DETAILED TABLES

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Transport and environment

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Data 1980-99

8

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A great deal of additional information on the European Union is available on the Internet.
It can be accessed through the Europa server (http://europa.eu.int).

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FOREWORD

Transport plays a fundamental role in the economy in providing a distribution system for raw materials, parts and products, and in providing flexibility and mobility for the workforce. It also provides much personal freedom and opportunities for leisure and tourism. However, these benefits are set against a broad range of environmental and social concerns, ranging from nuisance such as noise and odour to accidents and health risks as well as the general deterioration of the environment caused by transport emissions and infrastructure. The right balance between the needs of the economy on the one hand and the maintenance of the quality of life and the environment on the other is necessary. In order for policy makers and analysts to be well informed on the trends, regular publication of relevant data is essential. This has been recognised by the decision of the EU Member States and Institutions to set up a transport and environment reporting mechanism (TERM).

This current publication is the second edition devoted to the subject area of transport and the environment. It is a statistical reference work prepared and published by Eurostat to support the EU's transport and environment reporting mechanism, and to supplement the report published by the EEA (*Are we moving in the right direction?: Indicators on transport and environment integration in the EU).* It is designed as a desktop reference, comprising statistics and other data on the environmental performance of transport and important determinants of the transport system. Its purpose is to present indicators and other relevant information in the form of tables, maps and graphs. As far as possible, each of the major modes of transport (road, rail, inland waterways, aviation, maritime and pipelines) is covered. For the time being, only data for the 15 Member States of the European Union are included. Future editions will aim to cover the additional three countries in the European Economic Area (Iceland, Liechtenstein and Norway), Switzerland, and the 13 countries which have applied for European Union membership (Bulgaria, Cyprus, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Romania, Slovakia, Slovenia, and Turkey).

Potential users include policy makers, the transport industry, and all those with an interest in the fields of transport or environment. This publication provides data and background information on the data. Readers seeking an interpretation of the data are refered to the EEA report.

ACKNOWLEDGEMENTS

We would like to express our gratitude to the team who assisted in the preparation of this document: Margaret Hall, Melanie Takla, Barbara Blöser and Veronique Cassar of GIM Geographic Information Management SA. The document has benefited from critical review by experts within the Member States and the European Commission. In particular we would like to thank Lennart Thörn of the SIKA Institute in Sweden, and Frank Thewes of the Environmental Administration in Luxembourg, who provide helpful remarks and additional data for their countries. Sue Lockey of the Association of European Airlines (AEA) was also kind enough to provide detailed time-series for AEA carriers, which proved invaluable. We would also like to acknowledge the close cooperation with Ann Dom, Andre Jol and Roel van Aalst of the European Environment Agency, and Manfred Ritter of the European Topic Centre on Air Emissions. Our thanks are given to Zissis Samaras, Theodoros Zachariadis and Evelina Tourlou of the Laboratory of Applied Thermodynamics at Aristotle University of Thessaloniki, who provided the methodology for estimating average ages of passenger cars, revised the emmission projections used in the Annex, and who responded to our countless questions. Insights from Auto Oil II, and in particular the technology matrix used for estimating the percentage of passenger cars fitted with catalytic converters, were provided by Thomas Verhey of the European Commission's Directorate-General for Environment and Alain Henry of DRI. The final responsibility, however, lies with Eurostat.

Readers are encouraged to report any errors or inaccuracies to Eurostat. Comments and suggestions for improvement are also welcome. Any comments should be addressed to:

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BACKGROUND TO TERM

It has been recognised for many years that transport is one of the main causes of impacts on the environment. Since the early 1990s, Eurostat and international organizations such as OECD have regularly published indicators which link trends in transport to environmental pressures, as well as measuring policy responses to these pressures. Such indicators are an essential part of the EU's policy of integrating environmental concerns into other policy areas, as described in the Fifth Environmental Action Programme (1993).

Following the Treaty of Amsterdam, integration of sustainability and environmental protection in all EU policies has become an obligation. At the beginnning of 1998 the Commission set up a Steering Group, comprising participants from the Directorates-Generals for Transport, Environment, and Statistics (Eurostat), as well as the EEA, to look at the possibility of establishing an indicator-based system to monitor transport and environment trends.

At the outset, the Steering Group decided that certain key questions are particularly relevant for policy makers and need to be addressed by such a system of indicators. Originally three in number, but now seven, they are mirrored in the chapters of this publication (with the exception of the seventh, which cannot easily be covered by statistics).

- Is the environmental performance of the transport sector improving?
- Are we getting better at managing transport demand and at improving the modal split?
- Are spatial and transport planning becoming better coordinated so as to match transport demand to the needs of access?
- Are we optimising the use of existing transport infrastructure capacity and moving towards a better-balanced intermodal transport system?
- Are we moving towards a fairer and more efficient pricing system, which ensures that external costs are recovered?
- How rapidly are improved technologies being implemented and how efficiently are vehicles being used?
- How effectively are environmental management and monitoring tools being used to support policy and decision-making?

The “best” indicators will be those which help to answer these questions and at the same time help to monitor the effectiveness of policy intervention through certain key policy leverage points such as:

Land use planning

Land use patterns have a strong impact on the distances travelled by people for different purposes. Policies could help to minimise the need to travel and hence help reduce transport demand and ensure access to more environmentally friendly forms of transport.

Transport planning and demand management

Increased investment in and availability of public transport, traffic management and restrictions on the movements of other vehicles are examples of how policy measures can shift the modal balance towards less damaging forms of transport.

Transport prices and economic instruments

Prices, charges, subsidies and taxes can be used to shift the balance between modes towards an increased use of less-damaging forms of transport and to influence transport demand and efficiency in general by ensuring users pay the full cost of transport, including transport externalities.

Economic integration and transport

Transport supports economic development and the operation of the Single Market, providing access to the best and cheapest components and raw materials, enabling efficient production and distribution to take place. These factors help contribute to increased freight transport intensity, which is the amount of transport required to deliver a unit of economic activity.

Technological improvements

Improving the efficiency in the use of resources can help to minimise the environmental impacts of transport. Smaller engine sizes, improved fuel efficiency, the use of cleaner fuels and developments such as catalytic converters are examples where technology can contribute to producing less damaging forms of transport.

The key questions and the leverage points mentioned above formed the basis for a proposed list of indicators. This list was discussed in detail at an expert workshop hosted by EEA in March 1998, and attended by Commission and EEA staff as well as national experts. The workshop proposed 31 indicators arranged in groups reflecting the key questions, each group having at least one "priority" indicator which was felt to be particularly representative.

The Council gave a fresh mandate to the Commission in June 1998 to develop a comprehensive set of indicators of the sustainability of transport. This set of indicators forms the basis for the Transport and Environment Reporting Mechanism (TERM), which is being used to measure progress in the integration of environmental concerns in national and EU transport policies. The Council requested that the Commission should work on TERM in conjunction with the European Environment Agency (EEA) and that this work should take account of previous work in international organizations and in Member States, some of which already have well-developed systems of transport–environment indicators.

Since that time the list has been constantly reviewed, and comments from the Commission Services and others have been taken into account. On the one hand, it was felt that 31 indicators were too many, and attempts have been made to reduce this number. On the other hand, it was felt that certain additional indicators were needed. The current list is given in the table opposite. It should be noted that this list is still a provisional and although many of the indicators will be retained, there may be some further changes made over time. The current publication brings together the indicators which can currently be compiled, some of the statistics they are based on, and other pertinent background data.

In addition to the present publication, an annual transport and environment indicator report is produced by EEA.

Provisional list of TERM indicators

GROUP	INDICATORS
ENVIRONMENTAL PERFORMANCE OF TRANSPORT	
ENVIRONMENTAL CONSEQUENCES OF TRANSPORT	Transport final energy consumption and primary energy consumption, and share in total (fossil, nuclear, renewable) by mode
	Transport emissions and share in total emissions for CO_2, NO_x, NMVOCs, PM_{10}, SO_x, by mode
	Exceedances of air-quality objectives
	Exposure to and annoyance by traffic noise
	Infrastructure influence on ecosystems and habitats ('fragmentation') and proximity of transport infrastructure to designated areas
	Land take by transport infrastructure
	Number of transport accidents, fatalities, injured, polluting accidents (land, air and maritime)
DETERMINANTS OF THE TRANSPORT SYSTEM	
TRANSPORT VOLUME AND INTENSITY	**Passenger transport (by mode and purpose):** • total passengers • total passenger-km • passenger-km per capita • passenger-km per GDP
	Freight transport (by mode and group of goods) • total tonnes • total tonne-km • tonne-km per capita • tonne-km per GDP
SPATIAL PLANNING AND ACCESSIBILITY	**Average passenger journey time and length per mode, purpose (commuting, shopping, leisure) and location (urban/rural)**
	Access to transport services, e.g.: • number of motor vehicles per household • % of persons in a location having access to a public transport node within 500 metres
SUPPLY OF INFRASTRUCTURE	Capacity of transport infrastructure networks, by mode and by type of infrastructure (motorway, national road, municipal road, etc.)
	Investments in transport infrastructure/capita and by mode
PRICE SIGNALS	**Real change in passenger transport price by mode**
	Fuel prices and taxes
	Transport taxes and charges
	Subsidies
	Expenditure on personal mobility per person by income group
	Proportion of infrastructure and environmental costs (including congestion costs) covered by price
TECHNOLOGY AND UTILISATION EFFICIENCY	**Overall energy efficiency for passenger and freight transport (per passenger-km and per tonne-km and by mode)**
	Emissions per passenger-km and emissions per tonne-km for CO_2, NO_x, NMVOCs, PM_{10}, SO_x by mode
	Occupancy rates of passenger vehicles
	Load factors for road freight transport (LDV, HDV)
	Uptake of cleaner fuels (unleaded petrol, electric, alternative fuels) and numbers of alternative-fuelled vehicles
	Vehicle fleet size and average age
	Proportion of vehicle fleet meeting certain air and noise emission standards (by mode)
MANAGEMENT INTEGRATION	**Number of Member States that implement an integrated transport strategy**
	Number of Member States with national transport and environment monitoring system
	Uptake of strategic environmental assessment in the transport sector
	Uptake of environmental management systems by transport companies
	Public awareness and behaviour
NB: Indicators marked in **bold** are considered a 'priority'.	

SYMBOLS AND ABBREVIATIONS USED IN THIS PUBLICATION

Symbols:

:	not available
•	not relevant
0 or 0.0	less than half the minimum value shown
–	nil (zero)
*	estimate (see notes at the end of each chapter)
| or —	break in series

Units of measurement:

ecu	European currency unit (until 31/12/98)
g	gramme
h	hour
kg	kilogramme
km	kilometre
kt	kilotonne
ktoe	kilotonne of oil equivalent
mio	million
mg	milligramme
MJ	megajoule
nm	nautical mile
pkm	passenger-kilometre
t	tonne
tkm	tonne-kilometre
toe	tonne of oil equivalent
µg	microgramme
µm	micrometre
vkm	vehicle-kilometre

Countries:

A	Austria
B	Belgium
CH	Switzerland
D	Germany
DDR	Former German Democratic Republic
DK	Denmark
E	Spain
EL	Greece
F	France
FIN	Finland
I	Italy
IRL	Ireland
L	Luxembourg
NL	Netherlands
P	Portugal
S	Sweden
UK	United Kingdom
EU-15	The 15 Member States of the European Union as constituted at 1.1.1995 (B, DK, D, EL, E, F, IRL, I, L, NL, A, P, FIN, S, UK)
EUR	Euro-zone (B, D, E, F, IRL, I, L, NL, A, P, FIN)

Chemical symbols and abbreviations:

CO	carbon monoxide
CO_2	carbon dioxide
HC	hydrocarbons
H_2O	water
NH_3	ammonia
NMVOC	non-methane volatile organic compounds
NO_x	nitrogen oxides
NO_2	nitrogen dioxide
N_2O	nitrous oxide
PAH	polyaromatic hydrocarbons
Pb	lead
PM10	particles (particulate matter) with aerodynamic diameter less than 10 µm
POP	persistent organic pollutant
S	sulphur
SO_x	oxides of sulphur
SO_2	sulphur dioxide
VOC	volatile organic compounds

Organizations:

AEA	Association of European Airlines
DIW	Deutsches Institut für Wirtschaftsforschung
DRI	Standard & Poor's DRI
EC	European Communities
ECF	European Cyclists' Federation
EEA	European Environment Agency
ECMT	European Conference of Ministers of Transport
ETC-AE	EEA Topic Centre for Air Emissions
ETC-AQ	EEA Topic Centre for Air Quality
EU	European Union
Eurocontrol	European Organisation for the Safety of Air Navigation
Eurostat	European Commission Directorate-General responsible for statistics
EVED/GVF	Federal Transport and Energy Department, Service for Transport Studies, Switzerland
IACA	International Air Carrier Association
IEA	International Energy Agency
IRPUD	Institute of Spatial Planning, University of Dortmund
ITOPF	International Tanker Owners Pollution Federation Ltd
NEA	NEA Transport research and training, the Netherlands
OECD	Organisation for Economic Co-operation and Development
UNECE	United Nations Economic Commission for Europe
UIC	International Union of Railways
UITP	International Association of Public Transport
WHO	World Health Organisation

Other miscellaneous abbreviations and acronyms:

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2W	Powered two-wheeler (motorbikes and mopeds)
ANCAT/EC	Abatement of Nuisance Caused By Air Transport
Aeronox	EC project on the impact of NOx emissions from aircraft upon the atmosphere at flight altitude 8-15 km
Atemis	Air Traffic Emission Simulation
Auto/Oil	Collaborative programme between the European Commission and the European oil and automobile industries
CEE	Central and Eastern Europe
CLRTAP	Convention on Long-Range Transboundary Air Pollution
CNG	Compressed natural gas
Copert	Computer Programme to Calculate Emissions from Road Transport
Corinair	Air emissions inventory in the EU Corine project
COST	European Cooperation in the fields of Scientific and Technical research
COST 319	COST project to ccordinate work on the estimation of pollutant emissions from transport
CRE	Common Reporting Framework
DWT	Deadweight tonnage
EC	Energy consumption
EMEP	Evaluation and monitoring environment programme
EPEFE	European Programme on Emissions, Fuels and Engine Technologies
ESA	European system of integrated economic accounts
GDP	Gross domestic product
GT	Gross tonnage
HBS	Household Budget Survey
HDV	Heavy duty vehicle
HFO	Heavy fuel oil
HGV	Heavy goods vehicle
HICP	Harmonised index of consumer prices
IFR	Instrument flight rules
IPCC	Intergovernmental Panel on Climate Change
LDV	Light duty vehicle
LFS	Labour Force Survey
LPG	Liquefied petroleum gas
LRTAP	Long-range transboundary air pollution
MEET	Methodologies for estimating air pollutant emissions for transport
New Cronos	General statistical database at Eurostat
NUTS	Nomenclature of territorial units in the EU
PC	Passenger car
PPS	Purchasing power standard
RME	Rapeseed methyl ester
TFEI	Task Force on Emission Inventories
TRENDS	Transport and environment database system (Eurostat / DG Energy and Transport)
UNFCCC	United Nations Framework Convention on Climate Change
VFR	Visual flight rules
WTU	Wider territorial unit

CHAPTER 1: ENVIRONMENTAL CONSEQUENCES OF TRANSPORT

ENVIRONMENTAL CONSEQUENCES OF TRANSPORT

Transport, like all other human activities, has consequences for the environment. These occur from the construction, use and disposal of infrastructure and vehicles or vessels. At present, this chapter is devoted only to "operational" consequences.

1.1 Final energy consumption, including marine bunkers and oil and gas pipelines[1]

Total final energy consumption rose rather steadily over the period 1985 to 1998 at an average rate of 1.1% per year. The final energy consumption of transport has been rising at the higher average rate of 3% per year, and as a consequence, the transport share has risen from 27.1% in 1985 to 34.5% in 1998. Of the energy consumption used by transport in 1998, road was responsible for 72%, marine bunkers for 12% and aviation for 11%. Aviation has by far the highest growth rate, at around 4.8% per year on average.

Transport is almost totally dependent on petroleum products, and is by far the largest final consumer of these products. Its share of final consumption of petroleum products has risen from 57% in 1985 to 70% in 1998.

1.2 Emissions

According to the official EU inventory compiled by the European Environment Agency, carbon dioxide emissions as a whole have varied little between 1990 and 1998. However, carbon dioxide emissions from transport have increased by an average of 1.8% per year. On the other hand, emissions of nitrogen oxides, non-methane volatile organic compounds and oxides of sulphur from transport have been decreasing throughout the 1990s, due to the introduction of catalytic converters and improvements in fuel quality.

Eurostat estimates of carbon dioxide emissions provide details for each mode of transport. Although figures are provided for marine bunkers and oil and gas pipelines, they are not included in the totals for transport. In 1998, 84% of transport emissions were from road transport, with a further 13% from aviation (domestic and international). Emissions from aviation have increased at an average rate of 4.3% per year, compared with 1.9% for road transport. Rail and inland waterways have both decreased slightly. Marine bunkers have also increased rapidly, at the average rate of 2.5% per year.

1.3 Air quality

Data on air quality in cities provide information on the exposure of the urban population in each country. Although emissions from transport, and particularly road transport, are a major factor, they are not the sole source.

Tables are provided on the exposure of urban populations to ozone in 1995, and to nitrogen oxides and fine particulate matter in the mid-1990s, together with expected values for 2020.

1.4 Polluting accidents (marine oil spills)

The transport of dangerous goods, such as toxic substances, presents particular risks. Although discharges from oil refineries and offshore installations have steadily decreased to half the level of a decade ago, a relatively small number of tanker spills can have a far bigger impact.

