |
| CH | - | - | - | - | - | 579 | 531 | 531 |
| ME | - | - | - | - | - | - | - | - |
| MD | | 40 | 42 | 42 | 42 | 42 | 8 | 7 |
| MK | - | - | - | - | - | - | - | - |
| AL | - | - | - | - | - | - | - | - |
| RS | | | | | 1 364 | 1 593 | 1 593 | 1 594 |
| TR | - | - | - | - | - | - | - | - |
| UA | 4 005 | 3 662 | 2 414 | 2 191 | 2 185 | 1 563 | 1 888 | |
| UK | 1 631 | 1 153 | 1 153 | 1 065 | 1 050 | 1 050 | 1 050 | 1 050 |

NB: DE: includes former GDR: 1990 = 2 319.

RO: since 2019 the length of navigable lakes was added to the previous figures.

FR, CH: since 2013 data include also public navigation for passengers transport.

2.5.9

Pipelines

LENGTH OF OIL PIPELINES

| | km | | | | | | | |
|--------------|-------|--------|--------|--------|--------|--------|--------|--------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
| EU-27 | | 28 497 | 30 578 | 31 338 | 31 168 | 31 612 | 31 784 | 31 541 |
| BE | 301 | 294 | 294 | 294 | 294 | 294 | 294 | 294 |
| BG | 578 | 578 | 578 | 578 | 578 | 570 | 571 | 571 |
| CZ | | 581 | 675 | 675 | 674 | 642 | 642 | 642 |
| DK | 444 | 330 | 330 | 330 | 330 | 330 | 330 | 330 |
| DE | 2 222 | 2 460 | 2 370 | 2 370 | 2 370 | 2 370 | 2 370 | 2 370 |
| EE | - | - | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | - | 267 | 267 | 53 | 53 | 53 |
| ES | 2 678 | 3 691 | 3 780 | 3 833 | 4 365 | 4 736 | 4 722 | 4 722 |
| FR | 4 948 | 4 983 | 5 746 | 5 746 | 6 293 | 7 142 | 7 142 | 6 882 |
| HR | 865 | 601 | 601 | 610 | 610 | 610 | 610 | 610 |
| IT | 4 086 | 4 235 | 4 346 | 4 328 | 4 291 | 4 022 | 3 931 | 3 948 |
| CY | - | - | - | - | - | - | - | - |
| LV | 766 | 766 | 766 | 860 | 417 | 339 | 339 | 339 |
| LT | | 400 | 500 | 500 | 500 | 500 | 500 | 500 |
| LU | - | - | - | - | - | - | - | - |
| HU | 2 574 | 2 071 | 2 061 | 2 032 | 2 209 | 2 215 | 2 236 | 2 236 |
| MT | - | - | - | - | - | - | - | - |
| NL | 391 | 391 | 391 | 391 | 391 | 391 | 582 | 582 |
| AT | 777 | 777 | 777 | 777 | 1 214 | 1 214 | 1 214 | 1 214 |
| PL | 2 039 | 2 278 | 2 278 | 2 278 | 2 362 | 2 483 | 2 483 | 2 483 |
| PT | - | - | 147 | 147 | 147 | 147 | 147 | 147 |
| RO | 3 694 | 3 546 | 4 423 | 4 807 | 3 346 | 3 048 | 3 112 | 3 112 |
| SI | - | - | - | - | - | - | - | - |
| SK | | 515 | 515 | 515 | 510 | 506 | 506 | 506 |
| FI | - | - | - | - | - | - | - | - |
| SE | - | - | - | - | - | - | - | - |
| IS | - | - | - | - | - | - | - | - |
| NO | - | 3 701 | 7 908 | 1 189 | 1 260 | 1 245 | 1 571 | 1 571 |
| CH | 239 | 239 | 109 | 109 | 109 | 48 | 48 | 48 |
| ME | - | - | - | - | - | - | - | - |
| MK | | | | 155 | 144 | 144 | 144 | 144 |
| AL | - | - | - | - | - | - | - | - |
| RS | | | | | 374 | 370 | 280 | 280 |
| TR | | 1 126 | 2 112 | 3 065 | 3 038 | 3 053 | 3 060 | 3 060 |
| UA | | | | | | 4 767 | 4 767 | |
| UK | 2 462 | 3 470 | 3 954 | 4 501 | 4 446 | 4 446 | 4 446 | 4 446 |

NB: Including oil pipelines under the sea.

DE: crude oil pipelines only; includes former GDR: 1990 = 1 323 km.

CZ: 1990 = 1 090 km.

Road MOTORISATION

2.6.1

| NUMBER OF PASSENGER CARS PER 1 000 INHABITANTS | | | | | | | | | | % |
|--|------|------|------|------|------|------|------|------|------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '21/'22 |
| EU-27 | 339 | 377 | 412 | 443 | 480 | 507 | 554 | 560 | 563 | 0,5 |
| BE | 387 | 421 | 456 | 468 | 480 | 501 | 510 | 510 | 507 | -0,6 |
| BG | 152 | 196 | 245 | 333 | 353 | 442 | 414 | 414 | 449 | 8,6 |
| CZ | 234 | 295 | 336 | 387 | 429 | 485 | 576 | 579 | 582 | 0,6 |
| DK | 309 | 320 | 347 | 362 | 389 | 419 | 466 | 475 | 472 | -0,5 |
| DE | 461 | 495 | 475 | 493 | 527 | 548 | 580 | 583 | 578 | -0,9 |
| EE | 154 | 269 | 333 | 366 | 416 | 514 | 608 | 620 | 622 | 0,3 |
| IE | 228 | 276 | 348 | 400 | 416 | 436 | 458 | 456 | 443 | -3,0 |
| EL | 169 | 208 | 295 | 391 | 469 | 474 | 514 | 536 | 550 | 2,6 |
| ES | 309 | 360 | 429 | 460 | 475 | 481 | 549 | 554 | 553 | -0,2 |
| FR | 464 | 468 | 489 | 482 | 487 | 558 | 569 | 572 | 570 | -0,3 |
| HR | 121 | 155 | 262 | 321 | 353 | 358 | 433 | 465 | 478 | 2,8 |
| IT | 483 | 533 | 572 | 597 | 619 | 616 | 670 | 675 | 682 | 1,0 |
| CY | 304 | 335 | 384 | 477 | 551 | 575 | 645 | 655 | 653 | -0,2 |
| LV | 106 | 134 | 237 | 333 | 307 | 345 | 390 | 404 | 409 | 1,1 |
| LT | 133 | 199 | 336 | 442 | 554 | 431 | 560 | 574 | 578 | 0,6 |
| LU | 477 | 556 | 622 | 655 | 659 | 661 | 682 | 682 | 673 | -1,2 |
| HU | 187 | 218 | 232 | 287 | 299 | 325 | 403 | 415 | 426 | 2,8 |
| MT | 337 | 487 | 483 | 525 | 581 | 611 | 597 | 601 | 585 | -2,6 |
| NL | 367 | 364 | 409 | 434 | 464 | 477 | 497 | 502 | 501 | -0,2 |
| AT | 388 | 452 | 511 | 504 | 530 | 546 | 570 | 572 | 566 | -1,1 |
| PL | 138 | 195 | 261 | 323 | 453 | 474 | 555 | 567 | 584 | 2,9 |
| PT | 185 | 255 | 333 | 400 | 444 | 457 | 540 | 544 | 552 | 1,5 |
| RO | 56 | 97 | 124 | 158 | 214 | 261 | 379 | 400 | 413 | 3,3 |
| SI | 294 | 357 | 435 | 479 | 518 | 523 | 555 | 564 | 571 | 1,1 |
| SK | 166 | 189 | 237 | 243 | 310 | 375 | 447 | 459 | 471 | 2,6 |
| FI | 388 | 371 | 412 | 462 | 535 | 590 | 652 | 656 | 660 | 0,6 |
| SE | 419 | 411 | 450 | 459 | 460 | 474 | 476 | 477 | 473 | -0,8 |
| IS | 468 | 445 | 561 | 625 | 643 | 681 | 731 | 768 | 741 | -3,5 |
| LI | 582 | 609 | 663 | 699 | 744 | 766 | 768 | 777 | 773 | -0,5 |
| NO | 380 | 386 | 411 | 437 | 469 | 501 | 544 | 554 | 550 | -0,6 |
| CH | 442 | 457 | 492 | 518 | 518 | 535 | 537 | 539 | 536 | -0,6 |
| BA | | | | | | 238 | 286 | 285 | 291 | 2,3 |
| ME | | | | | 266 | 283 | 338 | 358 | 369 | 3,0 |
| MD | | | | | | 188 | 258 | 275 | 297 | 7,8 |
| MK | | 145 | 148 | 124 | 151 | 185 | 207 | 260 | 264 | 1,6 |
| GE | | | | | | 240 | 319 | 343 | 357 | 4,0 |
| AL | | 18 | 37 | 62 | 101 | 140 | 191 | 212 | 232 | 9,0 |
| RS | | | | 200 | 216 | 259 | 315 | 329 | 352 | 7,0 |
| TR | | 49 | 68 | 84 | 102 | 134 | 157 | 162 | 167 | 3,4 |
| UA | | 90 | | 118 | 148 | | | | | |
| UK | 361 | 378 | 425 | 467 | 465 | 477 | 488 | 488 | 491 | 0,5 |

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

2.6.2

Road

PASSENGER CARS

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | | | CHANGE '21/'22 |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | |
| EU-27 | 142906 | 160511 | 176926 | 193282 | 211305 | 225652 | 247656 | 250247 | 252612 | 0,9 |
| BE | 3864 | 4273 | 4678 | 4919 | 5276 | 5662 | 5897 | 5926 | 5955 | 0,5 |
| BG | 1317 | 1648 | 1993 | 2538 | 2602 | 3162 | 2867 | 2830 | 2897 | 2,3 |
| CZ | 2410 | 3043 | 3439 | 3959 | 4496 | 5115 | 6049 | 6089 | 6306 | 3,6 |
| DK | 1590 | 1679 | 1854 | 1965 | 2164 | 2391 | 2724 | 2788 | 2801 | 0,5 |
| DE | 36772 | 40499 | 39059 | 40660 | 42302 | 45071 | 48249 | 48541 | 48763 | 0,5 |
| EE | 241 | 383 | 464 | 494 | 553 | 677 | 809 | 826 | 849 | 2,8 |
| IE | 801 | 998 | 1333 | 1684 | 1899 | 2060 | 2292 | 2310 | 2335 | 1,1 |
| EL | 1736 | 2205 | 3195 | 4303 | 5217 | 5108 | 5492 | 5604 | 5726 | 2,2 |
| ES | 11996 | 14212 | 17449 | 20250 | 22147 | 22356 | 26034 | 26294 | 26605 | 1,2 |
| FR | 27072 | 27872 | 29808 | 30497 | 31657 | 37180 | 38468 | 38815 | 38856 | 0,1 |
| HR | 580 | 711 | 1125 | 1385 | 1515 | 1500 | 1746 | 1795 | 1841 | 2,5 |
| IT | 27416 | 30301 | 32584 | 34667 | 36751 | 37351 | 39718 | 39823 | 40213 | 1,0 |
| CY | 179 | 220 | 268 | 355 | 463 | 488 | 578 | 592 | 601 | 1,5 |
| LV | 283 | 332 | 557 | 742 | 637 | 679 | 739 | 759 | 770 | 1,5 |
| LT | 493 | 718 | 1172 | 1455 | 1692 | 1244 | 1565 | 1611 | 1650 | 2,4 |
| LU | 183 | 229 | 273 | 307 | 337 | 381 | 433 | 440 | 445 | 1,1 |
| HU | 1944 | 2245 | 2365 | 2889 | 2984 | 3197 | 3921 | 4020 | 4094 | 1,8 |
| MT | 120 | 181 | 189 | 213 | 241 | 275 | 308 | 313 | 317 | 1,3 |
| NL | 5509 | 5633 | 6539 | 7092 | 7736 | 8101 | 8686 | 8828 | 8917 | 1,0 |
| AT | 2991 | 3594 | 4097 | 4157 | 4441 | 4748 | 5092 | 5134 | 5151 | 0,3 |
| PL | 5261 | 7517 | 9991 | 12339 | 17240 | 18012 | 20986 | 21356 | 21458 | 0,5 |
| PT | 1849 | 2560 | 3443 | 4200 | 4692 | 4723 | 5566 | 5633 | 5779 | 2,6 |
| RO | 1292 | 2197 | 2778 | 3364 | 4320 | 5155 | 7275 | 7611 | 7865 | 3,3 |
| SI | 587 | 711 | 866 | 960 | 1062 | 1079 | 1171 | 1189 | 1208 | 1,5 |
| SK | 880 | 1016 | 1274 | 1304 | 1669 | 2035 | 2440 | 2493 | 2555 | 2,5 |
| FI | 1939 | 1901 | 2135 | 2430 | 2877 | 3235 | 3608 | 3642 | 3674 | 0,9 |
| SE | 3601 | 3631 | 3999 | 4154 | 4335 | 4668 | 4943 | 4986 | 4980 | -0,1 |
| IS | 120 | 119 | 159 | 187 | 205 | 226 | 270 | 289 | 287 | -0,6 |
| LI | 17 | 19 | 22 | 24 | 27 | 29 | 30 | 31 | 31 | 0,4 |
| NO | 1613 | 1685 | 1852 | 2029 | 2309 | 2610 | 2935 | 3003 | 3019 | 0,5 |
| CH | 2985 | 3229 | 3545 | 3861 | 4076 | 4458 | 4658 | 4709 | 4721 | 0,3 |
| BA | | | | | | 827 | 936 | 983 | 1006 | 2,3 |
| ME | | | | | 165 | 176 | 210 | 221 | 228 | 2,9 |
| MD | | | | | | 530 | 678 | 717 | 746 | 4,1 |
| MK | | 286 | 300 | 253 | 310 | 384 | 429 | 478 | 483 | 1,2 |
| GE | | | | | | 895 | 1190 | 1266 | 1333 | 5,3 |
| AL | | 59 | 115 | 195 | 295 | 404 | 539 | 593 | 639 | 7,8 |
| RS | | | | 1481 | 1566 | 1835 | 2165 | 2236 | 2337 | 4,5 |
| TR | | 3059 | 4422 | 5773 | 7545 | 10589 | 13099 | 13706 | 14269 | 4,1 |
| UA | | 4603 | | 5539 | 6769 | | | | | |
| UK | 20722 | 21951 | 25067 | 28326 | 29334 | 31171 | 32697 | 32889 | 33187 | 0,9 |

NB: 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 light vans are included in passenger cars and no longer in goods vehicles.

FR: 2013-2019 data were revised; data until 2012 included private cars < 15 years old.

Road

BUSES AND COACHES

2.6.3

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | | | % |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '21/'22 |
| EU-27 | 665.3 | 678.4 | 693.1 | 689.8 | 707.8 | 716.9 | 742.0 | 752.7 | 762.5 | 1.3 |
| BE | 15.6 | 14.7 | 14.7 | 15.4 | 16.2 | 17.1 | 16.5 | 16.6 | 16.4 | -1.3 |
| BG | 34.6 | 41.8 | 43.0 | 37.8 | 24.5 | 24.1 | 19.5 | 17.7 | 18.0 | 1.3 |
| CZ | 20.5 | 20.5 | 19.0 | 20.9 | 20.4 | 20.7 | 20.0 | 20.6 | 21.5 | 4.7 |
| DK | 8.1 | 13.7 | 14.0 | 14.4 | 14.5 | 13.4 | 12.3 | 11.9 | 11.4 | -4.6 |
| DE | 100.4 | 85.4 | 77.2 | 75.2 | 76.5 | 78.3 | 75.5 | 80.2 | 82.9 | 3.4 |
| EE | 7.9 | 7.0 | 6.1 | 5.2 | 4.2 | 4.8 | 5.3 | 5.4 | 5.4 | 0.7 |
| IE | 4.0 | 5.3 | 7.0 | 7.6 | 9.9 | 10.9 | 11.9 | 12.6 | 13.3 | 5.5 |
| EL | 21.4 | 24.6 | 27.0 | 26.8 | 27.3 | 26.6 | 26.5 | 26.6 | 26.6 | -0.1 |
| ES | 45.8 | 47.4 | 54.7 | 58.2 | 62.4 | 60.3 | 64.1 | 65.2 | 66.1 | 1.5 |
| FR | 70.0 | 79.0 | 85.7 | 90.1 | 89.7 | 87.4 | 92.9 | 94.5 | 94.1 | -0.5 |
| HR | 5.8 | 3.9 | 4.7 | 4.9 | 4.9 | 5.3 | 5.2 | 5.2 | 5.6 | 8.2 |
| IT | 77.7 | 75.0 | 88.0 | 94.4 | 99.9 | 98.0 | 99.9 | 100.2 | 100.0 | -0.2 |
| CY | 2.3 | 2.7 | 2.9 | 3.2 | 3.4 | 2.7 | 2.7 | 2.8 | 2.9 | 4.5 |
| LV | 12.1 | 16.5 | 11.5 | 10.6 | 5.4 | 4.8 | 4.1 | 4.0 | 4.1 | 1.9 |
| LT | 15.2 | 17.6 | 15.5 | 15.3 | 13.7 | 6.9 | 7.7 | 7.6 | 7.5 | -1.0 |
| LU | 0.8 | 0.9 | 1.1 | 1.3 | 1.6 | 1.9 | 2.3 | 2.3 | 2.5 | 6.6 |
| HU | 26.4 | 20.5 | 17.9 | 17.5 | 17.6 | 18.1 | 17.0 | 17.8 | 17.6 | -0.9 |
| MT | 1.0 | 1.0 | 1.1 | 1.1 | 1.8 | 2.0 | 2.2 | 2.3 | 2.4 | 3.1 |
| NL | 12.1 | 11.6 | 11.4 | 11.0 | 11.3 | 9.4 | 9.3 | 8.5 | 8.8 | 2.6 |
| AT | 9.4 | 9.8 | 9.9 | 9.3 | 9.6 | 9.7 | 10.1 | 10.1 | 10.4 | 2.3 |
| PL | 92.4 | 85.4 | 82.6 | 79.6 | 97.0 | 109.8 | 124.5 | 126.5 | 128.7 | 1.7 |
| PT | 12.1 | 15.0 | 19.8 | 14.7 | 15.4 | 14.7 | 15.2 | 15.5 | 16.4 | 5.8 |
| RO | 28.3 | 42.0 | 40.7 | 39.3 | 40.9 | 47.3 | 54.2 | 54.4 | 54.7 | 0.7 |
| SI | 3.1 | 2.5 | 2.3 | 2.3 | 2.4 | 2.6 | 2.3 | 2.6 | 2.8 | 5.5 |
| SK | 14.3 | 12.1 | 11.1 | 9.4 | 9.6 | 9.3 | 8.2 | 8.4 | 8.7 | 3.8 |
| FI | 9.3 | 8.1 | 9.9 | 10.9 | 13.7 | 16.9 | 19.3 | 19.5 | 19.6 | 0.6 |
| SE | 14.6 | 14.6 | 14.4 | 13.5 | 13.9 | 14.1 | 13.5 | 13.6 | 14.2 | 4.7 |
| IS | 1.3 | 1.3 | 1.7 | 1.9 | 1.9 | 2.5 | 3.1 | 3.6 | 3.2 | -11.2 |
| LI | | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 16.1 |
| NO | 21.2 | 32.5 | 36.7 | 28.8 | 20.3 | 16.7 | 16.1 | 15.6 | 15.1 | -3.0 |
| CH | 31.2 | 36.5 | 40.3 | 45.8 | 52.8 | 65.7 | 88.3 | 97.8 | 105.2 | 7.5 |
| BA | | | | | | | 3.6 | 3.9 | 4.2 | 6.4 |
| ME | | | | | | 1.3 | 1.0 | 1.2 | 1.3 | 7.4 |
| MD | | | | 19.8 | 21.4 | 21.1 | 21.0 | 21.1 | 21.1 | -0.1 |
| MK | 2.3 | 2.5 | 2.5 | 2.3 | 2.7 | 3.2 | 2.6 | 2.9 | 2.9 | -2.6 |
| GE | | | | | | 53.0 | 54.5 | 55.6 | 54.3 | -2.4 |
| AL | | 6.7 | 16.8 | 29.5 | 7.0 | 6.4 | 7.6 | 7.9 | 8.2 | 4.4 |
| RS | | | | 9.7 | 8.0 | 9.5 | 9.9 | 10.4 | 11.1 | 7.2 |
| TR | 188.1 | 263.2 | 354.3 | 501.9 | 595.5 | 666.3 | 705.8 | 693.7 | 695.8 | 0.3 |
| UA | | | 145.5 | 167.9 | 175.2 | 253.4 | 253.4 | 253.4 | | |
| UK | 75.0 | 75.9 | 88.6 | 105.6 | 111.5 | 113.3 | 98.4 | 102.6 | 100.0 | -2.5 |

NB: Stock at end of year, except for BE: 1 August, CH: 30 September, LI: 1 July.
 Data include buses, coaches, minibuses and sometimes also trolleybuses
 (BG: includes trolleybuses).
 FR: 2015-2019 data were revised due to change in methodology.

2.6.4

Road

GOODS VEHICLES

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | | | CHANGE '21/'22 |
|--------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | % |
| EU-27 | | 20 297 | 23 988 | 27 389 | 29 406 | 30 897 | 33 110 | 33 840 | 34 345 | 1.5 |
| BE | 380 | 442 | 548 | 662 | 738 | 832 | 978 | 1010 | 1018 | 0.8 |
| BG | 162 | 223 | 259 | 334 | 334 | 444 | 461 | 459 | 472 | 2.9 |
| CZ | | 219 | 298 | 439 | 598 | 652 | 732 | 736 | 755 | 2.6 |
| DK | 287 | 334 | 385 | 470 | 485 | 437 | 419 | 417 | 408 | -2.0 |
| DE | 1 653 | 2 379 | 2 419 | 2 405 | 2 619 | 2 995 | 3 628 | 3 772 | 3 868 | 2.6 |
| EE | 68 | 66 | 82 | 86 | 81 | 102 | 135 | 140 | 144 | 2.9 |
| IE | 143 | 142 | 206 | 287 | 327 | 331 | 378 | 385 | 389 | 1.1 |
| EL | 766 | 884 | 1 057 | 1 186 | 1 319 | 1 323 | 1 374 | 1 392 | 1 406 | 1.0 |
| ES | 2 401 | 3 024 | 3 923 | 4 850 | 5 303 | 5 047 | 4 040 | 4 041 | 4 053 | 0.3 |
| FR | 4 840 | 5 116 | 5 152 | 5 347 | 4 710 | 5 078 | 5 350 | 5 472 | 5 494 | 0.4 |
| HR | | 73 | 123 | 163 | 158 | 149 | 202 | 214 | 224 | 4.6 |
| IT | 2 208 | 2 510 | 3 087 | 3 786 | 4 142 | 4 098 | 4 417 | 4 495 | 4 575 | 1.8 |
| CY | 74 | 101 | 115 | 118 | 121 | 104 | 116 | 118 | 121 | 2.5 |
| LV | | 69 | 97 | 113 | 72 | 86 | 92 | 95 | 97 | 2.4 |
| LT | 83 | 109 | 99 | 122 | 134 | 100 | 136 | 143 | 153 | 6.9 |
| LU | 11 | 16 | 25 | 30 | 36 | 40 | 49 | 50 | 52 | 3.0 |
| HU | 262 | 278 | 353 | 413 | 451 | 496 | 616 | 638 | 652 | 2.2 |
| MT | | 41 | 51 | 44 | 42 | 44 | 52 | 53 | 54 | 1.8 |
| NL | 553 | 654 | 899 | 1 005 | 1 004 | 963 | 1 104 | 1 118 | 1 136 | 1.6 |
| AT | 262 | 303 | 344 | 358 | 397 | 444 | 532 | 568 | 573 | 1.0 |
| PL | | 1 354 | 1 879 | 2 305 | 2 982 | 3 412 | 3 969 | 4 105 | 4 210 | 2.6 |
| PT | 781 | 912 | 1 313 | 1 308 | 1 337 | 1 313 | 1 396 | 1 396 | 1 404 | 0.6 |
| RO | 259 | 343 | 427 | 494 | 667 | 856 | 1 142 | 1 191 | 1 228 | 3.1 |
| SI | 31 | 43 | 54 | 66 | 84 | 91 | 118 | 124 | 127 | 3.1 |
| SK | 92 | 103 | 114 | 174 | 276 | 303 | 327 | 333 | 337 | 1.1 |
| FI | 264 | 252 | 304 | 364 | 464 | 561 | 669 | 685 | 698 | 1.9 |
| SE | 310 | 308 | 374 | 461 | 526 | 596 | 680 | 691 | 695 | 0.5 |
| IS | 13 | 15 | 19 | 26 | 30 | 33 | 43 | 44 | 44 | 0.0 |
| LI | | | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 0.6 |
| NO | 308 | 350 | 414 | 465 | 527 | 554 | 586 | 594 | 594 | 0.0 |
| CH | 252 | 262 | 279 | 307 | 335 | 394 | 452 | 467 | 476 | 1.9 |
| BA | | | | | | | 80 | 85 | 87 | 2.6 |
| ME | | | | | | 14 | 20 | 21 | 21 | 0.3 |
| MD | | | | 82 | 131 | 165 | 186 | 191 | 195 | 1.9 |
| MK | | 23 | 25 | 18 | 33 | 39 | 45 | 49 | 51 | 2.6 |
| GE | | | | | | | | | | |
| AL | | 29 | 46 | 47 | 84 | 50 | 49 | 59 | 59 | 0.0 |
| RS | | | | 118 | 152 | 140 | 256 | 269 | 428 | 59.4 |
| TR | | 830 | 1 352 | 2 152 | 3 125 | 4 060 | 4 798 | 5 002 | 5 197 | 3.9 |
| UA | | | | | | | | | | |
| UK | 2 706 | 2 565 | 2 928 | 3 552 | 3 797 | 4 242 | 4 858 | 5 070 | 5 160 | 1.8 |

NB: 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 light vans are included in passenger cars and no longer in Goods Vehicles.

EE, FR: include special purpose vehicles.

SI, SK: light goods vehicles are not included.

Road POWERED TWO-WHEELERS

2.6.5

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | CHANGE '21/'22 | % |
|--------------|---------|----------|----------|----------|----------|----------|----------|-------------------|------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | |
| EU-27 | | 22 891.8 | 29 056.5 | 31 606.7 | 32 771.2 | 36 187.3 | 37 226.7 | 38 116.6 | 2.4 |
| BE | | 277.8 | 346.3 | 419.0 | 485.4 | 731.9 | 768.4 | 803.6 | 4.6 |
| BG | 519.3 | 520.5 | 146.5 | 125.4 | 163.3 | 206.3 | 212.9 | 223.0 | 4.5 |
| CZ | 915.0 | 1 178.6 | 1 254.0 | 1 402.0 | 1 531.7 | 1 680.3 | 1 701.1 | 1 750.0 | 2.9 |
| DK | 58.0 | 138.3 | 171.9 | 203.6 | 198.0 | 195.9 | 196.9 | 196.4 | -0.3 |
| DE | 3 995.5 | 4 438.1 | 5 202.9 | 3 827.9 | 4 228.2 | 4 661.6 | 4 780.9 | 4 913.1 | 2.8 |
| EE | 3.3 | 6.7 | 10.2 | 19.7 | 45.5 | 60.7 | 63.6 | 67.2 | 5.6 |
| IE | 23.5 | 30.6 | 34.3 | 38.1 | 37.0 | 44.8 | 46.6 | 47.3 | 1.3 |
| EL | | 781.4 | 1 124.2 | 1 499.1 | 1 619.6 | 1 637.6 | 1 675.8 | 1 714.3 | 2.3 |
| ES | 1 301.2 | 1 445.6 | 4 117.6 | 4 997.7 | 5 102.7 | 5 609.1 | 5 713.3 | 5 826.9 | 2.0 |
| FR | 2 289.0 | 2 410.0 | 2 475.3 | 3 561.0 | 2 694.2 | 2 700.0 | 2 778.0 | 2 844.0 | 2.4 |
| HR | 21.0 | 65.0 | 128.0 | 179.0 | 153.4 | 158.9 | 161.5 | 168.0 | 4.0 |
| IT | 6 228.3 | 7 826.9 | 9 298.4 | 8 855.0 | 8 965.6 | 9 630.9 | 10 129.3 | 10 302.6 | 1.7 |
| CY | 50.4 | 43.3 | 40.4 | 40.7 | 39.3 | 40.4 | 41.1 | 41.9 | 1.8 |
| LV | 15.8 | 20.7 | 32.5 | 36.7 | 49.3 | 64.4 | 69.1 | 73.3 | 6.0 |
| LT | 20.0 | 19.8 | 24.0 | 56.3 | 37.8 | 60.9 | 69.5 | 78.7 | 13.2 |
| LU | 28.4 | 32.8 | 37.7 | 42.1 | 28.3 | 32.2 | 34.0 | 35.2 | 3.5 |
| HU | | 91.2 | 122.7 | 142.3 | 162.8 | 194.6 | 202.5 | 210.7 | 4.1 |
| MT | 17.4 | 12.4 | 12.0 | 14.7 | 19.2 | 32.1 | 35.9 | 40.7 | 13.4 |
| NL | 855.0 | 970.8 | 1 112.9 | 1 664.3 | 1 803.4 | 1 993.1 | 1 887.3 | 1 913.7 | 1.4 |
| AT | 546.4 | 632.7 | 627.7 | 727.9 | 799.9 | 884.5 | 909.5 | 929.8 | 2.2 |
| PL | 929.0 | 803.0 | 1 091.2 | 1 935.1 | 2 531.5 | 3 069.2 | 3 169.0 | 3 269.6 | 3.2 |
| PT | 216.3 | 345.9 | 588.4 | 498.0 | 527.6 | 691.3 | 727.5 | 764.7 | 5.1 |
| RO | 327.7 | 239.2 | 197.4 | 85.2 | 112.9 | 162.1 | 175.8 | 191.7 | 9.0 |
| SI | 8.5 | 11.2 | 48.7 | 91.0 | 100.3 | 140.3 | 145.4 | 153.5 | 5.5 |
| SK | 81.8 | 45.6 | 56.4 | 87.9 | 120.6 | 154.4 | 162.1 | 170.4 | 5.1 |
| FI | 159.5 | 193.4 | 301.8 | 486.8 | 581.1 | 636.5 | 646.1 | 655.7 | 1.5 |
| SE | 264.2 | 310.1 | 453.1 | 570.2 | 632.6 | 713.4 | 723.4 | 731.1 | 1.1 |
| IS | 1.9 | 2.3 | 4.2 | 9.7 | 10.4 | 13.0 | 13.0 | 20.3 | 56.3 |
| LI | | 2.6 | 3.1 | 3.7 | 4.3 | 4.9 | 4.9 | 4.9 | -0.6 |
| NO | 158.6 | 201.6 | 257.5 | 315.5 | 354.3 | 384.6 | 387.7 | 368.1 | -5.0 |
| CH | 688.5 | 712.7 | 748.0 | 790.8 | 871.3 | 1 001.0 | 1 033.3 | 1 047.5 | 1.4 |
| BA | | | | | 10.8 | 17.2 | 19.0 | 22.7 | 19.0 |
| ME | | | | | 4.2 | 5.8 | 6.3 | 7.2 | 14.4 |
| MD | | | | | 36.5 | 40.0 | 43.5 | 47.4 | 8.8 |
| MK | | | 1.7 | 7.8 | 10.1 | 12.8 | 15.8 | 18.8 | 18.9 |
| AL | 6.9 | 3.8 | 7.2 | 24.0 | 33.1 | 40.9 | 45.2 | 50.3 | 11.4 |
| RS | | | 16.0 | 37.9 | 64.2 | 77.0 | 80.1 | 90.5 | 13.0 |
| TR | 819.9 | 1 011.3 | 1 441.1 | 2 389.5 | 2 938.4 | 3 512.6 | 3 744.4 | 4 141.9 | 10.6 |
| UA | | | | | | | | | |
| UK | 714.0 | 971.0 | 1 235.0 | 1 264.4 | 1 253.1 | 1 297.8 | 1 341.6 | 1 363.7 | 1.6 |

NB: 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.
SE data includes cross-country scooters.
CH: mopeds include fast e-bikes.
Break in time series due to inclusion of mopeds from 2001 in ES, from 2002 in SI and HR, from 2004 in LV, from 2005 in PL, from 2007 in LT, from 2009 in SK, from 2011 in EE, from 2017 in BE.
CZ: Revision in 2022 of the whole time series due to inclusion of the mopeds.

2.6.6

Road

PASSENGER CARS

NEW VEHICLE REGISTRATIONS

| | 1 000 | | | | | % | | | CHANGE '22/'23 |
|--------------|----------|----------|----------|---------|----------|------|------|------|-------------------|
| | 2010 | 2015 | 2020 | 2022 | 2023 | 2020 | 2022 | 2023 | |
| EU-27 | 11 407.4 | 11 146.8 | 10 131.0 | 9 360.7 | 10 618.2 | 5.3 | 12.1 | 14.6 | 13.4 |
| BE | 547.3 | 506.3 | 439.0 | 374.6 | 484.6 | 3.4 | 10.1 | 19.3 | 29.4 |
| BG | 15.6 | 17.3 | 20.4 | 28.6 | 37.5 | 1.4 | 3.6 | 4.7 | 31.2 |
| CZ | 169.6 | 229.7 | 198.4 | 177.6 | 212.7 | 1.6 | 2.1 | 3.1 | 19.7 |
| DK | 153.6 | 206.7 | 199.0 | 149.3 | 173.4 | 7.2 | 20.6 | 36.1 | 16.1 |
| DE | 2 916.3 | 3 206.0 | 2 917.7 | 2 651.4 | 2 844.6 | 6.7 | 17.8 | 18.4 | 7.3 |
| EE | 10.3 | 21.1 | 19.3 | 20.6 | 23.0 | 1.8 | 3.4 | 6.3 | 11.8 |
| IE | 88.4 | 130.0 | 92.4 | 107.6 | 117.4 | 4.4 | 14.7 | 19.2 | 9.1 |
| EL | 141.5 | 75.5 | 79.6 | 105.2 | 134.5 | 0.9 | 2.7 | 4.7 | 27.8 |
| ES | 982.0 | 1 047.8 | 927.5 | 851.5 | 983.7 | 2.0 | 3.7 | 5.6 | 15.5 |
| FR | 2 251.7 | 1 886.2 | 1 693.5 | 1 577.0 | 1 817.3 | 6.7 | 13.1 | 16.7 | 15.2 |
| HR | 46.2 | 74.2 | 36.0 | 37.0 | 43.9 | 1.8 | 2.9 | 2.6 | 18.4 |
| IT | 1 961.6 | 1 593.9 | 1 437.3 | 1 335.7 | 1 581.2 | 2.2 | 3.7 | 4.2 | 18.4 |
| CY | 15.1 | 10.1 | 10.2 | 11.6 | 14.6 | 0.4 | 3.5 | 5.4 | 26.4 |
| LV | 6.4 | 14.3 | 13.7 | 16.7 | 18.5 | 2.6 | 6.4 | 8.8 | 10.4 |
| LT | 8.0 | 13.8 | 40.9 | 24.1 | 26.9 | 1.2 | 6.2 | 8.2 | 11.4 |
| LU | 49.7 | 46.5 | 45.2 | 42.1 | 49.2 | 5.5 | 15.2 | 22.5 | 16.8 |
| HU | 43.5 | 77.4 | 128.2 | 111.6 | 103.3 | 2.4 | 4.2 | 5.9 | -7.5 |
| MT | 4.1 | 7.2 | 4.6 | 6.4 | 7.5 | 3.9 | 15.4 | 20.3 | 16.1 |
| NL | 482.6 | 448.9 | 355.4 | 312.1 | 369.8 | 20.5 | 23.5 | 30.8 | 18.5 |
| AT | 328.6 | 308.6 | 248.7 | 215.1 | 239.2 | 6.4 | 15.9 | 19.9 | 11.2 |
| PL | 333.5 | 356.3 | 432.4 | 421.6 | 477.3 | 0.8 | 2.7 | 3.6 | 13.2 |
| PT | 223.5 | 178.5 | 145.3 | 158.3 | 200.2 | 5.4 | 11.6 | 18.2 | 26.5 |
| RO | 106.3 | 81.2 | 126.3 | 129.3 | 144.6 | 2.3 | 9.0 | 10.6 | 11.8 |
| SI | 61.1 | 60.7 | 53.4 | 45.7 | 48.5 | 3.2 | 5.0 | 8.9 | 6.1 |
| SK | 64.0 | 78.2 | 76.3 | 78.7 | 86.8 | 1.2 | 1.9 | 2.9 | 10.4 |
| FI | 107.3 | 108.8 | 96.4 | 81.7 | 87.5 | 4.4 | 17.8 | 33.8 | 7.1 |
| SE | 289.7 | 361.9 | 293.8 | 289.8 | 290.8 | 9.5 | 32.9 | 38.6 | 0.3 |
| IS | 3.1 | 14.0 | 9.4 | 16.6 | 17.5 | 27.0 | 41.2 | 57.4 | 5.5 |
| LI | | 2.0 | 1.5 | 1.5 | 1.6 | 10.9 | 20.8 | 21.3 | 4.3 |
| NO | 127.8 | 158.6 | 157.5 | 180.9 | 131.0 | 52.2 | 78.8 | 81.2 | -27.6 |
| CH | 292.5 | 331.0 | 245.5 | 236.8 | 263.5 | 8.1 | 17.1 | 20.1 | 11.3 |
| BA | | 5.7 | 6.5 | 8.0 | 9.0 | 0.1 | 0.4 | 1.5 | 13.3 |
| ME | 8.6 | 2.2 | 4.0 | 4.1 | | | | | |
| MD | | 17.0 | 30.3 | 31.4 | 46.0 | | | | 46.6 |
| MK | 49.3 | 29.3 | 30.0 | 28.0 | | | | | |
| GE | | | 2.4 | 5.4 | 6.4 | | | 3.8 | 18.5 |
| AL | | | 43.7 | 49.5 | 66.0 | | | | 33.5 |
| RS | | | 22.6 | 23.9 | 46.0 | | | | 92.3 |
| TR | 485.6 | 746.4 | 601.5 | 566.3 | 945.8 | 0.3 | 1.5 | 6.9 | 67.0 |
| UA | | | 88.8 | 39.1 | 63.0 | | | | 61.0 |
| UK | 2 030.8 | 2 633.5 | 1 631.1 | 1 614.1 | 1 903.1 | 6.6 | 16.6 | 16.5 | 17.9 |

NB: 2023 figures are provisional.