1.5 Accidents involving personal injury

Road accidents
Deaths caused by road traffic accidents fell slightly during the period 1980 to 1996, despite growth in traffic and changes to statistical definitions in some countries. In most countries the greatest numbers of those killed are drivers and passengers of passenger cars, followed by powered two-wheelers (motorbikes and mopeds) and pedestrians. Over this period the greatest gains have been to those travelling in buses and coaches, although significant improvements have also taken place for pedestrians and drivers and passengers of motorbikes and mopeds.
The figures for those killed or injured per 1 000 million passenger-kilometres provide some idea of the relative risk per kilometre travelled by a particular means of road transport. They do not represent the risk per journey, as different means are suitable for journeys of different length. Powered two-wheelers are the most dangerous

[1] Please see note on page 55.

means, followed by walking. Buses and coaches, and passenger cars are the safest. All means of road transport have become relatively safer since 1980, but pedestrians have experienced the greatest benefit, followed by drivers and passengers of passenger cars and motorbikes and mopeds.

Railway accidents
Railway transport is very safe compared to road transport: the deaths are in hundreds per year rather than thousands. Furthermore, only very small numbers of passengers or railway employees are killed. The majority of deaths caused by railway accidents are other people.

1.6 Life-years lost

An indication of the social cost of transport is given by the number of years of life lost through road accidents. The age of victims is reflected in these figures. Progress has been seen over recent years, mainly in the young and the old. The least progress has been seen in the age group between 35 and 55 years.

1.1 Final energy consumption, including marine bunkers and oil and gas pipelines[1]

1.1.1 Total final energy consumption and final energy consumption of transport, including marine bunkers and oil and gas pipelines, 1985 - 1998

Total final energy consumption, including marine bunkers and oil and gas pipelines

(mio toe)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	851.2	661.9	31.5	14.7	238.1	13.6	50.2	133.5	6.2	99.9	3.0	51.2	19.2	10.0	19.0	31.7	129.4
1986	869.0	674.1	32.9	14.4	242.1	14.0	51.5	134.6	6.6	101.3	2.9	53.4	19.3	10.0	19.5	32.4	134.1
1987	883.2	685.2	33.7	15.0	243.0	14.9	53.0	136.4	6.7	106.2	2.9	53.0	19.4	10.5	20.5	32.6	135.5
1988	885.2	684.6	34.6	14.7	237.8	15.8	56.7	134.2	6.7	108.1	3.0	52.7	19.2	11.1	20.6	32.1	138.1
1989	887.5	685.8	34.6	14.9	231.2	16.4	57.6	136.9	6.9	112.2	3.2	51.5	19.3	11.3	21.1	31.6	138.8
1990	896.5	694.2	34.9	15.3	229.8	17.1	60.3	138.6	7.1	113.1	3.3	53.8	19.9	11.8	21.5	31.1	138.9
1991	916.8	709.4	36.7	15.3	226.4	17.1	63.9	145.2	7.1	115.9	3.6	56.3	21.0	12.3	21.1	31.4	143.6
1992	916.6	708.0	37.4	15.1	223.3	17.6	63.8	145.7	7.1	115.9	3.6	56.0	20.5	12.9	21.8	31.5	144.4
1993	919.8	708.7	36.9	15.9	222.2	18.3	62.6	146.2	7.2	116.0	3.6	58.0	20.7	13.0	22.3	33.1	143.8
1994	913.3	699.7	37.5	16.2	218.4	18.6	65.3	140.0	7.7	114.2	3.6	56.8	20.3	13.5	22.5	34.2	144.5
1995	932.3	717.8	38.1	16.6	223.4	19.4	66.1	144.1	7.9	119.1	3.1	58.6	21.2	14.0	22.3	34.7	143.8
1996	972.2	746.0	40.9	17.1	230.6	20.0	69.8	151.3	8.4	119.6	3.2	62.8	22.2	14.7	22.5	35.2	153.8
1997	971.3	748.9	41.5	16.6	226.1	20.4	73.3	149.4	8.8	123.6	3.2	61.2	22.9	15.4	23.4	34.7	150.6
1998	987.0	762.0	42.8	16.5	225.6	21.6	77.2	153.2	9.4	126.2	3.2	61.4	22.9	16.0	24.2	35.2	151.7

Final energy consumption of transport, including marine bunkers and oil and gas pipelines

(mio toe)

1985	230.9	176.1	8.4	4.0	51.6	5.8	17.7	35.9	1.7	31.2	0.6	17.5	4.5	3.1	3.8	7.0	38.0
1986	245.9	187.8	9.5	4.0	55.0	6.4	19.4	37.6	1.8	33.0	0.6	18.8	4.7	3.3	4.1	7.5	40.2
1987	252.5	192.1	10.1	4.6	56.0	6.6	20.7	38.6	1.7	33.0	0.7	18.7	4.7	3.5	4.3	7.9	41.3
1988	266.7	203.0	11.1	4.8	57.4	7.2	23.4	40.9	1.8	34.2	0.7	20.2	5.1	3.8	4.4	8.1	43.5
1989	276.9	209.3	11.5	5.1	58.2	7.5	24.6	42.5	1.9	35.5	0.8	20.3	5.3	4.1	4.7	8.4	46.6
1990	288.1	218.5	11.8	5.5	61.3	8.3	26.1	44.5	2.0	36.1	1.0	21.1	5.4	4.3	4.8	7.9	48.0
1991	291.1	222.4	12.0	5.3	61.3	8.3	28.0	44.2	2.1	36.9	1.2	21.6	6.0	4.6	4.7	7.9	47.2
1992	299.6	229.0	12.4	5.4	63.0	8.8	28.7	45.1	2.1	38.3	1.3	22.3	6.0	4.9	4.8	8.3	48.2
1993	306.4	233.7	12.6	5.7	65.0	9.6	27.9	46.9	2.1	39.1	1.3	23.1	6.1	5.0	4.6	8.2	49.3
1994	306.0	232.3	12.6	6.0	63.9	9.7	28.7	45.6	2.3	39.1	1.3	22.8	6.1	5.2	4.6	8.6	49.3
1995	310.5	236.2	12.4	6.2	64.9	10.0	29.2	46.5	2.3	40.1	1.3	23.6	6.2	5.3	4.4	8.7	49.4
1996	320.4	244.3	13.4	6.2	64.6	9.7	32.3	48.5	2.9	40.3	1.4	24.5	6.4	5.6	4.4	8.7	51.4
1997	329.0	251.5	14.3	6.2	65.8	9.8	33.7	49.8	3.1	41.1	1.5	25.6	6.4	5.7	4.7	9.0	52.4
1998	340.4	261.2	15.0	6.1	66.7	10.8	36.4	51.5	3.5	43.6	1.6	25.8	6.3	6.1	4.8	9.3	53.0

(% of total final energy consumption, including marine bunkers and oil and gas pipelines)

1985	27.1	26.6	26.8	27.5	21.7	42.4	35.3	26.9	27.5	31.2	20.2	34.1	23.5	31.3	20.0	22.0	29.3
1986	28.3	27.9	28.9	27.8	22.7	45.5	37.7	27.9	27.1	32.6	21.4	35.3	24.2	33.1	20.8	23.3	30.0
1987	28.6	28.0	30.0	30.9	23.1	44.3	39.0	28.3	25.6	31.0	24.5	35.4	24.3	33.6	20.9	24.3	30.5
1988	30.1	29.6	32.0	32.8	24.1	45.8	41.4	30.5	27.2	31.6	24.8	38.4	26.3	34.1	21.4	25.3	31.5
1989	31.2	30.5	33.1	34.5	25.2	45.6	42.6	31.0	27.7	31.6	26.4	39.5	27.3	36.1	22.2	26.4	33.6
1990	32.1	31.5	33.8	35.7	26.7	48.9	43.3	32.1	28.1	31.9	30.3	39.3	27.1	36.7	22.5	25.4	34.6
1991	31.8	31.4	32.8	34.3	27.1	48.4	43.8	30.4	29.0	31.8	33.2	38.4	28.4	37.3	22.2	25.2	32.9
1992	32.7	32.3	33.3	35.3	28.2	50.0	45.0	30.9	28.8	33.1	35.9	39.9	29.2	38.1	21.9	26.4	33.4
1993	33.3	33.0	34.2	36.1	29.2	52.2	44.6	32.1	29.7	33.7	35.7	39.8	29.4	38.2	20.4	24.7	34.3
1994	33.5	33.2	33.5	37.3	29.3	52.2	44.0	32.6	30.5	34.2	37.7	40.2	30.0	38.3	20.3	25.1	34.1
1995	33.3	32.9	32.5	37.5	29.1	51.5	44.2	32.2	29.2	33.7	41.5	40.3	29.4	38.1	19.9	25.1	34.3
1996	33.0	32.7	32.8	36.3	28.0	48.4	46.4	32.1	34.0	33.7	41.9	39.0	28.8	38.2	19.6	24.7	33.4
1997	33.9	33.6	34.3	37.5	29.1	48.3	45.9	33.3	34.8	33.2	45.4	41.8	27.8	37.2	20.0	25.9	34.8
1998	34.5	34.3	35.0	37.2	29.6	49.7	47.2	33.6	36.8	34.5	48.9	42.0	27.5	38.0	20.0	26.5	35.0

Source: Eurostat (New Cronos)

1 Please see note on page 55.

1.1.2 Final energy consumption of road transport, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	170.4	130.6	5.1	2.8	40.9	3.1	11.8	29.4	1.4	25.0	0.5	7.5	4.0	2.1	2.9	5.4	28.6
1986	179.0	136.9	5.7	2.7	43.0	3.2	12.3	30.8	1.4	26.7	0.5	7.1	4.2	2.2	3.1	5.7	30.5
1987	185.5	141.6	5.9	2.8	44.9	3.4	12.9	31.8	1.2	27.2	0.6	7.2	4.2	2.4	3.3	5.9	31.9
1988	197.5	151.0	6.4	2.8	46.6	3.6	15.8	33.7	1.4	28.4	0.6	7.5	4.5	2.7	3.4	6.2	33.9
1989	205.4	156.9	6.6	3.0	47.5	3.8	16.8	35.0	1.5	29.8	0.7	7.9	4.6	2.8	3.6	6.4	35.4
1990	212.5	163.0	6.4	3.2	50.4	3.9	17.7	36.2	1.6	30.4	0.9	8.0	4.8	3.0	3.6	6.1	36.3
1991	215.3	165.9	6.5	3.2	51.3	4.2	18.6	35.8	1.6	31.0	1.0	8.1	5.2	3.3	3.5	6.0	36.0
1992	222.3	172.1	6.7	3.3	53.1	4.3	19.7	36.4	1.7	32.5	1.1	8.4	5.3	3.6	3.5	6.3	36.3
1993	226.9	176.1	6.9	3.3	54.4	4.4	19.5	38.2	1.7	33.2	1.1	8.6	5.3	3.8	3.5	6.2	36.9
1994	226.6	175.2	7.1	3.5	53.1	4.4	20.2	37.1	1.8	33.2	1.2	8.7	5.3	3.9	3.6	6.4	37.1
1995	229.0	177.8	7.1	3.5	54.2	4.6	20.5	37.3	1.7	33.9	1.1	8.9	5.4	4.1	3.5	6.4	36.7
1996	234.6	181.7	7.2	3.6	53.8	4.8	21.7	38.9	2.2	34.1	1.1	9.5	5.5	4.4	3.4	6.4	38.1
1997	238.6	185.1	7.3	3.7	54.7	4.9	21.9	39.6	2.4	34.6	1.2	9.7	5.5	4.5	3.6	6.4	38.5
1998	246.0	192.3	7.5	3.7	55.7	5.2	24.0	40.9	2.7	36.7	1.3	9.5	5.4	4.9	3.6	6.5	38.3
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	20.0	19.7	16.2	19.1	17.2	22.4	23.6	22.0	23.0	25.0	17.2	14.6	20.9	20.6	15.3	16.9	22.1
1986	20.6	20.3	17.2	18.6	17.7	23.1	23.9	22.9	21.5	26.3	18.1	13.2	21.6	22.0	15.9	17.7	22.7
1987	21.0	20.7	17.4	18.5	18.5	22.7	24.4	23.3	17.8	25.6	20.5	13.6	21.7	22.8	16.1	18.0	23.5
1988	22.3	22.1	18.5	19.1	19.6	22.5	27.9	25.1	20.7	26.3	20.8	14.3	23.3	24.0	16.4	19.3	24.6
1989	23.1	22.9	19.0	19.9	20.5	23.0	29.3	25.5	21.5	26.6	22.8	15.4	24.0	25.1	17.0	20.3	25.5
1990	23.7	23.5	18.4	20.9	21.9	22.9	29.3	26.1	22.0	26.9	26.2	14.9	23.8	25.6	16.9	19.5	26.1
1991	23.5	23.4	17.7	20.9	22.6	24.4	29.1	24.6	22.8	26.7	29.0	14.3	25.0	26.5	16.7	19.2	25.1
1992	24.2	24.3	18.1	21.6	23.8	24.3	30.9	25.0	24.1	28.1	31.9	15.0	25.6	27.7	16.2	19.9	25.2
1993	24.7	24.9	18.7	21.0	24.5	23.9	31.1	26.1	24.2	28.6	31.7	14.8	25.8	28.8	15.5	18.6	25.7
1994	24.8	25.0	18.8	21.6	24.3	23.8	30.9	26.5	23.6	29.1	32.8	15.3	26.1	29.2	15.8	18.7	25.7
1995	24.6	24.8	18.6	21.3	24.3	23.7	31.0	25.9	22.0	28.5	35.2	15.3	25.4	29.3	15.7	18.5	25.5
1996	24.1	24.4	17.7	20.9	23.3	24.0	31.1	25.7	25.9	28.5	35.2	15.2	24.7	29.7	15.2	18.1	24.7
1997	24.6	24.7	17.5	22.0	24.2	24.1	29.9	26.5	26.8	28.0	37.3	15.8	24.0	29.3	15.4	18.5	25.6
1998	24.9	25.2	17.5	22.3	24.7	23.9	31.1	26.7	28.8	29.1	39.6	15.5	23.7	30.8	15.0	18.5	25.2

Source: Eurostat (New Cronos)

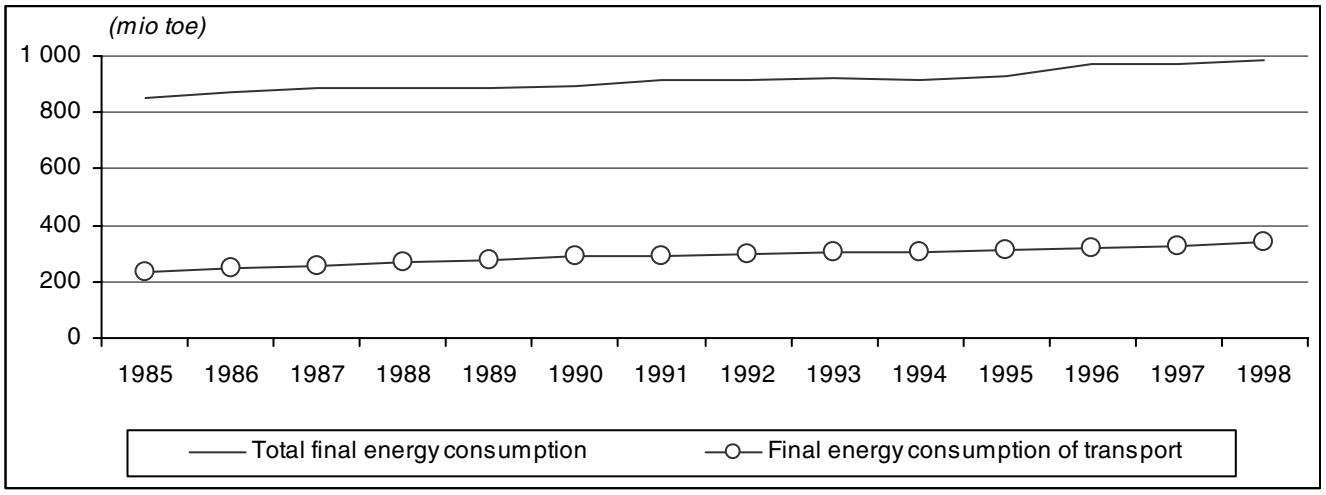


Figure 1.1: Total final energy consumption and final energy consumption of transport – EU-15

[1] Please see note on page 55.

1.1.3 Final energy consumption of railways, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	6.97	5.47	0.22	0.13	2.44	0.06	0.43	1.15	0.04	0.61	0.01	0.10	0.28	0.08	0.10	0.31	1.01
1986	6.95	5.46	0.22	0.13	2.39	0.06	0.43	1.16	0.04	0.65	0.01	0.10	0.28	0.08	0.09	0.29	1.01
1987	6.98	5.56	0.19	0.12	2.32	0.05	0.46	1.17	0.19	0.65	0.01	0.10	0.29	0.08	0.10	0.28	0.97
1988	6.81	5.36	0.18	0.12	2.23	0.06	0.48	1.17	0.04	0.66	0.01	0.10	0.29	0.08	0.10	0.28	0.99
1989	6.74	5.36	0.18	0.12	2.21	0.07	0.49	1.17	0.04	0.67	0.00	0.10	0.30	0.09	0.10	0.27	0.92
1990	6.89	5.37	0.18	0.12	2.12	0.07	0.53	1.15	0.05	0.74	0.00	0.11	0.32	0.08	0.10	0.25	1.08
1991	7.08	5.58	0.21	0.11	2.15	0.06	0.54	1.22	0.04	0.76	0.01	0.12	0.33	0.09	0.10	0.24	1.09
1992	7.13	5.58	0.19	0.12	2.10	0.06	0.59	1.24	0.04	0.77	0.01	0.12	0.34	0.09	0.10	0.25	1.12
1993	7.33	5.65	0.20	0.12	2.12	0.06	0.58	1.26	0.06	0.76	0.01	0.12	0.36	0.08	0.10	0.24	1.26
1994	7.29	5.66	0.20	0.11	2.09	0.06	0.68	1.16	0.06	0.77	0.01	0.12	0.36	0.09	0.11	0.25	1.21
1995	7.44	5.74	0.20	0.12	2.13	0.06	0.63	1.22	0.05	0.82	0.01	0.13	0.38	0.08	0.10	0.27	1.25
1996	7.57	5.87	0.18	0.12	2.16	0.06	0.65	1.26	0.08	0.83	0.01	0.13	0.39	0.08	0.09	0.30	1.22
1997	7.62	6.00	0.17	0.12	2.13	0.06	0.71	1.35	0.09	0.86	0.01	0.14	0.36	0.08	0.10	0.29	1.16
1998	7.53	5.98	0.18	0.11	2.01	0.06	0.78	1.41	0.10	0.87	0.01	0.14	0.30	0.08	0.10	0.26	1.13
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	0.8	0.8	0.7	0.9	1.0	0.4	0.9	0.9	0.7	0.6	0.4	0.2	1.5	0.8	0.5	1.0	0.8
1986	0.8	0.8	0.7	0.9	1.0	0.4	0.8	0.9	0.6	0.6	0.5	0.2	1.5	0.8	0.5	0.9	0.8
1987	0.8	0.8	0.6	0.8	1.0	0.4	0.9	0.9	2.8	0.6	0.5	0.2	1.5	0.8	0.5	0.9	0.7
1988	0.8	0.8	0.5	0.8	0.9	0.4	0.8	0.9	0.7	0.6	0.4	0.2	1.5	0.8	0.5	0.9	0.7
1989	0.8	0.8	0.5	0.8	1.0	0.4	0.9	0.9	0.6	0.6	0.1	0.2	1.6	0.8	0.5	0.8	0.7
1990	0.8	0.8	0.5	0.8	0.9	0.4	0.9	0.8	0.7	0.7	0.1	0.2	1.6	0.7	0.5	0.8	0.8
1991	0.8	0.8	0.6	0.7	1.0	0.3	0.9	0.8	0.5	0.7	0.4	0.2	1.6	0.7	0.5	0.8	0.8
1992	0.8	0.8	0.5	0.8	0.9	0.3	0.9	0.9	0.5	0.7	0.4	0.2	1.7	0.7	0.4	0.8	0.8
1993	0.8	0.8	0.5	0.8	1.0	0.3	0.9	0.9	0.8	0.7	0.3	0.2	1.8	0.6	0.5	0.7	0.9
1994	0.8	0.8	0.5	0.7	1.0	0.3	1.0	0.8	0.8	0.7	0.2	0.2	1.8	0.7	0.5	0.7	0.8
1995	0.8	0.8	0.5	0.7	1.0	0.3	0.9	0.8	0.6	0.7	0.3	0.2	1.8	0.6	0.5	0.8	0.9
1996	0.8	0.8	0.4	0.7	0.9	0.3	0.9	0.8	0.9	0.7	0.3	0.2	1.8	0.5	0.4	0.9	0.8
1997	0.8	0.8	0.4	0.7	0.9	0.3	1.0	0.9	1.0	0.7	0.4	0.2	1.6	0.5	0.4	0.8	0.8
1998	0.8	0.8	0.4	0.6	0.9	0.3	1.0	0.9	1.1	0.7	0.4	0.2	1.3	0.5	0.4	0.7	0.7

Source: Eurostat (New Cronos)

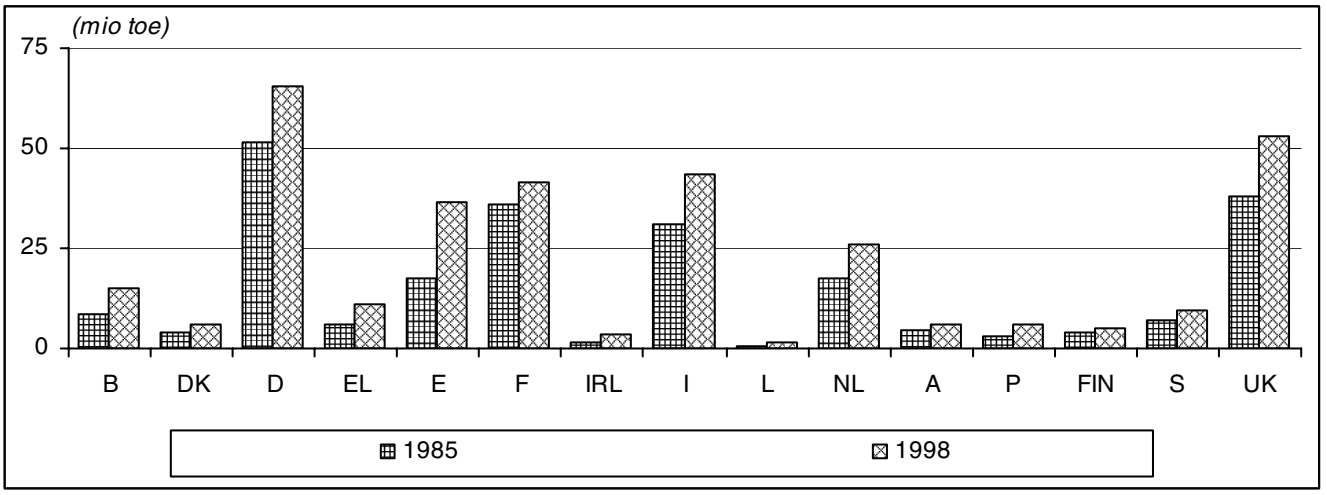


Figure 1.2: Final energy consumption of transport by Member State

1 Please see note on page 55.

1.1.4 Final energy consumption of inland navigation, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	4.33	2.63	0.24	0.13	0.72	0.37	0.85	0.28	0.01	0.38	–	–	–	0.05	0.09	0.20	1.00
1986	5.50	3.93	0.20	0.15	0.71	0.31	1.50	0.27	–	0.37	–	0.74	–	0.05	0.09	0.20	0.91
1987	5.03	3.74	0.18	0.36	0.63	0.31	1.59	0.28	0.01	0.36	–	0.55	–	0.05	0.10	0.21	0.41
1988	5.01	3.59	0.14	0.32	0.60	0.45	1.52	0.27	0.01	0.37	–	0.56	–	0.05	0.09	0.22	0.43
1989	6.08	3.74	0.10	0.41	0.61	0.51	1.68	0.30	0.01	0.40	–	0.51	–	0.05	0.08	0.16	1.26
1990	6.68	4.22	0.13	0.48	0.66	0.57	1.66	0.72	0.01	0.39	–	0.56	–	0.04	0.07	0.14	1.27
1991	6.84	4.53	0.19	0.44	0.66	0.58	1.75	0.77	0.02	0.41	–	0.62	–	0.04	0.07	0.10	1.19
1992	7.14	4.76	0.43	0.42	0.71	0.60	1.80	0.64	0.02	0.40	–	0.67	–	0.04	0.07	0.10	1.27
1993	6.90	4.83	0.33	0.20	0.72	0.55	1.84	0.71	0.03	0.40	–	0.67	–	0.05	0.07	0.07	1.26
1994	6.97	4.98	0.31	0.19	0.70	0.57	1.94	0.74	0.03	0.42	–	0.69	–	0.05	0.09	0.06	1.16
1995	6.69	4.71	0.25	0.21	0.55	0.54	1.87	0.73	0.03	0.45	–	0.70	–	0.05	0.09	0.10	1.12
1996	6.86	4.93	0.43	0.19	0.51	0.47	2.00	0.73	0.03	0.44	–	0.66	–	0.05	0.08	0.08	1.20
1997	6.51	4.53	0.39	0.16	0.40	0.56	1.70	0.74	0.03	0.45	–	0.69	–	0.04	0.08	0.10	1.16
1998	6.35	4.14	0.29	0.13	0.37	0.87	1.67	0.77	0.04	0.21	–	0.66	–	0.05	0.08	0.13	1.09
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	0.5	0.4	0.8	0.9	0.3	2.7	1.7	0.2	0.1	0.4	–	–	–	0.5	0.5	0.6	0.8
1986	0.6	0.6	0.6	1.1	0.3	2.2	2.9	0.2	–	0.4	–	1.4	–	0.5	0.5	0.6	0.7
1987	0.6	0.5	0.5	2.4	0.3	2.1	3.0	0.2	0.1	0.3	–	1.0	–	0.5	0.5	0.6	0.3
1988	0.6	0.5	0.4	2.2	0.3	2.9	2.7	0.2	0.1	0.3	–	1.1	–	0.5	0.4	0.7	0.3
1989	0.7	0.5	0.3	2.8	0.3	3.1	2.9	0.2	0.1	0.4	–	1.0	–	0.4	0.4	0.5	0.9
1990	0.7	0.6	0.4	3.1	0.3	3.3	2.7	0.5	0.1	0.3	–	1.0	–	0.4	0.3	0.5	0.9
1991	0.7	0.6	0.5	2.9	0.3	3.4	2.7	0.5	0.2	0.4	–	1.1	–	0.3	0.3	0.3	0.8
1992	0.8	0.7	1.1	2.8	0.3	3.4	2.8	0.4	0.3	0.3	–	1.2	–	0.3	0.3	0.3	0.9
1993	0.8	0.7	0.9	1.3	0.3	3.0	2.9	0.5	0.4	0.3	–	1.2	–	0.4	0.3	0.2	0.9
1994	0.8	0.7	0.8	1.2	0.3	3.1	3.0	0.5	0.4	0.4	–	1.2	–	0.4	0.4	0.2	0.8
1995	0.7	0.7	0.6	1.3	0.2	2.8	2.8	0.5	0.4	0.4	–	1.2	–	0.3	0.4	0.3	0.8
1996	0.7	0.7	1.0	1.1	0.2	2.3	2.9	0.5	0.4	0.4	–	1.0	–	0.3	0.4	0.2	0.8
1997	0.7	0.6	0.9	1.0	0.2	2.8	2.3	0.5	0.4	0.4	–	1.1	–	0.3	0.3	0.3	0.8
1998	0.6	0.5	0.7	0.8	0.2	4.0	2.2	0.5	0.4	0.2	–	1.1	–	0.3	0.3	0.4	0.7

Source: Eurostat (New Cronos)

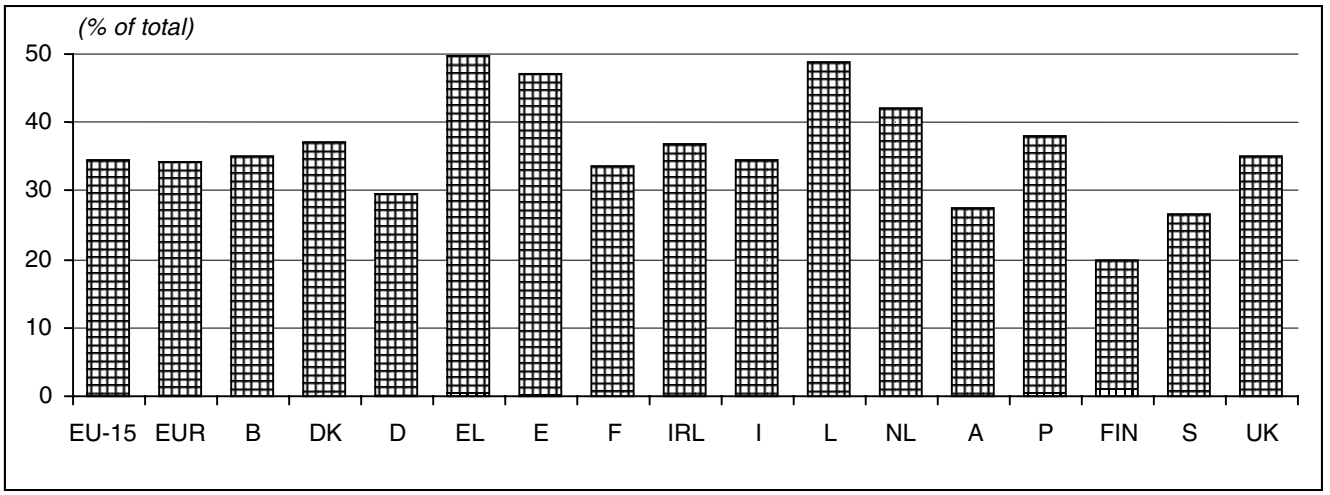


Figure 1.3: Transport share of total final energy consumption by Member State, 1998

[1] Please see note on page 55.

1.1.5 Final energy consumption of aviation, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	21.1	13.6	0.6	0.6	4.2	1.2	2.0	2.7	0.2	1.8	0.1	1.2	0.2	0.5	0.3	0.6	5.2
1986	22.1	14.1	0.6	0.6	4.5	1.1	1.8	2.9	0.3	1.7	0.1	1.3	0.2	0.5	0.3	0.7	5.7
1987	23.2	14.8	0.6	0.7	4.7	1.1	2.1	3.1	0.3	1.5	0.1	1.4	0.2	0.5	0.3	0.7	6.0
1988	25.4	16.5	0.7	0.7	5.1	1.1	2.4	3.5	0.4	1.6	0.1	1.5	0.3	0.5	0.4	0.8	6.4
1989	26.8	17.4	0.7	0.8	5.5	1.0	2.4	3.7	0.4	1.8	0.1	1.6	0.4	0.5	0.4	0.9	6.8
1990	27.8	18.3	1.0	0.7	5.6	1.3	2.5	3.9	0.4	1.9	0.1	1.6	0.3	0.6	0.5	0.8	6.8
1991	27.9	18.9	0.9	0.7	5.1	1.2	3.2	3.8	0.4	2.2	0.1	1.7	0.4	0.6	0.4	0.8	6.4
1992	28.8	19.2	0.9	0.6	5.3	1.2	2.8	4.3	0.3	2.2	0.1	2.0	0.4	0.6	0.4	0.8	6.9
1993	30.0	19.7	0.9	0.7	5.6	1.5	2.7	4.4	0.3	2.2	0.1	2.2	0.4	0.6	0.4	0.8	7.3
1994	31.3	20.8	0.9	0.8	6.0	1.4	2.9	4.6	0.4	2.3	0.2	2.3	0.4	0.6	0.4	0.8	7.5
1995	32.5	21.8	0.9	0.8	6.0	1.2	3.1	4.7	0.4	2.4	0.2	2.6	0.5	0.6	0.4	0.9	7.8
1996	34.4	23.2	1.1	0.8	6.1	1.2	3.4	5.0	0.4	2.6	0.2	2.8	0.5	0.6	0.4	0.9	8.2
1997	36.1	24.6	1.3	0.8	6.4	1.2	3.6	5.2	0.4	2.7	0.3	3.0	0.5	0.6	0.5	0.9	8.6
1998	38.9	26.5	1.6	0.8	6.6	1.2	4.0	5.5	0.4	3.2	0.3	3.3	0.6	0.7	0.5	0.9	9.4
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	2.5	2.1	1.8	3.9	1.7	8.7	3.9	2.0	3.3	1.8	2.5	2.4	1.1	4.7	1.3	1.7	4.0
1986	2.5	2.1	1.7	4.1	1.8	7.6	3.5	2.1	4.7	1.7	2.8	2.5	1.1	4.8	1.3	2.0	4.2
1987	2.6	2.2	1.7	4.7	1.9	7.2	3.9	2.3	4.6	1.4	3.5	2.7	1.2	4.8	1.4	2.1	4.4
1988	2.9	2.4	2.0	4.8	2.1	7.0	4.3	2.6	5.4	1.5	3.6	2.9	1.5	4.8	1.8	2.4	4.6
1989	3.0	2.5	2.2	5.0	2.4	6.3	4.1	2.7	5.3	1.6	3.4	3.0	1.8	4.9	1.9	2.7	4.9
1990	3.1	2.6	2.7	4.6	2.4	7.5	4.1	2.8	5.0	1.7	4.0	3.0	1.6	4.9	2.2	2.5	4.9
1991	3.0	2.7	2.5	4.3	2.3	6.8	5.1	2.6	5.0	1.9	3.8	3.0	1.8	4.8	2.1	2.5	4.4
1992	3.1	2.7	2.4	4.2	2.4	6.9	4.3	2.9	3.8	1.9	3.7	3.5	2.0	4.8	1.8	2.6	4.8
1993	3.3	2.8	2.5	4.6	2.5	8.0	4.3	3.0	3.5	1.9	3.6	3.7	1.9	4.5	1.7	2.5	5.1
1994	3.4	3.0	2.4	4.8	2.7	7.3	4.4	3.3	5.2	2.0	4.7	4.0	2.1	4.4	1.8	2.5	5.2
1995	3.5	3.0	2.5	4.6	2.7	6.4	4.7	3.3	4.8	2.0	6.0	4.4	2.2	4.4	1.8	2.5	5.5
1996	3.5	3.1	2.6	5.0	2.7	6.2	4.9	3.3	5.0	2.2	6.3	4.4	2.3	4.3	2.0	2.4	5.4
1997	3.7	3.3	3.2	4.9	2.8	5.8	5.0	3.4	4.9	2.2	7.8	4.9	2.3	3.9	2.0	2.5	5.7
1998	3.9	3.5	3.7	5.0	2.9	5.5	5.1	3.6	4.8	2.5	8.9	5.3	2.4	4.1	2.0	2.5	6.2

Source: Eurostat (New Cronos)