(*) Zero-emission vehicles include battery electric vehicles and fuel cell electric vehicles, powered by hydrogen.

Road

GOODS VEHICLES

2.6.7

NEW VEHICLE REGISTRATIONS

| | LIGHT GOODS VEHICLES (< 3.5 T) | | % | HEAVY GOODS VEHICLES (>3.5 T) | | TOTAL GOODS VEHICLES | | % |
|--------------|--------------------------------|----------|------------------------|-------------------------------|---------|----------------------|----------|----------------|
| | 2021 | 2022 | Zero-emission vehicles | 2021 | 2022 | 2021 | 2022 | CHANGE '21/'22 |
| EU-27 | 1384 031 | 1130 746 | 5.2 | 267 014 | 282 060 | 1651 045 | 1412 806 | -14.4 |
| BE | 71 769 | 56 227 | 3.2 | 8 295 | 8 645 | 80 064 | 64 872 | -19.0 |
| BG | 6 659 | 4 889 | 0.1 | 3 073 | 3 705 | 9 732 | 8 594 | -11.7 |
| CZ | 19 407 | 16 908 | 0.7 | 7 963 | 8 990 | 27 370 | 25 898 | -5.4 |
| DK | 31 551 | 27 168 | 7.1 | 4 079 | 4 584 | 35 630 | 31 752 | -10.9 |
| DE | 257 742 | 222 474 | 7.9 | 65 200 | 63 919 | 322 942 | 286 393 | -11.3 |
| EE | 4 183 | 3 755 | 1.6 | 775 | 947 | 4 958 | 4 702 | -5.2 |
| IE | 26 914 | 22 367 | 2.3 | 1 840 | 1 975 | 28 754 | 24 342 | -15.3 |
| EL | 10 431 | 9 665 | 1.6 | 568 | 676 | 10 999 | 10 341 | -6.0 |
| ES | 93 353 | 81 895 | 4.3 | 20 504 | 23 232 | 113 857 | 105 127 | -7.7 |
| FR | 335 681 | 268 613 | 4.8 | 40 878 | 41 714 | 376 559 | 310 327 | -17.6 |
| HR | 4 763 | 4 138 | 4.5 | 957 | 1 253 | 5 720 | 5 391 | -5.8 |
| IT | 172 259 | 143 925 | 2.9 | 21 903 | 21 692 | 194 162 | 165 617 | -14.7 |
| CY | 1 940 | 2 012 | 1.7 | 83 | 94 | 2 023 | 2 106 | 4.1 |
| LV | 2 604 | 2 405 | 1.4 | 1 500 | 1 673 | 4 104 | 4 078 | -0.6 |
| LT | 3 139 | 3 029 | 1.7 | 7 806 | 9 698 | 10 945 | 12 727 | 16.3 |
| LU | 4 560 | 4 004 | 4.4 | 1 054 | 1 088 | 5 614 | 5 092 | -9.3 |
| HU | 22 932 | 17 548 | 3.2 | 7 059 | 9 616 | 29 991 | 27 164 | -9.4 |
| MT | 604 | 726 | 4.3 | 13 | 47 | 617 | 773 | 25.3 |
| NL | 68 405 | 59 173 | 8.0 | 10 700 | 12 271 | 79 105 | 71 444 | -9.7 |
| AT | 58 806 | 22 069 | 9.4 | 6 680 | 6 363 | 65 486 | 28 432 | -56.6 |
| PL | 73 926 | 59 670 | 2.5 | 30 909 | 33 383 | 104 835 | 93 053 | -11.2 |
| PT | 28 097 | 22 811 | 4.5 | 4 457 | 4 461 | 32 554 | 27 272 | -16.2 |
| RO | 16 168 | 13 583 | 1.4 | 6 389 | 6 870 | 22 557 | 20 453 | -9.3 |
| SI | 9 688 | 7 139 | 1.3 | 1 925 | 2 308 | 11 613 | 9 447 | -18.7 |
| SK | 8 252 | 7 679 | 1.5 | 2 448 | 2 817 | 10 700 | 10 496 | -1.9 |
| FI | 12 893 | 11 193 | 6.1 | 3 936 | 3 828 | 16 829 | 15 021 | -10.7 |
| SE | 37 305 | 35 681 | 14.1 | 6 020 | 6 211 | 43 325 | 41 892 | -3.3 |
| IS | 1 162 | 1 577 | 15.7 | 513 | 468 | 1 675 | 2 045 | 22.1 |
| LI | 208 | 191 | 12.6 | 30 | 37 | 238 | 228 | -4.2 |
| NO | 32 723 | 28 474 | 24.3 | 5 751 | 5 509 | 38 474 | 33 983 | -11.7 |
| CH | 29 476 | 25 145 | 9.4 | 3 904 | 3 797 | 33 380 | 28 942 | -13.3 |

NB: Heavy goods vehicles include lorries > 3.5 t and road tractors.

2.6.8

Road

BUSES AND COACHES

NEW VEHICLE REGISTRATIONS

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2022 | % |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------------------------|
| | | | | | | | | | | Zero-emission vehicles |
| | | | | | | | | | | CHANGE '21/'22 |
| EU-27 | 38029 | 37386 | 38456 | 37841 | 39645 | 30326 | 34439 | 29538 | 12.6 | -14.2 |
| BE | 925 | 714 | 871 | 1062 | 1313 | 792 | 944 | 595 | 7.1 | -37.0 |
| BG | 379 | 363 | 363 | 416 | 362 | 181 | 270 | 211 | 2.4 | -21.9 |
| CZ | 1428 | 1070 | 828 | 318 | 1301 | 1383 | 1253 | 1161 | 3.4 | -7.3 |
| DK | 835 | 1039 | 1293 | 762 | 884 | 440 | 746 | 714 | 56.3 | -4.3 |
| DE | 6137 | 6683 | 6697 | 6687 | 6437 | 6460 | 6474 | 4883 | 12.1 | -24.6 |
| EE | 232 | 171 | 212 | 142 | 201 | 223 | 269 | 304 | 0.0 | 13.0 |
| IE | 417 | 555 | 468 | 599 | 574 | 267 | 513 | 417 | 7.0 | -18.7 |
| EL | 123 | 191 | 176 | 238 | 361 | 289 | 446 | 261 | 0.4 | -41.5 |
| ES | 2890 | 3567 | 3834 | 3704 | 3535 | 2172 | 1952 | 2435 | 11.0 | 24.7 |
| FR | 7344 | 6594 | 6579 | 6471 | 7045 | 6399 | 7207 | 6192 | 13.4 | -14.1 |
| HR | 482 | 568 | 488 | 584 | 736 | 230 | 76 | 221 | 1.2 | 190.8 |
| IT | 2479 | 2586 | 3405 | 4451 | 4312 | 2961 | 4091 | 3689 | 3.8 | -9.8 |
| CY | 37 | 55 | 47 | 45 | 19 | 246 | 20 | 58 | 0.0 | 190.0 |
| LV | 281 | 222 | 287 | 178 | 130 | 164 | 258 | 278 | 8.6 | 7.8 |
| LT | 200 | 250 | 373 | 668 | 374 | 316 | 146 | 112 | 37.5 | -23.3 |
| LU | 251 | 205 | 239 | 218 | 273 | 214 | 167 | 301 | 51.2 | 80.2 |
| HU | 625 | 488 | 713 | 761 | 789 | 700 | 1086 | 768 | 6.4 | -29.3 |
| MT | 182 | 65 | 49 | 22 | 75 | 148 | 87 | 95 | 14.7 | 9.2 |
| NL | 344 | 840 | 887 | 562 | 935 | 643 | 338 | 237 | 46.0 | -29.9 |
| AT | 899 | 1043 | 1244 | 1125 | 1163 | 872 | 887 | 934 | 2.8 | 5.3 |
| PL | 5886 | 5562 | 5438 | 4847 | 3598 | 1599 | 4058 | 1065 | 14.0 | -73.8 |
| PT | 690 | 905 | 459 | 643 | 712 | 464 | 669 | 1509 | 0.2 | 125.6 |
| RO | 2468 | 1116 | 1027 | 1323 | 1953 | 819 | 717 | 860 | 51.6 | 19.9 |
| SI | 171 | 198 | 191 | 181 | 195 | 64 | 99 | 149 | 2.0 | 50.5 |
| SK | 375 | 368 | 401 | 356 | 308 | 297 | 533 | 406 | 0.2 | -23.8 |
| FI | 526 | 586 | 514 | 475 | 593 | 284 | 382 | 417 | 66.9 | 9.2 |
| SE | 1423 | 1382 | 1373 | 1003 | 1467 | 1699 | 751 | 1266 | 20.5 | 68.6 |
| IS | 110 | 85 | 272 | 180 | 119 | 44 | 43 | 25 | 4.0 | -41.9 |
| LI | 8 | 10 | 4 | 6 | 5 | 2 | 21 | 5 | 0.0 | -76.2 |
| NO | 1111 | 1483 | 1293 | 1099 | 2387 | 1441 | 1118 | 607 | 43.6 | -45.7 |
| CH | 1153 | 878 | 859 | 830 | 787 | 797 | 818 | 619 | 18.7 | -24.3 |

NB: 'Buses and coaches' includes trolleybuses

Road MOTORCYCLES

2.6.9

NEW VEHICLE REGISTRATIONS

| | 1 000 | | | | | | | | % |
|--------------|-------|-------|---------|---------|-------|---------|---------|---------|----------------|
| | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '21/'22 |
| EU-27 | | | 1 229.0 | 1 000.0 | 798.8 | 1 020.0 | 1 091.9 | 1 114.7 | 2.1 |
| BE | | 25.3 | 25.0 | 26.4 | 21.6 | 25.1 | 24.7 | 24.1 | -2.5 |
| BG | | 1.2 | 0.6 | 0.9 | 0.8 | 0.8 | 1.1 | 1.5 | 32.4 |
| CZ | 6.9 | 3.9 | 7.6 | 5.4 | 13.4 | 17.4 | 17.8 | 18.7 | 5.1 |
| DK | 2.3 | 3.3 | 5.8 | 2.6 | 2.2 | 3.7 | 3.8 | 3.2 | -17.1 |
| DE | 218.2 | 252.6 | 168.7 | 122.3 | 151.7 | 220.4 | 199.1 | 199.4 | 0.1 |
| EE | | 0.1 | 0.3 | 0.5 | 0.5 | 0.8 | 0.9 | 1.2 | 31.0 |
| IE | | 3.8 | 2.4 | 1.1 | 1.0 | 1.6 | 2.3 | 2.8 | 21.9 |
| EL | | 64.0 | 83.1 | 61.5 | 34.5 | 35.5 | 44.4 | 55.7 | 25.3 |
| ES | | 72.0 | 205.6 | 134.3 | 132.5 | 156.2 | 166.5 | 177.0 | 6.3 |
| FR | | 179.6 | 196.6 | 231.6 | 153.2 | 190.7 | 207.0 | 193.4 | -6.6 |
| HR | | | 6.7 | 2.9 | 3.0 | 6.0 | 2.2 | 3.3 | 54.3 |
| IT | | 524.6 | 420.5 | 306.3 | 172.1 | 218.1 | 269.6 | 271.4 | 0.7 |
| CY | | | 2.5 | 3.1 | 1.7 | 2.5 | 2.9 | 2.3 | -20.8 |
| LV | | | 0.4 | 0.3 | 0.6 | 1.0 | 1.2 | 1.4 | 15.2 |
| LT | | 0.4 | 1.7 | 0.2 | 0.3 | 0.7 | 1.1 | 1.6 | 42.9 |
| LU | 1.0 | 1.3 | 1.3 | 1.6 | 1.7 | 2.4 | 2.6 | 2.5 | -3.2 |
| HU | | | 12.5 | 3.2 | 2.1 | 4.3 | 4.7 | 5.3 | 12.7 |
| MT | | | 0.4 | 0.6 | 1.4 | 2.3 | 3.4 | 4.7 | 38.4 |
| NL | 17.8 | 19.6 | 16.8 | 15.2 | 11.7 | 14.9 | 16.1 | 16.8 | 4.3 |
| AT | 18.7 | 23.8 | 19.1 | 21.4 | 24.9 | 32.5 | 33.0 | 32.1 | -2.8 |
| PL | | | 3.8 | 8.7 | 23.9 | 21.8 | 21.6 | 23.9 | 10.8 |
| PT | 12.1 | 17.7 | 11.2 | 18.9 | 17.6 | 29.0 | 34.0 | 36.6 | 7.7 |
| RO | | | 0.8 | 1.6 | 1.3 | 5.8 | 6.2 | 7.8 | 25.0 |
| SI | | 1.2 | 2.5 | 2.7 | 2.5 | 3.1 | 3.9 | 5.2 | 33.5 |
| SK | | | 1.2 | 2.3 | 5.3 | 5.2 | 6.0 | 7.1 | 18.8 |
| FI | | 5.2 | 9.2 | 9.5 | 3.2 | 3.7 | 3.7 | 3.8 | 2.5 |
| SE | | 18.4 | 22.8 | 14.8 | 14.4 | 14.4 | 12.0 | 12.1 | 1.2 |
| IS | | 0.2 | 1.1 | | | 0.2 | 0.2 | 0.2 | 0.0 |
| NO | | | 6.2 | 7.0 | 6.8 | 11.4 | 11.8 | 10.6 | -10.0 |
| CH | | 30.6 | 40.2 | 38.2 | 47.7 | 46.2 | 52.8 | 44.2 | -16.2 |
| BA | | | | | | 0.4 | 0.7 | 0.7 | 9.1 |
| ME | | | | | 0.7 | 0.4 | 0.8 | 1.3 | 65.2 |
| MD | | | | | 1.3 | 3.3 | 3.4 | 3.8 | 12.3 |
| MK | 1.0 | 0.5 | 0.1 | 3.2 | 2.4 | 4.1 | 4.7 | 5.9 | 25.4 |
| AL | | | | | | | | | |
| RS | | | | 8.0 | 3.9 | 5.9 | 5.9 | 7.1 | 19.7 |
| TR | | | 227.7 | 135.6 | 162.8 | 107.9 | 139.8 | 205.8 | 47.2 |
| UA | | | | | | | | | |
| UK | | 121.9 | 108.1 | 81.3 | 105.7 | 97.3 | 107.3 | 109.3 | 1.9 |

NB: SE: Since 2010 national figures are used.
MT: including e-bicycles.

2.6.10

Road
MOPEDS

NEW VEHICLE DELIVERIES

| | 1 000 | | | | | | | % |
|--------------|-------|-------|-------|--------------|--------------|--------------|--------------|-------------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '20/'21 |
| EU-27 | | | | 337.8 | 373.3 | 333.7 | 325.6 | -2.4 |
| BE | 33.2 | 17.3 | 14.2 | 12.4 | 28.5 | 26.8 | 32.0 | 19.3 |
| BG | 2.1 | 1.1 | 2.1 | 0.8 | 0.4 | 0.5 | 0.7 | 54.6 |
| CZ | | 8.0 | 2.9 | 1.5 | 1.2 | 1.2 | 1.2 | 5.1 |
| DK | 9.8 | 4.9 | 17.6 | 8.0 | 8.6 | 7.9 | 7.6 | -3.3 |
| DE | 108.7 | 97.3 | 64.9 | 32.6 | 23.9 | 24.1 | 29.6 | 22.8 |
| EE | | 8.0 | 0.0 | 0.7 | 0.5 | 0.5 | 0.5 | -2.4 |
| IE | 3.0 | 0.8 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | -26.4 |
| EL | 19.2 | 24.1 | 18.9 | 8.6 | 2.7 | 3.4 | 4.3 | 25.3 |
| ES | 248.6 | 115.1 | 34.2 | 16.0 | 22.7 | 18.9 | 17.5 | -7.5 |
| FR | 192.3 | 154.9 | 144.5 | 89.6 | 99.1 | 100.9 | 93.3 | -7.6 |
| HR | | 13.2 | 6.4 | 2.6 | 2.1 | 0.5 | 1.1 | 109.2 |
| IT | 311.8 | 128.3 | 90.2 | 24.6 | 21.4 | 20.2 | 21.6 | 7.2 |
| CY | | 2.1 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | -6.9 |
| LV | | 0.6 | 1.0 | 1.0 | 0.7 | 0.6 | 0.5 | -14.0 |
| LT | | | 1.2 | 1.7 | 0.6 | 0.9 | 0.9 | 7.5 |
| LU | 0.5 | 0.5 | 0.7 | 0.9 | 0.4 | 0.4 | 0.3 | -26.5 |
| HU | | | 3.6 | 3.3 | 3.7 | 4.0 | 4.5 | 12.7 |
| MT | | | | 0.0 | 0.1 | 0.9 | 1.1 | 25.6 |
| NL | 66.9 | 40.9 | 90.7 | 66.0 | 84.7 | 74.0 | 62.0 | -16.2 |
| AT | 21.3 | 27.7 | 24.9 | 13.8 | 14.0 | 12.6 | 11.0 | -12.3 |
| PL | | 23.3 | 72.2 | 30.4 | 18.3 | 12.7 | 11.4 | -10.2 |
| PT | 15.0 | | 4.6 | 2.6 | 2.3 | 1.8 | 1.9 | 3.1 |
| RO | | | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | -91.7 |
| SI | | 3.1 | 3.5 | 2.3 | 5.2 | 5.7 | 5.4 | -4.1 |
| SK | | 2.0 | 1.8 | 0.4 | 0.2 | 0.3 | 0.3 | 10.7 |
| FI | 6.4 | 20.9 | 17.9 | 7.0 | 6.9 | 4.4 | 4.3 | -2.9 |
| SE | 10.0 | 15.4 | 13.3 | 10.6 | 24.7 | 10.3 | 12.3 | 19.0 |
| IS | | | | | 0.5 | 0.2 | 0.2 | 0.0 |
| NO | | 11.9 | 8.1 | 7.4 | 3.4 | 3.0 | 3.1 | 3.2 |
| CH | 19.4 | 3.1 | 3.1 | 0.8 | 1.0 | 1.4 | 1.9 | 38.1 |
| BA | | | | | 0.8 | 0.8 | 1.1 | 31.1 |
| ME | | | | | | | | |
| MD | | | | | | | | |
| MK | | | | | | | | |
| AL | | | | | 3.4 | 4.1 | 4.8 | 16.6 |
| RS | | | 8.8 | 2.4 | 2.0 | 1.9 | 2.9 | 55.9 |
| TR | | | 1.5 | 2.3 | 100.5 | 116.2 | 209.7 | 80.5 |
| UA | | | | | | | | |
| UK | 48.2 | 24.7 | 14.5 | 9.4 | 6.1 | 7.1 | 7.2 | 1.4 |

NB: Official statistics on mopeds are often unavailable, therefore data and estimates should be considered as indicative.

SI: Since May 2017 obligatory registration of mopeds with the maximum speed of 25 km/h.

Sea

2.6.11

EU MERCHANT FLEET

SHIPS OF 1000 gt AND OVER

| On 1 January 2023 | | | | | | | | |
|-------------------|------------------------|----------------|-------------------|----------------|-----------------------------------|----------------|----------------------------------|-------------|
| | TOTAL FLEET CONTROLLED | | NATIONAL FLAG (*) | | FOREIGN FLAG (INCLUDING OTHER EU) | | % OF FOREIGN FLAG IN TOTAL FLEET | |
| | Number | dwt (1000) | Number | dwt (1000) | Number | dwt (1000) | Number | dwt |
| EU-27 | 12 469 | 690 517 | 2 662 | 114 303 | 9 807 | 576 214 | 78.7 | 83.4 |
| BE | 179 | 22 367 | 67 | 8 047 | 112 | 14 320 | 62.6 | 64.0 |
| BG | 70 | 1 906 | 10 | 83 | 60 | 1 823 | 85.7 | 95.6 |
| CZ | - | - | - | - | - | - | - | - |
| DK | 798 | 42 361 | 363 | 21 099 | 435 | 21 262 | 54.5 | 50.2 |
| DE | 2 240 | 76 758 | 148 | 6 689 | 2 092 | 70 069 | 93.4 | 91.3 |
| EE | 94 | 1 253 | 9 | 17 | 85 | 1 236 | 90.4 | 98.6 |
| IE | 95 | 1 601 | 38 | 369 | 57 | 1 232 | 60.0 | 77.0 |
| EL | 5 186 | 424 893 | 602 | 56 196 | 4 584 | 368 697 | 88.4 | 86.8 |
| ES | 200 | 4 487 | 79 | 433 | 121 | 4 054 | 60.5 | 90.3 |
| FR | 381 | 19 404 | 110 | 3 743 | 271 | 15 661 | 71.1 | 80.7 |
| HR | 76 | 2 283 | 54 | 1 405 | 22 | 878 | 28.9 | 38.5 |
| IT | 1 182 | 52 837 | 375 | 6 869 | 807 | 45 968 | 68.3 | 87.0 |
| CY | 233 | 10 395 | 57 | 2 297 | 176 | 8 098 | 75.5 | 77.9 |
| LV | 65 | 450 | 3 | 8 | 62 | 442 | 95.4 | 98.2 |
| LT | 60 | 259 | 15 | 83 | 45 | 176 | 75.0 | 68.0 |
| LU | 68 | 3 978 | 1 | 6 | 67 | 3 972 | 98.5 | 99.8 |
| HU | - | - | - | - | - | - | - | - |
| MT | 72 | 1 364 | 40 | 728 | 32 | 636 | 44.4 | 46.6 |
| NL | 858 | 11 932 | 527 | 4 505 | 331 | 7 427 | 38.6 | 62.2 |
| AT | 4 | 31 | 0 | | 4 | 31 | 100.0 | 100.0 |
| PL | 94 | 2 526 | 5 | 15 | 89 | 2 511 | 94.7 | 99.4 |
| PT | 47 | 1 139 | 25 | 147 | 22 | 992 | 46.8 | 87.1 |
| RO | 102 | 1 482 | 2 | 24 | 100 | 1 458 | 98.0 | 98.4 |
| SI | 1 | 6 | | | 1 | 6 | 100.0 | 100.0 |
| SK | - | - | - | - | - | - | - | - |
| FI | 109 | 2 157 | 63 | 754 | 46 | 1 403 | 42.2 | 65.0 |
| SE | 255 | 4 648 | 69 | 786 | 186 | 3 862 | 72.9 | 83.1 |
| IS | 12 | 104 | 2 | 8 | 10 | 96 | 83.3 | 92.3 |
| NO | 1 682 | 77 286 | 651 | 15 917 | 1 031 | 61 369 | 61.3 | 79.4 |
| CH | 199 | 11 698 | 14 | 836 | 185 | 10 862 | 93.0 | 92.9 |
| BA | - | - | - | - | - | - | - | - |
| ME | 5 | 153 | 4 | 140 | 1 | 13 | 20.0 | 8.5 |
| MK | - | - | - | - | - | - | - | - |
| MD | 15 | 1 141 | | | 15 | 1 141 | 100.0 | 100.0 |
| GE | 19 | 976 | | | 19 | 976 | 100.0 | 100.0 |
| AL | 30 | 102 | 9 | 23 | 21 | 79 | 70.0 | 77.5 |
| RS | 1 | 7 | | | 1 | 7 | 100.0 | 100.0 |
| TR | 1 858 | 44 895 | 350 | 5 845 | 1 508 | 39 050 | 81.2 | 87.0 |
| UA | 277 | 3 090 | 66 | 235 | 211 | 2 855 | 76.2 | 92.4 |
| UK | 814 | 42 220 | 160 | 6 585 | 654 | 35 635 | 80.3 | 84.4 |

NB: (*) Including international registers like NIS and DIS.
Including vessels registered at territorial dependencies.

2.6.12a Sea – WORLD MERCHANT FLEET BY WORLD REGION

TOTAL CONTROLLED FLEET BY WORLD REGION

| | dwt (million) | | | | | | | |
|-------------------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|
| On 1 January | | | | | | | | |
| World region | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | 2023 |
| Europe (*) | 311.246 | 350.136 | 400.947 | 518.276 | 739.100 | 866.235 | 893.000 | 893.968 |
| of which: EU-27 (**) | 223.564 | 257.975 | 316.850 | 432.246 | 578.157 | 680.419 | 690.517 | 690.517 |
| North America | 51.024 | 49.413 | 45.414 | 50.539 | 82.881 | 87.887 | 90.586 | 87.204 |
| Latin America | 18.691 | 15.679 | 14.422 | 30.867 | 29.608 | 33.609 | 29.418 | 17.535 |
| Asia / Oceania | 246.722 | 292.722 | 361.311 | 532.446 | 805.594 | 983.390 | 1050.414 | 1158.131 |
| Africa | 6.742 | 7.121 | 5.142 | 6.981 | 13.451 | 15.529 | 16.316 | 14.998 |
| Unknown | 37.956 | 38.115 | 52.687 | 86.555 | 4.561 | 5.607 | 25.600 | 25.068 |
| TOTAL | 672.381 | 753.226 | 879.923 | 1 225.665 | 1 675.195 | 1 961.597 | 2 086.712 | 2 156.742 |

SHARE OF EU IN TOTAL AND OF FOREIGN FLAG IN EU

| EU-27 (**) | % | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|
| Control of total | 33,2 | 34,2 | 36,0 | 35,3 | 34,5 | 34,7 | 33,1 | 32,0 |
| Foreign flag share (***) | 56,5 | 68,1 | 67,8 | 69,4 | 75,5 | 82,2 | 83,4 | 78,7 |

NB: Only ships of 1 000 gt and over.

(*) In this table Europe includes EU-27, EFTA, Monaco, Gibraltar, Andorra, Turkey, Western Balkan countries, Russia, Ukraine and Moldova, and Georgia (starting with 2023).

(**) EU-27 since 2012.

(***) Foreign flag share includes ships registered by EU countries in other EU countries.

Sea – WORLD MERCHANT FLEET BY TYPE OF SHIP

2.6.12b

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

| NUMBERS AND DEADWEIGHT | | | | | | |
|--------------------------------------|--------|--------|----|-------------|---------|----|
| On 1 January 2023 | Number | | | dwt (1 000) | | |
| (ships of 1 000 gt and over) | WORLD | EU-27 | % | WORLD | EU-27 | % |
| TOTAL FLEET | 48 763 | 12 469 | 26 | 2 156 742 | 690 517 | 32 |
| Tankers | 14 146 | 3 429 | 24 | 783 487 | 259 907 | 33 |
| of which: | | | | | | |
| Crude oil and oil product tankers | 6 545 | 1 501 | 23 | 562 944 | 195 662 | 35 |
| Oil / chemical tankers | 5 557 | 1 474 | 27 | 132 939 | 44 654 | 34 |
| Liquid gas tankers | 2 044 | 454 | 22 | 87 604 | 19 591 | 22 |
| Bulk carriers | 12 898 | 3 196 | 25 | 936 454 | 255 607 | 27 |
| Container ships | 5 776 | 2 385 | 41 | 303 782 | 141 016 | 46 |
| General cargo | 13 286 | 2 631 | 20 | 121 238 | 28 110 | 23 |
| of which: | | | | | | |
| Conventional cargo | 9 119 | 1 485 | 16 | 34 351 | 5 970 | 17 |
| Special cargo (*) | 1 876 | 660 | 35 | 33 514 | 11 031 | 33 |
| Pure car carriers | 753 | 71 | 9 | 37 851 | 2 812 | 7 |
| Reefer | 587 | 125 | 21 | 3 363 | 1 059 | 31 |
| Ro-Ro cargo | 960 | 290 | 30 | 14 140 | 8 465 | 60 |
| Passenger and passenger cargo | 2 657 | 739 | 28 | 7 344 | 2 539 | 35 |

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

| NUMBERS AND GROSS TONS | | | | | | |
|--|--------|-------|----|------------|--------|----|
| On 1 January 2023 | Number | | | gt (1 000) | | |
| (ships of 300 gt and over) | WORLD | EU-27 | % | WORLD | EU-27 | % |
| TOTAL | 5 519 | 1 437 | 26 | 48 137 | 18 752 | 39 |
| Cargo passenger and Ro-Ro passenger ships | 3 225 | 883 | 27 | 19 797 | 10 168 | 51 |
| Passenger (not Ro-Ro) | 2 294 | 554 | 24 | 28 339 | 8 584 | 30 |

As mid 2023 (**)

| (ships of 1 000 gt and over) | WORLD | EU-27 | % | WORLD | EU-27 | % |
|--|-------|-------|----|--------|-------|----|
| Cruise ships by registered flag | 337 | 118 | 35 | 25 596 | 8 291 | 32 |

NB: (*) Including open hatch carriers.

(**) 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.

2.6.13

Air

PASSENGER AIRCRAFT

NUMBER OF CIVIL AIRCRAFT IN SERVICE

| PASSENGER AIRCRAFT | | | | | |
|---------------------|------------------|-----------------|------------------|--------------------|--------------|
| On 31 December 2023 | | | | | |
| | 50 seats or less | 51 to 150 seats | 151 to 250 seats | 251 seats and more | TOTAL |
| EU-27 | 464 | 405 | 2 390 | 395 | 3 654 |
| BE | 3 | 19 | 37 | 5 | 64 |
| BG | 4 | 7 | 17 | 1 | 29 |
| CZ | 2 | 2 | 20 | | 24 |
| DK | 14 | 8 | 26 | | 48 |
| DE | 51 | 65 | 285 | 102 | 503 |
| EE | 4 | | 14 | | 18 |
| IE | 3 | 10 | 381 | 4 | 398 |
| EL | 13 | 18 | 70 | | 101 |
| ES | 39 | 55 | 278 | 54 | 426 |
| FR | 59 | 57 | 158 | 102 | 376 |
| HR | 7 | 4 | 6 | | 17 |
| IT | 26 | 25 | 69 | 12 | 132 |
| CY | | 2 | 3 | | 5 |
| LV | | 39 | 3 | | 42 |
| LT | 1 | 4 | 11 | | 16 |
| LU | 11 | 4 | 6 | | 21 |
| HU | | | 83 | | 83 |
| MT | 2 | 12 | 320 | 4 | 338 |
| NL | 72 | 10 | 97 | 61 | 240 |
| AT | 19 | | 161 | 6 | 186 |
| PL | 43 | 1 | 108 | 14 | 166 |
| PT | 27 | 5 | 81 | 7 | 120 |
| RO | | 13 | 17 | | 30 |
| SI | 4 | | | | 4 |
| SK | | | 8 | | 8 |
| FI | 15 | 16 | 30 | 18 | 79 |
| SE | 45 | 29 | 101 | 5 | 180 |
| IS | 15 | | 41 | 3 | 59 |
| LI | | | | | 0 |
| NO | 46 | | 41 | 4 | 91 |
| CH | 21 | 31 | 94 | 17 | 163 |
| BA | | | | | 0 |
| ME | 2 | | | | 2 |
| AL | | 1 | 4 | | 5 |
| RS | 4 | 17 | 8 | 1 | 30 |
| TR | | 6 | 507 | 77 | 590 |
| UK | 66 | 56 | 519 | 120 | 761 |

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

Air

2.6.14

FREIGHT, SPECIAL, BUSINESS AIRCRAFT

NUMBER OF CIVIL AIRCRAFT IN SERVICE

| FREIGHT, SPECIAL, BUSINESS AIRCRAFT | | | | | |
|-------------------------------------|------------------------|-----------------------|--------------------------|-----------------------------|----------------------------------|
| On 31 December 2023 | | | | | |
| | FREIGHT / CARGO | | QUICK-CHANGE CONVERTIBLE | SPECIAL PURPOSE / AMBULANCE | BUSINESS / CORPORATE / EXECUTIVE |
| | under 100 000 lbs mtow | over 100 000 lbs mtow | (pass./cargo) Multi-role | | |
| EU-27 | 92 | 299 | 6 | 191 | 1 741 |
| BE | | 41 | | 2 | 62 |
| BG | | 7 | | | 15 |
| CZ | | | | 1 | 67 |
| DK | | 15 | 4 | 2 | 59 |
| DE | 9 | 120 | | 48 | 433 |
| EE | 8 | | | | 7 |
| IE | 7 | 15 | | 1 | 20 |
| EL | 6 | | | 3 | 20 |
| ES | 21 | 7 | | 68 | 52 |
| FR | 1 | 23 | | 1 | 128 |
| HR | | | | | 8 |
| IT | | 9 | 1 | 19 | 77 |
| CY | | | | 1 | 5 |
| LV | 2 | | | | 13 |
| LT | 10 | | | 1 | 4 |
| LU | | 26 | | 5 | 63 |
| HU | 8 | 1 | | | 23 |
| MT | 2 | 4 | | | 240 |
| NL | | 4 | | 1 | 35 |
| AT | 1 | 20 | | 6 | 198 |
| PL | 12 | 3 | 1 | | |
| PT | | | | 4 | 132 |
| RO | | 1 | | | 14 |
| SI | | | | | 14 |
| SK | | 1 | | | 14 |
| FI | 2 | | | | 11 |
| SE | 3 | 2 | | 28 | 27 |
| IS | | 11 | | 2 | |
| LI | | | | | 3 |
| NO | | | | | 7 |
| CH | 2 | | | 5 | 112 |
| ME | | | | | 2 |
| MK | | | | | |
| AL | | | | | |
| RS | | | | 1 | 34 |
| TR | | 32 | | 21 | 106 |
| BA | 1 | | | | |
| UK | 7 | 41 | | 18 | 250 |

NB: 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.

2.6.15

Rail

LOCOMOTIVES AND RAILCARS

STOCK OF VEHICLES

| | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '21/'22 |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|
| EU-27 | | 49 877 | 46 374 | 53 322 | 53 495 | 61 624 | 60 160 | 59 898 | -0,4 |
| BE | 1 727 | 1 670 | 1 518 | 1 341 | 1 238 | 1 238 | 1 350 | 1 350 | 0,0 |
| BG | 1 119 | 762 | 669 | 624 | 440 | 311 | 309 | 335 | 8,4 |
| CZ | | 3 596 | 3 163 | 2 258 | 2 285 | 2 161 | 1 850 | 1 736 | -6,2 |
| DK | 735 | 700 | 755 | 748 | 865 | 741 | 725 | 740 | 2,1 |
| DE | 14 437 | 9 656 | 7 742 | 15 613 | 16 613 | 17 010 | 17 314 | 17 703 | 2,2 |
| EE | 300 | 196 | 344 | 374 | 358 | 238 | 210 | 212 | 1,0 |
| IE | 166 | 224 | 412 | 572 | 482 | 482 | 482 | 482 | 0,0 |
| EL | 400 | 244 | 289 | 306 | 258 | 217 | 217 | 218 | 0,5 |
| ES | 1 922 | 1 693 | 1 946 | 1 732 | 1 634 | 1 595 | 1 590 | 1 580 | -0,6 |
| FR | 7 422 | 7 158 | 6 948 | 6 849 | 11 731 | 12 313 | 11 238 | 11 022 | -1,9 |
| HR | 563 | 480 | 377 | 284 | 298 | 267 | 229 | 224 | -2,2 |
| IT | 4 818 | 4 697 | 4 674 | 4 494 | 2 631 | 1 947 | 2 048 | 1 773 | -13,4 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 739 | 429 | 353 | 356 | 359 | 305 | 280 | 262 | -6,4 |
| LT | 389 | 341 | 311 | 326 | 277 | 269 | 273 | 260 | -4,8 |
| LU | 97 | 124 | 145 | 91 | 126 | 134 | 134 | 130 | -3,0 |
| HU | 2 040 | 1 453 | 1 385 | 1 275 | 1 225 | 1 071 | 1 035 | 1 029 | -0,6 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 2 372 | 1 965 | 2 078 | 2 411 | 2 780 | 3 349 | 3 670 | 3 483 | -5,1 |
| AT | 1 543 | 1 530 | 1 500 | 2 081 | 1 972 | 2 217 | 2 193 | 2 122 | -3,2 |
| PL | 5 483 | 5 293 | 5 828 | 5 657 | 5 526 | 7 846 | 7 127 | 6 747 | -5,3 |
| PT | 530 | 589 | 439 | 363 | 363 | 383 | 394 | 377 | -4,3 |
| RO | 4 515 | 3 440 | 2 186 | 2 158 | 2 095 | 2 779 | 2 917 | 2 916 | 0,0 |
| SI | 358 | 300 | 261 | 267 | 401 | 410 | 498 | 510 | 2,4 |
| SK | | 1 570 | 1 204 | 1 035 | 978 | 780 | 439 | 425 | -3,2 |
| FI | 669 | 735 | 702 | 644 | 650 | 641 | 641 | 641 | 0,0 |
| SE | 1 234 | 1 032 | 1 377 | 1 927 | 2 422 | 2 920 | 2 997 | 3 621 | 20,8 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 502 | 299 | 289 | 544 | 270 | 279 | 279 | 279 | |
| CH | 1 254 | 1 528 | 2 198 | 1 745 | 1 694 | 1 509 | 1 605 | 1 092 | -32,0 |
| BA | | | | | 187 | 188 | 188 | 188 | 0,0 |
| ME | | | | | | 37 | 37 | 37 | 0,0 |
| MD | | 193 | 187 | 182 | 166 | 166 | 168 | 168 | 0,0 |
| MK | 92 | 101 | 73 | 63 | 53 | 59 | 67 | 67 | 0,0 |
| GE | | | | 85 | 71 | 63 | 69 | 69 | 0,0 |
| AL | | | | | 63 | 38 | 38 | 38 | 0,0 |
| RS | | | | | 506 | 255 | 213 | 213 | 0,0 |
| TR | 897 | 849 | 735 | 673 | 864 | 901 | 901 | 901 | 0,0 |
| UA | | | | | | | | | |
| UK | 5 610 | | 3 177 | 10 710 | 11 347 | 11 347 | 11 347 | 11 347 | 0,0 |

NB: Data relates to main railway undertakings.

Values on this table consider the declared values of locomotives (diesel + electric) and railcars (diesel + electric) and in some cases multiple units.

EL, FI, NO: figures in italics refer to value of previous year.

BE: 2013 data.

UK: 2014 data.

DE: includes former GDR: 1990 = 6 331.

CZ: 1990: 6 010.

Rail

2.6.16

PASSENGER TRANSPORT VEHICLES

STOCK OF COACHES, RAILCARS AND TRAILERS

| | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 | CHANGE '21/'22 |
|--------------|--------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| EU-27 | | <i>100 940</i> | <i>91 104</i> | <i>89 900</i> | <i>94 273</i> | <i>93 592</i> | <i>94 188</i> | <i>93 232</i> | -1.0 |
| BE | 3 286 | 3 494 | 3 251 | 3 412 | 2 345 | 3 838 | 3 838 | 3 838 | 0.0 |
| BG | 2 386 | 2 099 | 1 558 | 1 369 | 756 | 667 | 572 | 572 | 0.0 |
| CZ | | 5 252 | 4 895 | 4 514 | 4 139 | 3 771 | 3 738 | 3 641 | -2.6 |
| DK | 1 594 | 1 590 | 1 473 | 2 069 | 2 755 | 2 171 | 2 173 | 2 059 | -5.2 |
| DE | 24 139 | 21 097 | 20 169 | 18 565 | 18 990 | 17 874 | 17 913 | 18 233 | 1.8 |
| EE | 596 | 241 | 234 | 217 | 280 | 199 | 106 | 98 | -7.5 |
| IE | 314 | 421 | 581 | 592 | 426 | 426 | 426 | 426 | 0.0 |
| EL | 810 | 505 | 564 | 718 | 707 | 312 | 312 | 319 | 2.2 |
| ES | 3 839 | 4 315 | 5 236 | 5 365 | 4 292 | 4 323 | 4 238 | 4 227 | -0.3 |
| FR | 15 798 | 15 694 | 15 879 | 13 521 | 23 958 | 26 506 | 25 679 | 25 337 | -1.3 |
| HR | 1 052 | 720 | 579 | 523 | 545 | 527 | 543 | 491 | -9.6 |
| IT | 14 025 | 11 914 | 10 066 | 12 465 | 9 762 | 8 598 | 8 273 | 8 120 | -1.8 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 1 226 | 702 | 490 | 238 | 374 | 370 | 370 | 370 | 0.0 |
| LT | 664 | 563 | 467 | 337 | 217 | 165 | 157 | 154 | -1.9 |
| LU | 114 | 149 | 185 | 214 | 242 | 255 | 255 | 255 | 0.0 |
| HU | 4 385 | 3 191 | 3 060 | 2 788 | 2 619 | 2 056 | 2 121 | 2 003 | -5.6 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 2 268 | 2 742 | 852 | 2 824 | 2 791 | 3 274 | 3 593 | 3 415 | -5.0 |
| AT | 3 689 | 3 468 | 3 112 | 2 974 | 2 646 | 2 935 | 2 916 | 2 691 | -7.7 |
| PL | 11 928 | 9 761 | 8 843 | 7 885 | 7 409 | 6 392 | 7 113 | 7 164 | 0.7 |
| PT | 1 232 | 1 303 | 1 125 | 965 | 977 | 988 | 1 100 | 1 011 | -8.1 |
| RO | 6 352 | 6 234 | 3 310 | 3 037 | 2 329 | 1 702 | 2 317 | 2 281 | -1.6 |
| SI | 606 | 461 | 401 | 355 | 349 | 356 | 442 | 432 | -2.3 |
| SK | | 2 273 | 1 808 | 1 530 | 1 406 | 1 377 | 1 377 | 1 377 | 0.0 |
| FI | 957 | 1 003 | 1 084 | 1 071 | 1 101 | 1 226 | 1 226 | 1 226 | 0.0 |
| SE | 1 747 | 1 748 | 1 882 | 2 352 | 2 858 | 3 284 | 3 390 | 3 492 | 3.0 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 900 | 918 | 191 | 210 | 386 | 394 | 394 | 394 | 0.0 |
| CH | 4 136 | 3 333 | 4 293 | 4 949 | 5 245 | 5 940 | 5 871 | 6 294 | 7.2 |
| BA | | 300 | 180 | 187 | 132 | 188 | 188 | 187 | -0.5 |
| ME | | | 83 | 68 | 68 | 27 | 24 | 25 | 4.2 |
| MD | | 582 | 548 | 458 | 324 | 264 | 212 | 220 | 3.8 |
| MK | 175 | 164 | 125 | 64 | 67 | 67 | 67 | 65 | -3.0 |
| GE | | | | | | 118 | 117 | 116 | -0.9 |
| AL | | 99 | 88 | 88 | 88 | 88 | 88 | 88 | 0.0 |
| RS | | | 784 | 784 | 817 | 464 | 397 | 397 | 0.0 |
| TR | 1 443 | 1 415 | 1 312 | 1 342 | 1 467 | 1 338 | 640 | 637 | -0.5 |
| UA | | 8 667 | 11 812 | 7 315 | 5 226 | 3 826 | 3 692 | 3 742 | 1.4 |
| UK | | <i>10 424</i> | <i>10 934</i> | <i>11 751</i> | <i>12 304</i> | <i>12 304</i> | <i>12 304</i> | <i>12 304</i> | 0.0 |

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

DE: includes former GDR: 1990=9635.

CZ: 1990=8597.

2.6.17

Rail

GOODS TRANSPORT WAGONS

STOCK OF VEHICLES

| | 1990 | 2000 | 2005 | 2010 (*) | 2015 (*) | 2020 | 2021 | 2022 |
|--------------|--------|--------|--------|----------|--------------|-------------|-------------|-------------|
| EU-27 | | | | | | | | |
| BE | 30332 | 18790 | 17375 | 11612 | <i>11612</i> | <i>7123</i> | <i>5225</i> | <i>5225</i> |
| BG | 42459 | 29720 | 16511 | 11751 | 4572 | 4838 | 4873 | 4858 |
| CZ | | 58524 | 44545 | 27416 | 25863 | 21611 | 20600 | 20585 |
| DK | 4632 | 2236 | | | | | | |
| DE | 366724 | 189558 | 158247 | 108840 | 88066 | 78101 | 76873 | 75406 |
| EE | | 5857 | 18971 | 17575 | 21501 | 22852 | 22678 | 22709 |
| IE | 1830 | 1856 | 926 | 502 | 254 | 254 | 254 | 254 |
| EL | 10967 | 3453 | 3491 | 3158 | 3522 | 715 | 715 | 712 |
| ES | 37687 | 26452 | 23842 | 14337 | 11353 | 10162 | 9980 | 9621 |
| FR | 148100 | 110972 | 95238 | 89101 | 81084 | 68099 | 67078 | 65943 |
| HR | 13720 | 9986 | 7330 | 6674 | 5519 | 5251 | 4969 | 4145 |
| IT | 99728 | 70115 | 45730 | 30331 | 20270 | 13173 | 10168 | 9681 |
| CY | - | - | - | - | - | - | - | - |
| LV | 11085 | 9146 | 8871 | 9033 | 9807 | 6107 | 5981 | 5709 |
| LT | 12860 | 13155 | 13192 | 9238 | 8574 | 7514 | 7176 | 6558 |
| LU | 2719 | 2626 | 3222 | 4147 | 3006 | 3154 | 3309 | 3145 |
| HU | | 23528 | 19130 | 11357 | 8916 | 8640 | 8806 | 8713 |
| MT | - | - | - | - | - | - | - | - |
| NL | 6697 | 4700 | | | | | | |
| AT | 34330 | 23970 | 22655 | 21015 | 19294 | 17511 | 17510 | 17401 |
| PL | 275582 | 130116 | 103234 | 89270 | 86364 | 83011 | 81776 | 80734 |
| PT | 4579 | 4162 | 3495 | 3194 | 3283 | 2719 | 2298 | 2225 |
| RO | 166086 | 117982 | 65175 | 72605 | 34254 | 39573 | 40242 | 40302 |
| SI | 8692 | 6258 | 4465 | 3211 | 3049 | 2693 | 2581 | 2278 |
| SK | | 26975 | 25515 | 15260 | 15533 | 12968 | 11520 | 10017 |
| FI | 15200 | 12630 | 11216 | 10464 | 8854 | 8763 | 8763 | 8763 |
| SE | 27470 | 17596 | 16637 | 15166 | | | | |
| IS | - | - | - | - | - | - | - | - |
| NO | | | | | | | | |
| CH | 27104 | 19894 | 18339 | 8794 | 6467 | 5344 | 5057 | 4992 |
| BA | | | | | 4792 | 4243 | 4243 | 4269 |
| ME | - | - | - | - | - | 561 | 561 | 561 |
| MD | | 10577 | | 7835 | 6866 | 4586 | 4586 | 4485 |
| MK | | | 1525 | 1144 | 1161 | 1204 | 1204 | 1204 |
| GE | | | | | | 7901 | 7899 | 7412 |
| AL | | | | | 360 | 165 | 165 | 114 |
| RS | | | | | 8486 | 4727 | 4727 | 4132 |
| TR | 21941 | 17872 | 17499 | 17773 | 19077 | 16951 | 16476 | 16529 |
| UA | | 185741 | 150254 | 184107 | 173370 | 105859 | 105859 | 121608 |
| UK | 34403 | | | | | | | |

NB: (*) Not including private-owners' vehicles, not fully comparable with data from previous years.

Data relate to main railways (UIC members).

FI, IE, RS: figures in italics refer to value of previous year.

BE: 2009 data (UIC).

DE: includes former GDR: 1990 = 163 158.

Road fatalities

2.7.1

| | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | % | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | | | | | | | | CHANGE '21/'22 | CHANGE '01/'22 |
| EU-27 | 71 774 | 53 502 | 42 607 | 29 611 | 24 358 | 18 833 | 20 653 | 3,7 | -59,8 |
| BE | 1 976 | 1 470 | 1 089 | 850 | 762 | 499 | 540 | 4,7 | -63,7 |
| BG | 1 567 | 1 012 | 957 | 776 | 708 | 463 | 531 | -5,3 | -47,5 |
| CZ | 1 291 | 1 486 | 1 286 | 802 | 734 | 518 | 527 | -0,9 | -60,5 |
| DK | 634 | 498 | 331 | 255 | 178 | 163 | 154 | 18,5 | -64,3 |
| DE | 11 046 | 7 503 | 5 361 | 3 648 | 3 459 | 2 719 | 2 788 | 8,8 | -60,0 |
| EE | 436 | 204 | 170 | 79 | 67 | 59 | 49 | -10,9 | -75,4 |
| IE | 478 | 418 | 400 | 212 | 162 | 144 | 155 | 14,0 | -62,4 |
| EL | 1 737 | 2 037 | 1 658 | 1 258 | 793 | 584 | 654 | 4,8 | -65,2 |
| ES | 9 032 | 5 777 | 4 442 | 2 479 | 1 689 | 1 370 | 1 746 | 13,9 | -68,4 |
| FR | 11 215 | 8 079 | 5 318 | 3 992 | 3 459 | 2 538 | 3 260 | 11,2 | -60,1 |
| HR | 1 360 | 655 | 597 | 426 | 348 | 237 | 275 | -5,8 | -57,5 |
| IT | 7 151 | 7 061 | 5 818 | 4 114 | 3 428 | 2 395 | 3 159 | 9,9 | -55,5 |
| CY | 101 | 111 | 102 | 60 | 57 | 48 | 37 | -17,8 | -62,2 |
| LV | 947 | 635 | 442 | 218 | 188 | 139 | 113 | -23,1 | -79,7 |
| LT | 1 001 | 641 | 773 | 299 | 242 | 175 | 120 | -18,9 | -83,0 |
| LU | 71 | 76 | 47 | 32 | 36 | 26 | 36 | 50,0 | -48,6 |
| HU | 2 432 | 1 200 | 1 278 | 740 | 644 | 460 | 537 | -1,3 | -56,7 |
| MT | 4 | 15 | 17 | 13 | 11 | 12 | 26 | 188,9 | 62,5 |
| NL | 1 376 | 1 082 | 750 | 537 | 531 | 515 | 655 | 28,7 | -34,0 |
| AT | 1 558 | 976 | 768 | 552 | 479 | 344 | 370 | 2,2 | -61,4 |
| PL | 7 333 | 6 294 | 5 444 | 3 908 | 2 938 | 2 491 | 1 896 | -15,5 | -65,7 |
| PT | 2 646 | 1 877 | 1 247 | 937 | 593 | 536 | 618 | 10,2 | -63,0 |
| RO | 3 782 | 2 466 | 2 629 | 2 377 | 1 893 | 1 644 | 1 633 | -8,2 | -33,3 |
| SI | 517 | 314 | 258 | 138 | 120 | 80 | 85 | -25,4 | -69,4 |
| SK | 662 | 628 | 606 | 371 | 310 | 247 | 266 | 7,7 | -56,7 |
| FI | 649 | 396 | 379 | 272 | 270 | 223 | 196 | -12,9 | -54,7 |
| SE | 772 | 591 | 440 | 266 | 259 | 204 | 227 | 8,1 | -61,1 |
| IS | 24 | 32 | 19 | 8 | 16 | 8 | 9 | 0,0 | -62,5 |
| NO | 332 | 341 | 224 | 208 | 117 | 93 | 116 | 45,0 | -57,8 |
| CH | 954 | 592 | 409 | 327 | 253 | 227 | 241 | 20,5 | -55,7 |
| BA | | 302 | 371 | 355 | 341 | 243 | 263 | | 3,5 |
| ME | | | | 95 | 51 | 48 | 58 | 5,5 | |
| MD | | 406 | 391 | 452 | 300 | 245 | 217 | -15,6 | -48,3 |
| MK | | 162 | 143 | 162 | 148 | 125 | 124 | 6,9 | 15,9 |
| GE | | 500 | 581 | 685 | 602 | 450 | 430 | | -22,9 |
| AL | | 280 | 307 | 352 | 270 | 181 | 164 | -16,8 | -44,8 |
| RS | | | | 656 | 601 | 492 | 553 | 6,1 | |
| TR | 6 317 | 5 510 | 4 505 | 4 045 | 7 530 | 4 866 | 5 229 | -2,5 | 19,2 |
| UA | | 5 185 | 7 229 | 4 875 | 4 003 | 3 541 | 2 791 | -13,8 | -53,4 |
| UK | 5 402 | 3 580 | 3 336 | 1 905 | 1 804 | 1 516 | 1 750 | 8,8 | -51,4 |

NB: Persons killed are all persons deceased within 30 days of the crash. Corrective factors have been applied to the figures which did not follow this definition. As of 2015 TR includes people deceased within 30 days after the crash (break in series). As of 2018 PT includes data for Azores and Madeira. For the NL, the number of fatalities registered by the police is under-reported and equates to around 85-90% of the total number of fatalities published nationally (total in 2022 was 745).

Sources: CARE database (DG Mobility and Transport), UNECE (MD, MK, AL, RS, TR, UA), ITF (UK), national sources (ME), 1990: IRTAD (OECD)

2.7.2 Road fatalities country rankings

FATALITIES

| 2022 | | | | | |
|-------------------------|----|--------------------|-----|----------------------------|-----|
| per million inhabitants | | per 10 billion pkm | | per million passenger cars | |
| SE | 22 | SE | 24 | SE | 46 |
| DK | 26 | DK | 25 | FI | 53 |
| IE | 30 | IE | 27 | DK | 55 |
| DE | 33 | FI | 32 | DE | 57 |
| FI | 35 | DE | 32 | EE | 58 |
| EE | 36 | EE | 34 | CY | 62 |
| ES | 37 | SI | 35 | ES | 66 |
| NL | 37 | LT | 36 | IE | 67 |
| SI | 40 | FR | 40 | SI | 71 |
| CY | 41 | LU | 45 | AT | 72 |
| AT | 41 | EU-27 | 49 | LT | 74 |
| LT | 42 | ES | 49 | NL | 74 |
| EU-27 | 46 | IT | 50 | IT | 79 |
| BE | 46 | NL | 51 | LU | 81 |
| FR | 48 | AT | 52 | EU-27 | 82 |
| MT | 49 | BE | 53 | MT | 82 |
| SK | 49 | CY | 53 | FR | 84 |
| CZ | 49 | CZ | 55 | CZ | 85 |
| PL | 51 | EL | 60 | PL | 89 |
| IT | 54 | PT | 64 | BE | 91 |
| LU | 55 | HU | 72 | SK | 105 |
| HU | 56 | PL | 78 | PT | 108 |
| PT | 59 | LV | 84 | EL | 115 |
| LV | 60 | SK | 89 | HU | 132 |
| EL | 63 | MT | 92 | LV | 148 |
| HR | 71 | BG | 93 | HR | 151 |
| BG | 80 | HR | 108 | BG | 185 |
| RO | 86 | RO | 133 | RO | 211 |

NB: 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.
Pkm: indicator of traffic volume (in the absence of consistent vehicle-kilometre data); passenger-kilometres of cars indicated in table 2.3.4 plus (mostly estimated) passenger-kilometres of motorised two-wheelers.
Inhabitants: the average population in 2022, Eurostat [demo_gind]
Passenger cars: the average stock of vehicles indicated in table 2.6.2 for 2021 and 2022.

Road fatalities

BY TYPE OF USER

2.7.3a

| | YEAR | TOTAL | DRIVERS | PASSENGERS | CYCLISTS | MOPED/MOTOR- BIKE RIDERS AND PASSENGERS | PEDESTRIANS | VULNERABLE ROAD USERS AS % OF TOTAL | PEDESTRIANS AS % OF TOTAL |
|----|------|-------|---------|------------|----------|---|-------------|---|------------------------------|
| BE | 2022 | 540 | 231 | 40 | 102 | 83 | 83 | 50% | 15% |
| BG | 2022 | 531 | 230 | 143 | 25 | 39 | 94 | 30% | 18% |
| CZ | 2022 | 527 | 226 | 87 | 54 | 74 | 86 | 41% | 16% |
| DK | 2022 | 154 | 64 | 14 | 23 | 25 | 28 | 49% | 18% |
| DE | 2022 | 2 788 | 1 103 | 287 | 474 | 549 | 375 | 50% | 13% |
| EE | 2022 | 49 | 20 | 10 | 3 | 5 | 11 | 39% | 22% |
| IE | 2020 | 144 | 61 | 25 | 10 | 15 | 33 | 40% | 23% |
| EL | 2022 | 654 | 250 | 68 | 13 | 211 | 112 | 51% | 17% |
| ES | 2022 | 1 746 | 630 | 250 | 81 | 437 | 348 | 50% | 20% |
| FR | 2022 | 3 260 | 1 409 | 406 | 245 | 718 | 482 | 44% | 15% |
| HR | 2022 | 275 | 115 | 52 | 9 | 56 | 43 | 39% | 16% |
| IT | 2022 | 3 159 | 1 241 | 377 | 205 | 851 | 485 | 49% | 15% |
| CY | 2022 | 37 | 12 | 5 | 4 | 10 | 6 | 54% | 16% |
| LV | 2020 | 139 | 48 | 23 | 17 | 8 | 43 | 49% | 31% |
| LT | 2022 | 120 | 38 | 32 | 5 | 14 | 31 | 42% | 26% |
| LU | 2022 | 36 | 21 | 3 | 1 | 8 | 3 | 33% | 8% |
| HU | 2022 | 537 | 199 | 113 | 42 | 57 | 126 | 42% | 23% |
| MT | 2021 | 9 | 0 | 3 | 0 | 2 | 4 | 67% | 44% |
| NL | 2022 | 655 | 231 | 59 | 220 | 83 | 62 | 56% | 9% |
| AT | 2022 | 370 | 167 | 47 | 44 | 63 | 49 | 42% | 13% |
| PL | 2022 | 1 896 | 740 | 315 | 170 | 211 | 460 | 44% | 24% |
| PT | 2022 | 618 | 206 | 99 | 31 | 175 | 107 | 51% | 17% |
| RO | 2022 | 1 633 | 515 | 343 | 160 | 85 | 530 | 47% | 32% |
| SI | 2022 | 85 | 32 | 9 | 12 | 15 | 15 | 49% | 18% |
| SK | 2022 | 266 | 105 | 38 | 26 | 27 | 70 | 46% | 26% |
| FI | 2022 | 196 | 98 | 31 | 18 | 22 | 27 | 34% | 14% |
| SE | 2022 | 227 | 103 | 33 | 23 | 41 | 27 | 40% | 12% |

NB: Persons deceased within 30 days of the crash.
Totals include the victims labelled as 'Unknown'.
Vulnerable road users comprise pedestrians, cyclists, moped and motorbike riders.

2.7.3b Road fatalities of vehicle occupants BY TYPE OF VEHICLE

| | YEAR | TOTAL | CAR & TAXI | MOTOR CYCLE | MOPED | BUS AND COACH | PEDAL CYCLE | AGRICULTURAL TRACTOR | HEAVY GOODS VEHICLE | LORRY, <3.5 TONNES | OTHER OR UNKNOWN |
|----|------|-------|------------|-------------|-------|---------------|-------------|----------------------|---------------------|--------------------|------------------|
| BE | 2022 | 457 | 215 | 66 | 17 | 3 | 102 | 5 | 11 | 27 | 11 |
| BG | 2022 | 437 | 323 | 39 | 0 | 6 | 25 | 1 | 28 | 0 | 15 |
| CZ | 2022 | 441 | 277 | 71 | 3 | 2 | 54 | 1 | 8 | 19 | 6 |
| DK | 2022 | 126 | 68 | 16 | 9 | 0 | 23 | 0 | 3 | 6 | 1 |
| DE | 2022 | 2 413 | 1 192 | 492 | 57 | 8 | 474 | 21 | 58 | 69 | 42 |
| EE | 2022 | 38 | 24 | 2 | 3 | 0 | 3 | 0 | 2 | 0 | 4 |
| IE | 2020 | 111 | 69 | 15 | 0 | 0 | 10 | 1 | 14 | 0 | 2 |
| EL | 2022 | 542 | 261 | 190 | 21 | 0 | 13 | 11 | 8 | 36 | 2 |
| ES | 2022 | 1 398 | 681 | 401 | 36 | 13 | 81 | 18 | 51 | 98 | 19 |
| FR | 2022 | 2 778 | 1 565 | 594 | 124 | 1 | 245 | 14 | 48 | 104 | 83 |
| HR | 2022 | 232 | 143 | 48 | 8 | 12 | 9 | 2 | 2 | 7 | 1 |
| IT | 2022 | 2 674 | 1 375 | 781 | 70 | 7 | 205 | 15 | 94 | 72 | 55 |
| CY | 2022 | 31 | 11 | 9 | 1 | 0 | 4 | 0 | 1 | 2 | 3 |
| LV | 2020 | 96 | 64 | 6 | 2 | 0 | 17 | 2 | 3 | 1 | 1 |
| LT | 2022 | 89 | 59 | 13 | 1 | 0 | 5 | 2 | 2 | 2 | 5 |
| LU | 2022 | 33 | 23 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| HU | 2022 | 411 | 273 | 45 | 12 | 2 | 42 | 0 | 12 | 20 | 5 |
| MT | 2021 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NL | 2022 | 593 | 225 | 44 | 39 | 1 | 220 | 2 | 2 | 25 | 35 |
| AT | 2022 | 321 | 180 | 55 | 8 | 1 | 44 | 3 | 3 | 18 | 9 |
| PL | 2022 | 1 436 | 913 | 158 | 53 | 10 | 170 | 14 | 28 | 66 | 24 |
| PT | 2022 | 511 | 211 | 140 | 35 | 4 | 31 | 11 | 12 | 61 | 6 |
| RO | 2022 | 1 103 | 698 | 61 | 24 | 7 | 160 | 7 | 8 | 69 | 69 |
| SI | 2022 | 70 | 21 | 12 | 3 | 0 | 12 | 2 | 3 | 3 | 14 |
| SK | 2022 | 196 | 132 | 19 | 8 | 0 | 26 | 2 | 2 | 6 | 1 |
| FI | 2022 | 169 | 120 | 21 | 1 | 0 | 18 | 1 | 3 | 2 | 3 |
| SE | 2022 | 200 | 107 | 30 | 11 | 2 | 23 | 5 | 2 | 12 | 8 |

NB: Persons deceased within 30 days of the crash.
Pedestrians killed are excluded from this table (see 2.7.3a).

Road accidents

2.7.4

NUMBER OF ACCIDENTS INVOLVING PERSONAL INJURY

| | 1 000 | | | | | | | | % |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 | CHANGE 21/22 |
| EU-27 | 1236477 | 1195684 | 1263536 | 1138269 | 973596 | 944253 | 749227 | 892426 | 8,4 |
| BE | 62 446 | 50 744 | 49 065 | 49 307 | 45 745 | 40 300 | 30 232 | 37 643 | 8,7 |
| BG | 6 478 | 7 435 | 6 886 | 8 224 | 6 610 | 7 226 | 5 710 | 6 605 | 8,6 |
| CZ | 21 910 | 28 746 | 25 445 | 25 239 | 19 675 | 21 561 | 18 419 | 19 733 | 8,7 |
| DK | 9 155 | 8 373 | 7 346 | 5 413 | 3 498 | 2 853 | 2 527 | 2 563 | 6,7 |
| DE | 389 350 | 388 003 | 382 949 | 336 618 | 288 297 | 305 659 | 264 499 | 289 672 | 11,8 |
| EE | 2 099 | 1 644 | 1 504 | 2 341 | 1 348 | 1 391 | 1 409 | 1 671 | 8,6 |
| IE | 6 067 | 8 117 | 7 749 | 6 533 | 5 779 | 5 831 | 4 429 | 6 227 | 0,0 |
| EL | 19 609 | 22 798 | 23 001 | 16 914 | 15 032 | 11 440 | 9 083 | 10 487 | 0,3 |
| ES | 101 507 | 83 586 | 101 729 | 91 187 | 85 503 | 97 756 | 72 959 | 97 916 | 9,0 |
| FR | 162 573 | 132 949 | 121 223 | 84 525 | 67 288 | 56 600 | 45 117 | 52 371 | -2,1 |
| HR | 14 471 | 12 668 | 14 430 | 15 679 | 13 274 | 11 038 | 7 709 | 10 005 | 9,4 |
| IT | 161 782 | 182 761 | 256 546 | 240 011 | 212 997 | 174 539 | 118 298 | 165 889 | 9,2 |
| CY | 3 172 | 3 052 | 2 411 | 1 382 | 1 198 | 660 | 341 | 372 | 9,1 |
| LV | 4 325 | 4 056 | 4 482 | 9 310 | 3 193 | 3 692 | 3 403 | 3 729 | 0,0 |
| LT | 5 135 | 4 144 | 5 807 | 6 772 | 3 530 | 3 031 | 2 826 | 2 878 | 2,5 |
| LU | 1 216 | 1 145 | 899 | 775 | 876 | 983 | 771 | 1 094 | 19,4 |
| HU | 27 801 | 19 817 | 17 493 | 20 777 | 16 308 | 16 331 | 13 778 | 14 748 | 3,6 |
| MT | 238 | 969 | 1 253 | 848 | 577 | 1 377 | 1 004 | 1 275 | 0,0 |
| NL | 44 892 | 42 641 | 42 271 | 27 007 | 10 778 | 18 523 | 17 043 | 22 885 | 24,0 |
| AT | 46 338 | 38 956 | 42 126 | 40 896 | 35 348 | 37 960 | 30 670 | 34 869 | 6,4 |
| PL | 50 532 | 56 904 | 57 331 | 48 100 | 38 832 | 32 967 | 23 540 | 21 322 | -6,5 |
| PT | 45 110 | 48 339 | 44 463 | 37 066 | 35 426 | 31 953 | 27 725 | 34 276 | 11,7 |
| RO | 9 708 | 9 119 | 7 889 | 19 819 | 25 995 | 28 944 | 22 806 | 28 010 | 4,5 |
| SI | 5 177 | 6 567 | 8 951 | 10 509 | 7 659 | 6 578 | 4 776 | 5 983 | 12,3 |
| SK | 8 236 | 8 713 | 7 884 | 7 903 | 6 131 | 5 172 | 4 302 | 4 481 | 4,2 |
| FI | 10 175 | 7 812 | 6 633 | 7 020 | 6 072 | 5 185 | 3 608 | 3 110 | -4,1 |
| SE | 16 975 | 15 626 | 15 770 | 18 094 | 16 627 | 14 703 | 12 243 | 12 612 | -0,1 |
| IS | 564 | 1 057 | 979 | 671 | 883 | 912 | 727 | 904 | 3,6 |
| NO | 8 801 | 8 625 | 8 440 | 8 088 | 6 434 | 4 563 | 3 502 | 3 464 | -4,3 |
| CH | 23 834 | 23 030 | 23 737 | 21 706 | 19 609 | 17 736 | 16 897 | 18 396 | 5,5 |
| BA | | | | 4 417 | 7 127 | 7 627 | 6 317 | 6 874 | 0,0 |
| ME | | | | | 9 138 | 4 944 | 4 595 | 5 675 | -7,1 |
| MD | | 2 695 | 2 580 | 2 290 | 2 929 | 2 559 | 2 005 | 2 292 | -10,0 |
| MK | 2 300 | 2 436 | 1 667 | 2 821 | 4 223 | 3 854 | 3 696 | 3 951 | -2,9 |
| GE | | | 1 708 | 3 870 | 5 099 | 6 432 | 4 999 | 5 469 | -6,7 |
| AL | | 399 | 428 | 853 | 1 564 | 1 992 | 1 234 | 1 165 | -15,3 |
| RS | | | | | 14 179 | 13 638 | 12 311 | 13 295 | -3,6 |
| TR | 55 771 | 66 029 | 75 201 | 87 273 | 116 804 | 183 011 | 150 275 | 197 261 | 4,9 |
| UA | | 43 152 | 33 339 | 46 485 | 31 914 | 25 493 | 26 140 | 18 628 | -24,0 |
| UK | 265 600 | 237 336 | 242 117 | 203 712 | 160 080 | 146 203 | 95 422 | 111 120 | 5,0 |

NB: The definition of a crash involving personal injury differs from country to country.

RO: only serious accidents before 2005.

As of 2018 PT includes data for Azores and Madeira.

2019 figures for IE, LV; 2021 for MT.