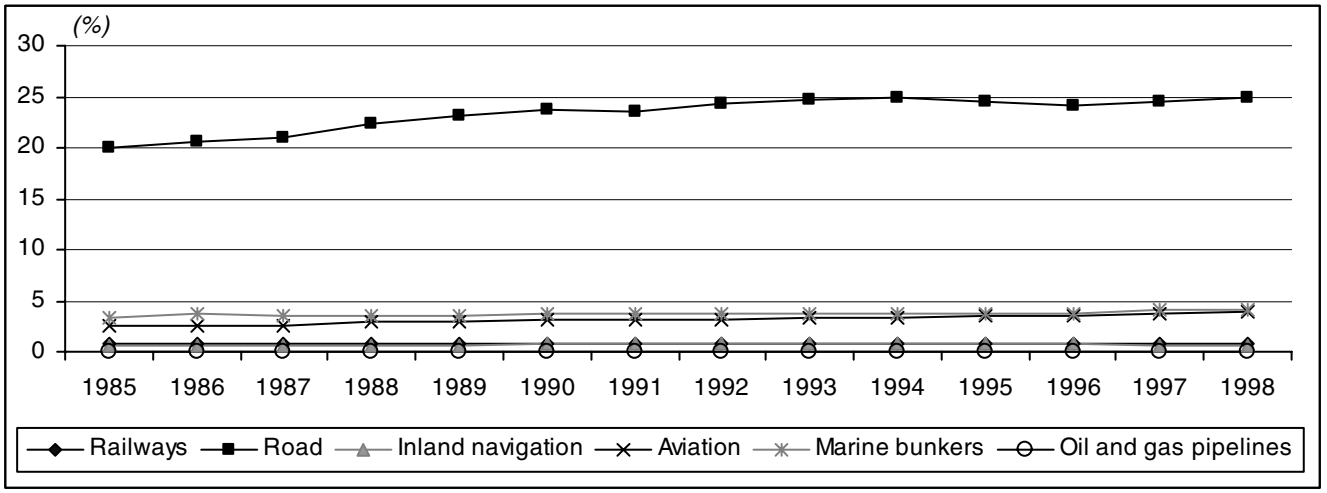


Figure 1.4: Final energy consumption, all modes – EU-15

1 Please see note on page 55.

1.1.6 Energy supplied from marine bunkers, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	28.0	23.8	2.3	0.4	3.4	1.1	2.6	2.4	0.0	3.4	–	8.7	–	0.5	0.5	0.6	2.1
1986	32.2	27.3	2.8	0.4	4.4	1.7	3.4	2.4	0.0	3.6	–	9.6	–	0.5	0.5	0.6	2.1
1987	31.6	26.3	3.3	0.7	3.5	1.8	3.7	2.2	0.0	3.3	–	9.4	–	0.5	0.5	0.8	2.0
1988	31.9	26.5	3.7	0.9	2.9	2.0	3.2	2.2	0.0	3.1	–	10.5	–	0.5	0.5	0.7	1.8
1989	31.8	25.9	3.9	0.9	2.5	2.1	3.2	2.3	0.0	2.8	–	10.2	–	0.6	0.5	0.7	2.3
1990	34.2	27.5	4.1	1.0	2.5	2.5	3.8	2.5	0.0	2.7	–	10.8	–	0.6	0.6	0.7	2.5
1991	33.9	27.5	4.2	0.8	2.1	2.3	3.8	2.6	0.0	2.5	–	11.1	–	0.6	0.5	0.8	2.4
1992	34.2	27.2	4.2	0.9	1.8	2.7	3.9	2.5	0.0	2.4	–	11.2	–	0.6	0.7	0.9	2.5
1993	35.1	27.3	4.3	1.3	2.2	3.1	3.4	2.4	0.1	2.4	–	11.6	–	0.5	0.5	0.9	2.4
1994	33.7	25.7	4.1	1.5	2.0	3.3	3.1	2.1	0.0	2.3	–	11.1	–	0.5	0.4	1.1	2.3
1995	34.7	26.1	3.9	1.6	2.0	3.5	3.1	2.5	0.1	2.4	–	11.2	–	0.5	0.3	1.0	2.4
1996	36.8	28.5	4.5	1.5	2.0	3.1	4.6	2.7	0.2	2.3	–	11.4	–	0.5	0.4	1.1	2.6
1997	40.1	31.3	5.1	1.5	2.1	3.1	5.7	2.9	0.1	2.4	–	12.1	–	0.5	0.4	1.3	2.9
1998	41.5	32.1	5.4	1.4	2.0	3.5	6.0	2.8	0.2	2.6	–	12.2	–	0.4	0.5	1.6	3.0
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	3.3	3.6	7.3	2.8	1.4	8.1	5.2	1.8	0.5	3.4	–	16.9	–	4.7	2.4	1.7	1.6
1986	3.7	4.1	8.7	3.1	1.8	12.2	6.5	1.8	0.3	3.6	–	18.0	–	5.0	2.6	2.0	1.6
1987	3.6	3.8	9.8	4.5	1.4	12.0	6.9	1.6	0.4	3.1	–	17.8	–	4.8	2.4	2.6	1.5
1988	3.6	3.9	10.6	5.9	1.2	13.0	5.6	1.6	0.3	2.8	–	20.0	–	4.2	2.4	2.0	1.3
1989	3.6	3.8	11.2	6.0	1.1	12.7	5.5	1.7	0.3	2.5	–	19.9	–	5.0	2.5	2.1	1.6
1990	3.8	4.0	11.7	6.2	1.1	14.8	6.3	1.8	0.3	2.3	–	20.1	–	5.1	2.6	2.1	1.8
1991	3.7	3.9	11.4	5.5	0.9	13.5	6.0	1.8	0.5	2.2	–	19.7	–	5.0	2.5	2.5	1.7
1992	3.7	3.8	11.1	5.9	0.8	15.1	6.1	1.7	0.2	2.1	–	20.0	–	4.7	3.1	2.8	1.7
1993	3.8	3.9	11.6	8.4	1.0	17.0	5.4	1.6	0.7	2.1	–	20.0	–	3.9	2.4	2.7	1.7
1994	3.7	3.7	10.9	9.1	0.9	17.6	4.7	1.5	0.5	2.1	–	19.5	–	3.6	1.8	3.1	1.6
1995	3.7	3.6	10.2	9.6	0.9	18.3	4.8	1.7	1.5	2.0	–	19.1	–	3.4	1.5	3.0	1.7
1996	3.8	3.8	11.0	8.7	0.9	15.6	6.6	1.8	1.9	1.9	–	18.2	–	3.4	1.6	3.1	1.7
1997	4.1	4.2	12.2	8.9	0.9	15.3	7.7	2.0	1.7	1.9	–	19.8	–	3.2	1.7	3.7	1.9
1998	4.2	4.2	12.6	8.4	0.9	16.0	7.7	1.9	1.7	2.1	–	19.9	–	2.4	2.1	4.4	2.0

Source: Eurostat (New Cronos)

[1] Please see note on page 55.

1.1.7 Energy consumption of oil and gas pipelines, 1985 - 1998[1]

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(mio toe)
1985	0.10	0.06	–	–	–	–	–	0.03	–	0.04	–	–	–	–	–	–	0.04
1986	0.09	0.05	–	–	–	–	–	0.02	–	0.03	–	–	–	–	–	–	0.03
1987	0.09	0.06	–	–	–	–	–	0.03	–	0.03	–	–	–	–	–	–	0.03
1988	0.08	0.06	–	–	–	–	–	0.02	–	0.03	–	–	–	–	–	–	0.02
1989	0.08	0.06	–	–	–	–	–	0.03	–	0.03	–	–	–	–	–	–	0.02
1990	0.13	0.06	–	–	–	–	–	0.03	–	0.04	–	–	–	–	–	–	0.07
1991	0.12	0.04	–	–	–	–	–	–	–	0.04	–	–	–	–	–	–	0.07
1992	0.14	0.05	–	–	–	–	–	–	–	0.05	–	–	–	–	–	–	0.09
1993	0.13	0.04	–	–	–	–	–	–	–	0.04	–	–	–	–	–	–	0.09
1994	0.13	0.05	0.00	–	–	–	–	–	–	0.05	–	–	–	–	–	–	0.09
1995	0.13	0.05	0.00	–	–	–	–	–	–	0.04	–	–	–	–	0.01	–	0.08
1996	0.15	0.05	0.00	–	–	–	–	–	–	0.04	–	–	–	–	0.01	–	0.09
1997	0.13	0.05	0.00	–	–	–	–	–	–	0.03	–	–	0.00	–	0.02	–	0.08
1998	0.13	0.06	0.00	–	–	–	–	–	–	0.04	–	–	0.00	–	0.02	–	0.08
																	(% of total final energy consumption, including marine bunkers and oil and gas pipelines)
1985	0.012	0.010	–	–	–	–	–	0.022	–	0.035	–	–	–	–	–	–	0.028
1986	0.010	0.008	–	–	–	–	–	0.017	–	0.032	–	–	–	–	–	–	0.024
1987	0.010	0.008	–	–	–	–	–	0.018	–	0.031	–	–	–	–	–	–	0.022
1988	0.009	0.008	–	–	–	–	–	0.018	–	0.030	–	–	–	–	–	–	0.018
1989	0.009	0.009	–	–	–	–	–	0.019	–	0.030	–	–	–	–	–	–	0.017
1990	0.015	0.009	–	–	–	–	–	0.019	–	0.033	–	–	–	–	–	–	0.050
1991	0.013	0.006	–	–	–	–	–	–	–	0.037	–	–	–	–	–	–	0.051
1992	0.015	0.007	–	–	–	–	–	–	–	0.041	–	–	–	–	–	–	0.065
1993	0.015	0.006	–	–	–	–	–	–	–	0.039	–	–	–	–	–	–	0.062
1994	0.015	0.007	0.002	–	–	–	–	–	–	0.042	–	–	–	–	–	–	0.059
1995	0.014	0.007	0.002	–	–	–	–	–	–	0.035	–	–	–	–	0.050	–	0.055
1996	0.015	0.007	0.002	–	–	–	–	–	–	0.034	–	–	–	–	0.061	–	0.060
1997	0.014	0.007	0.002	–	–	–	–	–	–	0.027	–	–	0.003	–	0.081	–	0.052
1998	0.014	0.007	0.001	–	–	–	–	–	–	0.028	–	–	0.004	–	0.078	–	0.052

Source: Eurostat (New Cronos)

[1] Please see note on page 55.

1.1.8 Final energy consumption, including marine bunkers and oil and gas pipelines, by mode and energy sources – EU-15[1]

(1 000 toe)

	Crude oil and petroleum products	Gas	Electricity	Solid fuels	Others	All products
Total final energy consumption, including marine bunkers and oil and gas pipelines						
1985	401 534	161 388	136 414	101 474	50 414	851 224
1990	430 971	178 233	156 105	80 124	51 086	896 519
1995	453 136	205 756	169 490	48 981	54 986	932 350
1996	466 949	227 727	173 984	46 305	57 209	972 174
1997	469 646	216 687	177 158	46 435	61 327	971 253
1998	477 681	222 475	181 537	42 335	62 923	986 952
Final energy consumption of transport, including marine bunkers and oil and gas pipelines						
1985	226 957	241	3 489	175	–	230 862
1990	283 769	208	4 137	32	–	288 146
1995	305 430	278	4 813	14	–	310 536
1996	315 081	303	4 964	15	–	320 362
1997	323 683	317	4 998	7	–	329 005
1998	335 152	332	4 910	2	–	340 396
Road transport						
1985	170 178	241	–	–	–	170 419
1990	212 260	208	–	–	–	212 468
1995	228 753	267	–	–	–	229 020
1996	234 291	289	–	–	–	234 580
1997	238 276	298	–	–	–	238 574
1998	245 646	312	–	–	–	245 958
Railways						
1985	3 402	–	3 388	175	–	6 966
1990	2 852	–	4 004	32	–	6 888
1995	2 732	–	4 691	14	–	7 438
1996	2 726	–	4 831	15	–	7 572
1997	2 724	–	4 886	7	–	7 617
1998	2 733	–	4 795	2	–	7 530
Inland navigation						
1985	4 328	–	–	–	–	4 328
1990	6 683	–	–	–	–	6 683
1995	6 686	–	–	–	–	6 686
1996	6 862	–	–	–	–	6 862
1997	6 515	–	–	–	–	6 515
1998	6 352	–	–	–	–	6 352
Aviation						
1985	21 093	–	–	–	–	21 093
1990	27 808	–	–	–	–	27 808
1995	32 545	–	–	–	–	32 545
1996	34 367	–	–	–	–	34 367
1997	36 060	–	–	–	–	36 060
1998	38 908	–	–	–	–	38 908
Marine bunkers						
1985	27 957	–	–	–	–	27 957
1990	34 166	–	–	–	–	34 166
1995	34 714	–	–	–	–	34 714
1996	36 834	–	–	–	–	36 834
1997	40 108	–	–	–	–	40 108
1998	41 513	–	–	–	–	41 513
Oil and gas pipelines						
1985	–	–	101	–	–	101
1990	–	–	133	–	–	133
1995	–	11	122	–	–	133
1996	–	14	133	–	–	147
1997	–	20	112	–	–	132
1998	–	20	115	–	–	135

Source: Eurostat (New Cronos)