2.7.5

Railway fatalities

NUMBER OF RAILWAY PASSENGERS KILLED
IN ACCIDENTS INVOLVING RAILWAY

| | 1990 | 2000 | 2005 | 2010 | 2015 | 2018 | 2019 | 2020 | 2021 | 2022 |
|--------------|------|------|------|------|------|------|------|------|------|------|
| EU-27 | | | 58 | 63 | 27 | 13 | 16 | 10 | 5 | 20 |
| BE | 0 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| BG | | | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| CZ | | 1 | 4 | 2 | 6 | 0 | 1 | 2 | 2 | 0 |
| DK | 1 | 3 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| DE | 50 | 38 | 7 | 0 | 3 | 1 | 0 | 1 | 0 | 8 |
| EE | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IE | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EL | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| ES | 4 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 1 | 0 |
| FR | 30 | 15 | 5 | 2 | 4 | 0 | 2 | 2 | 0 | 4 |
| HR | | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| IT | 9 | 8 | 22 | 7 | 2 | 4 | 1 | 1 | 1 | 1 |
| CY | - | - | - | - | - | - | - | - | - | - |
| LV | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| LT | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HU | 33 | 11 | 6 | 3 | 3 | 3 | 1 | 3 | 0 | 0 |
| MT | - | - | - | - | - | - | - | - | - | - |
| NL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AT | 6 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| PL | 21 | 20 | 0 | 7 | 3 | 2 | 0 | 0 | 1 | 3 |
| PT | 22 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| RO | | 0 | 1 | 4 | 3 | 0 | 0 | 1 | 0 | 0 |
| SI | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| SK | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| FI | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SE | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| IS | - | - | - | - | - | - | - | - | - | - |
| NO | 4 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| CH | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BA | | | | | | | | | | |
| ME | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | | | | | | | | | | |
| MK | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AL | | | | | | | | | | |
| RS | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| TR | 17 | 9 | 10 | 3 | 0 | 32 | 1 | 0 | 0 | 0 |
| UA | | | | | | 0 | | | | |
| UK | 37 | 20 | 8 | 0 | 0 | 3* | 0 | 1 | | |

NB: (*) Includes the figure for Channel Tunnel (2 in 2018).

Air LIVES LOST

2.7.6

| PERIOD | Lives lost over EU-27 territory by any operator | Lives lost by EU-27 operators anywhere |
|--------------------|---|--|
| 1990 | 0 | 46 |
| 1991 | 32 | 264 |
| 1992 | 154 | 147 |
| 1993 | 8 | 6 |
| 1994 | 3 | 7 |
| 1995 | 119 | 70 |
| 1996 | 12 | 11 |
| 1997 | 71 | 1 |
| 1998 | 24 | 62 |
| 1999 | 40 | 63 |
| 2000 | 112 | 110 |
| 2001 | 120 | 123 |
| 2002 | 96 | 25 |
| 2003 | 3 | 3 |
| 2004 | 0 | 0 |
| 2005 | 144 | 128 |
| 2006 | 3 | 4 |
| 2007 | 0 | 0 |
| 2008 | 154 | 154 |
| 2009 | 9 | 228 |
| 2010 | 0 | 0 |
| 2011 | 6 | 6 |
| 2012 | 1 | 1 |
| 2013 | 0 | 0 |
| 2014 | 0 | 120 |
| 2015 | 150 | 150 |
| 2016 | 2 | 2 |
| 2017 | 0 | 0 |
| 2018 | 0 | 0 |
| 2019 | 0 | 0 |
| 2020 | 0 | 0 |
| 2021 | 0 | 0 |
| 2022 | 12 (**) | 10 (***) |
| 2023 | 0 | 0 |
| 1970 - 1979/yr.(*) | 312 | 328 |
| 1980 - 1989/yr.(*) | 179 | 128 |
| 1990 - 1999/yr. | 46 | 68 |
| 2000 - 2009/yr. | 64 | 78 |
| 2010 - 2023/yr. | 11 | 20 |

NB: (*) UK is included.

(**) 4 fatalities in international waters - Baltic Sea by an EU operator (business flight), 8 fatalities by foreign AN12-BK cargo flight in Greece.

(***) 2 business flights; 4 fatalities occurred on EU territory and are also included in the column 'Lives lost over EU territory by any operator'.

Onboard fatalities, and only those in complex aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg or equipped with (a) turbofan engine(s) or more than one turboprop engine.

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).

2.7.7

Sea

SHIPS LOST (WORLD) – BY TYPE

| 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 | 12 | 93 | 4 | 83 | 43 | 314 |
| 2013 | 3 | 10 | 11 | 257 | 46 | 291 |
| 2014 | 6 | 17 | 2 | 43 | 46 | 267 |
| 2015 | 6 | 41 | 10 | 133 | 40 | 267 |
| 2016 | 1 | 2 | 4 | 124 | 35 | 123 |
| 2017 | 3 | 7 | 4 | 196 | 41 | 168 |
| 2018 | 3 | 90 | 5 | 92 | 30 | 97 |
| 2019 | 3 | 9 | 2 | 69 | 40 | 225 |
| 2020 | 5 | 8 | 2 | 254 | 27 | 152 |
| 2021 | 2 | 1 | 2 | 69 | 45 | 167 |
| 2022 | 9 | 13 | 3 | 34 | 39 | 370 |

NB: Reported world total losses at time of loss; ships of 500 gt and over.

PART 3

ENERGY AND ENVIRONMENT



PART 3
SUMMARY

| | | |
|------------|--------------------------|------------|
| 3.1 | ENERGY | 115 |
| 3.2 | ENVIRONMENT | 124 |

Glossary

3.1.1

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 available energy.

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, along with energy consumption in international maritime and air transport.

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 – international maritime bunkers.

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, as described below.

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), along with any quantities supplied to other on-site producers of energy for transformation or other uses.

3.1.1

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 reinjected, 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 reinjection 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.

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):

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

3.1.2

| | | 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 |
| Crude oil | 1 kg | 41 600 – 42 800 | 0.994 – 1.022 |
| Refinery gas | 1 kg | 50 000 | 1.194 |
| LPG | 1 kg | 46 000 | 1.099 |
| Motor gasoline | 1 kg | 43 200 | 1.032 |
| 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 |

3.1.3 Conversion factors

ENERGY

| TO: | TJ | Gcal | Mtoe | GWh |
|-------|-------------------------|-----------------|------------------------|------------------------|
| FROM: | MULTIPLY BY | | | |
| TJ | 1 | 238.8 | 2.388×10^{-5} | 0.2778 |
| Gcal | 4.1868×10^{-3} | 1 | 1×10^{-7} | 1.163×10^{-3} |
| Mtoe | 4.1868×10^4 | 1×10^7 | 1 | 11630 |
| GWh | 3.6 | 860 | 8.6×10^{-5} | 1 |

VOLUME

| TO: | Barrel | Litre | US gallon | UK gallon |
|-----------|-------------------------|--------|-----------|-----------|
| FROM: | MULTIPLY BY | | | |
| Barrel | 1 | 158.99 | 42 | 34.9723 |
| Litre | 0.6290×10^{-2} | 1 | 0.2642 | 0.2200 |
| US gallon | 0.2381×10^{-1} | 3.7854 | 1 | 0.8327 |
| UK gallon | 0.2859×10^{-1} | 4.5461 | 1.2009 | 1 |

MASS

| TO: | Tonne | Long ton | Short ton |
|-------------------|-------------|----------|-----------|
| FROM: | MULTIPLY BY | | |
| Tonne (t) | 1 | 0.9842 | 1.1023 |
| Long ton (lt) UK | 1.0160 | 1 | 1.1200 |
| Short ton (st) US | 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 (μ) |
| 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-27

3.1.4

| | Mtoe | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
|--|------|---------|---------|---------|---------|---------|---------|---------|---------|
| Production (*) | | 741.6 | 705.4 | 675.6 | 702.7 | 695.4 | 657.1 | 572.0 | 562.0 |
| Solid fuels | | 315.1 | 246.1 | 194.9 | 183.4 | 153.8 | 139.1 | 86.9 | 95.7 |
| Oil & petroleum products | | 40.4 | 39.5 | 44.6 | 45.9 | 33.1 | 28.3 | 21.3 | 18.8 |
| Gas | | 123.1 | 127.3 | 112.2 | 111.1 | 109.5 | 72.4 | 41.2 | 34.9 |
| Nuclear | | 188.6 | 204.5 | 222.1 | 236.8 | 219.6 | 203.8 | 175.2 | 155.5 |
| Renewables | | 70.7 | 82.5 | 96.0 | 118.3 | 168.8 | 201.2 | 233.5 | 243.3 |
| Waste, non-renewable | | 3.7 | 5.5 | 5.9 | 7.2 | 10.6 | 12.4 | 13.9 | 13.8 |
| Net imports | | 744.8 | 773.8 | 865.7 | 954.5 | 895.4 | 826.1 | 792.5 | 872.7 |
| Solid fuels | | 71.5 | 67.8 | 83.3 | 97.9 | 93.7 | 96.0 | 50.3 | 74.2 |
| Oil & petroleum products | | 540.7 | 560.4 | 578.5 | 606.1 | 550.2 | 506.1 | 460.5 | 502.6 |
| Gas | | 129.5 | 144.9 | 202.8 | 248.2 | 245.9 | 220.6 | 273.5 | 287.3 |
| Electricity | | 2.9 | 0.4 | 0.8 | 0.6 | 0.4 | -0.6 | 1.2 | 1.1 |
| Renewables | | 0.2 | 0.3 | 0.3 | 1.7 | 5.1 | 3.6 | 6.5 | 7.0 |
| Other (**) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.5 |
| Gross inland consumption | | 1 456.7 | 1 451.6 | 1 498.2 | 1 603.8 | 1 559.7 | 1 441.5 | 1 340.2 | 1 354.2 |
| Solid fuels | | 392.6 | 317.7 | 284.4 | 280.4 | 252.5 | 239.6 | 144.8 | 166.3 |
| Oil & petroleum products | | 547.9 | 570.1 | 579.8 | 598.6 | 538.9 | 484.0 | 437.2 | 472.8 |
| Gas | | 249.8 | 270.6 | 308.6 | 359.7 | 362.8 | 296.1 | 327.0 | 294.2 |
| Nuclear | | 188.6 | 204.5 | 222.1 | 236.8 | 219.6 | 203.8 | 175.2 | 155.5 |
| Renewables | | 71.0 | 82.8 | 96.4 | 119.9 | 174.0 | 204.9 | 239.4 | 249.2 |
| Other (***) | | 6.7 | 5.9 | 6.9 | 8.3 | 11.8 | 13.1 | 16.6 | 16.3 |
| Gross electricity generation (TWh) | | 2 275.3 | 2 409.4 | 2 658.3 | 2 926.6 | 2 984.0 | 2 906.5 | 2 789.5 | 2 824.3 |
| Bunker fuels | | | | | | | | | |
| International maritime | | 33.2 | 32.8 | 40.4 | 47.2 | 46.7 | 39.6 | 39.0 | 42.1 |
| International aviation | | 18.2 | 22.5 | 28.6 | 31.1 | 32.1 | 34.6 | 18.0 | 34.6 |
| Final energy consumption | | 906.5 | 892.5 | 926.1 | 986.7 | 974.0 | 909.9 | 885.1 | 902.2 |
| by fuel/product | | | | | | | | | |
| Solid fuels | | 104.3 | 64.0 | 42.2 | 35.6 | 33.0 | 28.9 | 23.6 | 21.0 |
| Oil & petroleum products | | 374.6 | 381.5 | 397.1 | 405.5 | 366.5 | 338.5 | 309.7 | 331.8 |
| Gas | | 170.8 | 186.9 | 205.1 | 222.8 | 217.7 | 192.4 | 194.2 | 184.7 |
| Electricity | | 162.2 | 168.7 | 189.0 | 209.4 | 215.9 | 210.7 | 205.0 | 207.3 |
| Renewables | | 38.6 | 43.6 | 48.8 | 60.7 | 86.5 | 90.6 | 103.9 | 110.4 |
| Other (**) | | 56.0 | 47.8 | 43.9 | 52.6 | 54.4 | 48.8 | 48.8 | 47.0 |
| by sector | | | | | | | | | |
| Industry | | 310.3 | 271.6 | 271.0 | 275.1 | 243.9 | 233.5 | 230.3 | 226.3 |
| Transport (****) | | 220.7 | 235.9 | 262.9 | 281.6 | 280.0 | 272.4 | 251.4 | 279.9 |
| Rail | | 7.5 | 7.5 | 7.4 | 6.8 | 6.3 | 5.4 | 4.7 | 5.1 |
| Road | | 201.6 | 218.0 | 243.2 | 260.2 | 260.6 | 255.1 | 237.8 | 262.6 |
| Domestic aviation | | 5.0 | 4.3 | 5.7 | 5.8 | 5.6 | 5.4 | 3.0 | 6.0 |
| Domestic navigation | | 5.2 | 5.1 | 5.2 | 5.6 | 5.0 | 3.9 | 3.6 | 4.1 |
| Consumption in pipeline transport, etc. | | 1.4 | 1.0 | 1.4 | 3.2 | 2.4 | 2.5 | 2.3 | 2.1 |
| Households | | 239.8 | 249.7 | 248.6 | 266.3 | 279.7 | 245.9 | 248.7 | 242.5 |
| Agriculture and fishing | | 33.4 | 31.4 | 28.4 | 28.4 | 26.7 | 25.9 | 29.8 | 28.2 |
| Services, etc. | | 102.3 | 104.0 | 115.2 | 135.2 | 143.7 | 132.2 | 124.9 | 125.3 |
| CO₂ emissions (Mt) (*****) | | 3 935.2 | 3 713.1 | 3 697.5 | 3 844.5 | 3 537.5 | 3 214.9 | 2 694.6 | 2 857.4 |
| Primary energy intensity 2020-2030 (toe/ME '15) | | 166.5 | 153.2 | 137.0 | 135.2 | 125.3 | 110.2 | 98.4 | 91.4 |
| CO₂ intensity (tCO₂/toe) | | 2.70 | 2.56 | 2.47 | 2.40 | 2.27 | 2.23 | 2.01 | 2.11 |
| Import dependency, % | | 50.0 | 52.1 | 56.3 | 57.8 | 55.7 | 55.8 | 57.5 | 62.5 |
| RES share in transport, % (*****) | | 0.0 | 0.0 | 0.0 | 1.8 | 5.5 | 6.8 | 10.3 | 9.6 |

NB: (*) Including recovered products. (**) Derived heat & industrial waste. (***) Electrical energy & industrial waste. (****) Excluding international aviation, in line with changes in the energy balance methodology. (***** Source: European Environment Agency (EEA), April 2024, including international aviation and indirect CO₂, but excluding international maritime and LULUCF (land use, land-use change and forestry). (***** Renewables share in transport, according to the definition of the Directive 2009/28/EC for years up to 2020 and according to Directive (EU) 2018/2001 from 2021.

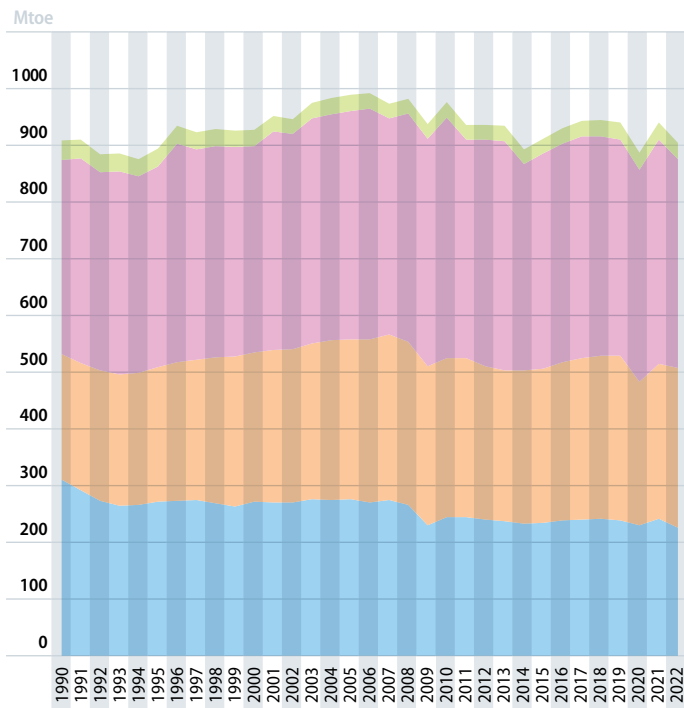
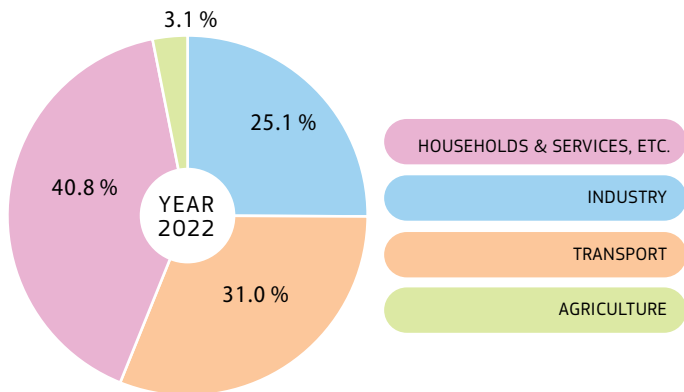
3.1.5

Final energy consumption 2022 – BY SECTOR (MTOE)

| | ALL SECTORS | INDUSTRY | TRANSPORT | Road | Railways | Domestic aviation | Domestic navigation | Consumption in pipeline transport, etc. | HOUSEHOLDS, SERVICES, ETC. | Households | Agriculture | Services, etc. |
|-------|-------------|----------|-----------|-------|----------|-------------------|---------------------|---|----------------------------|------------|-------------|----------------|
| EU-27 | 902.2 | 226.3 | 279.9 | 262.6 | 5.1 | 6.0 | 4.1 | 2.1 | 396.0 | 242.5 | 28.2 | 125.3 |
| Share | 100 % | 25 % | 31 % | 29 % | 1 % | 1 % | 0 % | 0 % | 44 % | 27 % | 3 % | 14 % |
| BE | 30.4 | 9.6 | 8.7 | 8.3 | 0.2 | 0.0 | 0.1 | 0.0 | 12.1 | 7.3 | 0.8 | 4.0 |
| BG | 9.9 | 2.7 | 3.5 | 3.3 | 0.0 | 0.0 | 0.0 | 0.1 | 3.7 | 2.1 | 0.2 | 1.4 |
| CZ | 24.2 | 6.6 | 6.9 | 6.7 | 0.2 | 0.0 | 0.0 | 0.0 | 10.7 | 7.2 | 0.6 | 2.9 |
| DK | 13.0 | 2.4 | 4.0 | 3.7 | 0.1 | 0.0 | 0.1 | 0.0 | 6.7 | 4.0 | 0.7 | 2.0 |
| DE | 190.4 | 53.4 | 50.5 | 48.0 | 1.3 | 0.3 | 0.2 | 0.7 | 86.5 | 57.3 | 3.7 | 25.5 |
| EE | 2.7 | 0.4 | 0.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.0 | 0.1 | 0.5 |
| IE | 11.1 | 2.1 | 4.0 | 3.8 | 0.0 | 0.0 | 0.1 | 0.0 | 4.9 | 2.7 | 0.3 | 1.9 |
| EL | 15.4 | 2.6 | 5.9 | 5.0 | 0.0 | 0.2 | 0.6 | 0.0 | 7.0 | 4.3 | 0.3 | 2.4 |
| ES | 77.9 | 17.9 | 32.5 | 28.4 | 0.3 | 2.5 | 1.1 | 0.1 | 27.4 | 14.3 | 2.9 | 10.3 |
| FR | 132.7 | 25.3 | 44.5 | 41.5 | 0.8 | 1.6 | 0.5 | 0.1 | 62.9 | 37.2 | 4.7 | 21.0 |
| HR | 6.7 | 1.1 | 2.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 2.3 | 0.3 | 0.8 |
| IT | 110.8 | 24.6 | 36.7 | 34.3 | 0.5 | 0.8 | 0.5 | 0.6 | 49.5 | 30.0 | 3.1 | 16.3 |
| CY | 1.6 | 0.3 | 0.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.4 | 0.0 | 0.3 |
| LV | 3.8 | 0.9 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.1 | 0.2 | 0.6 |
| LT | 5.4 | 1.0 | 2.1 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 1.6 | 0.1 | 0.6 |
| LU | 3.0 | 0.5 | 1.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.5 | 0.0 | 0.5 |
| HU | 18.0 | 4.3 | 5.3 | 5.1 | 0.1 | 0.0 | 0.0 | 0.0 | 8.4 | 5.8 | 0.6 | 2.0 |
| MT | 0.6 | 0.1 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.1 |
| NL | 39.4 | 12.3 | 9.2 | 8.7 | 0.2 | 0.0 | 0.3 | 0.0 | 18.0 | 8.6 | 3.0 | 6.3 |
| AT | 24.8 | 7.6 | 7.5 | 7.1 | 0.2 | 0.0 | 0.0 | 0.2 | 9.7 | 6.6 | 0.5 | 2.5 |
| PL | 71.2 | 15.1 | 23.9 | 23.4 | 0.4 | 0.0 | 0.0 | 0.1 | 32.3 | 20.8 | 3.3 | 8.2 |
| PT | 16.2 | 4.5 | 5.8 | 5.5 | 0.0 | 0.1 | 0.1 | 0.0 | 5.9 | 3.0 | 0.5 | 2.4 |
| RO | 23.9 | 5.7 | 7.4 | 7.1 | 0.2 | 0.1 | 0.0 | 0.0 | 10.7 | 7.9 | 0.6 | 2.3 |
| SI | 4.8 | 1.2 | 2.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.0 | 0.1 | 0.5 |
| SK | 9.9 | 3.2 | 2.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.1 | 4.1 | 2.7 | 0.1 | 1.3 |
| FI | 23.2 | 9.8 | 3.9 | 3.6 | 0.1 | 0.0 | 0.1 | 0.0 | 9.6 | 5.6 | 0.7 | 3.2 |
| SE | 31.2 | 11.1 | 6.6 | 6.1 | 0.2 | 0.1 | 0.1 | 0.0 | 13.5 | 7.1 | 0.7 | 5.7 |
| IS | | | | | | | | | | | | |
| NO | 19.8 | 6.4 | 5.2 | 3.3 | 0.1 | 0.4 | 1.3 | 0.1 | 8.2 | 4.4 | 0.6 | 3.1 |
| CH | | | | | | | | | | | | |
| BA | 4.3 | 0.7 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 1.8 | 0.1 | 0.4 |
| ME | 0.8 | 0.1 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.2 | 0.0 | 0.1 |
| MD | 2.4 | 0.2 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.1 | 0.1 | 0.3 |
| MK | 1.8 | 0.4 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.5 | 0.0 | 0.2 |
| GE | 4.9 | 0.9 | 1.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.3 | 2.4 | 1.6 | 0.0 | 0.8 |
| AL | 2.0 | 0.4 | 0.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.5 | 0.1 | 0.2 |
| RS | 9.5 | 2.2 | 2.7 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 3.4 | 0.1 | 1.0 |
| TR | 106.5 | 32.2 | 30.5 | 28.5 | 0.3 | 1.1 | 0.4 | 0.2 | 43.8 | 26.5 | 5.1 | 12.2 |
| UA | | | | | | | | | | | | |
| UK | | | | | | | | | | | | |

Final energy consumption EU-27 – BY SECTOR (MTOE)

3.1.5



NB: Transport excluding international aviation and maritime.

3.1.6 Final consumption of motor gasoline, diesel, biofuels & biogas for transport 2022 – BY FUEL (KTOE)

| | TOTAL FINAL CONSUMPTION OF MOTOR GASOLINE AND DIESEL OIL FOR TRANSPORT (*) | Motor gasoline | Gas / Diesel oil | BIOFUELS AND BIOGAS | Biogasoline | Biodiesel | Biogas | Bio jet kerosene | Other liquid biofuels (**) |
|--------------|--|-----------------|------------------|---------------------|----------------|-----------------|--------------|------------------|----------------------------|
| EU-27 | 241 727.0 | 66 474.5 | 175 252.5 | 16 801.0 | 3 239.0 | 13 411.8 | 141.1 | 7.8 | 1.3 |
| BE | 7 534.1 | 2 078.6 | 5 455.4 | 802.2 | 167.4 | 634.7 | | | |
| BG | 2 644.1 | 524.2 | 2 119.9 | 190.1 | 20.9 | 169.3 | | | |
| CZ | 6 230.6 | 1 582.9 | 4 647.7 | 362.1 | 63.2 | 259.8 | 39.1 | | |
| DK | 3 626.7 | 1 198.5 | 2 428.2 | 233.6 | 79.9 | 153.7 | | | |
| DE | 45 026.2 | 15 346.9 | 29 679.3 | 2 941.0 | 748.0 | 2 191.7 | | | 1.3 |
| EE | 780.6 | 211.2 | 569.3 | 33.1 | 2.0 | 26.0 | 5.1 | | |
| IE | 3 712.1 | 697.8 | 3 014.3 | 223.8 | 23.3 | 200.6 | | | |
| EL | 5 086.1 | 2 143.3 | 2 942.8 | 0.0 | | | | | |
| ES | 27 320.7 | 5 831.2 | 21 489.5 | 1 373.4 | 101.3 | 1 272.0 | | | |
| FR | 38 513.5 | 9 223.4 | 29 290.1 | 3 077.0 | 849.6 | 2 219.6 | | 7.8 | |
| HR | 2 124.6 | 494.3 | 1 630.3 | 21.0 | 0.2 | 20.8 | | | |
| IT | 30 649.1 | 8 243.1 | 22 406.0 | 1 389.1 | 35.0 | 1 354.1 | 0.0 | | |
| CY | 627.2 | 328.1 | 299.1 | 23.3 | | 23.3 | | | |
| LV | 957.8 | 142.0 | 815.9 | 16.0 | 10.1 | 5.9 | | | |
| LT | 1 853.6 | 262.2 | 1 591.3 | 119.7 | 19.7 | 100.0 | | | |
| LU | 1 405.3 | 322.2 | 1 083.1 | 129.6 | 19.9 | 109.7 | | | 0.0 |
| HU | 4 815.8 | 1 472.3 | 3 343.4 | 304.3 | 90.2 | 214.1 | | | |
| MT | 236.8 | 84.7 | 152.1 | 12.6 | | 12.6 | | | |
| NL | 8 150.4 | 3 673.6 | 4 476.8 | 552.5 | 251.1 | 301.4 | | | |
| AT | 6 714.0 | 1 411.9 | 5 302.1 | 403.1 | 51.6 | 351.2 | 0.4 | | |
| PL | 20 194.4 | 4 951.5 | 15 242.9 | 1 203.4 | 231.9 | 971.5 | | | |
| PT | 5 152.2 | 1 083.9 | 4 068.3 | 341.1 | 25.7 | 315.4 | | | |
| RO | 6 616.3 | 1 349.0 | 5 267.3 | 558.7 | 143.9 | 414.8 | | | |
| SI | 1 852.0 | 425.9 | 1 426.1 | 79.4 | 6.5 | 72.9 | | | |
| SK | 2 368.7 | 539.2 | 1 829.4 | 171.3 | 28.1 | 143.3 | | | |
| FI | 3 136.9 | 1 089.5 | 2 047.4 | 563.6 | 118.6 | 426.9 | 18.1 | | |
| SE | 4 397.2 | 1 762.8 | 2 634.5 | 1 675.9 | 150.8 | 1 446.6 | 78.4 | | |
| IS | | | | | | | | | |
| NO | 4 076.5 | 634.8 | 3 441.6 | 376.3 | 46.8 | 294.8 | 31.2 | 3.5 | |
| CH | | | | | | | | | |
| BA | 1 251.5 | 162.3 | 1 089.2 | 0.0 | | | | | |
| ME | 288.8 | 40.9 | 247.9 | 0.0 | | | | | |
| MD | 716.7 | 180.0 | 536.7 | 0.0 | | | | | |
| MK | 693.8 | 98.6 | 595.2 | 0.2 | | 0.2 | | | |
| GE | 1 091.9 | 640.8 | 451.1 | 0.0 | | 0.0 | | | |
| AL | 536.2 | 77.0 | 459.2 | 129.8 | | 129.8 | | | |
| RS | 2 521.6 | 500.2 | 2 021.4 | 0.7 | | 0.7 | | | |
| TR | 25 314.3 | 3 284.4 | 22 029.9 | 145.1 | 49.0 | 96.1 | | | |
| UA | | | | | | | | | |
| UK | | | | | | | | | |

NB: (*) Without bio components.

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

Biofuels production 2022 – BY FUEL (KTOE)

3.1.7

| | TOTAL | Biogasoline | Biodiesel | Bio jet kerosene | Other liquid biofuels (*) |
|-------|----------|-------------|-----------|------------------|---------------------------|
| EU-27 | 15 383.6 | 2 458.4 | 12 346.7 | 169.9 | 408.6 |
| BE | 409.4 | 261.2 | 147.9 | | 0.4 |
| BG | 260.7 | 18.8 | 241.9 | | |
| CZ | 267.5 | 53.6 | 213.9 | | |
| DK | 2.1 | | | | 2.1 |
| DE | 3 438.9 | 379.1 | 3 010.0 | | 49.8 |
| EE | | | | | |
| IE | 89.6 | 4.9 | 84.7 | | |
| EL | | | | | |
| ES | 1 870.7 | 254.7 | 1 616.0 | | |
| FR | 1 886.3 | 593.9 | 1 282.6 | 4.2 | 5.6 |
| HR | 0.4 | | 0.4 | | |
| IT | 1 170.7 | 11.0 | 1 036.2 | | 123.5 |
| CY | | | | | |
| LV | 78.0 | | 78.0 | | |
| LT | 156.6 | 16.1 | 140.5 | | |
| LU | | | | | |
| HU | 486.3 | 317.0 | 169.3 | | |
| MT | | | | | |
| NL | 1 751.5 | | 1 718.3 | | 33.2 |
| AT | 423.6 | 142.0 | 281.6 | | |
| PL | 1 081.4 | 199.2 | 880.1 | | 2.1 |
| PT | 273.9 | | 273.9 | | |
| RO | 229.4 | 27.3 | 202.1 | | |
| SI | | | | | |
| SK | 176.9 | 65.2 | 111.7 | | |
| FI | 711.0 | | 489.0 | 165.7 | 56.2 |
| SE | 618.6 | 114.2 | 368.6 | | 135.8 |
| IS | | | | | |
| NO | 72.4 | | 72.4 | | |
| CH | | | | | |
| BA | | | | | |
| ME | | | | | |
| MD | | | | | |
| MK | | | | | |
| GE | 0.0 | | 0.0 | | |
| AL | | | | | |
| RS | | | | | |
| TR | 157.0 | 48.7 | 96.1 | | 12.2 |
| UA | | | | | |
| UK | | | | | |

NB: (*) Including liquid biofuels used directly as fuel, not included in biogasoline, biodiesel or bio jet kerosene.

3.2.1 Total greenhouse gas (GHG) emissions (*) (MILLION TONNES CO₂ EQUIVALENT)

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-27 | 4 921.9 | 4 624.8 | 4 538.2 | 4 640.5 | 4 272.4 | 3 918.7 | 3 348.7 | 3 484.5 |
| BE | 149.0 | 156.5 | 153.6 | 149.0 | 137.7 | 123.5 | 111.1 | 108.9 |
| BG | 99.8 | 73.2 | 57.8 | 62.9 | 60.0 | 61.1 | 48.4 | 59.1 |
| CZ | 202.0 | 160.5 | 153.1 | 151.4 | 142.5 | 131.0 | 114.4 | 118.5 |
| DK | 73.4 | 81.7 | 74.6 | 70.6 | 67.1 | 52.3 | 43.6 | 44.2 |
| DE | 1 262.8 | 1 135.6 | 1 060.0 | 1 010.7 | 952.4 | 924.1 | 745.6 | 777.4 |
| EE | 40.4 | 20.1 | 17.5 | 19.3 | 21.2 | 18.1 | 11.4 | 14.1 |
| IE | 56.3 | 60.9 | 71.2 | 73.7 | 65.1 | 64.0 | 59.9 | 63.7 |
| EL | 106.5 | 112.2 | 129.2 | 139.4 | 121.8 | 99.0 | 77.2 | 82.2 |
| ES | 292.1 | 333.3 | 392.8 | 449.4 | 367.2 | 347.4 | 276.9 | 309.3 |
| FR | 548.9 | 542.2 | 559.9 | 565.9 | 522.5 | 471.3 | 397.7 | 409.7 |
| HR | 32.5 | 23.7 | 26.7 | 31.1 | 29.8 | 26.7 | 25.4 | 26.3 |
| IT | 526.7 | 542.3 | 569.3 | 604.1 | 531.2 | 452.2 | 382.9 | 419.5 |
| CY | 6.3 | 7.8 | 9.1 | 10.1 | 10.3 | 9.1 | 8.9 | 9.6 |
| LV | 26.3 | 12.7 | 10.3 | 11.2 | 12.2 | 11.1 | 10.7 | 10.6 |
| LT | 48.5 | 22.6 | 19.5 | 22.5 | 20.8 | 20.3 | 20.2 | 19.2 |
| LU | 13.1 | 10.6 | 10.6 | 14.3 | 13.5 | 11.7 | 10.7 | 10.1 |
| HU | 95.6 | 78.2 | 76.2 | 78.1 | 67.2 | 62.6 | 63.0 | 60.3 |
| MT | 2.8 | 3.0 | 3.1 | 3.3 | 3.3 | 2.5 | 2.3 | 2.6 |
| NL | 227.3 | 239.6 | 229.8 | 226.1 | 224.7 | 205.7 | 171.1 | 163.0 |
| AT | 80.0 | 81.3 | 82.4 | 94.6 | 86.9 | 81.1 | 75.1 | 74.8 |
| PL | 476.4 | 447.5 | 395.6 | 402.9 | 408.7 | 385.3 | 372.8 | 383.4 |
| PT | 60.5 | 70.5 | 84.3 | 88.4 | 71.6 | 70.8 | 59.2 | 60.6 |
| RO | 257.4 | 189.1 | 142.5 | 150.9 | 125.2 | 117.4 | 111.5 | 110.0 |
| SI | 18.9 | 18.9 | 18.8 | 20.7 | 19.8 | 16.9 | 16.0 | 15.7 |
| SK | 73.5 | 53.2 | 49.0 | 50.8 | 46.0 | 41.0 | 37.2 | 37.2 |
| FI | 72.3 | 72.8 | 71.3 | 71.0 | 77.1 | 56.9 | 48.5 | 47.3 |
| SE | 72.6 | 74.6 | 70.1 | 68.3 | 66.3 | 55.5 | 46.9 | 47.1 |
| IS | 3.9 | 3.7 | 4.5 | 4.4 | 5.2 | 5.4 | 4.8 | 5.4 |
| NO | 51.9 | 52.2 | 55.9 | 55.7 | 56.0 | 56.0 | 50.0 | 50.3 |
| CH | 58.1 | 57.5 | 58.5 | 59.6 | 59.6 | 53.8 | 45.9 | 45.8 |

NB: Emissions data are downloaded from European Environment Agency (EEA), which is the main provider for EU-wide GHE emissions data. The EEA prepares and maintains the complete EU GHG emissions inventory, which is based on data reported by Member States through the EU GHG monitoring mechanism and the UNFCCC process. GHGs: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulphur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs). (*) Excluding international maritime and LULUCF (land use, land-use change and forestry) emissions, including international aviation and indirect CO₂.

GHG emissions from transport 3.2.2

(MILLION TONNES CO₂ EQUIVALENT)

INCLUDING INTERNATIONAL BUNKERS (*)

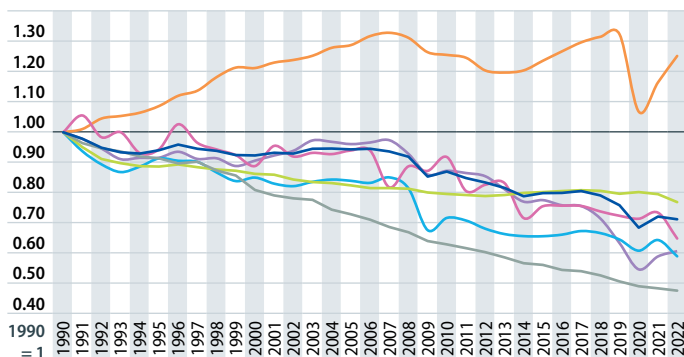
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
|--------------|--------------|--------------|----------------|----------------|----------------|----------------|--------------|----------------|
| EU-27 | 829.0 | 893.5 | 1 011.8 | 1 093.5 | 1 067.3 | 1 027.8 | 898.1 | 1 043.7 |
| BE | 37.5 | 38.9 | 46.0 | 55.7 | 56.0 | 50.4 | 45.9 | 54.2 |
| BG | 7.4 | 6.1 | 5.9 | 8.7 | 8.9 | 10.0 | 9.9 | 10.8 |
| CZ | 11.9 | 11.0 | 12.7 | 18.3 | 17.8 | 18.4 | 18.1 | 20.2 |
| DK | 15.6 | 18.9 | 18.8 | 18.4 | 17.8 | 17.5 | 14.6 | 15.8 |
| DE | 183.6 | 198.3 | 207.8 | 187.7 | 184.6 | 194.6 | 164.5 | 180.1 |
| EE | 3.3 | 2.0 | 2.2 | 2.8 | 3.2 | 3.5 | 3.4 | 3.8 |
| IE | 6.3 | 7.8 | 13.1 | 16.0 | 14.3 | 14.8 | 12.1 | 15.2 |
| EL | 25.3 | 31.0 | 33.2 | 33.9 | 34.0 | 25.9 | 22.1 | 28.5 |
| ES | 75.1 | 87.7 | 115.6 | 140.6 | 132.3 | 122.5 | 100.8 | 133.5 |
| FR | 139.5 | 150.6 | 164.8 | 166.8 | 157.6 | 156.7 | 121.1 | 145.9 |
| HR | 4.5 | 3.7 | 4.8 | 5.9 | 6.3 | 6.3 | 6.0 | 7.4 |
| IT | 110.8 | 124.0 | 135.9 | 143.6 | 133.0 | 121.4 | 94.6 | 122.9 |
| CY | 2.1 | 2.6 | 3.3 | 3.9 | 3.8 | 3.5 | 3.1 | 3.7 |
| LV | 4.8 | 2.7 | 2.3 | 4.2 | 4.5 | 4.3 | 4.0 | 4.0 |
| LT | 6.5 | 3.7 | 3.6 | 4.8 | 5.0 | 5.6 | 6.9 | 6.8 |
| LU | 3.0 | 4.0 | 5.9 | 8.5 | 7.8 | 7.1 | 6.3 | 6.2 |
| HU | 9.4 | 8.1 | 9.9 | 12.9 | 12.5 | 12.8 | 12.9 | 15.9 |
| MT | 1.5 | 2.3 | 3.1 | 2.9 | 5.6 | 5.9 | 7.9 | 8.0 |
| NL | 67.7 | 73.1 | 85.6 | 97.2 | 90.0 | 79.4 | 69.8 | 71.1 |
| AT | 14.9 | 17.3 | 20.6 | 27.0 | 24.7 | 24.9 | 22.3 | 22.7 |
| PL | 22.7 | 25.1 | 30.8 | 38.2 | 51.5 | 50.5 | 65.4 | 73.1 |
| PT | 13.8 | 17.0 | 23.4 | 23.8 | 23.3 | 21.6 | 18.6 | 23.5 |
| RO | 13.3 | 9.2 | 10.4 | 13.0 | 14.8 | 16.6 | 18.6 | 21.5 |
| SI | 2.8 | 4.0 | 3.7 | 4.5 | 5.4 | 5.6 | 5.0 | 5.9 |
| SK | 6.9 | 5.6 | 5.8 | 7.8 | 7.6 | 7.5 | 7.1 | 7.9 |
| FI | 15.0 | 13.3 | 15.2 | 15.8 | 15.0 | 13.7 | 12.3 | 12.5 |
| SE | 23.8 | 25.5 | 27.3 | 30.4 | 30.2 | 26.9 | 24.7 | 22.9 |
| IS | 0.9 | 0.9 | 1.2 | 1.3 | 1.3 | 1.7 | 1.2 | 2.0 |
| NO | 13.0 | 13.9 | 15.7 | 16.5 | 17.0 | 17.2 | 13.6 | 15.2 |
| CH | 17.8 | 18.0 | 20.7 | 19.4 | 20.6 | 20.3 | 15.6 | 17.8 |

NB: (*) 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.

3.2.3 GHG emissions (*) EU-27 – BY SECTOR (MILLION TONNES CO₂ EQUIVALENT)

| | 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 | 3 795.8 | 3 626.8 | 1 442.2 | 1 232.9 | 107.5 | 101.8 | 721.4 | 152.2 | 12.0 | 94.8 | 30.5 | 45.8 | 386.0 | | |
| 1995 | 3 582.1 | 3 436.9 | 1 319.0 | 1 125.3 | 110.6 | 83.2 | 638.3 | 131.2 | 11.3 | 93.2 | 34.4 | 55.2 | 313.0 | | |
| 2000 | 3 534.5 | 3 414.7 | 1 304.8 | 1 125.9 | 117.2 | 61.8 | 579.0 | 117.2 | 12.5 | 80.3 | 32.4 | 49.4 | 287.1 | | |
| 2005 | 3 662.6 | 3 556.3 | 1 384.8 | 1 197.4 | 124.5 | 63.0 | 551.1 | 106.4 | 11.3 | 77.3 | 30.9 | 45.6 | 279.7 | | |
| 2010 | 3 390.9 | 3 301.5 | 1 255.4 | 1 084.1 | 115.9 | 55.4 | 470.9 | 93.5 | 10.8 | 66.5 | 27.2 | 36.8 | 236.3 | | |
| 2015 | 3 070.4 | 2 987.3 | 1 113.7 | 968.3 | 105.8 | 39.5 | 420.8 | 85.7 | 8.4 | 56.5 | 23.6 | 35.5 | 211.1 | | |
| 2020 | 2 545.8 | 2 482.1 | 778.5 | 652.2 | 93.2 | 33.0 | 399.3 | 67.3 | 8.3 | 57.2 | 22.4 | 34.8 | 209.2 | | |
| 2021 | 2 722.1 | 2 660.8 | 841.2 | 716.4 | 92.9 | 31.9 | 430.4 | 77.8 | 9.3 | 63.0 | 23.3 | 36.4 | 220.7 | | |
| 2022 | 2 713.6 | 2 654.2 | 866.7 | 737.9 | 98.0 | 30.8 | 392.6 | 69.6 | 8.4 | 53.1 | 21.1 | 34.4 | 206.0 | | |

Energy industries - Industry (***) - Transport (**) - Residential & commercial - Agriculture, forestry, fisheries (****) - Other (*****) - Total

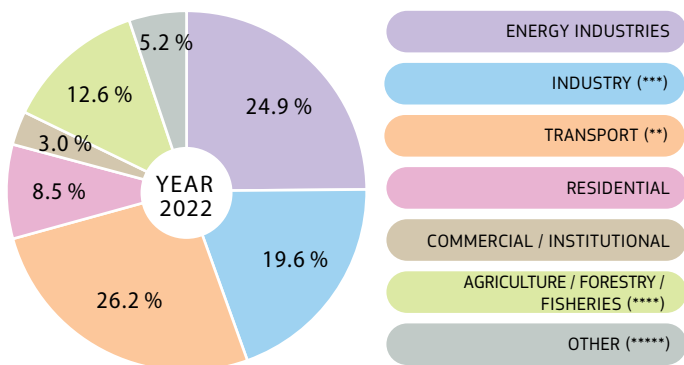


- NB:** (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
 (***) Emissions from manufacturing and construction, industrial processes and product use.
 (****) Emissions from fuel combustion and other emissions from agriculture.
 (*****) Emissions from fuel combustion in other (not elsewhere specified), fugitive emissions from fuels, waste, indirect CO₂ and other.

GHG emissions (*) EU-27 – BY SECTOR 3.2.3

(MILLION TONNES CO₂ EQUIVALENT)

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | Indirect CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|------|----------------------------------|-------------------------------|------------------------------------|-------|-------|-----|--------------------------|-----------------|--|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | Agriculture | Waste | Other | | | | |
| 726.8 | 713.9 | 172.0 | 450.0 | 91.9 | 22.4 | 169.0 | 450.6 | 483.2 | 184.6 | 7.7 | 4921.9 | 1990 | |
| 790.8 | 678.3 | 148.8 | 438.0 | 91.6 | 10.4 | 145.3 | 430.8 | 417.5 | 187.5 | 6.9 | 4624.8 | 1995 | |
| 883.5 | 638.8 | 143.7 | 407.9 | 87.1 | 8.6 | 119.9 | 414.8 | 407.9 | 174.8 | 6.2 | 4538.2 | 2000 | |
| 939.6 | 670.0 | 157.9 | 426.3 | 85.8 | 10.8 | 106.3 | 429.9 | 386.8 | 155.5 | 5.6 | 4640.5 | 2005 | |
| 915.6 | 651.8 | 158.8 | 411.6 | 81.4 | 7.8 | 89.3 | 364.5 | 374.8 | 137.4 | 4.8 | 4272.4 | 2010 | |
| 901.3 | 544.6 | 131.6 | 336.1 | 76.9 | 6.9 | 83.1 | 342.6 | 382.7 | 118.9 | 4.1 | 3918.7 | 2015 | |
| 776.9 | 521.5 | 114.5 | 327.2 | 79.8 | 6.0 | 63.7 | 307.2 | 379.9 | 112.0 | 3.8 | 3348.7 | 2020 | |
| 848.5 | 534.0 | 120.7 | 333.6 | 79.6 | 6.7 | 61.4 | 318.0 | 376.0 | 110.8 | 3.9 | 3530.8 | 2021 | |
| 913.0 | 474.8 | 105.8 | 294.5 | 74.5 | 7.0 | 59.4 | 291.8 | 365.7 | 109.7 | 3.6 | 3484.5 | 2022 | |



- NB:** (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
- (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
- (***) Emissions from manufacturing and construction, industrial processes and product use.
- (****) Emissions from fuel combustion and other emissions from agriculture.
- (*****) Emissions from fuel combustion in other (not elsewhere specified), fugitive emissions from fuels, waste, indirect CO₂ and other.

3.2.3

GHG emissions (*) EU-27

BY SECTOR (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 | 77.1 | 73.7 | 29.3 | 25.0 | 2.2 | 2.1 | 14.7 | 3.1 | 0.2 | 1.9 | 0.6 | 0.9 | 7.8 |
| 1991 | 77.8 | 74.6 | 29.3 | 25.2 | 2.1 | 2.0 | 14.1 | 2.9 | 0.3 | 1.8 | 0.7 | 1.0 | 7.3 |
| 1992 | 77.8 | 74.5 | 29.2 | 25.2 | 2.2 | 1.8 | 13.7 | 2.8 | 0.3 | 1.6 | 0.7 | 1.0 | 7.4 |
| 1993 | 77.9 | 74.6 | 28.6 | 24.5 | 2.3 | 1.8 | 13.5 | 2.7 | 0.2 | 1.6 | 0.7 | 1.1 | 7.2 |
| 1994 | 77.4 | 74.2 | 28.8 | 24.6 | 2.4 | 1.8 | 13.5 | 2.8 | 0.2 | 1.8 | 0.7 | 1.1 | 6.8 |
| 1995 | 77.5 | 74.3 | 28.5 | 24.3 | 2.4 | 1.8 | 13.8 | 2.8 | 0.2 | 2.0 | 0.7 | 1.2 | 6.8 |
| 1996 | 77.9 | 74.9 | 28.6 | 24.5 | 2.4 | 1.6 | 13.3 | 2.6 | 0.2 | 1.9 | 0.7 | 1.2 | 6.7 |
| 1997 | 77.6 | 74.5 | 28.2 | 24.1 | 2.5 | 1.7 | 13.3 | 2.7 | 0.3 | 1.9 | 0.8 | 1.2 | 6.6 |
| 1998 | 77.9 | 74.9 | 28.5 | 24.4 | 2.5 | 1.6 | 12.9 | 2.6 | 0.3 | 1.7 | 0.7 | 1.1 | 6.5 |
| 1999 | 78.1 | 75.1 | 28.1 | 24.2 | 2.5 | 1.4 | 12.8 | 2.4 | 0.3 | 1.8 | 0.7 | 1.1 | 6.5 |
| 2000 | 77.9 | 75.2 | 28.8 | 24.8 | 2.6 | 1.4 | 12.8 | 2.6 | 0.3 | 1.8 | 0.7 | 1.1 | 6.3 |
| 2001 | 78.5 | 75.9 | 29.0 | 25.1 | 2.6 | 1.3 | 12.4 | 2.4 | 0.3 | 1.7 | 0.7 | 1.1 | 6.2 |
| 2002 | 78.6 | 76.1 | 29.6 | 25.7 | 2.6 | 1.3 | 12.2 | 2.3 | 0.3 | 1.6 | 0.7 | 1.1 | 6.2 |
| 2003 | 78.9 | 76.4 | 30.2 | 26.3 | 2.5 | 1.3 | 12.1 | 2.3 | 0.3 | 1.6 | 0.7 | 1.1 | 6.2 |
| 2004 | 78.8 | 76.5 | 30.0 | 26.0 | 2.6 | 1.4 | 11.9 | 2.3 | 0.3 | 1.7 | 0.7 | 1.0 | 6.0 |
| 2005 | 78.9 | 76.6 | 29.8 | 25.8 | 2.7 | 1.4 | 11.9 | 2.3 | 0.2 | 1.7 | 0.7 | 1.0 | 6.0 |
| 2006 | 79.0 | 76.8 | 30.0 | 25.9 | 2.7 | 1.4 | 11.6 | 2.3 | 0.2 | 1.6 | 0.7 | 0.9 | 5.9 |
| 2007 | 78.6 | 76.4 | 30.5 | 26.4 | 2.7 | 1.4 | 11.9 | 2.4 | 0.2 | 1.6 | 0.6 | 0.9 | 6.1 |
| 2008 | 78.9 | 76.7 | 29.6 | 25.6 | 2.7 | 1.3 | 11.7 | 2.4 | 0.2 | 1.7 | 0.6 | 0.9 | 6.0 |
| 2009 | 79.2 | 77.0 | 29.5 | 25.6 | 2.8 | 1.1 | 10.5 | 1.8 | 0.2 | 1.5 | 0.6 | 0.8 | 5.5 |
| 2010 | 79.4 | 77.3 | 29.4 | 25.4 | 2.7 | 1.3 | 11.0 | 2.2 | 0.3 | 1.6 | 0.6 | 0.9 | 5.5 |
| 2011 | 79.0 | 76.9 | 29.9 | 25.9 | 2.7 | 1.3 | 11.1 | 2.2 | 0.2 | 1.6 | 0.6 | 0.8 | 5.5 |
| 2012 | 79.1 | 76.9 | 30.0 | 26.2 | 2.7 | 1.1 | 10.8 | 2.2 | 0.2 | 1.6 | 0.6 | 0.9 | 5.4 |
| 2013 | 78.8 | 76.6 | 29.1 | 25.4 | 2.7 | 1.1 | 10.7 | 2.1 | 0.2 | 1.5 | 0.6 | 0.9 | 5.3 |
| 2014 | 77.8 | 75.7 | 28.6 | 24.8 | 2.7 | 1.1 | 10.7 | 2.1 | 0.2 | 1.5 | 0.6 | 0.9 | 5.4 |
| 2015 | 78.4 | 76.2 | 28.4 | 24.7 | 2.7 | 1.0 | 10.7 | 2.2 | 0.2 | 1.4 | 0.6 | 0.9 | 5.4 |
| 2016 | 78.3 | 76.3 | 27.8 | 24.1 | 2.7 | 1.0 | 10.8 | 2.1 | 0.2 | 1.4 | 0.6 | 0.9 | 5.6 |
| 2017 | 78.3 | 76.3 | 27.5 | 23.9 | 2.6 | 1.0 | 10.9 | 2.1 | 0.2 | 1.5 | 0.6 | 0.9 | 5.6 |
| 2018 | 78.2 | 76.2 | 26.4 | 22.8 | 2.6 | 1.1 | 11.1 | 2.1 | 0.2 | 1.5 | 0.6 | 1.0 | 5.7 |
| 2019 | 77.8 | 75.9 | 24.4 | 20.6 | 2.7 | 1.1 | 11.3 | 2.1 | 0.2 | 1.5 | 0.7 | 1.0 | 5.7 |
| 2020 | 76.0 | 74.1 | 23.2 | 19.5 | 2.8 | 1.0 | 11.9 | 2.0 | 0.2 | 1.7 | 0.7 | 1.0 | 6.2 |
| 2021 | 77.1 | 75.4 | 23.8 | 20.3 | 2.6 | 0.9 | 12.2 | 2.2 | 0.3 | 1.8 | 0.7 | 1.0 | 6.2 |
| 2022 | 77.9 | 76.2 | 24.9 | 21.2 | 2.8 | 0.9 | 11.3 | 2.0 | 0.2 | 1.5 | 0.6 | 1.0 | 5.9 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂. 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 (*) EU-27 BY SECTOR (SHARES %)

3.2.3

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE- WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|-------------------------------|-------------|---------------------------------------|-----|--------------------------------------|----------------------------------|---------------------------------------|-------|-------|--|--------------------------|-----------------|------|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | Agriculture | Waste | Other | | | | |
| 14.8 | 14.5 | 3.5 | 9.1 | 1.9 | 0.5 | 3.4 | 9.2 | 9.8 | 3.8 | | 0.2 | 100 | 1990 |
| 15.3 | 15.5 | 3.7 | 10.0 | 1.9 | 0.4 | 3.2 | 8.7 | 9.5 | 3.9 | | 0.2 | 100 | 1991 |
| 16.3 | 15.0 | 3.4 | 9.7 | 1.9 | 0.3 | 3.2 | 8.7 | 9.3 | 4.1 | | 0.2 | 100 | 1992 |
| 16.7 | 15.6 | 3.5 | 10.1 | 2.0 | 0.3 | 3.3 | 8.6 | 9.2 | 4.1 | | 0.2 | 100 | 1993 |
| 16.9 | 14.7 | 3.2 | 9.4 | 2.0 | 0.2 | 3.2 | 9.2 | 9.1 | 4.1 | | 0.2 | 100 | 1994 |
| 17.1 | 14.7 | 3.2 | 9.5 | 2.0 | 0.2 | 3.1 | 9.3 | 9.0 | 4.1 | | 0.1 | 100 | 1995 |
| 17.3 | 15.5 | 3.4 | 10.1 | 2.0 | 0.2 | 3.0 | 9.1 | 8.9 | 3.9 | | 0.1 | 100 | 1996 |
| 17.8 | 14.9 | 3.2 | 9.7 | 2.0 | 0.2 | 3.1 | 9.4 | 9.0 | 3.9 | | 0.1 | 100 | 1997 |
| 18.7 | 14.6 | 3.3 | 9.4 | 1.9 | 0.2 | 3.0 | 9.1 | 9.0 | 3.9 | | 0.1 | 100 | 1998 |
| 19.5 | 14.6 | 3.3 | 9.3 | 2.0 | 0.2 | 3.0 | 8.8 | 9.1 | 3.9 | | 0.1 | 100 | 1999 |
| 19.5 | 14.1 | 3.2 | 9.0 | 1.9 | 0.2 | 2.6 | 9.1 | 9.0 | 3.9 | | 0.1 | 100 | 2000 |
| 19.6 | 14.8 | 3.4 | 9.5 | 1.9 | 0.2 | 2.5 | 8.8 | 8.9 | 3.8 | | 0.1 | 100 | 2001 |
| 19.8 | 14.4 | 3.3 | 9.2 | 1.9 | 0.2 | 2.5 | 8.8 | 8.7 | 3.7 | | 0.1 | 100 | 2002 |
| 19.7 | 14.3 | 3.2 | 9.3 | 1.8 | 0.2 | 2.5 | 8.9 | 8.5 | 3.6 | | 0.1 | 100 | 2003 |
| 20.1 | 14.2 | 3.2 | 9.2 | 1.8 | 0.2 | 2.3 | 9.2 | 8.4 | 3.5 | | 0.1 | 100 | 2004 |
| 20.2 | 14.4 | 3.4 | 9.2 | 1.8 | 0.2 | 2.3 | 9.3 | 8.3 | 3.4 | | 0.1 | 100 | 2005 |
| 20.7 | 14.3 | 3.5 | 9.0 | 1.8 | 0.2 | 2.2 | 9.3 | 8.3 | 3.3 | | 0.1 | 100 | 2006 |
| 21.1 | 12.8 | 3.1 | 8.0 | 1.7 | 0.2 | 2.1 | 9.7 | 8.4 | 3.2 | | 0.1 | 100 | 2007 |
| 21.2 | 14.0 | 3.4 | 8.8 | 1.8 | 0.2 | 2.2 | 9.3 | 8.5 | 3.2 | | 0.1 | 100 | 2008 |
| 22.0 | 14.8 | 3.7 | 9.3 | 1.9 | 0.2 | 2.1 | 8.3 | 9.1 | 3.4 | | 0.1 | 100 | 2009 |
| 21.4 | 15.3 | 3.7 | 9.6 | 1.9 | 0.2 | 2.1 | 8.5 | 8.8 | 3.2 | | 0.1 | 100 | 2010 |
| 21.8 | 13.9 | 3.4 | 8.6 | 1.9 | 0.2 | 2.1 | 8.7 | 9.0 | 3.2 | | 0.1 | 100 | 2011 |
| 21.4 | 14.4 | 3.4 | 9.1 | 1.9 | 0.2 | 2.1 | 8.5 | 9.1 | 3.2 | | 0.1 | 100 | 2012 |
| 21.8 | 14.8 | 3.5 | 9.4 | 2.0 | 0.2 | 2.2 | 8.6 | 9.4 | 3.1 | | 0.1 | 100 | 2013 |
| 22.7 | 13.5 | 3.3 | 8.2 | 2.0 | 0.2 | 2.2 | 9.1 | 9.8 | 3.1 | | 0.1 | 100 | 2014 |
| 23.0 | 13.9 | 3.4 | 8.6 | 2.0 | 0.2 | 2.1 | 8.7 | 9.8 | 3.0 | | 0.1 | 100 | 2015 |
| 23.6 | 13.9 | 3.2 | 8.8 | 2.0 | 0.2 | 2.0 | 8.8 | 9.8 | 3.0 | | 0.1 | 100 | 2016 |
| 23.9 | 13.8 | 3.2 | 8.6 | 2.0 | 0.2 | 2.0 | 8.9 | 9.8 | 2.9 | | 0.1 | 100 | 2017 |
| 24.7 | 13.8 | 3.2 | 8.6 | 2.0 | 0.1 | 1.9 | 8.9 | 9.9 | 3.0 | | 0.1 | 100 | 2018 |
| 26.0 | 14.1 | 3.3 | 8.8 | 2.1 | 0.2 | 1.9 | 8.9 | 10.2 | 3.0 | | 0.1 | 100 | 2019 |
| 23.2 | 15.6 | 3.4 | 9.8 | 2.4 | 0.2 | 1.9 | 9.2 | 11.3 | 3.3 | | 0.1 | 100 | 2020 |
| 24.0 | 15.1 | 3.4 | 9.4 | 2.3 | 0.2 | 1.7 | 9.0 | 10.6 | 3.1 | | 0.1 | 100 | 2021 |
| 26.2 | 13.6 | 3.0 | 8.5 | 2.1 | 0.2 | 1.7 | 8.4 | 10.5 | 3.1 | | 0.1 | 100 | 2022 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.

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).

3.2.4 GHG emissions (*) 2022 – BY SECTOR (MILLION TONNES CO₂ EQUIVALENT)

| | 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 | | |
| EU-27 | 2713.6 | 2654.2 | 866.7 | 737.9 | 98.0 | 30.8 | 392.6 | 69.6 | 8.4 | 53.1 | 21.1 | 34.4 | 206.0 |
| BE | 81.7 | 81.0 | 18.5 | 13.6 | 4.8 | 0.2 | 12.6 | 1.0 | 0.4 | 3.6 | 0.6 | 2.2 | 4.8 |
| BG | 45.7 | 43.6 | 27.0 | 26.0 | 1.0 | 0.0 | 4.4 | 0.1 | 0.3 | 1.4 | 0.1 | 0.3 | 2.2 |
| CZ | 88.7 | 86.3 | 42.8 | 40.7 | 0.5 | 1.6 | 11.3 | 1.6 | 0.1 | 3.3 | 0.7 | 1.1 | 4.5 |
| DK | 29.6 | 29.4 | 8.2 | 6.4 | 0.9 | 0.9 | 3.5 | 0.1 | | 0.2 | 0.0 | 0.7 | 2.5 |
| DE | 666.3 | 662.5 | 252.1 | 220.1 | 22.1 | 9.9 | 115.8 | 33.9 | 0.1 | | 0.0 | 0.2 | 81.6 |
| EE | 11.9 | 11.9 | 8.4 | 6.9 | | 1.6 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.1 | 0.1 |
| IE | 37.3 | 37.2 | 10.0 | 9.6 | 0.3 | 0.1 | 4.3 | 0.0 | 1.2 | 0.4 | 0.0 | 1.1 | 1.6 |
| EL | 58.4 | 57.9 | 24.7 | 18.9 | 5.8 | 0.0 | 4.5 | 0.1 | 0.6 | 0.2 | 0.1 | 0.6 | 2.9 |
| ES | 237.1 | 233.0 | 53.2 | 42.7 | 9.6 | 0.8 | 37.9 | 4.8 | 1.4 | 6.6 | 3.8 | 4.2 | 17.2 |
| FR | 290.4 | 287.9 | 40.0 | 32.6 | 5.2 | 2.2 | 40.1 | 3.8 | 0.8 | 8.6 | 2.2 | 7.2 | 17.6 |
| HR | 17.4 | 16.9 | 4.1 | 3.1 | 0.7 | 0.3 | 2.3 | 0.1 | 0.0 | 0.1 | 0.1 | 0.3 | 1.7 |
| IT | 344.3 | 339.2 | 94.9 | 71.7 | 19.2 | 4.0 | 51.3 | 8.8 | 1.0 | 10.3 | 4.7 | 4.2 | 22.3 |
| CY | 7.1 | 7.1 | 3.1 | 3.1 | | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| LV | 6.9 | 6.8 | 1.0 | 1.0 | | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| LT | 12.0 | 11.6 | 2.5 | 1.2 | 1.2 | 0.1 | 1.2 | | | 0.2 | 0.0 | 0.2 | 0.7 |
| LU | 8.9 | 8.8 | 0.2 | 0.2 | | | 1.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 |
| HU | 44.4 | 42.8 | 10.7 | 9.0 | 1.5 | 0.2 | 4.6 | 0.1 | 0.2 | 0.3 | 0.4 | 0.8 | 2.8 |
| MT | 2.2 | 2.2 | 0.8 | 0.8 | | | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 |
| NL | 127.8 | 126.3 | 45.3 | 33.5 | 9.5 | 2.4 | 18.4 | 4.1 | 0.1 | 6.0 | 0.9 | 3.3 | 3.9 |
| AT | 50.4 | 50.1 | 8.5 | 5.9 | 2.3 | 0.3 | 10.6 | 1.9 | 0.3 | 1.4 | 1.6 | 0.9 | 4.5 |
| PL | 322.3 | 300.2 | 152.7 | 145.4 | 3.9 | 3.3 | 27.8 | 3.1 | 1.2 | 5.8 | 1.4 | 4.3 | 12.0 |
| PT | 42.0 | 40.7 | 8.4 | 6.8 | 1.5 | | 6.8 | 0.1 | | 1.1 | 1.0 | 0.6 | 3.9 |
| RO | 75.4 | 66.2 | 18.1 | 15.1 | 2.0 | 1.0 | 13.2 | 1.0 | 0.2 | 1.7 | 0.3 | 1.1 | 8.8 |
| SI | 12.5 | 12.1 | 3.4 | 3.4 | | 0.0 | 1.6 | 0.2 | 0.1 | 0.1 | 0.2 | 0.1 | 0.9 |
| SK | 25.7 | 25.1 | 6.4 | 3.3 | 1.9 | 1.2 | 5.9 | 2.5 | 0.1 | 0.5 | 0.3 | 0.3 | 2.3 |
| FI | 34.5 | 34.4 | 12.9 | 11.2 | 1.4 | 0.3 | 5.9 | 0.8 | 0.1 | 0.7 | 2.0 | 0.1 | 2.2 |
| SE | 32.7 | 32.6 | 8.7 | 5.6 | 2.7 | 0.4 | 6.0 | 1.3 | 0.1 | 0.3 | 0.7 | 0.2 | 3.3 |
| IS | 2.6 | 2.4 | 0.0 | 0.0 | | | 0.1 | 0.0 | 0.0 | | | 0.1 | 0.0 |
| NO | 34.7 | 32.7 | 12.7 | 1.2 | 0.6 | 10.9 | 2.8 | 0.1 | 0.2 | 0.2 | 0.1 | 0.3 | 1.9 |
| CH | 35.3 | 35.3 | 3.2 | 2.8 | 0.4 | 0.0 | 4.2 | 0.2 | 0.1 | 0.5 | 0.1 | 0.6 | 2.6 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.

GHG emissions (*) 2022 – BY SECTOR 3.2.4 (MILLION TONNES CO₂ EQUIVALENT)

| TRANSPORT (**) | OTHER SECTORS | | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | | TOTAL EMISSIONS | EU-27 |
|----------------|----------------------------|-------------|------------------------------------|------|-----|----------------------------------|-------------------------------|------------------------------------|-------|-------|--------------------------|--------|-----------------|-------|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | | | | | Agriculture | Waste | Other | Indirect CO ₂ | | | |
| 913.0 | 474.8 | 105.8 | 294.5 | 74.5 | 7.0 | 59.4 | 291.8 | 365.7 | 109.7 | | 3.6 | 3484.5 | EU-27 | |
| 29.5 | 20.4 | 4.9 | 13.1 | 2.4 | 0.1 | 0.6 | 16.9 | 9.1 | 1.2 | | | 108.9 | BE | |
| 10.5 | 1.6 | 0.4 | 0.7 | 0.5 | 0.0 | 2.1 | 4.6 | 5.9 | 2.8 | 0.1 | | 59.1 | BG | |
| 20.2 | 11.7 | 2.3 | 8.2 | 1.2 | 0.3 | 2.4 | 15.0 | 8.4 | 5.7 | 0.6 | | 118.5 | CZ | |
| 14.2 | 3.3 | 0.6 | 1.2 | 1.5 | 0.2 | 0.2 | 1.7 | 11.5 | 1.2 | 0.2 | | 44.2 | DK | |
| 176.0 | 117.8 | 24.2 | 85.5 | 8.1 | 0.8 | 3.8 | 52.1 | 53.3 | 5.7 | | | 777.4 | DE | |
| 2.8 | 0.4 | 0.2 | 0.1 | 0.1 | | 0.0 | 0.3 | 1.6 | 0.3 | | | 14.1 | EE | |
| 14.8 | 8.1 | 1.4 | 5.8 | 0.9 | | 0.1 | 3.0 | 22.4 | 0.9 | | | 63.7 | IE | |
| 21.9 | 6.6 | 0.6 | 5.3 | 0.6 | 0.3 | 0.5 | 9.6 | 8.0 | 6.2 | | | 82.2 | EL | |
| 105.5 | 36.3 | 9.1 | 15.2 | 11.9 | 0.2 | 4.1 | 22.5 | 34.9 | 14.7 | | | 309.3 | ES | |
| 142.0 | 63.7 | 17.4 | 34.6 | 11.7 | 2.0 | 2.5 | 38.3 | 63.6 | 16.6 | 0.8 | | 409.7 | FR | |
| 7.3 | 3.2 | 0.6 | 1.9 | 0.8 | | 0.5 | 3.3 | 2.5 | 3.1 | | | 26.3 | HR | |
| 118.6 | 73.9 | 20.6 | 45.3 | 7.9 | 0.5 | 5.1 | 23.6 | 30.8 | 20.1 | 0.7 | | 419.5 | IT | |
| 2.8 | 0.5 | 0.1 | 0.3 | 0.1 | 0.0 | | 1.3 | 0.5 | 0.7 | 0.0 | | 9.6 | CY | |
| 3.6 | 1.6 | 0.5 | 0.5 | 0.5 | 0.0 | 0.1 | 0.9 | 2.3 | 0.6 | 0.0 | | 10.6 | LV | |
| 6.3 | 1.5 | 0.3 | 1.0 | 0.3 | 0.0 | 0.4 | 2.3 | 4.1 | 0.8 | 0.0 | | 19.2 | LT | |
| 6.2 | 1.4 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.5 | 0.7 | 0.1 | | | 10.1 | LU | |
| 15.9 | 11.5 | 2.5 | 7.7 | 1.4 | 0.1 | 1.5 | 5.9 | 6.2 | 3.8 | | | 60.3 | HU | |
| 1.1 | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | | 0.2 | 0.1 | 0.2 | | | 2.6 | MT | |
| 35.0 | 27.4 | 5.7 | 13.9 | 7.8 | 0.2 | 1.5 | 13.8 | 18.0 | 2.9 | 0.5 | | 163.0 | NL | |
| 22.7 | 8.3 | 1.2 | 6.2 | 0.9 | 0.0 | 0.3 | 15.9 | 7.3 | 1.2 | | | 74.8 | AT | |
| 72.3 | 47.4 | 6.0 | 31.5 | 9.9 | | 22.0 | 23.6 | 33.3 | 3.8 | 0.4 | | 383.4 | PL | |
| 21.3 | 4.2 | 1.0 | 1.9 | 1.3 | 0.1 | 1.3 | 5.9 | 6.9 | 5.6 | 0.1 | | 60.6 | PT | |
| 21.4 | 12.3 | 2.1 | 8.5 | 1.7 | 1.2 | 9.2 | 10.1 | 18.0 | 6.6 | | | 110.0 | RO | |
| 5.9 | 1.3 | 0.3 | 0.7 | 0.2 | 0.0 | 0.3 | 1.1 | 1.7 | 0.4 | | | 15.7 | SI | |
| 7.9 | 4.8 | 1.4 | 3.1 | 0.3 | 0.1 | 0.6 | 7.5 | 1.9 | 1.9 | 0.0 | | 37.2 | SK | |
| 11.4 | 3.4 | 1.1 | 0.9 | 1.4 | 0.8 | 0.1 | 5.0 | 6.1 | 1.7 | 0.1 | | 47.3 | FI | |
| 15.8 | 2.1 | 0.6 | 0.5 | 1.0 | | 0.0 | 6.9 | 6.5 | 0.9 | | | 47.1 | SE | |
| 1.7 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.2 | 2.0 | 0.6 | 0.2 | | | 5.4 | IS | |
| 14.1 | 3.0 | 1.1 | 0.6 | 1.3 | 0.1 | 2.0 | 9.3 | 4.6 | 1.4 | 0.1 | | 50.3 | NO | |
| 17.8 | 9.9 | 3.0 | 6.4 | 0.5 | 0.1 | 0.1 | 3.4 | 5.9 | 1.1 | 0.0 | 0.1 | 45.8 | CH | |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