1 Please see note on page 55.

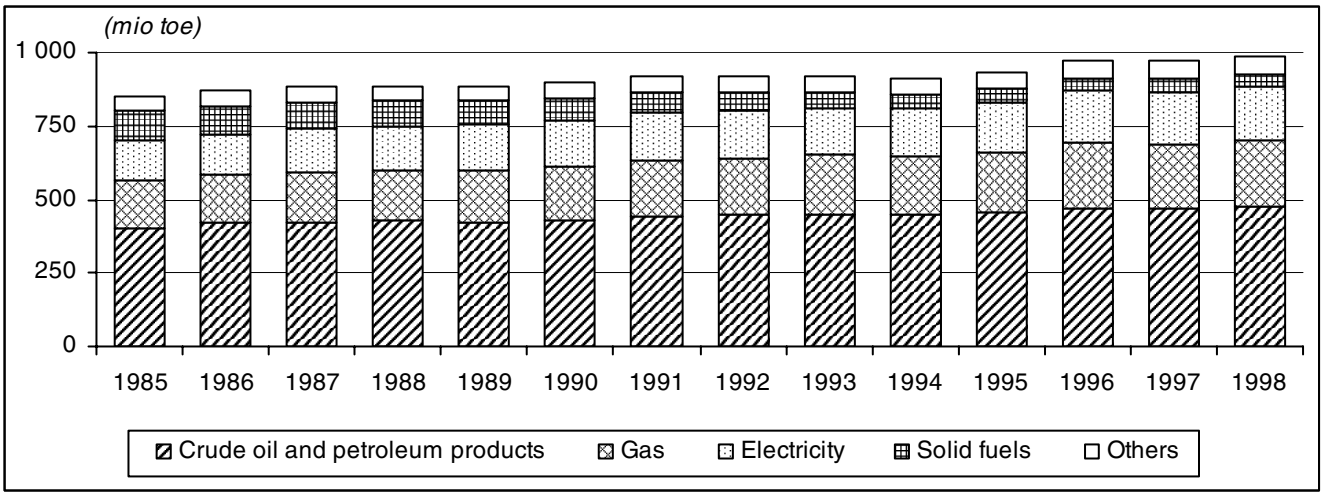


Figure 1.5: Total final energy consumption by energy sources – EU-15

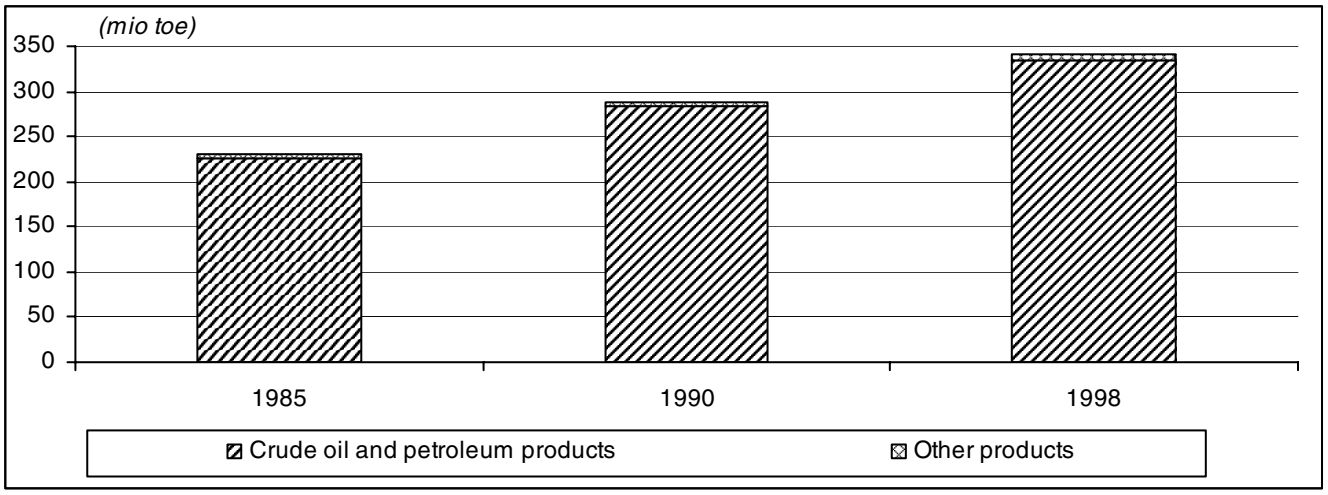


Figure 1.6: Energy consumption of transport by energy sources – EU-15

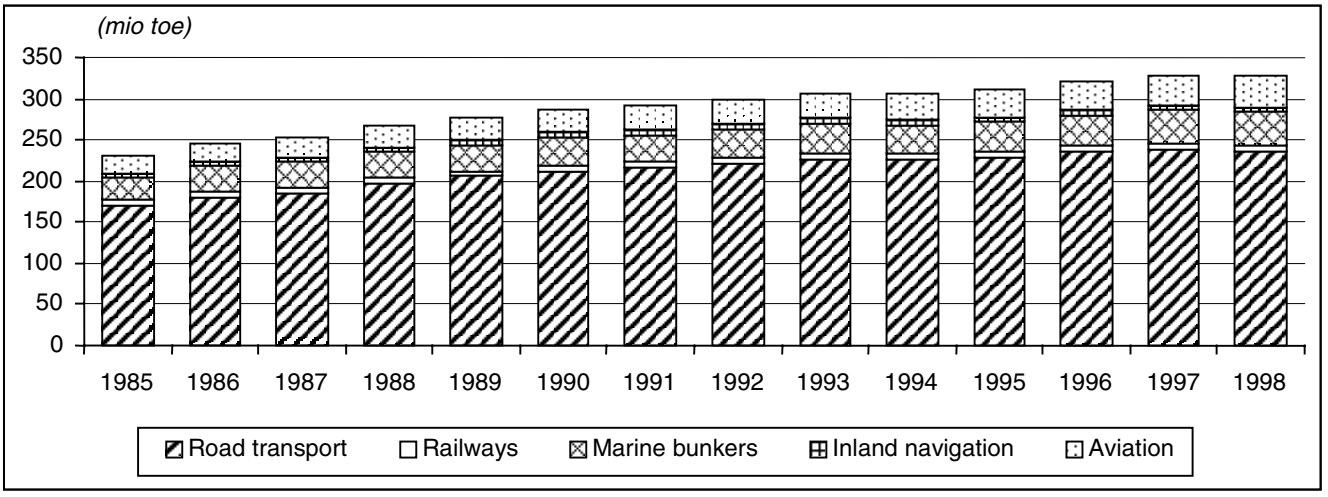


Figure 1.7: Final energy consumption of transport, all products by mode – EU-15

1.2 Emissions

1.2.1 Carbon dioxide emissions (EU inventory), 1990 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total CO_2 emissions																	
																	(mio t)
1990	3 320	2 542	114	53	1 015	85	226	388	32	430	13	161	62	43	59	55	584
1991	3 344	2 553	121	64	977	85	233	412	32	428	13	167	66	45	57	55	588
1992	3 267	2 493	122	58	927	87	242	403	33	426	13	165	60	49	52	56	574
1993	3 203	2 440	120	60	917	87	230	382	32	419	12	167	60	48	53	56	560
1994	3 217	2 448	124	63	904	88	242	378	34	415	12	168	62	49	59	58	559
1995	3 260	2 500	126	60	903	90	253	384	35	440	7	177	64	52	61	58	551
1996	3 336	2 537	130	74	924	92	241	397	36	436	7	185	66	50	66	63	570
1997	3 278	2 517	121	64	893	96	264	391	38	438	6	183	67	52	64	57	544
1998	3 327	2 564	122	60	886	100	273	413	40	458	5	181	67	54	64	57	546
Transport emissions																	
																	(mio t)
1990	692	531	21	11	162	15	58	121	5	96	3	29	14	11	12	19	117
1991	706	544	21	11	166	16	61	125	5	95	3	29	15	12	12	19	116
1992	730	565	22	11	172	16	65	128	6	99	3	30	15	13	12	19	118
1993	735	570	23	12	176	17	61	129	6	102	3	30	15	14	11	18	119
1994	742	576	22	11	173	17	66	129	6	104	4	31	16	14	11	19	119
1995	749	583	23	12	176	17	67	131	6	105	1	32	15	15	11	19	118
1996	767	595	23	12	177	17	72	132	7	108	1	34	15	15	11	20	123
1997	778	605	24	12	178	18	72	134	8	110	1	34	16	16	12	19	124
1998	798	622	25	12	181	20	78	138	9	110	1	35	17	16	12	21	123
Transport share																	
																	(%)
1990	20.9	20.9	18.0	20.3	16.0	17.8	25.7	31.3	15.7	22.3	21.8	17.7	21.8	26.4	20.3	33.6	20.0
1991	21.1	21.3	17.4	17.7	17.0	18.9	26.1	30.3	16.1	22.2	23.9	17.1	22.8	27.0	20.5	33.7	19.8
1992	22.3	22.7	18.5	19.5	18.5	19.0	26.7	31.8	17.1	23.3	26.0	18.1	25.0	26.8	22.1	34.0	20.5
1993	23.0	23.4	18.8	19.4	19.2	19.1	26.6	33.7	17.2	24.3	28.3	18.2	25.2	28.7	20.7	32.6	21.2
1994	23.1	23.5	17.9	17.9	19.1	18.9	27.1	34.3	17.1	25.0	30.7	18.3	26.2	29.0	19.3	32.0	21.3
1995	23.0	23.3	17.9	19.1	19.5	18.7	26.4	34.2	18.3	23.9	16.7	18.1	24.2	28.4	18.2	33.3	21.4
1996	23.0	23.5	17.6	16.0	19.1	18.8	29.8	33.2	19.8	24.8	17.5	18.3	23.3	31.0	16.6	30.9	21.5
1997	23.7	24.0	20.1	18.8	19.9	18.9	27.2	34.4	20.2	25.2	20.3	18.7	23.6	31.0	18.1	33.4	22.7
1998	24.0	24.3	20.2	20.7	20.4	19.6	28.7	33.4	21.9	24.0	24.5	19.1	25.2	30.0	19.2	37.1	22.5

Source: EEA

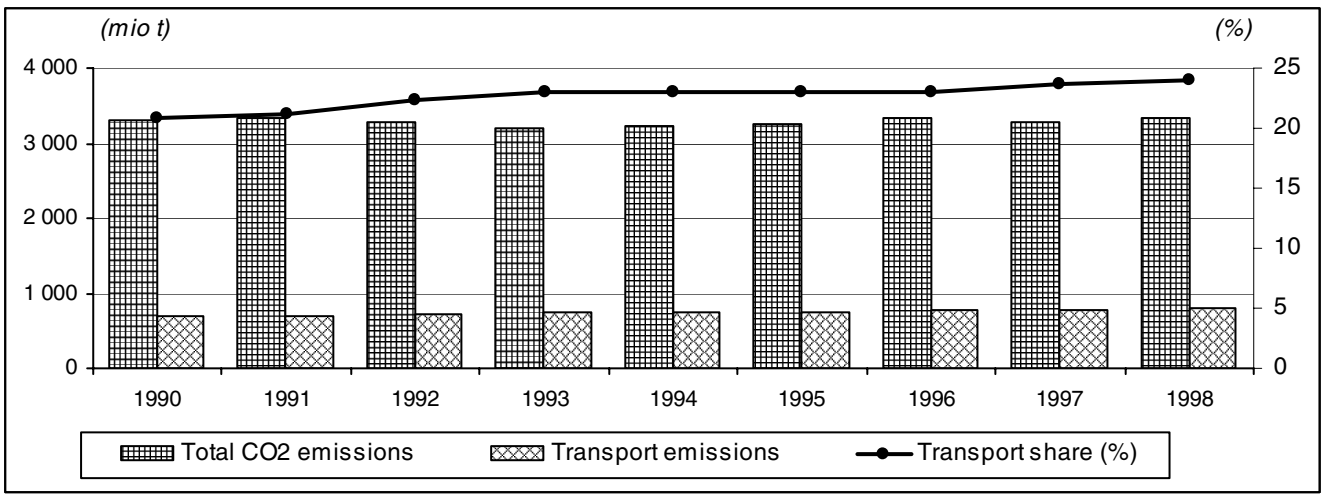


Figure 1.8: Carbon dioxide emissions (EU inventory) – EU-15

1.2.2 Emissions of nitrogen oxides (EU inventory), 1990 - 1998

(1 000 t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total NOx emissions																	
1990	13 302	9 521	339	269	2 708	326	1 156	1 875	118	1 938	23	580	193	306	284	398	2 788
1991	13 210	9 488	335	319	2 501	333	1 208	1 940	120	1 984	24	568	197	323	290	397	2 674
1992	12 890	9 306	342	274	2 311	333	1 239	1 877	130	2 008	24	556	187	347	284	390	2 587
1993	12 282	8 887	343	267	2 197	331	1 200	1 767	119	1 900	25	535	175	345	282	391	2 405
1994	11 888	8 591	343	274	2 042	343	1 212	1 736	115	1 791	23	510	182	354	282	379	2 302
1995	11 537	8 453	337	250	1 989	341	1 213	1 712	115	1 768	21	498	171	371	258	361	2 132
1996	11 332	8 330	315	288	1 918	358	1 192	1 693	120	1 756	22	501	170	375	268	302	2 054
1997	10 828	8 080	306	247	1 846	362	1 192	1 640	119	1 685	18	469	171	375	260	270	1 868
1998	10 621	7 999	300	231	1 780	382	1 192	1 650	122	1 685	17	457	170	375	252	255	1 753
Transport emissions																	
1990	8 115	5 893	161	156	1 544	191	713	1 438	52	1 141	11	353	111	194	175	321	1 554
1991	8 156	5 943	171	161	1 470	196	750	1 448	54	1 160	11	348	118	206	207	319	1 538
1992	8 108	5 966	179	159	1 415	195	782	1 429	58	1 228	12	342	112	218	191	316	1 472
1993	7 837	5 792	182	147	1 373	191	759	1 376	54	1 191	12	328	105	224	188	310	1 397
1994	7 626	5 650	183	151	1 293	197	756	1 348	52	1 156	11	321	115	234	181	305	1 323
1995	7 376	5 514	176	146	1 248	193	743	1 319	56	1 128	11	314	102	238	178	293	1 231
1996	7 163	5 397	154	135	1 168	203	755	1 280	60	1 139	11	302	101	252	176	231	1 196
1997	6 943	5 278	153	131	1 123	214	755	1 250	61	1 108	9	293	101	252	174	218	1 102
1998	6 741	5 177	150	134	1 076	234	755	1 209	64	1 108	8	285	102	252	167	203	993
Road transport emissions																	
1990	6 325	4 632	157	99	1 279	94	530	1 044	41	945	9	268	96	143	119	172	1 328
1991	6 376	4 699	167	102	1 226	98	555	1 053	44	973	10	263	102	154	152	165	1 313
1992	6 370	4 763	175	100	1 186	97	583	1 058	48	1 035	10	258	97	168	145	159	1 251
1993	6 126	4 609	178	91	1 140	96	564	1 029	43	991	11	242	94	176	141	150	1 181
1994	5 919	4 464	179	96	1 063	98	569	1 005	42	947	10	232	94	186	136	146	1 115
1995	5 670	4 324	172	83	1 029	100	557	954	46	917	10	225	87	194	132	135	1 028
1996	5 486	4 191	151	79	961	103	563	896	50	930	10	211	84	208	128	128	984
1997	5 224	4 027	150	76	909	104	563	840	50	901	8	192	84	208	123	118	899
1998	5 009	3 918	147	76	856	105	563	795	53	901	7	187	84	208	118	111	799
Other transport emissions																	
1990	1 790	1 261	4	57	265	97	183	394	11	196	1	85	15	51	56	149	226
1991	1 780	1 244	4	59	244	98	195	395	10	187	1	85	15	52	55	154	225
1992	1 738	1 203	4	59	229	98	199	371	11	193	1	84	15	50	46	157	222
1993	1 711	1 183	4	57	233	95	195	347	11	200	1	86	11	48	47	160	217
1994	1 707	1 186	4	56	230	99	187	343	10	208	1	89	20	48	46	159	207
1995	1 706	1 190	4	63	219	93	186	365	9	211	1	89	15	44	45	158	202
1996	1 677	1 206	3	56	207	100	192	384	10	209	1	91	17	44	49	103	212
1997	1 719	1 251	3	55	214	110	192	410	11	207	1	101	17	44	51	100	203
1998	1 731	1 258	3	57	220	129	192	415	12	207	1	98	18	44	49	92	195

Source: EEA

1.2.3 Transport share of emissions of nitrogen oxides (EU inventory), 1990 - 1998

(% of total national emissions)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport emissions																	
1990	61.0	61.9	47.5	57.8	57.0	58.6	61.7	76.7	44.0	58.9	45.9	61.0	57.4	63.4	61.6	80.7	55.7
1991	61.7	62.6	51.0	50.4	58.8	58.9	62.1	74.6	45.4	58.5	47.0	61.3	59.9	63.7	71.5	80.4	57.5
1992	62.9	64.1	52.3	58.0	61.2	58.6	63.1	76.1	44.6	61.1	48.0	61.6	59.9	62.9	67.2	81.0	56.9
1993	63.8	65.2	53.1	55.1	62.5	57.7	63.3	77.9	45.3	62.7	49.0	61.3	60.0	65.0	66.5	79.3	58.1
1994	64.1	65.8	53.4	55.3	63.3	57.4	62.4	77.6	44.9	64.5	49.3	63.0	63.0	65.9	64.3	80.6	57.5
1995	63.9	65.2	52.2	58.3	62.7	56.6	61.3	77.1	48.2	63.8	51.2	63.1	59.7	64.3	68.9	81.2	57.7
1996	63.2	64.8	48.9	47.0	60.9	56.7	63.3	75.6	50.0	64.9	50.9	60.2	59.3	67.2	65.6	76.5	58.3
1997	64.1	65.3	50.0	53.0	60.8	59.1	63.3	76.2	51.2	65.8	48.9	62.5	59.0	67.2	66.8	80.7	59.0
1998	63.5	64.7	50.0	57.9	60.4	61.3	63.3	73.3	52.8	65.8	49.1	62.5	59.8	67.2	66.2	79.7	56.7
Road transport emissions																	
1990	47.6	48.7	46.3	36.7	47.2	28.8	45.8	55.7	35.0	48.8	39.9	46.2	49.7	46.7	41.9	43.2	47.6
1991	48.3	49.5	49.9	31.9	49.0	29.4	45.9	54.3	36.7	49.0	41.4	46.3	52.1	47.7	52.5	41.6	49.1
1992	49.4	51.2	51.2	36.6	51.3	29.1	47.1	56.3	36.4	51.5	42.8	46.4	51.9	48.5	51.2	40.8	48.3
1993	49.9	51.9	51.9	33.9	51.9	29.0	47.0	58.3	36.4	52.2	44.2	45.2	53.4	51.0	49.9	38.4	49.1
1994	49.8	52.0	52.2	35.0	52.1	28.6	46.9	57.9	36.7	52.9	44.1	45.5	51.8	52.5	48.1	38.6	48.5
1995	49.1	51.2	51.0	33.0	51.7	29.3	45.9	55.8	40.2	51.9	46.0	45.2	50.8	52.3	51.3	37.4	48.2
1996	48.4	50.3	47.9	27.6	50.1	28.8	47.2	52.9	41.6	52.9	45.5	42.1	49.5	55.5	47.6	42.4	47.9
1997	48.2	49.8	49.0	30.7	49.2	28.7	47.2	51.2	42.1	53.5	42.8	41.0	48.9	55.5	47.4	43.7	48.1
1998	47.2	49.0	49.0	33.1	48.1	27.5	47.2	48.2	43.3	53.5	42.6	40.9	49.3	55.5	46.8	43.6	45.5
Other transport emissions																	
1990	13.5	13.2	1.2	21.2	9.8	29.8	15.8	21.0	9.1	10.1	6.0	14.7	7.7	16.7	19.6	37.4	8.1
1991	13.5	13.1	1.2	18.6	9.8	29.4	16.1	20.4	8.7	9.4	5.6	14.9	7.8	16.1	19.0	38.8	8.4
1992	13.5	12.9	1.2	21.4	9.9	29.4	16.1	19.8	8.1	9.6	5.2	15.2	8.1	14.5	16.0	40.3	8.6
1993	13.9	13.3	1.2	21.2	10.6	28.7	16.3	19.6	8.8	10.5	4.8	16.1	6.6	13.9	16.6	40.9	9.0
1994	14.4	13.8	1.2	20.3	11.3	28.9	15.4	19.8	8.2	11.6	5.3	17.5	11.2	13.4	16.2	42.0	9.0
1995	14.8	14.1	1.2	25.3	11.0	27.3	15.3	21.3	8.1	11.9	5.2	17.9	8.9	12.0	17.6	43.8	9.5
1996	14.8	14.5	1.0	19.4	10.8	27.9	16.1	22.7	8.4	11.9	5.4	18.1	9.8	11.7	18.1	34.1	10.3
1997	15.9	15.5	1.0	22.2	11.6	30.4	16.1	25.0	9.1	12.3	6.1	21.6	10.1	11.7	19.5	37.0	10.9
1998	16.3	15.7	1.0	24.8	12.4	33.8	16.1	25.1	9.4	12.3	6.5	21.5	10.5	11.7	19.4	36.1	11.1