3.2.4

GHG emissions (*) 2022

BY SECTOR (SHARES %)

| | 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 | | | | |
| EU-27 | 77.9 | 76.2 | 24.9 | 21.2 | 2.8 | 0.9 | 11.3 | 2.0 | 0.2 | 1.5 | 0.6 | 1.0 | 5.9 | | |
| BE | 75.0 | 74.4 | 17.0 | 12.5 | 4.4 | 0.2 | 11.5 | 0.9 | 0.4 | 3.3 | 0.5 | 2.0 | 4.4 | | |
| BG | 77.3 | 73.7 | 45.7 | 44.0 | 1.7 | 0.0 | 7.4 | 0.2 | 0.4 | 2.4 | 0.2 | 0.5 | 3.7 | | |
| CZ | 74.9 | 72.8 | 36.1 | 34.3 | 0.4 | 1.4 | 9.6 | 1.4 | 0.1 | 2.8 | 0.6 | 0.9 | 3.8 | | |
| DK | 66.9 | 66.5 | 18.5 | 14.5 | 2.1 | 2.0 | 7.9 | 0.2 | | 0.4 | 0.1 | 1.6 | 5.6 | | |
| DE | 85.7 | 85.2 | 32.4 | 28.3 | 2.8 | 1.3 | 14.9 | 4.4 | 0.0 | | 0.0 | 0.0 | 10.5 | | |
| EE | 84.6 | 84.4 | 59.7 | 48.6 | | 11.1 | 1.9 | 0.0 | | 0.1 | 0.3 | 0.4 | 1.1 | | |
| IE | 58.6 | 58.5 | 15.7 | 15.1 | 0.5 | 0.1 | 6.8 | 0.0 | 1.9 | 0.6 | 0.0 | 1.7 | 2.6 | | |
| EL | 71.0 | 70.5 | 30.1 | 23.0 | 7.1 | 0.0 | 5.4 | 0.1 | 0.7 | 0.3 | 0.1 | 0.8 | 3.5 | | |
| ES | 76.7 | 75.4 | 17.2 | 13.8 | 3.1 | 0.3 | 12.2 | 1.5 | 0.4 | 2.1 | 1.2 | 1.4 | 5.5 | | |
| FR | 70.9 | 70.3 | 9.8 | 8.0 | 1.3 | 0.5 | 9.8 | 0.9 | 0.2 | 2.1 | 0.5 | 1.8 | 4.3 | | |
| HR | 66.4 | 64.5 | 15.6 | 11.8 | 2.7 | 1.2 | 8.9 | 0.2 | 0.1 | 0.3 | 0.5 | 1.2 | 6.6 | | |
| IT | 82.1 | 80.9 | 22.6 | 17.1 | 4.6 | 1.0 | 12.2 | 2.1 | 0.3 | 2.5 | 1.1 | 1.0 | 5.3 | | |
| CY | 73.7 | 73.7 | 32.5 | 32.5 | | 0.1 | 6.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.7 | 5.2 | | |
| LV | 64.9 | 63.9 | 9.5 | 9.0 | | 0.5 | 5.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.7 | 4.8 | | |
| LT | 62.6 | 60.4 | 13.1 | 6.4 | 6.5 | 0.3 | 6.3 | | | 1.3 | 0.2 | 1.1 | 3.8 | | |
| LU | 87.3 | 87.1 | 2.3 | 2.3 | | | 10.0 | 2.3 | 0.5 | 1.1 | 0.1 | 0.1 | 5.9 | | |
| HU | 73.5 | 71.0 | 17.8 | 15.0 | 2.5 | 0.3 | 7.7 | 0.2 | 0.3 | 0.6 | 0.7 | 1.3 | 4.7 | | |
| MT | 81.7 | 81.7 | 30.1 | 30.1 | | | 3.6 | 0.0 | | 0.2 | 0.0 | 0.4 | 2.9 | | |
| NL | 78.4 | 77.5 | 27.8 | 20.5 | 5.8 | 1.5 | 11.3 | 2.5 | 0.1 | 3.7 | 0.5 | 2.0 | 2.4 | | |
| AT | 67.4 | 67.0 | 11.3 | 7.8 | 3.0 | 0.5 | 14.2 | 2.6 | 0.4 | 1.9 | 2.1 | 1.2 | 6.1 | | |
| PL | 84.0 | 78.3 | 39.8 | 37.9 | 1.0 | 0.9 | 7.3 | 0.8 | 0.3 | 1.5 | 0.4 | 1.1 | 3.1 | | |
| PT | 69.3 | 67.2 | 13.8 | 11.3 | 2.5 | | 11.2 | 0.2 | | 1.8 | 1.7 | 1.1 | 6.5 | | |
| RO | 68.5 | 60.2 | 16.5 | 13.8 | 1.8 | 0.9 | 12.0 | 0.9 | 0.2 | 1.6 | 0.3 | 1.0 | 8.0 | | |
| SI | 79.4 | 77.5 | 21.8 | 21.8 | | 0.0 | 10.2 | 1.2 | 0.8 | 0.5 | 1.5 | 0.7 | 5.5 | | |
| SK | 69.2 | 67.6 | 17.2 | 8.9 | 5.1 | 3.2 | 15.9 | 6.7 | 0.2 | 1.2 | 0.7 | 0.8 | 6.3 | | |
| FI | 72.9 | 72.7 | 27.3 | 23.6 | 3.0 | 0.7 | 12.4 | 1.7 | 0.2 | 1.5 | 4.2 | 0.2 | 4.6 | | |
| SE | 69.5 | 69.3 | 18.4 | 11.9 | 5.7 | 0.8 | 12.8 | 2.8 | 0.2 | 0.7 | 1.5 | 0.5 | 7.1 | | |
| IS | 47.3 | 43.8 | 0.2 | 0.2 | | | 2.4 | 0.0 | 0.1 | | | 1.5 | 0.8 | | |
| NO | 69.1 | 65.1 | 25.3 | 2.5 | 1.2 | 21.6 | 5.6 | 0.1 | 0.4 | 0.4 | 0.2 | 0.6 | 3.9 | | |
| CH | 77.0 | 76.9 | 7.0 | 6.2 | 0.8 | 0.0 | 9.2 | 0.5 | 0.2 | 1.1 | 0.3 | 1.4 | 5.7 | | |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.

GHG emissions (*) 2022

BY SECTOR (SHARES %)

3.2.4

| TRANSPORT (**) | OTHER SECTORS | | | | | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | | TOTAL EMISSIONS | EU-27 |
|----------------|----------------------------|-------------|------------------------------------|----------------------------------|-------------|-------------------------------|------------------------------------|-------|--------------------------|-----|-----|-----------------|-------|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | OTHER (NOT ELSE-WHERE SPECIFIED) | Agriculture | | Waste | Other | Indirect CO ₂ | | | | |
| 26.2 | 13.6 | 3.0 | 8.5 | 2.1 | 0.2 | 1.7 | 8.4 | 10.5 | 3.1 | | 0.1 | 100 | EU-27 |
| 27.1 | 18.7 | 4.5 | 12.0 | 2.2 | 0.1 | 0.6 | 15.5 | 8.4 | 1.1 | | | 100 | BE |
| 17.8 | 2.7 | 0.7 | 1.2 | 0.9 | 0.1 | 3.6 | 7.7 | 10.1 | 4.8 | | 0.1 | 100 | BG |
| 17.0 | 9.9 | 2.0 | 6.9 | 1.0 | 0.2 | 2.1 | 12.7 | 7.1 | 4.8 | | 0.5 | 100 | CZ |
| 32.1 | 7.5 | 1.4 | 2.7 | 3.4 | 0.4 | 0.4 | 3.8 | 26.0 | 2.8 | | 0.5 | 100 | DK |
| 22.6 | 15.2 | 3.1 | 11.0 | 1.0 | 0.1 | 0.5 | 6.7 | 6.9 | 0.7 | | | 100 | DE |
| 20.0 | 2.9 | 1.3 | 1.0 | 0.6 | | 0.1 | 1.9 | 11.3 | 2.2 | | | 100 | EE |
| 23.2 | 12.8 | 2.2 | 9.1 | 1.4 | | 0.1 | 4.8 | 35.3 | 1.4 | | | 100 | IE |
| 26.6 | 8.0 | 0.7 | 6.4 | 0.8 | 0.4 | 0.6 | 11.7 | 9.7 | 7.6 | | | 100 | EL |
| 34.1 | 11.7 | 3.0 | 4.9 | 3.9 | 0.1 | 1.3 | 7.3 | 11.3 | 4.8 | | | 100 | ES |
| 34.7 | 15.5 | 4.2 | 8.5 | 2.8 | 0.5 | 0.6 | 9.3 | 15.5 | 4.0 | | 0.2 | 100 | FR |
| 27.8 | 12.2 | 2.2 | 7.1 | 2.9 | | 1.9 | 12.5 | 9.4 | 11.7 | | | 100 | HR |
| 28.3 | 17.6 | 4.9 | 10.8 | 1.9 | 0.1 | 1.2 | 5.6 | 7.3 | 4.8 | | 0.2 | 100 | IT |
| 29.5 | 5.4 | 1.1 | 3.4 | 0.9 | 0.3 | | 13.7 | 5.6 | 7.0 | | 0.1 | 100 | CY |
| 33.9 | 14.7 | 4.4 | 5.2 | 5.1 | 0.2 | 0.9 | 8.1 | 21.3 | 5.6 | | 0.1 | 100 | LV |
| 32.8 | 8.0 | 1.5 | 5.0 | 1.4 | 0.2 | 2.2 | 11.9 | 21.1 | 4.3 | | 0.2 | 100 | LT |
| 60.8 | 14.0 | 4.7 | 9.1 | 0.2 | 0.0 | 0.3 | 5.3 | 6.6 | 0.8 | | | 100 | LU |
| 26.3 | 19.1 | 4.1 | 12.7 | 2.3 | 0.1 | 2.5 | 9.8 | 10.3 | 6.3 | | | 100 | HU |
| 41.9 | 6.0 | 2.5 | 1.2 | 2.3 | 0.1 | | 8.0 | 3.3 | 7.0 | | | 100 | MT |
| 21.5 | 16.8 | 3.5 | 8.5 | 4.8 | 0.1 | 0.9 | 8.5 | 11.1 | 1.8 | | 0.3 | 100 | NL |
| 30.3 | 11.1 | 1.6 | 8.2 | 1.3 | 0.0 | 0.4 | 21.3 | 9.7 | 1.6 | | | 100 | AT |
| 18.8 | 12.4 | 1.6 | 8.2 | 2.6 | | 5.7 | 6.2 | 8.7 | 1.0 | | 0.1 | 100 | PL |
| 35.1 | 7.0 | 1.7 | 3.2 | 2.1 | 0.1 | 2.1 | 9.7 | 11.5 | 9.3 | | 0.2 | 100 | PT |
| 19.5 | 11.2 | 1.9 | 7.7 | 1.6 | 1.1 | 8.3 | 9.2 | 16.4 | 6.0 | | | 100 | RO |
| 37.4 | 8.0 | 1.9 | 4.7 | 1.5 | 0.0 | 2.0 | 7.3 | 10.9 | 2.4 | | | 100 | SI |
| 21.3 | 13.0 | 3.7 | 8.4 | 0.9 | 0.2 | 1.6 | 20.3 | 5.2 | 5.2 | | 0.1 | 100 | SK |
| 24.1 | 7.1 | 2.3 | 1.8 | 3.0 | 1.8 | 0.2 | 10.5 | 12.8 | 3.6 | | 0.1 | 100 | FI |
| 33.6 | 4.5 | 1.3 | 1.1 | 2.1 | | 0.1 | 14.7 | 13.8 | 2.0 | | | 100 | SE |
| 31.7 | 9.4 | 0.0 | 0.1 | 9.3 | 0.0 | 3.5 | 37.3 | 11.0 | 4.3 | | | 100 | IS |
| 28.0 | 6.0 | 2.2 | 1.1 | 2.6 | 0.2 | 4.0 | 18.6 | 9.2 | 2.8 | | 0.2 | 100 | NO |
| 38.8 | 21.7 | 6.5 | 14.0 | 1.2 | 0.3 | 0.1 | 7.5 | 12.8 | 2.4 | 0.0 | 0.2 | 100 | CH |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.

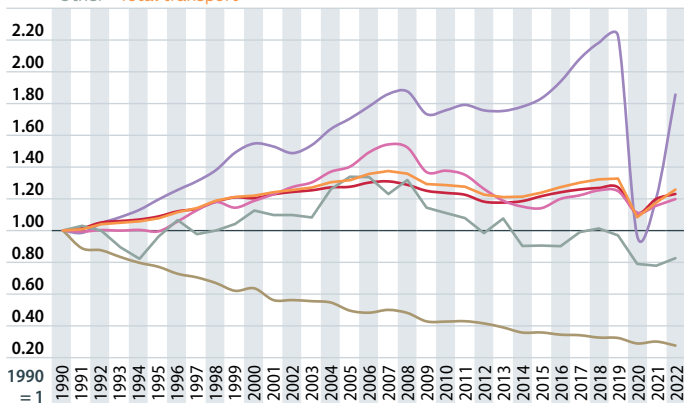
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

3.2.5 GHG emissions from transport – EU-27 BY MODE (MILLION TONNES CO₂ 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 | 66.0 | 11.3 | 54.6 | 620.1 | 12.8 | 123.9 | 21.7 | 102.2 | 6.1 | 829.0 | 5 024.1 |
| 1995 | 79.0 | 12.7 | 66.3 | 675.6 | 9.9 | 123.2 | 20.5 | 102.7 | 5.9 | 893.5 | 4 727.6 |
| 2000 | 102.4 | 16.9 | 85.5 | 747.1 | 8.1 | 147.2 | 19.0 | 128.2 | 6.9 | 1 011.8 | 4 666.4 |
| 2005 | 112.8 | 16.5 | 96.3 | 792.0 | 6.3 | 174.1 | 20.2 | 153.9 | 8.2 | 1 093.5 | 4 794.4 |
| 2010 | 116.3 | 15.7 | 100.6 | 767.9 | 5.4 | 170.9 | 19.2 | 151.7 | 6.8 | 1 067.3 | 4 424.1 |
| 2015 | 121.3 | 13.1 | 108.1 | 755.0 | 4.5 | 141.4 | 14.9 | 126.5 | 5.6 | 1 027.8 | 4 045.2 |
| 2020 | 63.7 | 7.9 | 55.9 | 687.9 | 3.6 | 137.9 | 16.7 | 121.2 | 4.8 | 898.1 | 3 469.9 |
| 2021 | 79.6 | 9.8 | 69.8 | 744.2 | 3.8 | 143.3 | 16.1 | 127.2 | 4.8 | 975.7 | 3 658.0 |
| 2022 | 122.8 | 13.1 | 109.7 | 763.7 | 3.5 | 148.6 | 17.9 | 130.6 | 5.1 | 1 043.7 | 3 615.1 |

Total civil aviation · Road transportation · Railways (***) · Total navigation · Other · Total transport



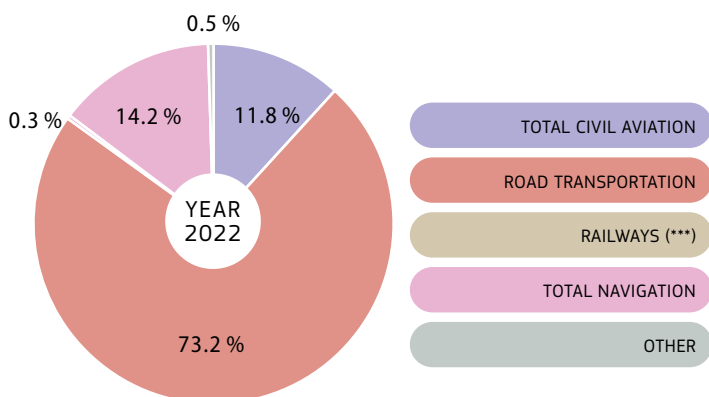
- NB:** (*) Excluding international bunkers (international traffic departing from the EU)
 (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

GHG emissions from transport 3.2.5

EU-27 – BY MODE (SHARES %)

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 | 8.0 | 1.4 | 6.6 | 74.8 | 1.5 | 14.9 | 2.6 | 12.3 | 0.7 | 16.5 | 100 |
| 1995 | 8.8 | 1.4 | 7.4 | 75.6 | 1.1 | 13.8 | 2.3 | 11.5 | 0.7 | 18.9 | 100 |
| 2000 | 10.1 | 1.7 | 8.5 | 73.8 | 0.8 | 14.6 | 1.9 | 12.7 | 0.7 | 21.7 | 100 |
| 2005 | 10.3 | 1.5 | 8.8 | 72.4 | 0.6 | 15.9 | 1.8 | 14.1 | 0.8 | 22.8 | 100 |
| 2010 | 10.9 | 1.5 | 9.4 | 71.9 | 0.5 | 16.0 | 1.8 | 14.2 | 0.6 | 24.1 | 100 |
| 2015 | 11.8 | 1.3 | 10.5 | 73.5 | 0.4 | 13.8 | 1.5 | 12.3 | 0.5 | 25.4 | 100 |
| 2020 | 7.1 | 0.9 | 6.2 | 76.6 | 0.4 | 15.4 | 1.9 | 13.5 | 0.5 | 25.9 | 100 |
| 2021 | 8.2 | 1.0 | 7.2 | 76.3 | 0.4 | 14.7 | 1.7 | 13.0 | 0.5 | 26.7 | 100 |
| 2022 | 11.8 | 1.3 | 10.5 | 73.2 | 0.3 | 14.2 | 1.7 | 12.5 | 0.5 | 28.9 | 100 |



- NB:** (*) Excluding international bunkers (international traffic departing from the EU).
 (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).
 (***) 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.

3.2.6 GHG emissions from transport – 2022

BY MODE (MILLION TONNES CO₂ 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-27 | 122.8 | 13.1 | 109.7 | 763.7 | 3.5 | 148.6 | 17.9 | 130.6 | 5.1 | 1 043.7 | 3 615.1 |
| BE | 5.3 | 0.0 | 5.3 | 23.2 | 0.1 | 25.1 | 0.4 | 24.7 | 0.6 | 54.2 | 133.6 |
| BG | 0.6 | 0.0 | 0.6 | 9.7 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 10.8 | 59.3 |
| CZ | 0.8 | 0.0 | 0.8 | 19.1 | 0.2 | 0.0 | 0.0 | | 0.0 | 20.2 | 118.5 |
| DK | 2.3 | 0.1 | 2.2 | 11.3 | 0.2 | 2.1 | 0.5 | 1.6 | | 15.8 | 45.8 |
| DE | 28.5 | 1.0 | 27.4 | 144.0 | 0.8 | 5.4 | 1.4 | 4.0 | 1.3 | 180.1 | 781.4 |
| EE | 0.2 | 0.0 | 0.2 | 2.4 | 0.0 | 1.0 | 0.0 | 0.9 | 0.2 | 3.8 | 15.1 |
| IE | 3.1 | 0.0 | 3.0 | 11.1 | 0.1 | 0.7 | 0.3 | 0.4 | 0.2 | 15.2 | 64.1 |
| EL | 4.4 | 0.4 | 4.0 | 15.4 | 0.0 | 8.7 | 2.1 | 6.6 | 0.0 | 28.5 | 88.8 |
| ES | 18.1 | 3.1 | 15.1 | 83.5 | 0.2 | 31.4 | 3.5 | 27.9 | 0.2 | 133.5 | 337.2 |
| FR | 18.7 | 4.6 | 14.1 | 121.3 | 0.4 | 5.1 | 1.3 | 3.8 | 0.4 | 145.9 | 413.6 |
| HR | 0.6 | 0.0 | 0.6 | 6.5 | 0.1 | 0.2 | 0.2 | 0.1 | | 7.4 | 26.3 |
| IT | 11.7 | 2.5 | 9.2 | 100.1 | 0.0 | 10.0 | 5.8 | 4.3 | 1.0 | 122.9 | 423.7 |
| CY | 0.8 | 0.0 | 0.8 | 2.0 | | 0.9 | 0.0 | 0.9 | | 3.7 | 10.5 |
| LV | 0.4 | 0.0 | 0.4 | 3.1 | 0.1 | 0.4 | 0.0 | 0.4 | | 4.0 | 10.9 |
| LT | 0.3 | 0.0 | 0.3 | 5.9 | 0.1 | 0.5 | 0.0 | 0.5 | 0.0 | 6.8 | 19.7 |
| LU | 2.0 | 0.0 | 2.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | | 6.2 | 10.1 |
| HU | 0.8 | 0.0 | 0.8 | 14.9 | 0.1 | 0.0 | 0.0 | | 0.1 | 15.9 | 60.3 |
| MT | 0.4 | 0.0 | 0.4 | 0.7 | | 6.9 | 0.1 | 6.9 | | 8.0 | 9.5 |
| NL | 9.6 | 0.0 | 9.6 | 24.4 | 0.1 | 36.9 | 0.9 | 36.0 | 0.1 | 71.1 | 199.0 |
| AT | 2.0 | 0.0 | 2.0 | 20.4 | 0.1 | 0.1 | 0.1 | 0.0 | 0.2 | 22.7 | 74.9 |
| PL | 3.1 | 0.1 | 2.9 | 68.7 | 0.3 | 0.9 | 0.0 | 0.9 | 0.2 | 73.1 | 384.3 |
| PT | 4.6 | 0.4 | 4.2 | 16.3 | 0.0 | 2.5 | 0.3 | 2.2 | | 23.5 | 62.8 |
| RO | 0.5 | 0.2 | 0.3 | 20.4 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | 21.5 | 110.0 |
| SI | 0.1 | 0.0 | 0.1 | 5.8 | 0.0 | 0.0 | 0.0 | | 0.0 | 5.9 | 15.7 |
| SK | 0.1 | 0.0 | 0.1 | 7.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 37.2 |
| FI | 1.8 | 0.1 | 1.6 | 9.2 | 0.1 | 1.4 | 0.3 | 1.1 | | 12.5 | 48.4 |
| SE | 2.1 | 0.3 | 1.8 | 12.6 | 0.0 | 7.7 | 0.7 | 7.0 | 0.4 | 22.9 | 54.1 |
| IS | 0.8 | 0.0 | 0.7 | 0.9 | | 0.3 | 0.0 | 0.3 | 0.0 | 2.0 | 5.7 |
| NO | 2.4 | 1.1 | 1.4 | 8.7 | 0.1 | 4.0 | 2.9 | 1.1 | | 15.2 | 51.4 |
| CH | 4.3 | 0.1 | 4.2 | 13.4 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 17.8 | 45.9 |

NB: (*) Excluding international bunkers (international traffic departing from the EU).

(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

GHG emissions from transport 3.2.6

2022 – BY MODE (SHARES %)

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-27 | 11.8 | 1.3 | 10.5 | 73.2 | 0.3 | 14.2 | 1.7 | 12.5 | 0.5 | 28.9 | 100 |
| BE | 9.8 | 0.0 | 9.8 | 42.7 | 0.1 | 46.3 | 0.7 | 45.6 | 1.1 | 40.6 | 100 |
| BG | 5.7 | 0.2 | 5.6 | 90.1 | 0.3 | 2.0 | 0.0 | 2.0 | 1.8 | 18.1 | 100 |
| CZ | 4.1 | 0.1 | 4.0 | 94.6 | 1.1 | 0.0 | 0.0 | | 0.1 | 17.0 | 100 |
| DK | 14.6 | 0.8 | 13.9 | 71.3 | 1.0 | 13.1 | 3.2 | 9.9 | | 34.4 | 100 |
| DE | 15.8 | 0.6 | 15.2 | 80.0 | 0.4 | 3.0 | 0.8 | 2.2 | 0.7 | 23.0 | 100 |
| EE | 4.7 | 0.1 | 4.6 | 63.0 | 1.1 | 25.6 | 0.5 | 25.1 | 5.5 | 25.0 | 100 |
| IE | 20.2 | 0.1 | 20.0 | 73.3 | 0.9 | 4.7 | 2.0 | 2.7 | 1.0 | 23.7 | 100 |
| EL | 15.3 | 1.4 | 14.0 | 54.1 | 0.1 | 30.5 | 7.4 | 23.1 | 0.0 | 32.0 | 100 |
| ES | 13.6 | 2.3 | 11.3 | 62.6 | 0.1 | 23.5 | 2.6 | 20.9 | 0.2 | 39.6 | 100 |
| FR | 12.8 | 3.2 | 9.6 | 83.2 | 0.2 | 3.5 | 0.9 | 2.6 | 0.3 | 35.3 | 100 |
| HR | 8.1 | 0.4 | 7.7 | 88.3 | 0.7 | 2.9 | 2.1 | 0.8 | | 28.0 | 100 |
| IT | 9.5 | 2.0 | 7.5 | 81.5 | 0.0 | 8.2 | 4.7 | 3.5 | 0.8 | 29.0 | 100 |
| CY | 21.3 | 0.0 | 21.2 | 54.0 | | 24.7 | 0.1 | 24.6 | | 35.6 | 100 |
| LV | 11.2 | 0.1 | 11.1 | 77.1 | 2.0 | 9.7 | 0.2 | 9.5 | | 36.1 | 100 |
| LT | 4.5 | 0.0 | 4.5 | 86.1 | 1.4 | 7.3 | 0.1 | 7.2 | 0.7 | 34.5 | 100 |
| LU | 31.7 | 0.0 | 31.7 | 68.2 | 0.1 | 0.0 | 0.0 | 0.0 | | 60.8 | 100 |
| HU | 5.1 | 0.1 | 5.0 | 93.7 | 0.7 | 0.1 | 0.1 | | 0.3 | 26.3 | 100 |
| MT | 4.8 | 0.0 | 4.8 | 8.3 | | 86.9 | 0.7 | 86.1 | | 83.9 | 100 |
| NL | 13.6 | 0.0 | 13.5 | 34.3 | 0.1 | 51.9 | 1.2 | 50.7 | 0.1 | 35.7 | 100 |
| AT | 8.9 | 0.1 | 8.7 | 89.6 | 0.4 | 0.5 | 0.3 | 0.2 | 0.7 | 30.4 | 100 |
| PL | 4.2 | 0.2 | 4.0 | 93.9 | 0.4 | 1.2 | 0.0 | 1.2 | 0.2 | 19.0 | 100 |
| PT | 19.6 | 1.8 | 17.9 | 69.5 | 0.1 | 10.7 | 1.2 | 9.6 | | 37.4 | 100 |
| RO | 2.2 | 0.9 | 1.3 | 95.1 | 1.6 | 0.9 | 0.7 | 0.2 | 0.1 | 19.5 | 100 |
| SI | 1.1 | 0.0 | 1.1 | 98.5 | 0.4 | 0.0 | 0.0 | | 0.0 | 37.4 | 100 |
| SK | 1.7 | 0.0 | 1.7 | 96.7 | 1.2 | 0.3 | 0.1 | 0.2 | 0.2 | 21.3 | 100 |
| FI | 14.2 | 1.1 | 13.1 | 74.0 | 0.5 | 11.3 | 2.8 | 8.5 | | 25.8 | 100 |
| SE | 9.3 | 1.3 | 8.0 | 55.1 | 0.2 | 33.8 | 3.0 | 30.8 | 1.6 | 42.3 | 100 |
| IS | 38.0 | 1.2 | 36.8 | 46.3 | | 15.6 | 1.2 | 14.4 | 0.1 | 35.1 | 100 |
| NO | 16.1 | 7.1 | 9.1 | 57.0 | 0.4 | 26.5 | 19.2 | 7.2 | | 29.6 | 100 |
| CH | 24.1 | 0.4 | 23.7 | 74.9 | 0.2 | 0.7 | 0.6 | 0.1 | 0.1 | 38.8 | 100 |

NB: (*) Excluding international bunkers (international traffic departing from the EU).

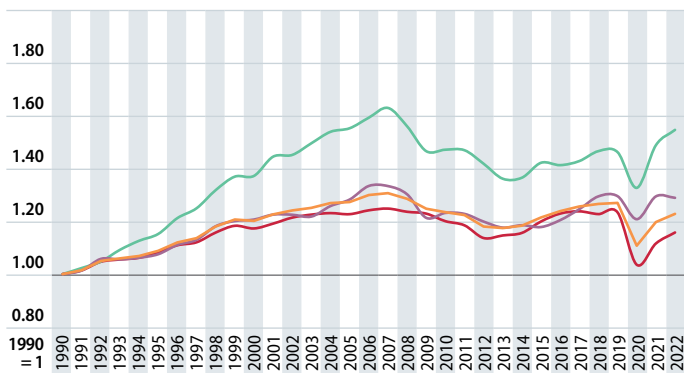
(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

(***) Total transport share in total emissions.

3.2.7 GHG emissions from road transport EU-27 – BY TRANSPORT MEAN (MILLION TONNES CO₂ EQUIVALENT)

| | ROAD TRANSPORTATION | | | | | | TOTAL TRANSPORT (*) | TOTAL EMISSIONS (**) |
|------|---------------------|-------------------|-----------------------------|-------------|---------------------------|-----|------------------------|-------------------------|
| | Cars | Light-duty trucks | Heavy-duty trucks and buses | Motorcycles | Other road transportation | | | |
| 1990 | 620.1 | 389.2 | 59.3 | 162.7 | 8.5 | 0.4 | 829.0 | 5 024.1 |
| 1995 | 675.6 | 421.8 | 68.5 | 175.2 | 9.9 | 0.2 | 893.5 | 4 727.6 |
| 2000 | 747.1 | 457.5 | 81.7 | 196.9 | 10.8 | 0.1 | 1 011.8 | 4 666.4 |
| 2005 | 792.0 | 478.9 | 92.6 | 209.4 | 10.9 | 0.2 | 1 093.5 | 4 794.4 |
| 2010 | 767.9 | 468.4 | 87.7 | 201.0 | 10.6 | 0.1 | 1 067.3 | 4 424.1 |
| 2015 | 755.0 | 468.0 | 84.7 | 192.2 | 10.0 | 0.1 | 1 027.8 | 4 045.2 |
| 2020 | 687.9 | 403.2 | 79.0 | 197.1 | 8.5 | 0.1 | 898.1 | 3 469.9 |
| 2021 | 744.2 | 435.0 | 88.7 | 211.4 | 9.0 | 0.1 | 975.7 | 3 658.0 |
| 2022 | 763.7 | 451.5 | 92.2 | 210.5 | 9.4 | 0.1 | 1 043.7 | 3 615.1 |

Cars · Light-duty trucks · Heavy-duty trucks and buses · Total road transport



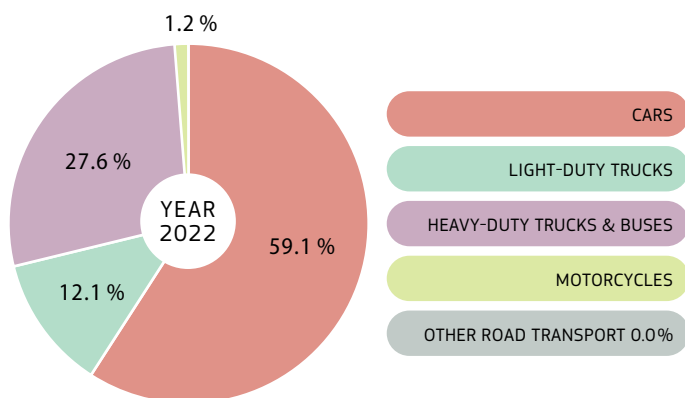
NB: (*) Including international bunkers (international traffic departing from the EU).
(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

GHG emissions from road transport 3.2.7

EU-27 – BY TRANSPORT MEAN

(SHARES %)

| | ROAD TRANSPORTATION | Cars | Light-duty trucks | Heavy-duty trucks and buses | Motorcycles | Other road transportation | TOTAL TRANSPORT (***) | TOTAL EMISSIONS (**) |
|------|---------------------|------|-------------------|-----------------------------|-------------|---------------------------|-----------------------|----------------------|
| 1990 | 74.8 | 46.9 | 7.2 | 19.6 | 1.0 | 0.0 | 16.5 | 100 |
| 1995 | 75.6 | 47.2 | 7.7 | 19.6 | 1.1 | 0.0 | 18.9 | 100 |
| 2000 | 73.8 | 45.2 | 8.1 | 19.5 | 1.1 | 0.0 | 21.7 | 100 |
| 2005 | 72.4 | 43.8 | 8.5 | 19.1 | 1.0 | 0.0 | 22.8 | 100 |
| 2010 | 71.9 | 43.9 | 8.2 | 18.8 | 1.0 | 0.0 | 24.1 | 100 |
| 2015 | 73.5 | 45.5 | 8.2 | 18.7 | 1.0 | 0.0 | 25.4 | 100 |
| 2020 | 76.6 | 44.9 | 8.8 | 21.9 | 0.9 | 0.0 | 25.9 | 100 |
| 2021 | 76.3 | 44.6 | 9.1 | 21.7 | 0.9 | 0.0 | 26.7 | 100 |
| 2022 | 73.2 | 43.3 | 8.8 | 20.2 | 0.9 | 0.0 | 28.9 | 100 |



NB: (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

(***) Total transport share in total emissions.

3.2.8 Total CO₂ emissions (*) (MILLION TONNES)

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-27 | 3 935.2 | 3 713.1 | 3 697.5 | 3 844.5 | 3 537.5 | 3 214.9 | 2 694.6 | 2 857.4 |
| BE | 123.4 | 128.8 | 131.4 | 129.2 | 118.7 | 105.7 | 94.8 | 94.3 |
| BG | 77.5 | 58.9 | 45.8 | 51.2 | 48.5 | 48.8 | 37.1 | 47.6 |
| CZ | 166.8 | 133.7 | 129.0 | 127.8 | 119.4 | 106.7 | 92.7 | 96.5 |
| DK | 56.4 | 64.6 | 57.5 | 54.8 | 52.1 | 38.1 | 29.5 | 30.8 |
| DE | 1 066.8 | 954.8 | 918.4 | 890.9 | 851.0 | 825.3 | 662.1 | 698.7 |
| EE | 37.0 | 18.1 | 15.5 | 17.2 | 19.1 | 15.9 | 9.3 | 11.9 |
| IE | 34.0 | 37.0 | 47.1 | 50.6 | 44.1 | 41.2 | 36.3 | 39.7 |
| EL | 85.9 | 89.6 | 105.5 | 116.5 | 99.9 | 77.8 | 56.9 | 62.0 |
| ES | 234.9 | 272.4 | 319.6 | 379.9 | 295.5 | 284.8 | 218.0 | 249.6 |
| FR | 408.0 | 403.5 | 428.6 | 441.0 | 402.7 | 358.8 | 297.7 | 316.6 |
| HR | 23.4 | 17.1 | 19.9 | 23.6 | 21.3 | 18.2 | 17.0 | 18.2 |
| IT | 443.8 | 455.6 | 478.6 | 510.9 | 445.4 | 371.5 | 307.1 | 347.9 |
| CY | 5.4 | 6.7 | 7.9 | 8.8 | 8.9 | 7.7 | 7.3 | 7.9 |
| LV | 19.9 | 9.2 | 7.2 | 8.0 | 8.9 | 7.6 | 7.2 | 7.1 |
| LT | 36.2 | 15.2 | 11.9 | 14.0 | 14.0 | 13.3 | 13.7 | 13.3 |
| LU | 12.2 | 9.7 | 9.7 | 13.4 | 12.5 | 10.7 | 9.7 | 9.2 |
| HU | 73.9 | 62.0 | 59.0 | 61.0 | 52.7 | 47.1 | 47.4 | 46.1 |
| MT | 2.6 | 2.8 | 2.8 | 2.9 | 2.9 | 2.1 | 1.8 | 2.2 |
| NL | 168.3 | 181.5 | 182.3 | 189.3 | 193.0 | 175.6 | 143.7 | 137.2 |
| AT | 63.1 | 65.4 | 67.9 | 81.1 | 74.1 | 68.5 | 63.2 | 63.5 |
| PL | 377.5 | 363.8 | 318.7 | 324.2 | 336.2 | 315.2 | 304.3 | 318.4 |
| PT | 46.9 | 56.3 | 67.8 | 72.1 | 55.7 | 55.5 | 43.4 | 45.0 |
| RO | 177.3 | 126.4 | 93.8 | 101.7 | 84.8 | 78.5 | 73.9 | 73.3 |
| SI | 15.1 | 15.4 | 15.1 | 17.0 | 16.5 | 13.7 | 12.9 | 12.8 |
| SK | 61.7 | 44.3 | 41.3 | 43.1 | 38.6 | 34.7 | 31.3 | 31.7 |
| FI | 58.1 | 59.2 | 58.2 | 58.4 | 65.8 | 46.2 | 38.6 | 38.0 |
| SE | 58.9 | 60.9 | 56.9 | 55.8 | 55.2 | 45.6 | 37.6 | 38.0 |
| IS | 2.4 | 2.7 | 3.3 | 3.4 | 4.0 | 4.2 | 3.6 | 4.3 |
| NO | 35.6 | 39.0 | 43.0 | 44.2 | 46.9 | 47.1 | 41.8 | 42.2 |
| CH | 47.6 | 47.4 | 48.5 | 49.4 | 49.4 | 43.7 | 36.4 | 37.1 |

NB: (*) Excluding international maritime and LULUCF (land use, land-use change and forestry) emissions, including international aviation and indirect CO₂. Emissions data are downloaded from the European Environment Agency (EEA), which is the main provider for EU-wide GHG emissions data. EEA prepares and maintains the complete EU GHG emissions inventory, which is based on data reported by Member States through the EU GHG monitoring mechanism and the UNFCCC process.