Source: EEA

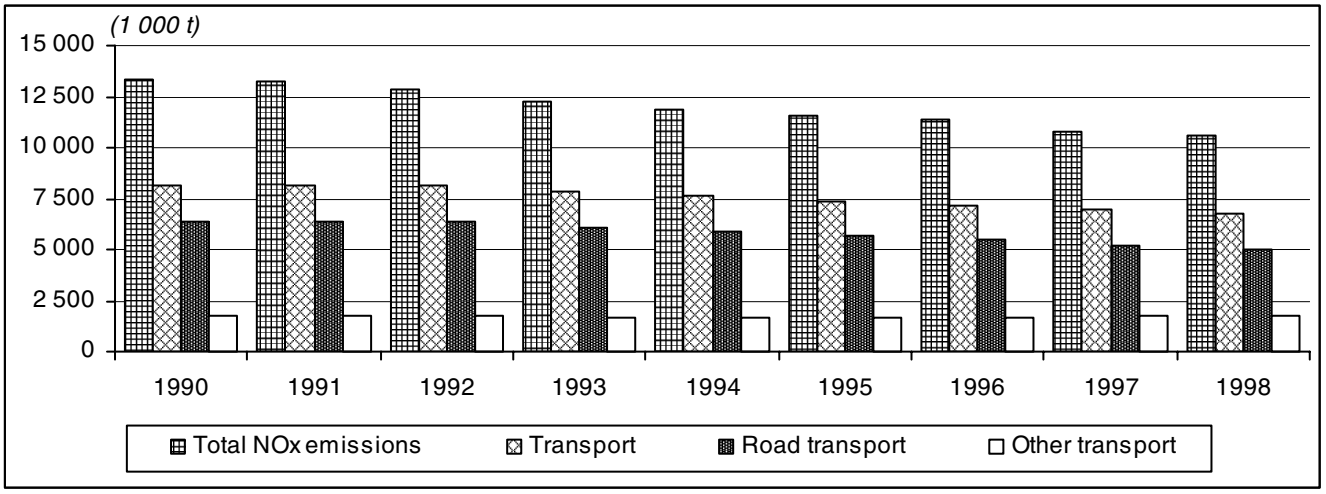


Figure 1.9: NO_X emissions (EU inventory) – EU-15

1.2.4 Emissions of non-methane volatile organic compounds (NMVOC), (EU inventory), 1990 - 1998

(1 000 t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
								Total NMVOC emissions									
1990	15 149	11 673	343	165	3 224	333	1 880	2 535	110	2 192	19	502	344	315	209	533	2 445
1991	14 583	11 173	301	168	2 798	339	1 872	2 518	111	2 283	18	426	313	328	205	516	2 387
1992	14 143	10 852	302	166	2 540	340	1 840	2 442	114	2 338	17	437	280	342	200	501	2 284
1993	13 515	10 344	300	152	2 327	350	1 720	2 336	108	2 322	16	405	268	348	195	489	2 179
1994	13 279	10 164	295	161	2 159	359	1 802	2 232	107	2 349	18	389	258	365	190	460	2 135
1995	12 820	9 826	284	161	1 979	362	1 738	2 161	104	2 367	16	365	259	367	185	448	2 023
1996	12 253	9 333	265	136	1 861	378	1 707	2 101	110	2 113	17	362	250	376	173	446	1 959
1997	11 915	9 120	270	136	1 778	385	1 707	2 033	114	2 091	15	316	246	376	174	421	1 853
1998	11 684	8 952	268	129	1 705	398	1 707	1 964	115	2 091	13	302	238	376	174	424	1 780
								Transport emissions									
1990	6 552	5 102	127	108	1 534	165	418	1 335	64	1 121	11	203	99	103	86	200	977
1991	6 284	4 815	113	110	1 208	170	440	1 319	65	1 185	10	171	101	113	91	226	962
1992	6 112	4 723	118	109	1 036	175	473	1 292	69	1 245	9	174	88	125	95	186	919
1993	5 752	4 444	117	95	888	188	433	1 230	64	1 233	8	164	77	131	99	165	860
1994	5 529	4 250	117	98	744	193	437	1 156	63	1 260	10	158	72	135	97	182	806
1995	5 273	4 065	108	87	671	196	392	1 083	61	1 291	10	152	64	139	94	183	742
1996	4 987	3 844	87	73	595	207	409	1 005	66	1 236	10	146	57	146	87	169	694
1997	4 730	3 665	85	70	520	212	409	943	68	1 221	8	127	51	146	87	153	630
1998	4 540	3 531	82	66	462	220	409	880	68	1 221	8	122	47	146	87	148	575
								Road transport emissions									
1990	5 987	4 653	123	95	1 459	149	389	1 200	62	954	10	191	95	97	73	163	927
1991	5 710	4 358	110	97	1 144	154	408	1 183	63	1 002	9	160	96	107	77	189	911
1992	5 542	4 271	114	96	978	158	441	1 163	67	1 057	8	162	84	118	80	149	867
1993	5 220	4 030	113	82	830	171	403	1 109	62	1 071	7	152	74	125	84	128	809
1994	4 987	3 825	113	85	687	176	409	1 037	61	1 086	9	146	66	129	82	145	757
1995	4 731	3 642	107	68	617	179	364	960	59	1 115	9	140	59	133	80	147	694
1996	4 434	3 406	86	61	545	189	380	877	64	1 051	9	134	52	140	68	134	645
1997	4 181	3 228	84	58	468	193	380	811	66	1 045	7	114	47	140	68	119	582
1998	3 978	3 092	81	52	409	200	380	746	66	1 045	7	109	42	140	68	107	527
								Other transport emissions									
1990	566	449	4	13	75	16	29	135	2	167	1	12	5	6	13	37	50
1991	574	457	3	13	64	16	32	136	2	183	1	11	5	6	14	37	51
1992	571	452	4	13	58	17	32	129	2	188	1	12	5	7	14	37	52
1993	532	414	4	13	58	17	30	121	2	161	1	12	4	6	15	37	51
1994	542	425	4	14	57	17	28	119	2	175	1	12	6	6	15	37	50
1995	543	422	1	19	54	17	28	124	2	175	1	12	4	6	14	36	48
1996	553	438	1	12	50	18	29	128	2	185	1	12	5	6	19	35	49
1997	550	437	1	12	52	19	29	132	2	176	1	13	5	6	19	34	48
1998	562	439	1	14	53	20	29	134	2	176	1	13	5	6	19	41	48

Source: EEA

1.2.5 Transport share of emissions of non-methane volatile organic compounds (NMVOC), (EU inventory), 1990 - 1998

(% of total national emissions)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport emissions																	
1990	43.3	43.7	37.0	65.7	47.6	49.5	22.2	52.7	58.6	51.1	59.3	40.4	28.9	32.8	41.3	37.5	39.9
1991	43.1	43.1	37.5	65.8	43.2	50.1	23.5	52.4	58.2	51.9	56.0	40.1	32.1	34.6	44.3	43.8	40.3
1992	43.2	43.5	39.1	65.8	40.8	51.5	25.7	52.9	60.1	53.2	52.4	39.8	31.5	36.4	47.4	37.1	40.2
1993	42.6	43.0	39.0	62.5	38.2	53.7	25.2	52.7	58.9	53.1	48.3	40.5	28.9	37.8	50.7	33.7	39.5
1994	41.6	41.8	39.7	60.9	34.5	53.8	24.3	51.8	58.7	53.7	56.7	40.7	27.9	37.1	50.8	39.6	37.8
1995	41.1	41.4	38.0	54.3	33.9	54.1	22.6	50.1	58.1	54.5	58.3	41.7	24.6	38.0	50.8	40.8	36.7
1996	40.7	41.2	32.8	53.5	32.0	54.8	24.0	47.8	60.1	58.5	57.6	40.4	22.8	39.0	50.1	37.9	35.4
1997	39.7	40.2	31.5	51.5	29.2	55.1	24.0	46.4	59.6	58.4	54.3	40.2	20.9	39.0	50.0	36.3	34.0
1998	38.9	39.4	30.6	50.9	27.1	55.3	24.0	44.8	59.2	58.4	56.4	40.3	19.9	39.0	50.0	34.9	32.3
Road transport emissions																	
1990	39.5	39.9	35.9	57.6	45.3	44.7	20.7	47.3	56.6	43.5	54.0	38.1	27.6	30.8	34.9	30.6	37.9
1991	39.2	39.0	36.5	57.9	40.9	45.4	21.8	47.0	56.3	43.9	50.4	37.5	30.7	32.6	37.5	36.6	38.2
1992	39.2	39.4	37.7	57.9	38.5	46.5	24.0	47.6	58.3	45.2	46.5	37.1	29.9	34.5	40.2	29.7	38.0
1993	38.6	39.0	37.7	53.8	35.7	48.9	23.4	47.5	57.1	46.1	42.1	37.6	27.6	36.0	43.0	26.2	37.1
1994	37.6	37.6	38.3	52.4	31.8	49.0	22.7	46.5	56.9	46.2	51.1	37.5	25.7	35.4	43.1	31.5	35.4
1995	36.9	37.1	37.7	42.3	31.2	49.4	20.9	44.4	56.2	47.1	52.1	38.4	22.9	36.2	43.2	32.8	34.3
1996	36.2	36.5	32.5	44.7	29.3	50.0	22.3	41.7	58.3	49.7	52.1	37.1	20.9	37.3	39.4	30.0	32.9
1997	35.1	35.4	31.1	42.7	26.3	50.1	22.3	39.9	57.7	50.0	48.3	36.0	18.9	37.3	39.1	28.3	31.4
1998	34.0	34.5	30.2	40.4	24.0	50.3	22.3	38.0	57.2	50.0	48.9	36.1	17.8	37.3	39.1	25.2	29.6
Other transport emissions																	
1990	3.7	3.9	1.2	8.1	2.3	4.8	1.5	5.3	2.0	7.6	5.3	2.4	1.3	2.0	6.4	6.9	2.0
1991	3.9	4.1	1.0	7.9	2.3	4.7	1.7	5.4	1.9	8.0	5.6	2.6	1.5	2.0	6.8	7.2	2.1
1992	4.0	4.2	1.3	7.9	2.3	5.0	1.7	5.3	1.8	8.0	5.9	2.8	1.6	1.9	7.2	7.4	2.3
1993	3.9	4.0	1.3	8.7	2.5	4.9	1.7	5.2	1.9	6.9	6.2	3.0	1.3	1.8	7.6	7.6	2.3
1994	4.1	4.2	1.4	8.5	2.6	4.7	1.6	5.3	1.8	7.4	5.6	3.2	2.2	1.7	7.7	8.0	2.3
1995	4.2	4.3	0.4	12.0	2.7	4.7	1.6	5.7	1.8	7.4	6.1	3.3	1.7	1.7	7.7	8.0	2.4
1996	4.5	4.7	0.4	8.7	2.7	4.8	1.7	6.1	1.8	8.8	5.5	3.4	1.9	1.7	10.7	7.8	2.5
1997	4.6	4.8	0.4	8.8	2.9	4.9	1.7	6.5	1.9	8.4	6.0	4.2	1.9	1.7	10.9	8.1	2.6
1998	4.8	4.9	0.4	10.5	3.1	5.0	1.7	6.8	2.0	8.4	7.5	4.2	2.0	1.7	10.9	9.7	2.7

Source: EEA

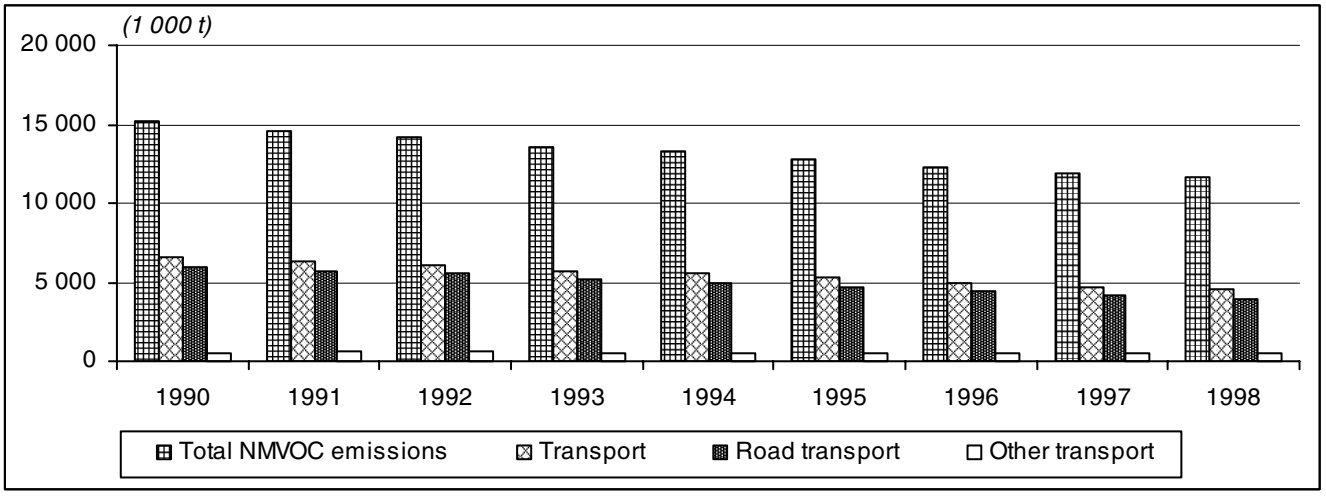


Figure 1.10: NMVOC emissions (EU inventory) – EU-15

1.2.6 Emissions of oxides of sulphur, (EU inventory), 1990 - 1998

(1 000 t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
								Total SO_2 emissions									
1990	16 314	11 760	371	180	5 322	506	2 048	1 268	186	1 653	15	203	91	343	260	132	3 736
1991	14 730	10 273	333	242	3 996	550	2 049	1 379	180	1 539	15	173	82	333	194	113	3 552
1992	13 528	9 220	318	189	3 307	555	2 041	1 200	172	1 395	15	172	63	397	140	102	3 462
1993	12 351	8 395	296	157	2 945	551	1 920	1 040	161	1 333	15	164	60	340	122	103	3 144
1994	11 153	7 684	253	156	2 473	526	1 875	985	175	1 272	13	146	57	321	114	98	2 689
1995	10 292	7 142	246	150	2 094	551	1 722	925	161	1 322	9	147	56	365	95	93	2 356
1996	8 854	6 026	240	186	1 477	542	1 497	905	147	1 123	8	135	55	334	105	83	2 017
1997	7 969	5 634	221	109	1 359	528	1 497	764	166	1 021	6	118	49	334	99	52	1 647
1998	7 893	5 608	199	77	1 292	541	1 497	837	176	1 021	4	113	46	334	90	52	1 615
								Transport emissions									
1990	805	587	16	21	112	50	94	167	8	124	1	29	6	20	11	37	110
1991	762	553	16	22	75	52	99	172	7	121	1	28	7	21	6	27	108
1992	739	538	16	19	78	47	102	176	7	93	1	31	7	21	6	25	110
1993	747	559	17	14	81	43	104	177	7	108	1	31	7	21	5	25	107
1994	764	578	20	13	82	40	109	172	7	123	1	31	9	21	3	25	109
1995	684	517	19	12	81	36	90	133	8	124	1	31	8	20	3	24	95
1996	539	404	14	9	44	36	87	116	8	78	1	28	3	22	2	9	82
1997	401	287	7	8	34	35	87	65	9	36	1	23	3	22	2	2	70
1998	409	288	7	7	35	52	87	65	10	36	1	22	4	22	1	2	61
								Road transport emissions									
1990	532	437	16	6	85	17	54	142	5	103	0	13	5	10	4	8	63
1991	509	422	16	7	62	19	57	147	4	102	0	13	5	10	5	4	58
1992	499	408	16	7	66	19	60	152	5	73	0	15	6	11	5	3	62
1993	511	429	17	2	69	19	60	154	5	88	1	14	6	12	4	3	59
1994	525	445	19	2	70	12	63	151	5	102	1	14	7	12	2	3	63
1995	461	397	18	2	70	9	49	117	5	102	1	14	7	13	2	2	51
1996	349	299	13	2	38	10	51	100	6	61	1	11	3	14	1	1	37
1997	227	192	6	2	29	5	51	48	7	29	0	4	3	14	0	1	28
1998	224	194	6	2	30	5	51	48	8	29	1	4	3	14	0	1	23
								Other transport emissions									
1990	274	150	0	15	27	33	40	25	2	21	0	16	2	10	7	29	47
1991	252	131	0	16	13	33	42	25	2	19	0	15	2	10	1	23	50
1992	240	130	0	12	12	28	42	24	2	20	0	16	2	10	1	22	49
1993	236	130	0	12	12	24	44	23	2	21	0	16	1	9	1	22	48
1994	239	133	1	11	12	28	46	21	2	21	0	17	2	8	1	22	46
1995	223	120	1	11	11	27	41	16	2	22	0	17	2	7	1	22	44
1996	190	105	1	7	6	26	36	16	2	18	0	17	1	8	1	8	44
1997	174	95	1	6	5	30	36	16	2	7	0	18	1	8	1	1	42
1998	185	95	1	5	5	47	36	17	2	7	0	17	1	8	1	1	38

Source: EEA

1.2.7 Transport share of oxides of sulphur, (EU inventory), 1990 - 1998

(% of total national emissions)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport emissions																	
1990	4.9	5.0	4.3	11.6	2.1	9.9	4.6	13.2	4.0	7.5	3.4	14.4	7.0	5.8	4.2	28.0	2.9
1991	5.2	5.4	4.8	9.3	1.9	9.5	4.8	12.5	3.7	7.9	3.6	16.2	8.6	6.2	3.3	23.9	3.0
1992	5.5	5.8	5.0	9.9	2.4	8.5	5.0	14.7	4.1	6.7	3.8	17.9	11.6	5.2	4.3	24.5	3.2
1993	6.1	6.7	5.7	8.7	2.8	7.8	5.4	17.0	4.5	8.1	4.0	18.6	12.1	6.1	4.4	24.3	3.4
1994	6.9	7.5	7.9	8.0	3.3	7.6	5.8	17.4	4.2	9.7	5.5	21.4	15.4	6.4	3.0	25.0	4.1
1995	6.6	7.2	7.7	8.2	3.9	6.5	5.2	14.4	4.7	9.4	8.1	21.1	14.6	5.5	2.9	25.8	4.0
1996	6.1	6.7	5.8	4.6	3.0	6.6	5.8	12.9	5.6	7.0	7.7	20.7	5.9	6.5	2.2	10.8	4.0
1997	5.0	5.1	3.2	7.2	2.5	6.6	5.8	8.4	5.4	3.5	8.9	19.3	6.8	6.5	1.5	3.7	4.2
1998	5.2	5.1	3.5	8.8	2.7	9.6	5.8	7.7	5.7	3.5	16.7	19.3	7.8	6.5	1.6	3.3	3.7
Road transport emissions																	
1990	3.3	3.7	4.3	3.6	1.6	3.4	2.6	11.2	2.8	6.2	2.7	6.5	5.2	2.8	1.5	6.1	1.7
1991	3.5	4.1	4.8	2.7	1.6	3.5	2.8	10.6	2.4	6.6	2.9	7.5	6.6	3.1	2.5	3.5	1.6
1992	3.7	4.4	5.0	3.5	2.0	3.4	2.9	12.7	2.8	5.3	3.1	8.4	9.0	2.8	3.3	2.9	1.8
1993	4.1	5.1	5.7	1.0	2.3	3.4	3.1	14.8	3.0	6.6	3.3	8.7	9.9	3.4	3.2	2.9	1.9
1994	4.7	5.8	7.5	1.1	2.8	2.3	3.4	15.3	2.9	8.0	4.7	9.8	11.7	3.8	1.9	2.6	2.3
1995	4.5	5.6	7.3	1.1	3.3	1.6	2.8	12.6	3.3	7.7	7.0	9.6	11.8	3.5	1.9	2.2	2.2
1996	3.9	5.0	5.4	1.0	2.6	1.8	3.4	11.1	4.2	5.4	6.4	8.2	4.6	4.2	1.1	1.2	1.9
1997	2.9	3.4	2.7	1.7	2.1	0.9	3.4	6.3	4.1	2.8	7.1	3.8	5.5	4.2	0.4	1.9	1.7
1998	2.8	3.5	3.0	2.6	2.3	0.9	3.4	5.8	4.4	2.8	13.9	3.8	6.3	4.2	0.3	1.9	1.4
Other transport emissions																	
1990	1.7	1.3	0.0	8.1	0.5	6.5	2.0	2.0	1.2	1.3	0.7	8.0	1.7	3.0	2.7	22.0	1.3
1991	1.7	1.3	0.0	6.5	0.3	6.0	2.0	1.8	1.2	1.3	0.7	8.7	2.0	3.1	0.8	20.4	1.4
1992	1.8	1.4	0.0	6.4	0.4	5.0	2.1	2.0	1.3	1.4	0.7	9.5	2.6	2.5	0.9	21.6	1.4
1993	1.9	1.6	0.0	7.7	0.4	4.4	2.3	2.2	1.4	1.5	0.7	9.9	2.2	2.7	1.2	21.4	1.5
1994	2.1	1.7	0.4	6.9	0.5	5.3	2.5	2.2	1.4	1.7	0.8	11.5	3.7	2.6	1.1	22.4	1.7
1995	2.2	1.7	0.4	7.1	0.5	4.9	2.4	1.8	1.3	1.6	1.2	11.5	2.8	2.0	1.1	23.7	1.9
1996	2.1	1.7	0.4	3.7	0.4	4.8	2.4	1.8	1.4	1.6	1.3	12.5	1.3	2.3	1.0	9.6	2.2
1997	2.2	1.7	0.5	5.4	0.4	5.7	2.4	2.1	1.3	0.7	1.8	15.5	1.4	2.3	1.1	1.7	2.5
1998	2.3	1.7	0.5	6.2	0.4	8.7	2.4	2.0	1.3	0.7	2.8	15.4	1.6	2.3	1.2	1.3	2.4