CO₂ emissions from transport 3.2.9

(MILLION TONNES)

INCLUDING INTERNATIONAL BUNKERS (*)

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2015 | 2020 | 2022 |
|--------------|--------------|--------------|--------------|----------------|----------------|----------------|--------------|----------------|
| EU-27 | 815.4 | 877.9 | 997.0 | 1 081.6 | 1 056.6 | 1 017.2 | 888.2 | 1 032.5 |
| BE | 37.1 | 38.5 | 45.6 | 55.3 | 55.5 | 49.9 | 45.5 | 53.8 |
| BG | 7.2 | 6.0 | 5.8 | 8.6 | 8.8 | 9.9 | 9.8 | 10.6 |
| CZ | 11.7 | 10.8 | 12.4 | 18.1 | 17.6 | 18.2 | 17.9 | 20.0 |
| DK | 15.3 | 18.7 | 18.6 | 18.3 | 17.7 | 17.3 | 14.4 | 15.6 |
| DE | 180.4 | 195.6 | 205.6 | 186.2 | 183.1 | 192.8 | 162.8 | 178.2 |
| EE | 3.2 | 2.0 | 2.1 | 2.7 | 3.1 | 3.5 | 3.4 | 3.7 |
| IE | 6.2 | 7.6 | 12.9 | 15.7 | 14.1 | 14.7 | 11.9 | 15.0 |
| EL | 24.7 | 30.1 | 32.4 | 33.1 | 33.4 | 25.5 | 21.7 | 27.9 |
| ES | 74.1 | 85.8 | 114.1 | 139.2 | 131.0 | 121.3 | 99.8 | 132.1 |
| FR | 137.4 | 148.1 | 162.7 | 164.9 | 156.0 | 155.0 | 119.8 | 144.4 |
| HR | 4.4 | 3.6 | 4.6 | 5.8 | 6.2 | 6.3 | 6.0 | 7.3 |
| IT | 108.9 | 121.3 | 133.4 | 141.9 | 131.6 | 120.1 | 93.6 | 121.6 |
| CY | 2.1 | 2.5 | 3.2 | 3.8 | 3.8 | 3.4 | 3.1 | 3.7 |
| LV | 4.7 | 2.6 | 2.3 | 4.1 | 4.4 | 4.2 | 3.9 | 3.9 |
| LT | 6.4 | 3.7 | 3.5 | 4.7 | 4.9 | 5.5 | 6.8 | 6.7 |
| LU | 3.0 | 3.9 | 5.8 | 8.5 | 7.8 | 7.0 | 6.2 | 6.1 |
| HU | 9.3 | 7.9 | 9.7 | 12.7 | 12.3 | 12.6 | 12.8 | 15.7 |
| MT | 1.4 | 2.3 | 3.1 | 2.9 | 5.5 | 5.9 | 7.8 | 7.9 |
| NL | 67.0 | 72.3 | 84.8 | 96.3 | 89.2 | 78.6 | 69.0 | 70.3 |
| AT | 14.7 | 17.0 | 20.4 | 26.8 | 24.5 | 24.7 | 22.0 | 22.5 |
| PL | 22.2 | 24.3 | 29.7 | 37.6 | 50.9 | 49.9 | 64.7 | 72.3 |
| PT | 13.6 | 16.6 | 23.0 | 23.5 | 23.1 | 21.4 | 18.4 | 23.3 |
| RO | 12.9 | 9.0 | 10.1 | 12.8 | 14.6 | 16.3 | 18.4 | 21.2 |
| SI | 2.7 | 3.9 | 3.6 | 4.5 | 5.4 | 5.6 | 4.9 | 5.8 |
| SK | 6.8 | 5.5 | 5.7 | 7.7 | 7.5 | 7.4 | 7.1 | 7.8 |
| FI | 14.7 | 13.0 | 15.0 | 15.6 | 14.9 | 13.6 | 12.2 | 12.4 |
| SE | 23.4 | 25.1 | 27.0 | 30.1 | 29.9 | 26.6 | 24.4 | 22.5 |
| IS | 0.8 | 0.9 | 1.1 | 1.3 | 1.3 | 1.7 | 1.2 | 2.0 |
| NO | 12.7 | 13.6 | 15.4 | 16.3 | 16.7 | 16.8 | 13.3 | 14.8 |
| CH | 17.5 | 17.7 | 20.4 | 19.2 | 20.5 | 20.1 | 15.5 | 17.6 |

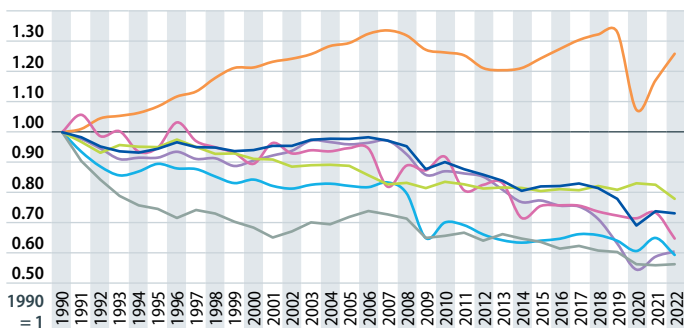
NB: (*) The activity data used in GHG inventories to report international maritime emissions (emissions from bunker fuels) are not fully consistent with the energy statistics on bunker fuels for some years and countries.

3.2.10

CO₂ emissions (*) EU-27 BY SECTOR (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 |
|------|--------------|-----------------|-------------------|--|--------------------|-------------------------|--------------------------------|----------------|--------------------|-----------|-----------------------|-----------------------------|-------|
| 1990 | 3 593.6 | 3 570.4 | 1 434.9 | 1 227.0 | 107.0 | 100.8 | 715.8 | 151.5 | 12.0 | 94.4 | 30.1 | 45.6 | 382.2 |
| 1995 | 3 404.2 | 3 382.9 | 1 311.8 | 1 119.3 | 110.1 | 82.4 | 633.1 | 130.5 | 11.2 | 92.7 | 33.9 | 54.9 | 309.8 |
| 2000 | 3 385.0 | 3 364.1 | 1 297.3 | 1 119.4 | 116.6 | 61.3 | 573.5 | 116.6 | 12.5 | 79.7 | 31.9 | 49.1 | 283.7 |
| 2005 | 3 526.6 | 3 505.6 | 1 376.1 | 1 189.5 | 124.0 | 62.6 | 544.8 | 105.8 | 11.2 | 76.7 | 30.2 | 45.2 | 275.6 |
| 2010 | 3 268.9 | 3 247.6 | 1 245.7 | 1 075.5 | 115.4 | 54.9 | 465.5 | 93.0 | 10.7 | 66.0 | 26.5 | 36.5 | 232.8 |
| 2015 | 2 959.8 | 2 937.5 | 1 104.2 | 959.6 | 105.5 | 39.1 | 415.4 | 85.2 | 8.3 | 55.9 | 23.0 | 34.9 | 208.0 |
| 2020 | 2 454.1 | 2 435.0 | 770.0 | 644.5 | 92.9 | 32.6 | 393.9 | 67.0 | 8.3 | 56.6 | 21.8 | 34.1 | 206.1 |
| 2021 | 2 628.7 | 2 610.9 | 832.3 | 708.3 | 92.5 | 31.5 | 424.6 | 77.4 | 9.2 | 62.3 | 22.7 | 35.7 | 217.3 |
| 2022 | 2 624.6 | 2 606.3 | 857.7 | 729.6 | 97.7 | 30.5 | 387.1 | 69.3 | 8.4 | 52.6 | 20.5 | 33.7 | 202.7 |

Energy industries - Industry (***) - Transport (**) - Residential & commercial - Agriculture, forestry, fisheries (****) - Other (*****) - Total

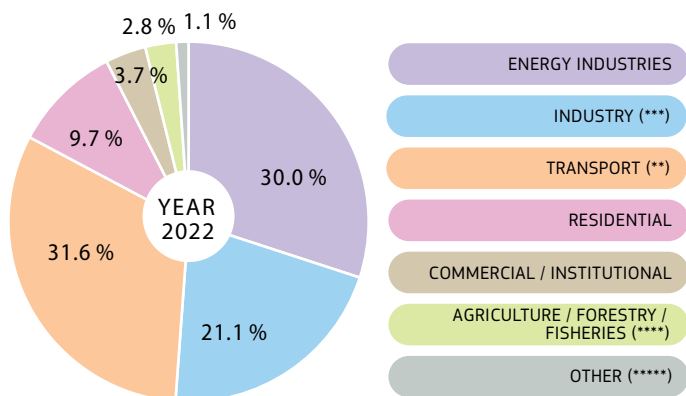


- NB:** (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
 (***) Emissions from manufacturing and construction, industrial processes and product use.
 (****) Emissions from fuel combustion and other emissions from agriculture.
 (*****) Emissions from other (not elsewhere specified), fugitive emissions from fuels, waste, indirect CO₂ and other.

CO₂ emissions (*) EU-27 BY SECTOR (MILLION TONNES)

3.2.10

| TRANSPORT (**) | OTHER SECTORS | | | OTHER (NOT ELSE-WHERE SPECIFIED) | | | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|----------------------------------|------|------|-------------------------------|------------------------------------|-------|-------|-----|--------------------------|-----------------|--|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | | | | | Agriculture | Waste | Other | | | | |
| 714.3 | 683.5 | 169.4 | 426.4 | 87.7 | 21.9 | 23.2 | 315.8 | 14.2 | 3.8 | | 7.7 | 3935.2 | 1990 | |
| 776.4 | 651.5 | 147.4 | 417.3 | 86.8 | 10.2 | 21.3 | 288.4 | 9.9 | 3.6 | | 6.9 | 3713.1 | 1995 | |
| 870.2 | 614.6 | 142.5 | 389.5 | 82.5 | 8.5 | 20.9 | 293.1 | 10.2 | 2.9 | | 6.2 | 3697.5 | 2000 | |
| 929.3 | 644.8 | 156.7 | 407.0 | 81.2 | 10.6 | 21.1 | 299.9 | 9.2 | 3.2 | | 5.6 | 3844.5 | 2005 | |
| 906.4 | 622.3 | 157.2 | 389.0 | 76.0 | 7.7 | 21.3 | 251.9 | 8.8 | 3.1 | | 4.8 | 3537.5 | 2010 | |
| 892.0 | 519.1 | 130.3 | 316.9 | 71.8 | 6.8 | 22.3 | 238.7 | 9.8 | 2.5 | | 4.1 | 3214.9 | 2015 | |
| 768.4 | 496.8 | 113.2 | 309.3 | 74.3 | 5.9 | 19.1 | 224.1 | 10.1 | 2.7 | | 3.8 | 2694.6 | 2020 | |
| 839.3 | 508.0 | 119.4 | 314.6 | 74.1 | 6.7 | 17.9 | 238.9 | 9.8 | 2.9 | | 3.9 | 2884.1 | 2021 | |
| 903.3 | 451.2 | 104.5 | 277.1 | 69.5 | 7.0 | 18.3 | 217.2 | 9.5 | 2.6 | | 3.6 | 2857.4 | 2022 | |



- NB:** (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
- (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
- (***) Emissions from manufacturing and construction, industrial processes and product use.
- (****) Emissions from fuel combustion and other emissions from agriculture.
- (*****) Emissions from other (not elsewhere specified), fugitive emissions from fuels, waste, indirect CO₂ and other.

3.2.10

CO₂ emissions (*) EU-27 BY SECTOR (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 | 91.3 | 90.7 | 36.5 | 31.2 | 2.7 | 2.6 | 18.2 | 3.8 | 0.3 | 2.4 | 0.8 | 1.2 | 9.7 |
| 1991 | 91.9 | 91.3 | 36.2 | 31.2 | 2.6 | 2.4 | 17.4 | 3.6 | 0.3 | 2.3 | 0.8 | 1.3 | 9.0 |
| 1992 | 92.0 | 91.5 | 36.2 | 31.3 | 2.7 | 2.2 | 16.9 | 3.5 | 0.3 | 2.0 | 0.8 | 1.3 | 9.1 |
| 1993 | 92.2 | 91.6 | 35.5 | 30.4 | 2.8 | 2.2 | 16.7 | 3.3 | 0.3 | 2.0 | 0.8 | 1.3 | 8.9 |
| 1994 | 91.7 | 91.2 | 35.8 | 30.6 | 2.9 | 2.3 | 16.7 | 3.5 | 0.3 | 2.2 | 0.9 | 1.4 | 8.5 |
| 1995 | 91.7 | 91.1 | 35.3 | 30.1 | 3.0 | 2.2 | 17.0 | 3.5 | 0.3 | 2.5 | 0.9 | 1.5 | 8.3 |
| 1996 | 92.1 | 91.5 | 35.3 | 30.2 | 3.0 | 2.0 | 16.4 | 3.2 | 0.3 | 2.4 | 0.9 | 1.5 | 8.2 |
| 1997 | 91.8 | 91.2 | 34.9 | 29.8 | 3.0 | 2.0 | 16.5 | 3.3 | 0.3 | 2.4 | 0.9 | 1.4 | 8.1 |
| 1998 | 91.8 | 91.2 | 35.1 | 30.0 | 3.1 | 1.9 | 15.8 | 3.2 | 0.3 | 2.1 | 0.9 | 1.4 | 7.9 |
| 1999 | 91.9 | 91.3 | 34.5 | 29.7 | 3.1 | 1.7 | 15.6 | 3.0 | 0.3 | 2.2 | 0.9 | 1.4 | 7.9 |
| 2000 | 91.5 | 91.0 | 35.1 | 30.3 | 3.2 | 1.7 | 15.5 | 3.2 | 0.3 | 2.2 | 0.9 | 1.3 | 7.7 |
| 2001 | 92.0 | 91.4 | 35.2 | 30.5 | 3.1 | 1.6 | 15.0 | 2.9 | 0.3 | 2.1 | 0.8 | 1.3 | 7.5 |
| 2002 | 91.9 | 91.4 | 35.8 | 31.1 | 3.1 | 1.6 | 14.7 | 2.8 | 0.3 | 2.0 | 0.8 | 1.3 | 7.4 |
| 2003 | 91.9 | 91.4 | 36.4 | 31.7 | 3.1 | 1.6 | 14.5 | 2.8 | 0.3 | 2.0 | 0.8 | 1.3 | 7.4 |
| 2004 | 91.7 | 91.1 | 36.0 | 31.2 | 3.2 | 1.6 | 14.3 | 2.8 | 0.3 | 2.0 | 0.8 | 1.2 | 7.2 |
| 2005 | 91.7 | 91.2 | 35.8 | 30.9 | 3.2 | 1.6 | 14.2 | 2.8 | 0.3 | 2.0 | 0.8 | 1.2 | 7.2 |
| 2006 | 91.6 | 91.0 | 35.8 | 30.9 | 3.2 | 1.7 | 13.8 | 2.8 | 0.3 | 1.9 | 0.8 | 1.1 | 7.0 |
| 2007 | 91.3 | 90.7 | 36.5 | 31.6 | 3.3 | 1.6 | 14.2 | 2.9 | 0.3 | 2.0 | 0.8 | 1.1 | 7.2 |
| 2008 | 91.7 | 91.1 | 35.4 | 30.6 | 3.3 | 1.5 | 14.0 | 2.8 | 0.3 | 2.0 | 0.7 | 1.0 | 7.1 |
| 2009 | 92.9 | 92.3 | 35.7 | 30.9 | 3.4 | 1.4 | 12.6 | 2.2 | 0.3 | 1.9 | 0.8 | 1.0 | 6.5 |
| 2010 | 92.4 | 91.8 | 35.2 | 30.4 | 3.3 | 1.6 | 13.2 | 2.6 | 0.3 | 1.9 | 0.7 | 1.0 | 6.6 |
| 2011 | 92.2 | 91.5 | 35.9 | 31.1 | 3.3 | 1.5 | 13.2 | 2.7 | 0.3 | 1.9 | 0.7 | 1.0 | 6.6 |
| 2012 | 92.5 | 91.8 | 36.2 | 31.6 | 3.3 | 1.3 | 13.0 | 2.6 | 0.3 | 1.9 | 0.7 | 1.0 | 6.5 |
| 2013 | 92.4 | 91.7 | 35.2 | 30.7 | 3.2 | 1.3 | 12.8 | 2.5 | 0.3 | 1.8 | 0.7 | 1.1 | 6.4 |
| 2014 | 91.8 | 91.1 | 34.8 | 30.1 | 3.3 | 1.3 | 12.9 | 2.5 | 0.3 | 1.8 | 0.7 | 1.1 | 6.5 |
| 2015 | 92.1 | 91.4 | 34.3 | 29.8 | 3.3 | 1.2 | 12.9 | 2.7 | 0.3 | 1.7 | 0.7 | 1.1 | 6.5 |
| 2016 | 92.0 | 91.3 | 33.5 | 29.0 | 3.3 | 1.2 | 13.0 | 2.5 | 0.3 | 1.7 | 0.7 | 1.1 | 6.7 |
| 2017 | 91.8 | 91.1 | 33.1 | 28.7 | 3.1 | 1.2 | 13.1 | 2.5 | 0.3 | 1.8 | 0.7 | 1.1 | 6.7 |
| 2018 | 91.7 | 91.0 | 31.8 | 27.4 | 3.1 | 1.3 | 13.3 | 2.6 | 0.3 | 1.9 | 0.7 | 1.1 | 6.8 |
| 2019 | 91.6 | 90.9 | 29.4 | 24.8 | 3.3 | 1.3 | 13.6 | 2.6 | 0.3 | 1.8 | 0.8 | 1.2 | 6.9 |
| 2020 | 91.1 | 90.4 | 28.6 | 23.9 | 3.4 | 1.2 | 14.6 | 2.5 | 0.3 | 2.1 | 0.8 | 1.3 | 7.6 |
| 2021 | 91.1 | 90.5 | 28.9 | 24.6 | 3.2 | 1.1 | 14.7 | 2.7 | 0.3 | 2.2 | 0.8 | 1.2 | 7.5 |
| 2022 | 91.9 | 91.2 | 30.0 | 25.5 | 3.4 | 1.1 | 13.5 | 2.4 | 0.3 | 1.8 | 0.7 | 1.2 | 7.1 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂. Indirect emissions from electricity use are not included in the CO₂ emissions from fuel combustion by manufacturing and construction, transport and other sectors (commercial/institutional, residential and agriculture/forestry/fisheries).

CO₂ emissions (*) EU-27 BY SECTOR (SHARES %)

3.2.10

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | Indirect CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|-----|----------------------------------|-------------------------------|------------------------------------|-------|-------|--|--------------------------|-----------------|------|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | | | | Agriculture | Waste | Other | | | | |
| 18.2 | 17.4 | 4.3 | 10.8 | 2.2 | 0.6 | 0.6 | 8.0 | 0.4 | 0.1 | | 0.2 | 100 | 1990 |
| 18.7 | 18.6 | 4.5 | 11.8 | 2.3 | 0.5 | 0.6 | 7.5 | 0.3 | 0.1 | | 0.2 | 100 | 1991 |
| 20.0 | 18.0 | 4.2 | 11.5 | 2.3 | 0.4 | 0.6 | 7.4 | 0.3 | 0.1 | | 0.2 | 100 | 1992 |
| 20.5 | 18.6 | 4.3 | 12.0 | 2.4 | 0.3 | 0.6 | 7.3 | 0.3 | 0.1 | | 0.2 | 100 | 1993 |
| 20.8 | 17.6 | 4.0 | 11.2 | 2.4 | 0.3 | 0.6 | 7.7 | 0.3 | 0.1 | | 0.2 | 100 | 1994 |
| 20.9 | 17.5 | 4.0 | 11.2 | 2.3 | 0.3 | 0.6 | 7.8 | 0.3 | 0.1 | | 0.2 | 100 | 1995 |
| 21.1 | 18.5 | 4.2 | 11.9 | 2.4 | 0.2 | 0.5 | 7.4 | 0.3 | 0.1 | | 0.2 | 100 | 1996 |
| 21.7 | 17.8 | 4.0 | 11.5 | 2.3 | 0.3 | 0.6 | 7.7 | 0.3 | 0.1 | | 0.2 | 100 | 1997 |
| 22.6 | 17.4 | 4.0 | 11.2 | 2.3 | 0.3 | 0.6 | 7.7 | 0.3 | 0.1 | | 0.2 | 100 | 1998 |
| 23.6 | 17.3 | 4.1 | 11.0 | 2.3 | 0.2 | 0.6 | 7.6 | 0.3 | 0.1 | | 0.2 | 100 | 1999 |
| 23.5 | 16.6 | 3.9 | 10.5 | 2.2 | 0.2 | 0.6 | 7.9 | 0.3 | 0.1 | | 0.2 | 100 | 2000 |
| 23.6 | 17.5 | 4.2 | 11.1 | 2.2 | 0.2 | 0.5 | 7.5 | 0.3 | 0.1 | | 0.2 | 100 | 2001 |
| 23.8 | 16.9 | 4.0 | 10.7 | 2.1 | 0.2 | 0.5 | 7.6 | 0.3 | 0.1 | | 0.2 | 100 | 2002 |
| 23.5 | 16.7 | 3.8 | 10.8 | 2.1 | 0.2 | 0.6 | 7.6 | 0.3 | 0.1 | | 0.1 | 100 | 2003 |
| 24.0 | 16.6 | 3.9 | 10.6 | 2.1 | 0.3 | 0.5 | 7.9 | 0.2 | 0.1 | | 0.1 | 100 | 2004 |
| 24.2 | 16.8 | 4.1 | 10.6 | 2.1 | 0.3 | 0.5 | 7.8 | 0.2 | 0.1 | | 0.1 | 100 | 2005 |
| 24.6 | 16.6 | 4.2 | 10.3 | 2.0 | 0.2 | 0.6 | 7.9 | 0.2 | 0.1 | | 0.1 | 100 | 2006 |
| 25.1 | 14.7 | 3.7 | 9.1 | 2.0 | 0.2 | 0.6 | 8.2 | 0.2 | 0.1 | | 0.1 | 100 | 2007 |
| 25.3 | 16.1 | 4.1 | 10.0 | 2.0 | 0.2 | 0.6 | 7.8 | 0.2 | 0.1 | | 0.1 | 100 | 2008 |
| 26.5 | 17.2 | 4.4 | 10.7 | 2.1 | 0.2 | 0.6 | 6.7 | 0.3 | 0.1 | | 0.1 | 100 | 2009 |
| 25.6 | 17.6 | 4.4 | 11.0 | 2.1 | 0.2 | 0.6 | 7.1 | 0.2 | 0.1 | | 0.1 | 100 | 2010 |
| 26.1 | 16.1 | 4.0 | 9.9 | 2.2 | 0.2 | 0.6 | 7.3 | 0.3 | 0.1 | | 0.1 | 100 | 2011 |
| 25.8 | 16.7 | 4.1 | 10.4 | 2.2 | 0.2 | 0.6 | 7.0 | 0.3 | 0.1 | | 0.1 | 100 | 2012 |
| 26.3 | 17.2 | 4.3 | 10.7 | 2.2 | 0.2 | 0.7 | 7.1 | 0.3 | 0.1 | | 0.1 | 100 | 2013 |
| 27.5 | 15.7 | 3.9 | 9.5 | 2.3 | 0.2 | 0.7 | 7.6 | 0.3 | 0.1 | | 0.1 | 100 | 2014 |
| 27.7 | 16.1 | 4.1 | 9.9 | 2.2 | 0.2 | 0.7 | 7.4 | 0.3 | 0.1 | | 0.1 | 100 | 2015 |
| 28.4 | 16.2 | 3.8 | 10.1 | 2.2 | 0.2 | 0.7 | 7.5 | 0.3 | 0.1 | | 0.1 | 100 | 2016 |
| 28.8 | 16.0 | 3.9 | 9.9 | 2.2 | 0.2 | 0.7 | 7.7 | 0.3 | 0.1 | | 0.1 | 100 | 2017 |
| 29.8 | 16.0 | 3.9 | 9.8 | 2.3 | 0.2 | 0.7 | 7.8 | 0.3 | 0.1 | | 0.1 | 100 | 2018 |
| 31.3 | 16.4 | 3.9 | 10.1 | 2.4 | 0.2 | 0.7 | 7.9 | 0.3 | 0.1 | | 0.1 | 100 | 2019 |
| 28.5 | 18.4 | 4.2 | 11.5 | 2.8 | 0.2 | 0.7 | 8.3 | 0.4 | 0.1 | | 0.1 | 100 | 2020 |
| 29.1 | 17.6 | 4.1 | 10.9 | 2.6 | 0.2 | 0.6 | 8.3 | 0.3 | 0.1 | | 0.1 | 100 | 2021 |
| 31.6 | 15.8 | 3.7 | 9.7 | 2.4 | 0.2 | 0.6 | 7.6 | 0.3 | 0.1 | | 0.1 | 100 | 2022 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

Indirect emissions from electricity use are not included in the CO₂ emissions from fuel combustion by manufacturing and construction, transport and other sectors (commercial/institutional, residential and agriculture/forestry/fisheries).

3.2.11

CO₂ emissions (*) 2022

BY SECTOR (MILLION TONNES)

| | 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 | | |
| EU-27 | 2624.6 | 2606.3 | 857.7 | 729.6 | 97.7 | 30.5 | 387.1 | 69.3 | 8.4 | 52.6 | 20.5 | 33.7 | 202.7 |
| BE | 80.0 | 79.9 | 18.4 | 13.5 | 4.7 | 0.2 | 12.4 | 1.0 | 0.4 | 3.6 | 0.5 | 2.2 | 4.7 |
| BG | 43.7 | 42.9 | 26.9 | 25.8 | 1.0 | 0.0 | 4.3 | 0.1 | 0.3 | 1.4 | 0.1 | 0.3 | 2.1 |
| CZ | 84.6 | 84.5 | 42.5 | 40.4 | 0.5 | 1.6 | 11.2 | 1.6 | 0.1 | 3.3 | 0.7 | 1.1 | 4.4 |
| DK | 28.9 | 28.8 | 8.0 | 6.2 | 0.9 | 0.9 | 3.4 | 0.1 | | 0.2 | 0.0 | 0.7 | 2.4 |
| DE | 655.2 | 653.3 | 247.5 | 215.8 | 22.0 | 9.6 | 114.8 | 33.7 | 0.1 | | 0.0 | 0.2 | 80.8 |
| EE | 11.8 | 11.8 | 8.4 | 6.8 | | 1.6 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.1 | 0.1 |
| IE | 36.7 | 36.7 | 9.9 | 9.5 | 0.3 | 0.1 | 4.3 | 0.0 | 1.2 | 0.4 | 0.0 | 1.1 | 1.6 |
| EL | 57.2 | 57.2 | 24.7 | 18.8 | 5.8 | 0.0 | 4.4 | 0.1 | 0.6 | 0.2 | 0.1 | 0.6 | 2.8 |
| ES | 233.1 | 229.2 | 52.6 | 42.1 | 9.6 | 0.8 | 36.8 | 4.7 | 1.3 | 6.3 | 3.6 | 4.0 | 16.8 |
| FR | 284.4 | 282.8 | 39.8 | 32.4 | 5.2 | 2.2 | 39.5 | 3.8 | 0.8 | 8.5 | 2.1 | 7.2 | 17.1 |
| HR | 16.7 | 16.3 | 4.1 | 3.1 | 0.7 | 0.3 | 2.3 | 0.1 | 0.0 | 0.1 | 0.1 | 0.3 | 1.7 |
| IT | 333.7 | 331.9 | 94.4 | 71.4 | 19.0 | 4.0 | 50.3 | 8.7 | 1.0 | 10.2 | 4.7 | 3.9 | 21.7 |
| CY | 7.0 | 7.0 | 3.1 | 3.1 | | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| LV | 6.4 | 6.4 | 1.0 | 0.9 | | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 |
| LT | 11.5 | 11.3 | 2.5 | 1.2 | 1.2 | 0.1 | 1.2 | | | 0.2 | 0.0 | 0.2 | 0.7 |
| LU | 8.7 | 8.7 | 0.2 | 0.2 | | | 1.0 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 |
| HU | 42.1 | 42.0 | 10.7 | 9.0 | 1.5 | 0.2 | 4.6 | 0.1 | 0.2 | 0.3 | 0.4 | 0.8 | 2.8 |
| MT | 2.2 | 2.2 | 0.8 | 0.8 | | | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 |
| NL | 125.2 | 124.1 | 45.0 | 33.2 | 9.4 | 2.4 | 18.3 | 4.1 | 0.1 | 6.0 | 0.9 | 3.3 | 3.8 |
| AT | 49.3 | 49.2 | 8.4 | 5.8 | 2.3 | 0.3 | 10.5 | 1.9 | 0.3 | 1.4 | 1.5 | 0.9 | 4.4 |
| PL | 297.9 | 293.8 | 152.0 | 144.8 | 3.9 | 3.3 | 27.6 | 3.1 | 1.2 | 5.8 | 1.4 | 4.3 | 11.9 |
| PT | 41.0 | 39.8 | 8.3 | 6.7 | 1.5 | | 6.6 | 0.1 | | 1.1 | 0.9 | 0.6 | 3.8 |
| RO | 65.1 | 64.3 | 18.0 | 15.1 | 2.0 | 1.0 | 13.1 | 1.0 | 0.2 | 1.7 | 0.3 | 1.1 | 8.8 |
| SI | 12.0 | 11.9 | 3.4 | 3.4 | | 0.0 | 1.6 | 0.2 | 0.1 | 0.1 | 0.2 | 0.1 | 0.8 |
| SK | 24.7 | 24.7 | 6.4 | 3.3 | 1.9 | 1.2 | 5.9 | 2.5 | 0.1 | 0.4 | 0.2 | 0.3 | 2.3 |
| FI | 33.7 | 33.7 | 12.6 | 10.9 | 1.4 | 0.3 | 5.7 | 0.8 | 0.1 | 0.7 | 1.9 | 0.1 | 2.2 |
| SE | 31.9 | 31.9 | 8.4 | 5.4 | 2.7 | 0.4 | 5.9 | 1.3 | 0.1 | 0.3 | 0.6 | 0.2 | 3.3 |
| IS | 2.5 | 2.3 | 0.0 | 0.0 | | | 0.1 | 0.0 | 0.0 | | | 0.1 | 0.0 |
| NO | 33.6 | 32.0 | 12.6 | 1.2 | 0.6 | 10.8 | 2.8 | 0.1 | 0.2 | 0.2 | 0.1 | 0.3 | 1.9 |
| CH | 34.9 | 34.9 | 3.1 | 2.8 | 0.4 | | 4.2 | 0.2 | 0.1 | 0.5 | 0.1 | 0.6 | 2.6 |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.