Source: EEA

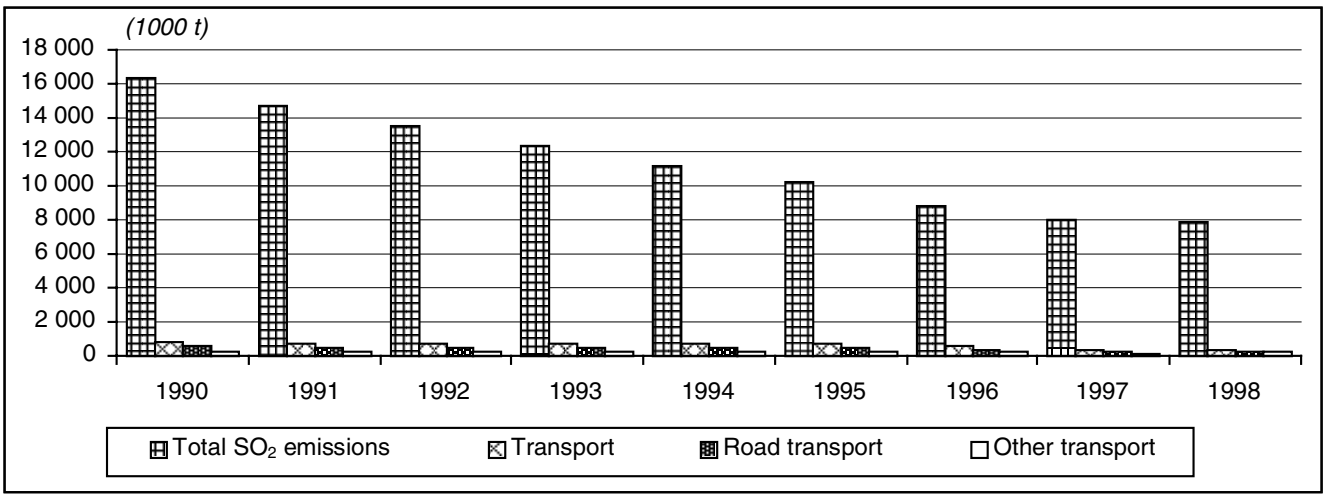


Figure 1.11: Emissions of oxides of sulphur (EU inventory) – EU-15

1.2.8 Carbon dioxide emissions (Eurostat estimates), 1985 - 1998

(mio t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total inland emissions of CO_2 (not including marine bunkers)																	
1985	2 988	2 268	99	61	991	57	178	360	26	339	10	141	51	25	47	58	545
1986	3 016	2 278	99	60	999	57	177	351	28	343	10	146	52	28	47	59	561
1987	3 047	2 304	100	60	992	62	178	348	29	366	9	149	53	29	51	58	563
1988	3 031	2 289	102	56	977	66	183	340	29	369	10	149	51	30	50	55	564
1989	3 058	2 325	104	51	956	70	198	356	29	386	10	148	51	38	50	53	559
1990	3 078	2 336	105	53	943	71	204	354	30	391	11	153	55	39	52	51	568
1991	3 113	2 352	110	62	918	71	216	369	30	390	11	157	59	41	51	50	577
1992	3 065	2 315	110	57	877	73	225	363	31	389	11	158	54	45	52	51	569
1993	3 013	2 282	107	59	870	73	211	348	31	386	11	164	54	44	55	51	547
1994	2 997	2 267	111	63	857	76	221	335	32	382	11	161	54	44	59	54	538
1995	3 045	2 321	111	60	863	78	226	346	33	405	9	167	57	48	56	54	532
1996	3 128	2 361	117	74	870	82	224	363	35	401	9	178	59	46	60	58	552
1997	3 055	2 327	116	64	828	83	242	359	36	402	8	169	60	48	59	52	529
1998	3 112	2 368	119	60	829	86	247	381	38	411	8	169	60	52	55	53	545
Transport emissions (not including marine bunkers)																	
1985	588	441	18	11	139	14	44	97	5	81	2	25	13	8	10	18	104
1986	620	465	19	11	146	14	47	102	5	86	2	27	13	8	10	20	111
1987	641	480	20	12	152	14	50	105	5	86	2	27	13	9	11	20	114
1988	682	512	22	12	157	15	59	112	5	91	2	28	14	10	12	21	122
1989	713	533	22	13	161	16	63	117	6	95	2	29	15	10	12	22	130
1990	739	555	23	13	170	17	66	122	6	97	3	30	15	11	13	21	132
1991	748	567	23	13	171	18	71	121	6	100	4	31	17	12	12	20	130
1992	772	587	24	13	177	18	73	124	6	104	4	33	17	13	12	21	133
1993	790	601	25	13	182	19	72	130	6	106	4	34	17	13	12	21	136
1994	793	602	25	14	179	19	75	127	7	106	4	34	17	14	12	22	137
1995	803	612	25	14	182	19	77	129	6	109	4	36	18	14	12	22	137
1996	826	629	26	14	181	19	82	134	8	110	4	38	18	15	12	22	142
1997	842	642	27	14	184	20	83	137	9	112	4	39	18	16	12	22	144
1998	872	669	28	14	187	22	90	143	10	118	5	40	18	17	13	22	146
Emissions due to marine bunker fuels																	
1985	89	75	7	1	11	4	8	8	0	11	–	27	–	1	1	2	7
1986	102	87	9	1	14	5	11	8	0	11	–	31	–	2	2	2	7
1987	100	84	10	2	11	6	12	7	0	10	–	30	–	2	2	3	6
1988	101	84	12	3	9	7	10	7	0	10	–	33	–	1	2	2	6
1989	101	82	12	3	8	7	10	7	0	9	–	33	–	2	2	2	7
1990	108	87	13	3	8	8	12	8	0	8	–	34	–	2	2	2	8
1991	108	87	13	3	7	7	12	8	0	8	–	35	–	2	2	2	8
1992	108	86	13	3	6	8	12	8	0	8	–	36	–	2	2	3	8
1993	111	87	14	4	7	10	11	8	0	8	–	37	–	2	2	3	8
1994	107	82	13	5	6	10	10	7	0	7	–	35	–	2	1	3	7
1995	110	83	12	5	6	11	10	8	0	8	–	36	–	2	1	3	8
1996	117	91	14	5	6	10	15	9	0	7	–	36	–	2	1	3	8
1997	127	99	16	5	7	10	18	9	0	8	–	38	–	2	1	4	9
1998	132	102	17	4	6	11	19	9	0	8	0	39	0	1	2	5	9

Source: Eurostat (New Cronos)

1.2.8 Carbon dioxide emissions (Eurostat estimates), 1985 - 1998 (continued)

(mio t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Road transport emissions																	
1985	501	384	15	8	120	9	35	86	4	74	2	22	12	6	9	16	84
1986	527	403	17	8	126	10	36	91	4	79	2	20	12	7	9	17	89
1987	546	417	17	8	132	10	38	94	3	80	2	21	12	7	10	17	93
1988	582	446	19	8	137	10	47	100	4	84	2	22	13	8	10	18	99
1989	606	463	20	9	140	11	50	104	4	88	2	23	14	8	11	19	104
1990	627	482	19	9	148	11	53	107	5	90	3	24	14	9	11	18	106
1991	635	490	19	9	151	12	55	106	5	91	3	24	16	10	10	18	106
1992	656	509	20	10	157	13	59	108	5	96	3	25	16	11	10	18	107
1993	670	521	21	10	160	13	58	114	5	98	3	25	16	11	10	18	108
1994	670	519	21	10	157	13	60	111	5	98	3	26	16	12	11	19	109
1995	678	527	21	10	160	13	61	112	5	100	3	26	16	12	10	19	108
1996	694	539	22	11	159	14	65	116	6	100	3	28	16	13	10	19	112
1997	707	549	22	11	162	14	65	119	7	102	4	28	16	13	11	19	114
1998	729	571	22	11	165	15	72	123	8	108	4	28	16	15	11	19	113
Railways emissions																	
1985	11.1	8.1	0.3	0.4	4.2	0.2	0.6	1.5	0.1	0.6	0.0	–	0.3	0.2	0.2	0.3	2.3
1986	10.8	7.7	0.4	0.4	3.9	0.2	0.6	1.4	0.1	0.7	0.0	–	0.3	0.2	0.2	0.2	2.3
1987	10.6	7.8	0.2	0.3	3.7	0.2	0.6	1.4	0.6	0.6	0.0	–	0.3	0.2	0.2	0.2	2.2
1988	9.8	7.0	0.2	0.3	3.3	0.2	0.6	1.3	0.1	0.6	0.0	–	0.3	0.2	0.2	0.2	2.2
1989	9.4	6.7	0.2	0.3	3.2	0.2	0.6	1.3	0.1	0.6	–	–	0.3	0.2	0.2	0.2	2.0
1990	8.9	6.4	0.2	0.3	2.9	0.2	0.7	1.2	0.1	0.6	–	–	0.3	0.2	0.2	0.1	1.9
1991	8.8	6.3	0.3	0.3	2.6	0.1	0.7	1.3	0.1	0.6	0.0	–	0.3	0.2	0.2	0.1	2.0
1992	8.8	6.2	0.2	0.3	2.5	0.2	0.7	1.3	0.1	0.6	0.0	–	0.3	0.2	0.2	0.1	2.0
1993	8.8	6.3	0.3	0.3	2.5	0.1	0.7	1.4	0.2	0.6	0.0	–	0.3	0.2	0.2	0.1	1.9
1994	8.3	5.8	0.2	0.3	2.4	0.2	0.8	1.0	0.2	0.6	0.0	–	0.3	0.2	0.2	0.1	1.9
1995	8.4	6.0	0.2	0.3	2.3	0.1	0.9	1.2	0.1	0.6	0.0	–	0.3	0.2	0.2	0.1	1.9
1996	8.4	6.1	0.2	0.3	2.3	0.1	1.1	1.0	0.2	0.5	0.0	–	0.4	0.2	0.2	0.1	1.8
1997	8.4	6.4	0.2	0.3	2.1	0.1	1.2	1.3	0.3	0.6	0.0	–	0.3	0.2	0.2	0.1	1.5
1998	8.4	6.5	0.2	0.2	1.9	0.1	1.4	1.4	0.3	0.6	0.0	–	0.3	0.1	0.2	0.0	1.5
Inland navigation emissions																	
1985	13.3	8.0	0.7	0.4	2.2	1.2	2.7	0.8	0.0	1.1	–	0.0	–	0.2	0.3	0.6	3.1
1986	16.9	12.1	0.6	0.5	2.2	1.0	4.7	0.8	–	1.1	–	2.3	–	0.2	0.3	0.6	2.8
1987	15.5	11.5	0.5	1.1	1.9	1.0	4.9	0.8	0.0	1.1	–	1.7	–	0.1	0.3	0.7	1.3
1988	15.4	11.0	0.4	1.0	1.8	1.4	4.7	0.8	0.0	1.1	–	1.7	–	0.2	0.3	0.7	1.3
1989	18.7	11.5	0.3	1.3	1.9	1.6	5.2	0.9	0.0	1.2	–	1.6	–	0.1	0.3	0.5	3.9
1990	20.6	12.9	0.4	1.5	2.0	1.8	5.1	2.2	0.0	1.2	–	1.7	–	0.1	0.2	0.4	3.9
1991	21.1	13.9	0.6	1.4	2.0	1.8	5.4	2.3	0.1	1.2	–	1.9	–	0.1	0.2	0.3	3.7
1992	22.0	14.6	1.4	1.3	2.2	1.9	5.6	1.9	0.1	1.2	–	2.0	–	0.1	0.2	0.3	3.9
1993	21.3	14.8	1.0	0.6	2.2	1.7	5.7	2.1	0.1	1.2	–	2.1	–	0.1	0.2	0.2	3.9
1994	21.5	15.3	1.0	0.6	2.2	1.8	6.0	2.2	0.1	1.3	–	2.1	–	0.2	0.3	0.2	3.6
1995	20.6	14.4	0.8	0.7	1.7	1.7	5.8	2.2	0.1	1.3	–	2.1	–	0.1	0.3	0.3	3.5
1996	21.1	15.1	1.3	0.6	1.6	1.5	6.2	2.2	0.1	1.3	–	2.0	–	0.1	0.3	0.2	3.7
1997	20.1	13.9	1.2	0.5	1.2	1.8	5.3	2.2	0.1	1.3	–	2.1	–	0.1	0.2	0.3	3.6
1998	19.6	12.7	0.9	0.4	1.1	2.7	5.2	2.3	0.1	0.7	0.0	2	0.0	0.1	0.3	0.4	3.4
Aviation emissions																	
1985	62.5	40.3	1.6	1.7	12.3	3.5	5.8	8.0	0.6	5.2	0.2	3.7	0.7	1.4	0.8	1.6	15.3
1986	65.4	41.8	1.7	1.8	13.2	3.1	5.3	8.5	0.9	5.1	0.2	3.9	0.6	1.4	0.8	2.0	16.8
1987	68.9	43.8	1.7	2.1	13.9	3.2	6.1	9.1	0.9	4.4	0.3	4.3	0.7	1.5	0.9	2.1	17.8
1988	75.4	48.8	2.0	2.1	15.0	3.3	7.2	10.3	1.1	4.9	0.3	4.5	0.9	1.6	1.1	2.3	19.0
1989	79.5	51.5	2.2	2.2	16.2	3.1	7.1	11.0	1.1	5.3	0.3	4.6	1.0	1.6	1.2	2.5	20.1
1990	82.4	54.2	2.8	2.1	16.7	3.8	7.3	11.5	1.1	5.6	0.4	4.8	1.0	1.7	1.4	2.3	20.1
1991	82.6	56.0	2.7	2.0	15.3	3.4	9.6	11.3	1.0	6.4	0.4	5.1	1.1	1.8	1.3	2.3	18.9
1992	85.4	57.0	2.7	1.9	15.8	3.6	8.2	12.7	0.8	6.4	0.4	5.9	1.2	1.8	1.2	2.4	20.4
1993	89.1	58.4	2.7	2.1	16.5	4.3	8.0	13.0	0.7	6.6	0.4	6.4	1.2	1.7	1.1	2.5	21.7
1994	92.8	61.7	2.7	2.3	17.7	4.0	8.5	13.5	1.2	6.8	0.5	6.7	1.2	1.8	1.2	2.5	22.3
1995	96.5	64.7	2.8	2.3	17.7	3.7	9.2	14.0	1.1	7.2	0.6	7.7	1.4	1.8	1.2	2.5	23.2
1996	101.9	68.7	3.2	2.5	18.1	3.6	10.0	14.9	1.2	7.8	0.6	8.2	1.5	1.9	1.3	2.5	24.4
1997	106.9	72.8	4.0	2.4	19.0	3.5	10.8	15.3	1.3	8.1	0.7	8.9	1.6	1.8	1.4	2.6	25.5
1998	115.3	78.7	4.7	2.5	19.7	3.6	11.8	16.3	1.3	9.4	0.8	10	1.6	1.9	1.4	2.6	28.0

Source: Eurostat (New Cronos)