CO₂ emissions (*) 2022 BY SECTOR (MILLION TONNES)

3.2.11

| TRANSPORT (**) | OTHER SECTORS | | | | | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|----------------------------------|-----|-------------------------------|------------------------------------|-------|-------|--------------------------|-----------------|-------|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | OTHER (NOT ELSE-WHERE SPECIFIED) | | | Agriculture | Waste | Other | Indirect CO ₂ | | |
| 903.3 | 451.2 | 104.5 | 277.1 | 69.5 | 7.0 | 18.3 | 217.2 | 9.5 | 2.6 | 3.6 | 2857.4 | EU-27 |
| 29.2 | 19.9 | 4.9 | 12.8 | 2.2 | 0.1 | 0.1 | 13.8 | 0.2 | 0.2 | | 94.3 | BE |
| 10.4 | 1.2 | 0.3 | 0.4 | 0.5 | 0.0 | 0.8 | 3.8 | 0.1 | 0.0 | 0.1 | 47.6 | BG |
| 20.0 | 10.5 | 2.3 | 7.0 | 1.2 | 0.3 | 0.0 | 10.9 | 0.3 | 0.1 | 0.6 | 96.5 | CZ |
| 14.1 | 3.1 | 0.6 | 1.1 | 1.5 | 0.2 | 0.1 | 1.4 | 0.3 | 0.0 | 0.2 | 30.8 | DK |
| 174.2 | 116.1 | 24.0 | 84.3 | 7.8 | 0.8 | 1.8 | 41.0 | 2.5 | | | 698.7 | DE |
| 2.8 | 0.4 | 0.2 | 0.1 | 0.1 | | 0.0 | 0.1 | 0.0 | 0.0 | | 11.9 | EE |
| 14.6 | 7.9 | 1.4 | 5.7 | 0.8 | | 0.0 | 2.2 | 0.8 | 0.0 | | 39.7 | IE |
| 21.6 | 6.2 | 0.6 | 5.0 | 0.6 | 0.3 | 0.0 | 4.8 | 0.0 | 0.0 | | 62.0 | EL |
| 104.5 | 35.2 | 9.0 | 14.4 | 11.8 | 0.2 | 3.8 | 16.2 | 0.4 | | | 249.6 | ES |
| 140.6 | 60.9 | 17.3 | 32.9 | 10.8 | 2.0 | 1.6 | 27.8 | 1.9 | 1.6 | 0.8 | 316.6 | FR |
| 7.2 | 2.7 | 0.6 | 1.5 | 0.7 | | 0.4 | 1.4 | 0.1 | | | 18.2 | HR |
| 117.4 | 69.3 | 20.2 | 41.8 | 7.3 | 0.5 | 1.8 | 13.1 | 0.2 | 0.1 | 0.7 | 347.9 | IT |
| 2.8 | 0.5 | 0.1 | 0.3 | 0.1 | 0.0 | | 0.9 | 0.0 | | 0.0 | 7.9 | CY |
| 3.5 | 1.3 | 0.4 | 0.4 | 0.5 | 0.0 | 0.0 | 0.6 | 0.1 | | 0.0 | 7.1 | LV |
| 6.2 | 1.3 | 0.3 | 0.8 | 0.3 | 0.0 | 0.2 | 1.6 | 0.1 | 0.0 | 0.0 | 13.3 | LT |
| 6.1 | 1.4 | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | | | 9.2 | LU |
| 15.7 | 10.9 | 2.5 | 7.1 | 1.3 | 0.1 | 0.1 | 3.8 | 0.2 | 0.0 | | 46.1 | HU |
| 1.1 | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | | | 2.2 | MT |
| 34.7 | 26.0 | 5.7 | 13.5 | 6.8 | 0.2 | 1.1 | 11.5 | 0.1 | | 0.5 | 137.2 | NL |
| 22.4 | 7.9 | 1.2 | 5.9 | 0.8 | 0.0 | 0.1 | 14.0 | 0.1 | 0.0 | | 63.5 | AT |
| 71.4 | 42.8 | 5.9 | 28.0 | 8.9 | | 4.1 | 18.4 | 1.4 | 0.3 | 0.4 | 318.4 | PL |
| 21.0 | 3.8 | 1.0 | 1.6 | 1.2 | 0.1 | 1.2 | 3.8 | 0.0 | 0.0 | 0.1 | 45.0 | PT |
| 21.1 | 10.8 | 2.1 | 7.2 | 1.6 | 1.2 | 0.8 | 8.0 | 0.1 | 0.0 | | 73.3 | RO |
| 5.8 | 1.1 | 0.3 | 0.6 | 0.2 | 0.0 | 0.1 | 0.7 | 0.0 | 0.0 | | 12.8 | SI |
| 7.8 | 4.5 | 1.4 | 2.9 | 0.3 | 0.1 | 0.1 | 6.9 | 0.1 | 0.0 | 0.0 | 31.7 | SK |
| 11.3 | 3.1 | 1.1 | 0.6 | 1.4 | 0.8 | 0.1 | 4.0 | 0.3 | | 0.1 | 38.0 | FI |
| 15.6 | 2.0 | 0.6 | 0.4 | 1.0 | | 0.0 | 5.9 | 0.1 | 0.1 | | 38.0 | SE |
| 1.7 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.2 | 1.8 | 0.0 | 0.0 | | 4.3 | IS |
| 13.8 | 2.7 | 1.1 | 0.3 | 1.3 | 0.1 | 1.6 | 8.1 | 0.1 | 0.2 | 0.1 | 42.2 | NO |
| 17.6 | 9.8 | 2.9 | 6.3 | 0.5 | 0.1 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 37.1 | CH |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

3.2.11

CO₂ emissions (*) 2022

BY SECTOR (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 | | | | |
| EU-27 | 91.9 | 91.2 | 30.0 | 25.5 | 3.4 | 1.1 | 13.5 | 2.4 | 0.3 | 1.8 | 0.7 | 1.2 | 7.1 | | |
| BE | 84.9 | 84.8 | 19.5 | 14.3 | 5.0 | 0.2 | 13.2 | 1.0 | 0.4 | 3.8 | 0.6 | 2.3 | 5.0 | | |
| BG | 91.7 | 90.1 | 56.5 | 54.3 | 2.2 | 0.0 | 9.1 | 0.2 | 0.5 | 3.0 | 0.2 | 0.6 | 4.5 | | |
| CZ | 87.6 | 87.6 | 44.1 | 41.9 | 0.5 | 1.7 | 11.6 | 1.7 | 0.2 | 3.4 | 0.7 | 1.1 | 4.6 | | |
| DK | 93.9 | 93.6 | 26.0 | 20.2 | 3.0 | 2.9 | 11.1 | 0.3 | | 0.6 | 0.1 | 2.3 | 7.8 | | |
| DE | 93.8 | 93.5 | 35.4 | 30.9 | 3.1 | 1.4 | 16.4 | 4.8 | 0.0 | | 0.0 | 0.0 | 11.6 | | |
| EE | 99.1 | 99.1 | 70.2 | 57.2 | | 13.1 | 2.2 | 0.0 | | 0.1 | 0.4 | 0.5 | 1.2 | | |
| IE | 92.4 | 92.4 | 24.9 | 23.9 | 0.8 | 0.2 | 10.8 | 0.0 | 3.1 | 0.9 | 0.0 | 2.7 | 4.1 | | |
| EL | 92.2 | 92.2 | 39.8 | 30.4 | 9.4 | 0.0 | 7.1 | 0.2 | 0.9 | 0.4 | 0.1 | 1.0 | 4.5 | | |
| ES | 93.4 | 91.8 | 21.1 | 16.9 | 3.8 | 0.3 | 14.7 | 1.9 | 0.5 | 2.5 | 1.5 | 1.6 | 6.7 | | |
| FR | 89.8 | 89.3 | 12.6 | 10.2 | 1.6 | 0.7 | 12.5 | 1.2 | 0.2 | 2.7 | 0.7 | 2.3 | 5.4 | | |
| HR | 91.8 | 89.9 | 22.4 | 16.8 | 3.8 | 1.7 | 12.7 | 0.4 | 0.2 | 0.4 | 0.7 | 1.7 | 9.4 | | |
| IT | 95.9 | 95.4 | 27.1 | 20.5 | 5.5 | 1.1 | 14.5 | 2.5 | 0.3 | 2.9 | 1.3 | 1.1 | 6.2 | | |
| CY | 88.5 | 88.5 | 39.2 | 39.2 | | 0.1 | 7.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.8 | 6.2 | | |
| LV | 90.3 | 90.3 | 13.5 | 12.8 | | 0.7 | 7.7 | 0.0 | 0.0 | 0.3 | 0.1 | 1.0 | 6.3 | | |
| LT | 86.6 | 84.8 | 18.5 | 8.8 | 9.3 | 0.4 | 8.9 | | | 1.8 | 0.2 | 1.6 | 5.3 | | |
| LU | 94.7 | 94.7 | 2.4 | 2.4 | | | 10.7 | 2.5 | 0.5 | 1.2 | 0.1 | 0.1 | 6.3 | | |
| HU | 91.3 | 91.1 | 23.2 | 19.5 | 3.2 | 0.5 | 10.0 | 0.2 | 0.4 | 0.7 | 0.8 | 1.7 | 6.1 | | |
| MT | 99.7 | 99.7 | 36.9 | 36.9 | | | 4.3 | 0.0 | | 0.3 | 0.1 | 0.5 | 3.5 | | |
| NL | 91.2 | 90.4 | 32.8 | 24.2 | 6.9 | 1.7 | 13.3 | 3.0 | 0.1 | 4.4 | 0.6 | 2.4 | 2.8 | | |
| AT | 77.7 | 77.6 | 13.2 | 9.1 | 3.6 | 0.5 | 16.5 | 3.1 | 0.5 | 2.2 | 2.4 | 1.4 | 7.0 | | |
| PL | 93.6 | 92.3 | 47.8 | 45.5 | 1.2 | 1.0 | 8.7 | 1.0 | 0.4 | 1.8 | 0.4 | 1.3 | 3.7 | | |
| PT | 91.2 | 88.6 | 18.3 | 15.0 | 3.4 | | 14.7 | 0.2 | | 2.5 | 2.1 | 1.4 | 8.5 | | |
| RO | 88.8 | 87.7 | 24.6 | 20.6 | 2.7 | 1.4 | 17.9 | 1.4 | 0.3 | 2.4 | 0.4 | 1.4 | 12.0 | | |
| SI | 93.8 | 93.2 | 26.6 | 26.6 | | 0.0 | 12.4 | 1.5 | 1.0 | 0.6 | 1.9 | 0.8 | 6.6 | | |
| SK | 77.9 | 77.7 | 20.1 | 10.4 | 6.0 | 3.7 | 18.5 | 7.8 | 0.2 | 1.4 | 0.8 | 1.0 | 7.3 | | |
| FI | 88.6 | 88.5 | 33.2 | 28.7 | 3.7 | 0.8 | 15.0 | 2.1 | 0.2 | 1.8 | 4.9 | 0.3 | 5.7 | | |
| SE | 83.9 | 83.9 | 22.2 | 14.2 | 7.0 | 1.0 | 15.5 | 3.5 | 0.3 | 0.8 | 1.7 | 0.6 | 8.6 | | |
| IS | 58.1 | 53.9 | 0.2 | 0.2 | | | 2.9 | 0.0 | 0.1 | | | 1.8 | 1.0 | | |
| NO | 79.6 | 75.9 | 29.9 | 2.8 | 1.4 | 25.7 | 6.6 | 0.2 | 0.5 | 0.4 | 0.3 | 0.7 | 4.5 | | |
| CH | 94.1 | 94.1 | 8.5 | 7.5 | 1.0 | | 11.3 | 0.6 | 0.3 | 1.4 | 0.3 | 1.7 | 6.9 | | |

NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.

CO₂ emissions (*) 2022 BY SECTOR (SHARES %)

3.2.11

| TRANSPORT (**) | OTHER SECTORS | | | | | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | | | | | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|----------------------------------|-----|-------------------------------|------------------------------------|-------|-------|--------------------------|-----|-----------------|--|
| | Commercial / institutional | Residential | Agriculture / forestry / fisheries | OTHER (NOT ELSE-WHERE SPECIFIED) | | | Agriculture | Waste | Other | Indirect CO ₂ | | | |
| 31.6 | 15.8 | 3.7 | 9.7 | 2.4 | 0.2 | 0.6 | 7.6 | 0.3 | 0.1 | 0.1 | 100 | EU-27 | |
| 31.0 | 21.1 | 5.2 | 13.5 | 2.3 | 0.1 | 0.1 | 14.7 | 0.2 | 0.2 | | 100 | BE | |
| 21.9 | 2.6 | 0.7 | 0.9 | 1.0 | 0.1 | 1.6 | 7.9 | 0.2 | 0.0 | 0.1 | 100 | BG | |
| 20.7 | 10.9 | 2.4 | 7.3 | 1.2 | 0.3 | 0.0 | 11.3 | 0.4 | 0.1 | 0.6 | 100 | CZ | |
| 45.6 | 10.2 | 2.0 | 3.4 | 4.7 | 0.6 | 0.3 | 4.5 | 0.9 | 0.0 | 0.7 | 100 | DK | |
| 24.9 | 16.6 | 3.4 | 12.1 | 1.1 | 0.1 | 0.3 | 5.9 | 0.4 | | | 100 | DE | |
| 23.4 | 3.3 | 1.5 | 1.0 | 0.7 | | 0.0 | 0.6 | 0.3 | 0.0 | | 100 | EE | |
| 36.8 | 19.9 | 3.5 | 14.2 | 2.1 | | 0.0 | 5.7 | 1.9 | 0.1 | | 100 | IE | |
| 34.8 | 10.0 | 1.0 | 8.1 | 0.9 | 0.5 | 0.0 | 7.8 | 0.0 | 0.0 | | 100 | EL | |
| 41.9 | 14.1 | 3.6 | 5.8 | 4.7 | 0.1 | 1.5 | 6.5 | 0.2 | | | 100 | ES | |
| 44.4 | 19.2 | 5.5 | 10.4 | 3.4 | 0.6 | 0.5 | 8.8 | 0.6 | 0.5 | 0.3 | 100 | FR | |
| 39.8 | 15.0 | 3.1 | 8.1 | 3.8 | | 2.0 | 7.8 | 0.3 | | | 100 | HR | |
| 33.7 | 19.9 | 5.8 | 12.0 | 2.1 | 0.1 | 0.5 | 3.8 | 0.1 | 0.0 | 0.2 | 100 | IT | |
| 35.4 | 6.3 | 1.3 | 4.0 | 1.0 | 0.3 | | 11.4 | 0.0 | | 0.1 | 100 | CY | |
| 50.1 | 18.6 | 5.9 | 5.8 | 6.9 | 0.3 | 0.0 | 8.4 | 1.2 | | 0.2 | 100 | LV | |
| 47.0 | 10.1 | 2.1 | 6.0 | 1.9 | 0.2 | 1.8 | 12.4 | 0.7 | 0.0 | 0.3 | 100 | LT | |
| 66.3 | 15.2 | 5.1 | 9.8 | 0.2 | 0.0 | 0.0 | 5.2 | 0.1 | | | 100 | LU | |
| 34.1 | 23.7 | 5.3 | 15.5 | 2.9 | 0.2 | 0.3 | 8.2 | 0.5 | 0.0 | | 100 | HU | |
| 51.0 | 7.2 | 3.0 | 1.5 | 2.7 | 0.2 | | 0.3 | 0.0 | | | 100 | MT | |
| 25.3 | 18.9 | 4.2 | 9.8 | 4.9 | 0.2 | 0.8 | 8.4 | 0.1 | | 0.3 | 100 | NL | |
| 35.4 | 12.5 | 1.9 | 9.2 | 1.3 | 0.0 | 0.1 | 22.1 | 0.2 | 0.0 | | 100 | AT | |
| 22.4 | 13.4 | 1.9 | 8.8 | 2.8 | | 1.3 | 5.8 | 0.4 | 0.1 | 0.1 | 100 | PL | |
| 46.8 | 8.5 | 2.3 | 3.5 | 2.7 | 0.2 | 2.6 | 8.4 | 0.0 | 0.1 | 0.3 | 100 | PT | |
| 28.8 | 14.8 | 2.9 | 9.8 | 2.1 | 1.6 | 1.1 | 11.0 | 0.2 | 0.0 | | 100 | RO | |
| 45.4 | 8.7 | 2.3 | 4.8 | 1.7 | 0.0 | 0.7 | 5.8 | 0.3 | 0.1 | | 100 | SI | |
| 24.7 | 14.3 | 4.3 | 9.0 | 0.9 | 0.2 | 0.2 | 21.8 | 0.2 | 0.0 | 0.1 | 100 | SK | |
| 29.8 | 8.2 | 2.9 | 1.7 | 3.7 | 2.2 | 0.2 | 10.6 | 0.7 | | 0.1 | 100 | FI | |
| 41.0 | 5.2 | 1.6 | 1.2 | 2.5 | | 0.0 | 15.5 | 0.3 | 0.3 | | 100 | SE | |
| 39.1 | 11.6 | 0.0 | 0.1 | 11.4 | 0.0 | 4.3 | 41.5 | 0.2 | 0.2 | | 100 | IS | |
| 32.8 | 6.4 | 2.6 | 0.7 | 3.1 | 0.2 | 3.7 | 19.3 | 0.3 | 0.5 | 0.3 | 100 | NO | |
| 47.5 | 26.5 | 7.9 | 17.1 | 1.4 | 0.3 | 0.1 | 5.5 | 0.1 | 0.0 | 0.0 | 100 | CH | |

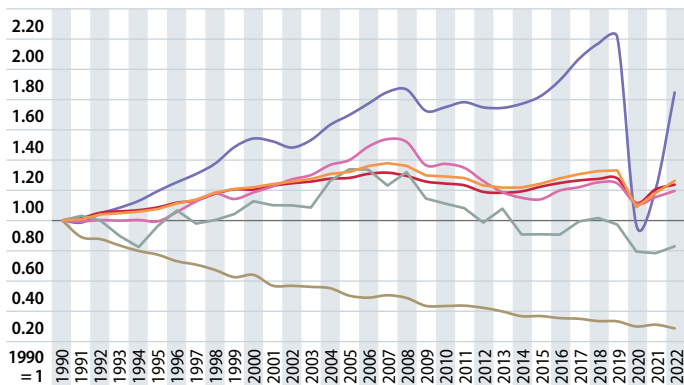
NB: (*) Excluding LULUCF (land use, land-use change and forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

3.2.12 CO₂ emissions from transport EU-27 – BY MODE (MILLION TONNES)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | | | ROAD TRANSPORTATION | RAILWAYS (***) | TOTAL NAVIGATION | | | OTHER TRANSPORTATION (****) | TOTAL TRANSPORT | TOTAL EMISSIONS (**) |
|------|-------------------------------|----------------------------------|---------------------------|---------------------|----------------|--|------|-------|-----------------------------|-----------------|----------------------|
| | Civil aviation (domestic) (*) | International bunkers – Aviation | Navigation (domestic) (*) | | | International bunkers – Maritime transport | | | | | |
| 1990 | 65.4 | 11.2 | 54.2 | 609.2 | 12.2 | 122.4 | 21.4 | 101.0 | 6.1 | 815.4 | 4 036.2 |
| 1995 | 78.3 | 12.6 | 65.7 | 662.6 | 9.4 | 121.6 | 20.1 | 101.5 | 5.8 | 877.9 | 3 814.6 |
| 2000 | 101.5 | 16.7 | 84.8 | 735.4 | 7.7 | 145.5 | 18.7 | 126.8 | 6.9 | 997.0 | 3 824.2 |
| 2005 | 111.9 | 16.3 | 95.6 | 783.3 | 6.0 | 172.2 | 19.9 | 152.3 | 8.2 | 1 081.6 | 3 996.8 |
| 2010 | 115.3 | 15.5 | 99.8 | 760.3 | 5.2 | 169.0 | 18.9 | 150.2 | 6.8 | 1 056.6 | 3 687.7 |
| 2015 | 120.3 | 13.0 | 107.3 | 747.2 | 4.3 | 139.9 | 14.7 | 125.2 | 5.5 | 1 017.2 | 3 340.1 |
| 2020 | 63.2 | 7.8 | 55.4 | 680.5 | 3.5 | 136.2 | 16.4 | 119.8 | 4.8 | 888.2 | 2 814.4 |
| 2021 | 78.9 | 9.7 | 69.2 | 736.2 | 3.6 | 141.6 | 15.8 | 125.7 | 4.7 | 965.0 | 3 009.9 |
| 2022 | 121.9 | 13.0 | 108.9 | 755.5 | 3.3 | 146.8 | 17.6 | 129.2 | 5.0 | 1 032.5 | 2 986.6 |

Total civil aviation · Road transportation · Railways (***) · Total navigation · Other · Total transport



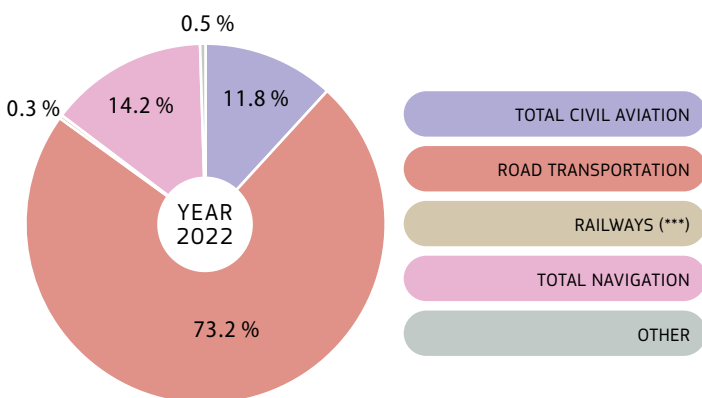
- NB:** (*) Excluding international bunkers (international traffic departing from the EU).
 (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

CO₂ emissions from transport 3.2.12

EU-27 – BY MODE (SHARES %)

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 | 8.0 | 1.4 | 6.6 | 74.7 | 1.5 | 15.0 | 2.6 | 12.4 | 0.7 | 20.2 | 100 |
| 1995 | 8.9 | 1.4 | 7.5 | 75.5 | 1.1 | 13.9 | 2.3 | 11.6 | 0.7 | 23.0 | 100 |
| 2000 | 10.2 | 1.7 | 8.5 | 73.8 | 0.8 | 14.6 | 1.9 | 12.7 | 0.7 | 26.1 | 100 |
| 2005 | 10.3 | 1.5 | 8.8 | 72.4 | 0.6 | 15.9 | 1.8 | 14.1 | 0.8 | 27.1 | 100 |
| 2010 | 10.9 | 1.5 | 9.4 | 72.0 | 0.5 | 16.0 | 1.8 | 14.2 | 0.6 | 28.7 | 100 |
| 2015 | 11.8 | 1.3 | 10.5 | 73.5 | 0.4 | 13.8 | 1.4 | 12.3 | 0.5 | 30.5 | 100 |
| 2020 | 7.1 | 0.9 | 6.2 | 76.6 | 0.4 | 15.3 | 1.8 | 13.5 | 0.5 | 31.6 | 100 |
| 2021 | 8.2 | 1.0 | 7.2 | 76.3 | 0.4 | 14.7 | 1.6 | 13.0 | 0.5 | 32.1 | 100 |
| 2022 | 11.8 | 1.3 | 10.5 | 73.2 | 0.3 | 14.2 | 1.7 | 12.5 | 0.5 | 34.6 | 100 |



- NB:** (*) Excluding international bunkers (international traffic departing from the EU).
 (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).
 (***) 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.

3.2.13 CO₂ emissions from transport 2022 – 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-27 | 121.9 | 13.0 | 108.9 | 755.5 | 3.3 | 146.8 | 17.6 | 129.2 | 5.0 | 1032.5 | 2986.6 |
| BE | 5.3 | 0.0 | 5.3 | 22.9 | 0.1 | 24.9 | 0.4 | 24.6 | 0.6 | 53.8 | 118.8 |
| BG | 0.6 | 0.0 | 0.6 | 9.6 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 10.6 | 47.8 |
| CZ | 0.8 | 0.0 | 0.8 | 18.9 | 0.2 | 0.0 | 0.0 | | 0.0 | 20.0 | 96.5 |
| DK | 2.3 | 0.1 | 2.2 | 11.1 | 0.2 | 2.0 | 0.5 | 1.6 | | 15.6 | 32.4 |
| DE | 28.2 | 1.0 | 27.2 | 142.4 | 0.8 | 5.4 | 1.4 | 4.0 | 1.3 | 178.2 | 702.6 |
| EE | 0.2 | 0.0 | 0.2 | 2.3 | 0.0 | 1.0 | 0.0 | 0.9 | 0.2 | 3.7 | 12.9 |
| IE | 3.0 | 0.0 | 3.0 | 11.0 | 0.1 | 0.7 | 0.3 | 0.4 | 0.2 | 15.0 | 40.1 |
| EL | 4.3 | 0.4 | 3.9 | 15.2 | 0.0 | 8.4 | 2.0 | 6.4 | 0.0 | 27.9 | 68.4 |
| ES | 18.0 | 3.0 | 15.0 | 82.6 | 0.2 | 31.1 | 3.4 | 27.7 | 0.2 | 132.1 | 277.3 |
| FR | 18.5 | 4.6 | 14.0 | 120.1 | 0.4 | 5.1 | 1.3 | 3.8 | 0.4 | 144.4 | 320.4 |
| HR | 0.6 | 0.0 | 0.6 | 6.4 | 0.0 | 0.2 | 0.2 | 0.1 | | 7.3 | 18.2 |
| IT | 11.6 | 2.5 | 9.1 | 99.1 | 0.0 | 9.9 | 5.7 | 4.2 | 1.0 | 121.6 | 352.2 |
| CY | 0.8 | 0.0 | 0.8 | 2.0 | | 0.9 | 0.0 | 0.9 | | 3.7 | 8.8 |
| LV | 0.4 | 0.0 | 0.4 | 3.0 | 0.1 | 0.4 | 0.0 | 0.3 | | 3.9 | 7.4 |
| LT | 0.3 | 0.0 | 0.3 | 5.8 | 0.1 | 0.5 | 0.0 | 0.5 | 0.0 | 6.7 | 13.8 |
| LU | 1.9 | 0.0 | 1.9 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | | 6.1 | 9.2 |
| HU | 0.8 | 0.0 | 0.8 | 14.7 | 0.1 | 0.0 | 0.0 | | 0.1 | 15.7 | 46.1 |
| MT | 0.4 | 0.0 | 0.4 | 0.7 | | 6.9 | 0.1 | 6.8 | | 7.9 | 9.0 |
| NL | 9.6 | 0.0 | 9.5 | 24.1 | 0.1 | 36.5 | 0.9 | 35.6 | 0.1 | 70.3 | 172.9 |
| AT | 2.0 | 0.0 | 2.0 | 20.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.2 | 22.5 | 63.5 |
| PL | 3.0 | 0.1 | 2.9 | 67.9 | 0.3 | 0.9 | 0.0 | 0.9 | 0.2 | 72.3 | 319.2 |
| PT | 4.6 | 0.4 | 4.2 | 16.2 | 0.0 | 2.5 | 0.3 | 2.2 | | 23.3 | 47.2 |
| RO | 0.5 | 0.2 | 0.3 | 20.2 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | 21.2 | 73.3 |
| SI | 0.1 | 0.0 | 0.1 | 5.7 | 0.0 | 0.0 | 0.0 | | 0.0 | 5.8 | 12.8 |
| SK | 0.1 | 0.0 | 0.1 | 7.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 31.7 |
| FI | 1.8 | 0.1 | 1.6 | 9.2 | 0.1 | 1.4 | 0.3 | 1.1 | | 12.4 | 39.1 |
| SE | 2.1 | 0.3 | 1.8 | 12.4 | 0.0 | 7.6 | 0.7 | 6.9 | 0.4 | 22.5 | 45.0 |
| IS | 0.8 | 0.0 | 0.7 | 0.9 | | 0.3 | 0.0 | 0.3 | 0.0 | 2.0 | 4.6 |
| NO | 2.4 | 1.1 | 1.4 | 8.6 | 0.1 | 3.8 | 2.8 | 1.0 | | 14.8 | 43.2 |
| CH | 4.3 | 0.1 | 4.2 | 13.2 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 17.6 | 37.1 |

NB: (*) Excluding international bunkers (international traffic departing from the EU).

(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

CO₂ emissions from transport 3.2.13

2022 – BY MODE (SHARES %)

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-27 | 11.8 | 1.3 | 10.5 | 73.2 | 0.3 | 14.2 | 1.7 | 12.5 | 0.5 | 34.6 | 100 |
| BE | 9.8 | 0.0 | 9.8 | 42.6 | 0.1 | 46.4 | 0.7 | 45.7 | 1.1 | 45.2 | 100 |
| BG | 5.7 | 0.2 | 5.6 | 90.1 | 0.3 | 2.0 | 0.0 | 2.0 | 1.8 | 22.3 | 100 |
| CZ | 4.1 | 0.1 | 4.0 | 94.6 | 1.1 | 0.0 | 0.0 | | 0.1 | 20.7 | 100 |
| DK | 14.6 | 0.8 | 13.9 | 71.3 | 1.0 | 13.1 | 3.2 | 9.9 | | 48.3 | 100 |
| DE | 15.8 | 0.6 | 15.3 | 80.0 | 0.5 | 3.0 | 0.8 | 2.2 | 0.7 | 25.4 | 100 |
| EE | 4.8 | 0.1 | 4.6 | 63.1 | 1.0 | 25.7 | 0.5 | 25.2 | 5.5 | 28.9 | 100 |
| IE | 20.2 | 0.1 | 20.1 | 73.3 | 0.8 | 4.7 | 2.0 | 2.7 | 1.0 | 37.5 | 100 |
| EL | 15.5 | 1.4 | 14.1 | 54.4 | 0.1 | 30.0 | 7.1 | 22.8 | 0.0 | 40.8 | 100 |
| ES | 13.6 | 2.3 | 11.3 | 62.5 | 0.1 | 23.5 | 2.6 | 20.9 | 0.2 | 47.7 | 100 |
| FR | 12.8 | 3.2 | 9.7 | 83.1 | 0.2 | 3.5 | 0.9 | 2.6 | 0.3 | 45.1 | 100 |
| HR | 8.1 | 0.4 | 7.7 | 88.4 | 0.6 | 2.9 | 2.1 | 0.8 | | 40.0 | 100 |
| IT | 9.5 | 2.0 | 7.5 | 81.5 | 0.0 | 8.2 | 4.7 | 3.5 | 0.8 | 34.5 | 100 |
| CY | 21.3 | 0.0 | 21.3 | 54.0 | | 24.7 | 0.1 | 24.5 | | 42.0 | 100 |
| LV | 11.3 | 0.1 | 11.2 | 77.8 | 1.9 | 9.1 | 0.1 | 8.9 | | 52.4 | 100 |
| LT | 4.5 | 0.0 | 4.5 | 86.2 | 1.2 | 7.3 | 0.1 | 7.2 | 0.7 | 48.9 | 100 |
| LU | 31.7 | 0.0 | 31.7 | 68.2 | 0.1 | 0.0 | 0.0 | 0.0 | | 66.3 | 100 |
| HU | 5.1 | 0.1 | 5.0 | 93.8 | 0.7 | 0.1 | 0.1 | | 0.3 | 34.1 | 100 |
| MT | 4.8 | 0.0 | 4.8 | 8.3 | | 86.8 | 0.7 | 86.1 | | 88.2 | 100 |
| NL | 13.6 | 0.0 | 13.6 | 34.3 | 0.1 | 51.9 | 1.2 | 50.7 | 0.1 | 40.7 | 100 |
| AT | 8.9 | 0.1 | 8.8 | 89.6 | 0.4 | 0.4 | 0.3 | 0.1 | 0.7 | 35.4 | 100 |
| PL | 4.2 | 0.2 | 4.0 | 93.9 | 0.4 | 1.2 | 0.0 | 1.2 | 0.2 | 22.6 | 100 |
| PT | 19.7 | 1.8 | 17.9 | 69.5 | 0.1 | 10.8 | 1.2 | 9.6 | | 49.3 | 100 |
| RO | 2.2 | 0.9 | 1.3 | 95.3 | 1.5 | 0.9 | 0.7 | 0.2 | 0.1 | 28.9 | 100 |
| SI | 1.1 | 0.0 | 1.1 | 98.5 | 0.4 | 0.0 | 0.0 | | 0.0 | 45.4 | 100 |
| SK | 1.7 | 0.0 | 1.7 | 96.8 | 1.1 | 0.3 | 0.1 | 0.2 | 0.2 | 24.7 | 100 |
| FI | 14.3 | 1.1 | 13.2 | 74.0 | 0.5 | 11.3 | 2.7 | 8.5 | | 31.7 | 100 |
| SE | 9.3 | 1.3 | 8.0 | 55.2 | 0.2 | 33.7 | 2.9 | 30.8 | 1.6 | 50.1 | 100 |
| IS | 38.1 | 1.2 | 36.9 | 46.3 | | 15.6 | 1.2 | 14.4 | 0.1 | 42.8 | 100 |
| NO | 16.3 | 7.2 | 9.1 | 57.6 | 0.4 | 25.8 | 18.8 | 7.0 | | 34.4 | 100 |
| CH | 24.1 | 0.4 | 23.7 | 74.9 | 0.2 | 0.7 | 0.6 | 0.1 | 0.1 | 47.6 | 100 |

NB: (*) Excluding international bunkers (international traffic departing from the EU).

(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

(***) Total transport share in total emissions.

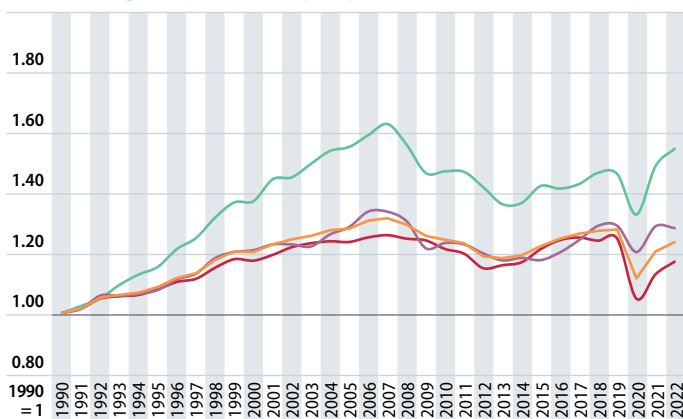
3.2.14

CO₂ emissions from road transport – EU-27

BY TRANSPORT MEAN (MILLION TONNES)

| | ROAD TRANSPORTATION | Cars | Light-duty trucks | Heavy-duty trucks and buses | Motorcycles | Other road transportation | TOTAL TRANSPORT (*) | TOTAL EMISSIONS (**) |
|------|---------------------|-------|-------------------|-----------------------------|-------------|---------------------------|---------------------|----------------------|
| 1990 | 609.2 | 381.0 | 58.7 | 161.1 | 8.0 | 0.4 | 815.4 | 4 036.2 |
| 1995 | 662.6 | 411.5 | 67.9 | 173.6 | 9.4 | 0.2 | 877.9 | 3 814.6 |
| 2000 | 735.4 | 448.6 | 81.0 | 195.4 | 10.3 | 0.1 | 997.0 | 3 824.2 |
| 2005 | 783.3 | 472.8 | 91.8 | 208.1 | 10.4 | 0.2 | 1 081.6 | 3 996.8 |
| 2010 | 760.3 | 463.7 | 86.9 | 199.4 | 10.2 | 0.1 | 1 056.6 | 3 687.7 |
| 2015 | 747.2 | 463.5 | 84.0 | 190.0 | 9.7 | 0.1 | 1 017.2 | 3 340.1 |
| 2020 | 680.5 | 399.4 | 78.3 | 194.4 | 8.2 | 0.1 | 888.2 | 2 814.4 |
| 2021 | 736.2 | 431.0 | 88.0 | 208.5 | 8.7 | 0.1 | 965.0 | 3 009.9 |
| 2022 | 755.5 | 447.3 | 91.4 | 207.5 | 9.1 | 0.1 | 1 032.5 | 2 986.6 |

Cars · Light-duty trucks · Heavy-duty trucks and buses · Total road transport



NB: (*) Including international bunkers (international traffic departing from the EU).

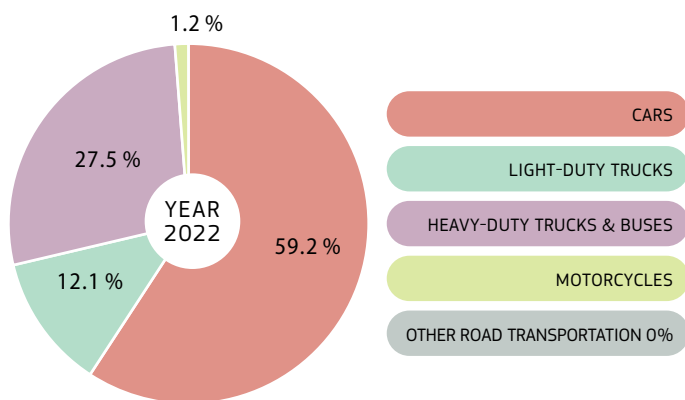
(**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

CO₂ emissions from road transport – EU-27

3.2.14

BY TRANSPORT MEAN (SHARES %)

| | ROAD TRANSPORTATION | Cars | Light-duty trucks | Heavy-duty trucks and buses | Motorcycles | Other road transportation | TOTAL TRANSPORT (***) | TOTAL EMISSIONS (**) |
|------|---------------------|------|-------------------|-----------------------------|-------------|---------------------------|-----------------------|----------------------|
| 1990 | 74.7 | 46.7 | 7.2 | 19.8 | 1.0 | 0.0 | 20.2 | 100 |
| 1995 | 75.5 | 46.9 | 7.7 | 19.8 | 1.1 | 0.0 | 23.0 | 100 |
| 2000 | 73.8 | 45.0 | 8.1 | 19.6 | 1.0 | 0.0 | 26.1 | 100 |
| 2005 | 72.4 | 43.7 | 8.5 | 19.2 | 1.0 | 0.0 | 27.1 | 100 |
| 2010 | 72.0 | 43.9 | 8.2 | 18.9 | 1.0 | 0.0 | 28.7 | 100 |
| 2015 | 73.5 | 45.6 | 8.3 | 18.7 | 0.9 | 0.0 | 30.5 | 100 |
| 2020 | 76.6 | 45.0 | 8.8 | 21.9 | 0.9 | 0.0 | 31.6 | 100 |
| 2021 | 76.3 | 44.7 | 9.1 | 21.6 | 0.9 | 0.0 | 32.1 | 100 |
| 2022 | 73.2 | 43.3 | 8.9 | 20.1 | 0.9 | 0.0 | 34.6 | 100 |



NB: (**) Including international bunkers and indirect CO₂ but excluding LULUCF (land use, land-use change and forestry).

(***) Total transport share in total emissions.

3.2.15

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 |
|-----------|---------|------------------------------|------------------------------|------------------------|
| 2023 | | 9 | 1 | 2 000 |
| 2022 | | 4 | 3 | 15 000 |
| 2021 | | 5 | 1 | 10 000 |
| 2020 | | 4 | 0 | 1 000 |
| 2015 | | 6 | 2 | 7 000 |
| 2010 | | 5 | 4 | 12 000 |
| 2005 | | 22 | 3 | 15 000 |
| 2000 | | 21 | 4 | 14 000 |
| 1990-1999 | average | 28.1 | 7.7 | 113 400 |
| 1980-1989 | per | 36.0 | 9.4 | 117 500 |
| 1970-1979 | 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 |
| Sanchi | 2018 | Off Shanghai | 113 000 |
| 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 Coruna, 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 Coruna, 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

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