1.2.9 Transport share of carbon dioxide emissions (Eurostat estimates), 1985 - 1998

(% of total national emissions)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport emissions																	
1985	19.7	19.4	18.1	17.6	14.0	24.5	24.8	26.9	19.1	23.8	17.5	18.1	25.0	31.3	21.0	31.4	19.1
1990	24.0	23.8	21.6	25.3	18.0	24.2	32.2	34.5	19.6	24.9	28.0	19.6	27.8	28.2	24.2	40.7	23.3
1991	24.0	24.1	20.9	21.0	18.6	24.9	33.0	32.9	19.8	25.5	31.1	19.4	28.8	28.9	23.6	40.4	22.6
1992	25.2	25.4	22.1	23.2	20.2	24.8	32.5	34.3	19.5	26.7	34.1	20.6	31.6	28.5	23.2	41.4	23.3
1993	26.2	26.3	23.0	22.1	20.9	26.0	34.1	37.4	20.0	27.5	33.9	20.5	31.7	30.2	21.4	40.8	24.8
1994	26.4	26.5	22.5	21.6	20.9	25.2	34.1	38.1	21.2	27.8	37.0	21.4	31.9	31.1	20.7	39.8	25.4
1995	26.4	26.4	22.4	22.9	21.1	24.3	34.1	37.3	19.5	26.9	44.3	21.6	31.3	29.9	21.4	40.7	25.7
1996	26.4	26.6	22.5	18.8	20.8	23.6	36.6	37.0	23.0	27.4	45.1	21.5	31.1	33.1	19.7	37.0	25.7
1997	27.6	27.6	23.4	21.9	22.2	24.0	34.2	38.3	24.0	27.8	51.4	23.3	30.4	32.5	21.2	41.9	27.2
1998	28.0	28.2	23.8	23.3	22.6	25.1	36.5	37.4	25.5	28.8	58.7	23.5	30.2	32.8	23.1	42.3	26.8
Road transport emissions																	
1985	16.8	17.0	15.3	13.6	12.1	15.9	19.7	24.0	16.2	21.7	15.0	15.5	23.1	24.5	18.3	27.1	15.3
1990	20.4	20.6	18.3	18.0	15.7	16.1	25.8	30.3	15.5	23.0	24.3	15.4	25.5	23.1	20.8	35.1	18.7
1991	20.4	20.9	17.6	15.2	16.4	17.3	25.7	28.8	15.8	23.4	27.3	15.0	26.5	23.8	20.3	35.0	18.3
1992	21.4	22.0	18.2	17.0	17.9	17.2	26.0	29.9	16.4	24.6	30.4	15.6	28.8	23.7	20.1	35.8	18.7
1993	22.3	22.8	19.3	16.8	18.4	17.6	27.3	32.6	16.7	25.4	30.3	15.3	29.0	25.5	18.6	35.3	19.8
1994	22.4	22.9	19.0	16.5	18.3	17.3	27.2	33.1	16.6	25.6	32.3	15.9	29.1	26.4	17.8	34.6	20.3
1995	22.3	22.7	19.0	17.5	18.5	17.2	27.0	32.2	15.4	24.6	37.8	15.7	28.3	25.4	18.4	35.1	20.3
1996	22.2	22.8	18.4	14.2	18.3	17.2	28.9	32.0	18.4	25.0	38.2	15.7	27.9	28.4	16.8	32.1	20.3
1997	23.1	23.6	18.8	16.9	19.5	17.4	27.1	33.0	19.4	25.3	42.4	16.8	27.3	28.1	18.2	36.1	21.5
1998	23.4	24.1	18.9	18.2	19.9	17.6	29.1	32.2	20.9	26.2	47.8	16.6	26.9	28.5	19.7	36.5	20.7
Railways emissions																	
1985	0.4	0.4	0.4	0.6	0.4	0.3	0.3	0.4	0.5	0.2	0.3	0.0	0.6	0.7	0.5	0.4	0.4
1990	0.3	0.3	0.2	0.6	0.3	0.3	0.3	0.3	0.5	0.2	0.0	0.0	0.5	0.4	0.4	0.2	0.3
1991	0.3	0.3	0.3	0.5	0.3	0.2	0.3	0.4	0.4	0.2	0.2	0.0	0.4	0.4	0.4	0.2	0.3
1992	0.3	0.3	0.2	0.6	0.3	0.2	0.3	0.4	0.3	0.2	0.2	0.0	0.5	0.4	0.3	0.2	0.4
1993	0.3	0.3	0.2	0.6	0.3	0.2	0.3	0.4	0.6	0.2	0.1	0.0	0.6	0.4	0.4	0.2	0.3
1994	0.3	0.3	0.2	0.5	0.3	0.2	0.4	0.3	0.6	0.2	0.0	0.0	0.6	0.4	0.4	0.2	0.3
1995	0.3	0.3	0.2	0.5	0.3	0.2	0.4	0.3	0.4	0.1	0.1	0.0	0.6	0.3	0.3	0.2	0.4
1996	0.3	0.3	0.2	0.4	0.3	0.2	0.5	0.3	0.7	0.1	0.1	0.0	0.6	0.3	0.3	0.2	0.3
1997	0.3	0.3	0.2	0.5	0.3	0.2	0.5	0.4	0.7	0.1	0.2	0.0	0.6	0.3	0.3	0.2	0.3
1998	0.3	0.3	0.2	0.4	0.2	0.2	0.6	0.4	0.8	0.1	0.2	0.0	0.6	0.3	0.3	0.1	0.3
Inland navigation emissions																	
1985	0.4	0.4	0.8	0.7	0.2	2.1	1.5	0.2	0.1	0.3	0.0	0.0	0.0	0.6	0.6	1.1	0.6
1990	0.7	0.6	0.4	2.8	0.2	2.5	2.5	0.6	0.1	0.3	0.0	1.1	0.0	0.3	0.4	0.9	0.7
1991	0.7	0.6	0.6	2.2	0.2	2.6	2.5	0.6	0.2	0.3	0.0	1.2	0.0	0.3	0.4	0.6	0.6
1992	0.7	0.6	1.2	2.3	0.2	2.5	2.5	0.5	0.2	0.3	0.0	1.3	0.0	0.3	0.4	0.6	0.7
1993	0.7	0.7	1.0	1.1	0.3	2.3	2.7	0.6	0.3	0.3	0.0	1.3	0.0	0.3	0.4	0.4	0.7
1994	0.7	0.7	0.9	0.9	0.3	2.4	2.7	0.7	0.3	0.3	0.0	1.3	0.0	0.3	0.5	0.4	0.7
1995	0.7	0.6	0.7	1.1	0.2	2.2	2.6	0.6	0.3	0.3	0.0	1.3	0.0	0.3	0.5	0.6	0.6
1996	0.7	0.6	1.1	0.8	0.2	1.8	2.8	0.6	0.3	0.3	0.0	1.1	0.0	0.3	0.4	0.4	0.7
1997	0.7	0.6	1.1	0.8	0.1	2.1	2.2	0.6	0.3	0.3	0.0	1.2	0.0	0.3	0.4	0.6	0.7
1998	0.6	0.5	0.8	0.7	0.1	3.2	2.1	0.6	0.3	0.2	0.0	1.2	0.0	0.3	0.5	0.8	0.6
Aviation emissions																	
1985	2.1	1.8	1.7	2.8	1.2	6.2	3.3	2.2	2.4	1.5	2.2	2.6	1.3	5.5	1.6	2.8	2.8
1990	2.7	2.3	2.7	3.9	1.8	5.3	3.6	3.2	3.5	1.4	3.7	3.1	1.8	4.4	2.7	4.5	3.5
1991	2.7	2.4	2.5	3.2	1.7	4.8	4.5	3.1	3.5	1.6	3.6	3.2	1.9	4.3	2.6	4.6	3.3
1992	2.8	2.5	2.5	3.3	1.8	4.9	3.6	3.5	2.6	1.6	3.5	3.7	2.2	4.1	2.3	4.8	3.6
1993	3.0	2.6	2.5	3.7	1.9	5.9	3.8	3.7	2.4	1.7	3.5	3.9	2.2	4.0	2.1	4.8	4.0
1994	3.1	2.7	2.4	3.7	2.1	5.4	3.8	4.0	3.7	1.8	4.6	4.2	2.3	4.0	2.0	4.6	4.1
1995	3.2	2.8	2.5	3.8	2.1	4.7	4.1	4.0	3.4	1.8	6.4	4.6	2.4	3.8	2.2	4.7	4.4
1996	3.3	2.9	2.7	3.4	2.1	4.4	4.5	4.1	3.5	1.9	6.9	4.6	2.6	4.1	2.2	4.3	4.4
1997	3.5	3.1	3.4	3.8	2.3	4.2	4.5	4.3	3.6	2.0	8.8	5.3	2.6	3.7	2.3	5.0	4.8
1998	3.7	3.3	4.0	4.1	2.4	4.1	4.8	4.3	3.5	2.3	10.7	5.7	2.7	3.7	2.6	5.0	5.1

Source: Eurostat (New Cronos)

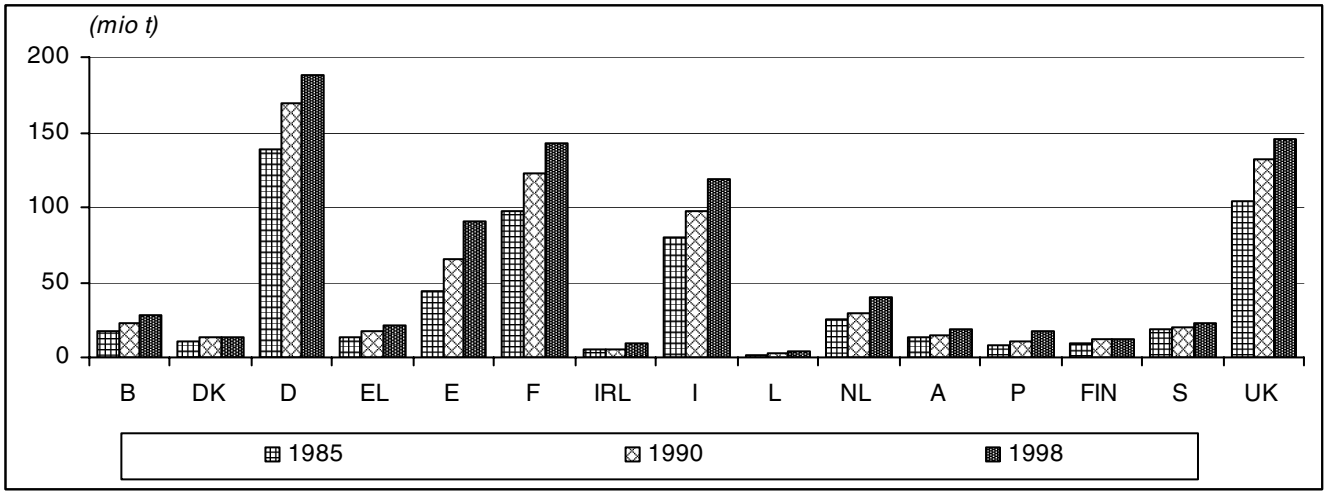


Figure 1.12: Transport emissions of carbon dioxide by Member State (Eurostat estimates)

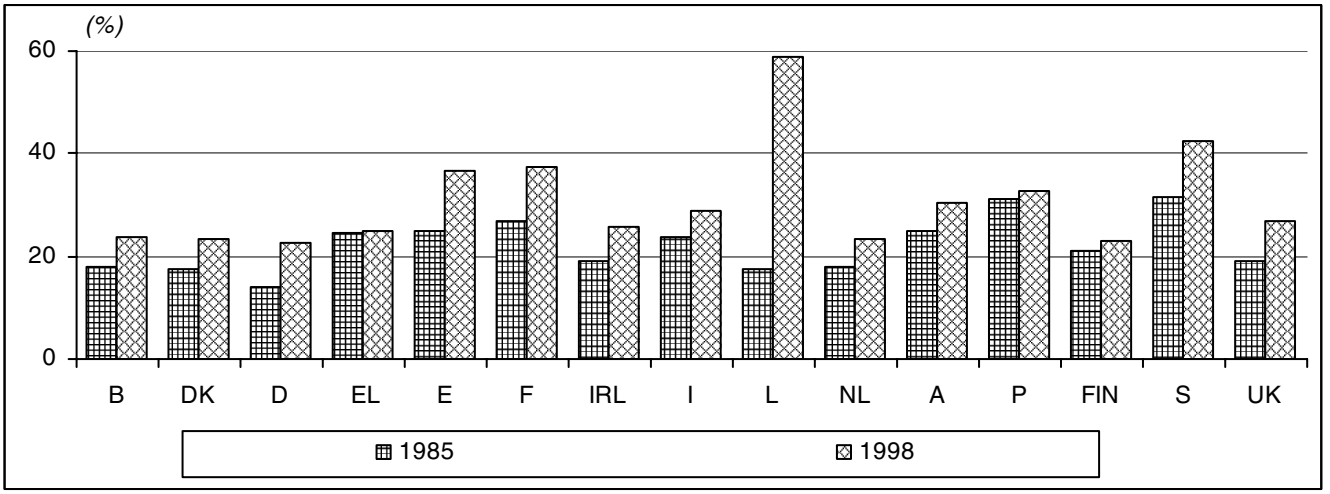


Figure 1.13: Share of transport emissions of carbon dioxide by Member State (Eurostat estimates)

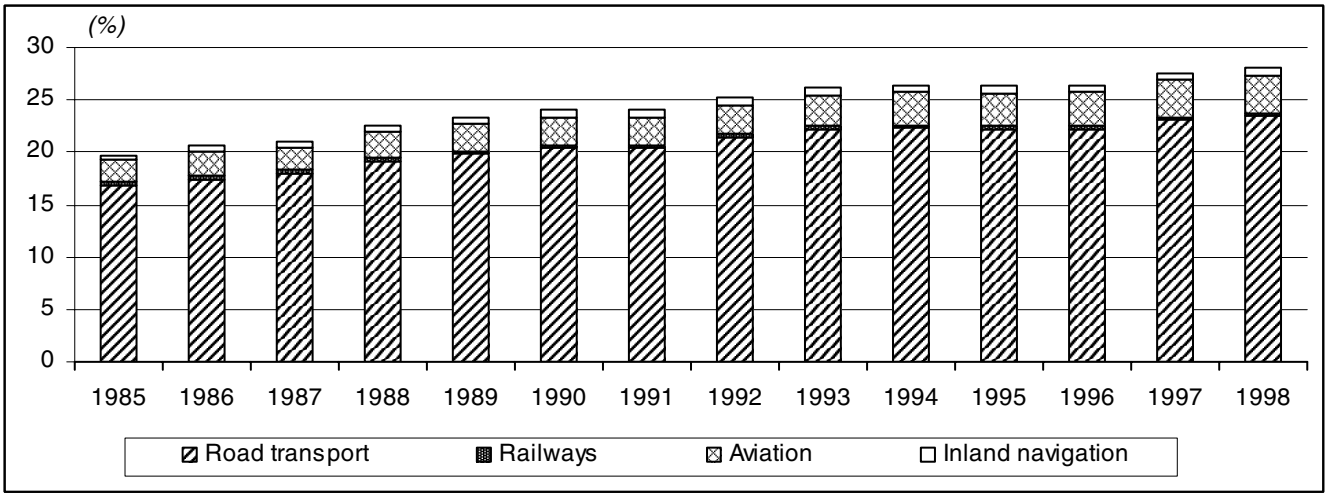


Figure 1.14: Share of transport emissions of carbon dioxide by mode of transport – EU-15 (Eurostat estimates)

1.3 Air quality

1.3.1 Ozone load of the population in selected cities, 1995

(days)

	Average	Maximum	Objective (maximum number of days)
Luxembourg	45	47	26
Brussels	15	19	26
Paris	14	29	26
Dublin	11	22	26
Berlin	7	25	26
Amsterdam	5	16	26
Lisbon	4	33	26
London	3	13	26
Vienna	3	9	26
Stockholm	1	3	26
Helsinski	–	2	26
Madrid	–	3	26

Source: European Topic Centre on Air Quality

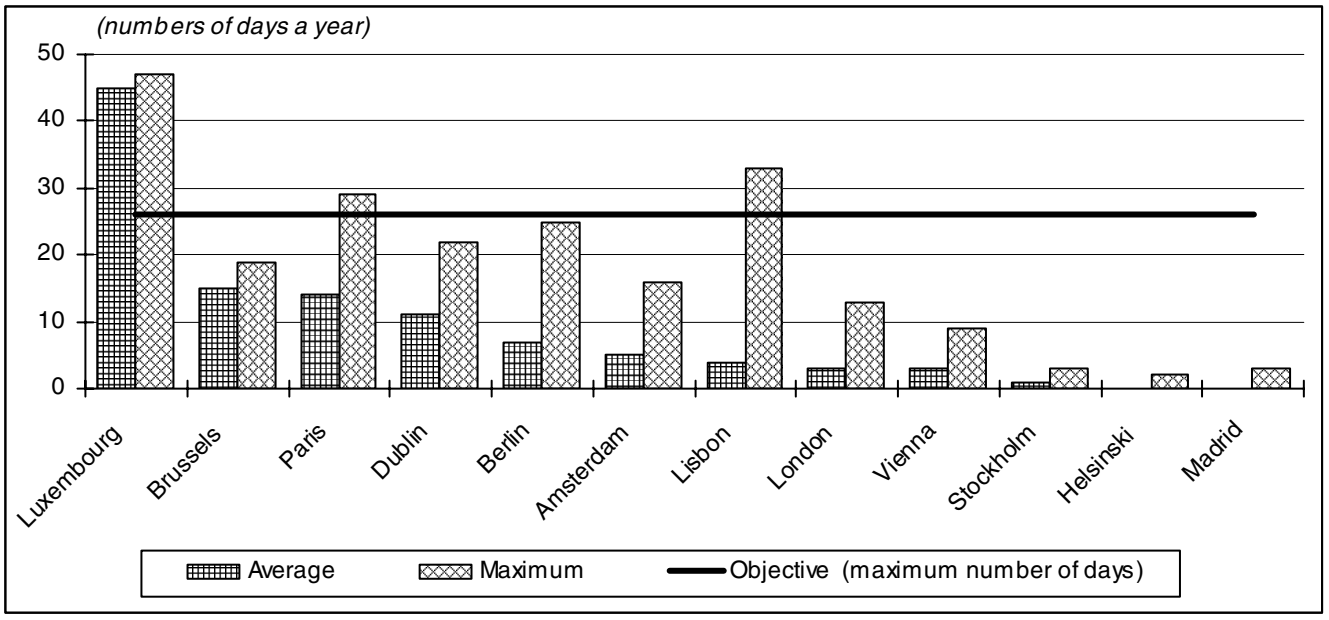


Figure 1.15: Running 8-hour average of 120 µg/m^3 ozone load in selected cities, 1995

1.3.2 NO_2 concentrations in urban areas, 1992-1996 and 2010 (scenarios)

(µg/m³)

	NO_2 1992-1996	NO_2 2010	objective*
Milan	86	47	40
Athens	76	69	40
Marseilles	72	36	40
Madrid	66	35	40
Lyons	64	32	40
Paris	54	31	40
Munich	52	26	40
Frankfurt	49	25	40
Copenhagen	48	26	40
Vienna	35	19	40
Berlin	34	19	40
Lisbon	33	17	40
Dublin	28	17	40
Namur	17	10	40
Espoo	9	6	40

Source: European Topic Centre on Air Quality
* Annual average not to be exceeded

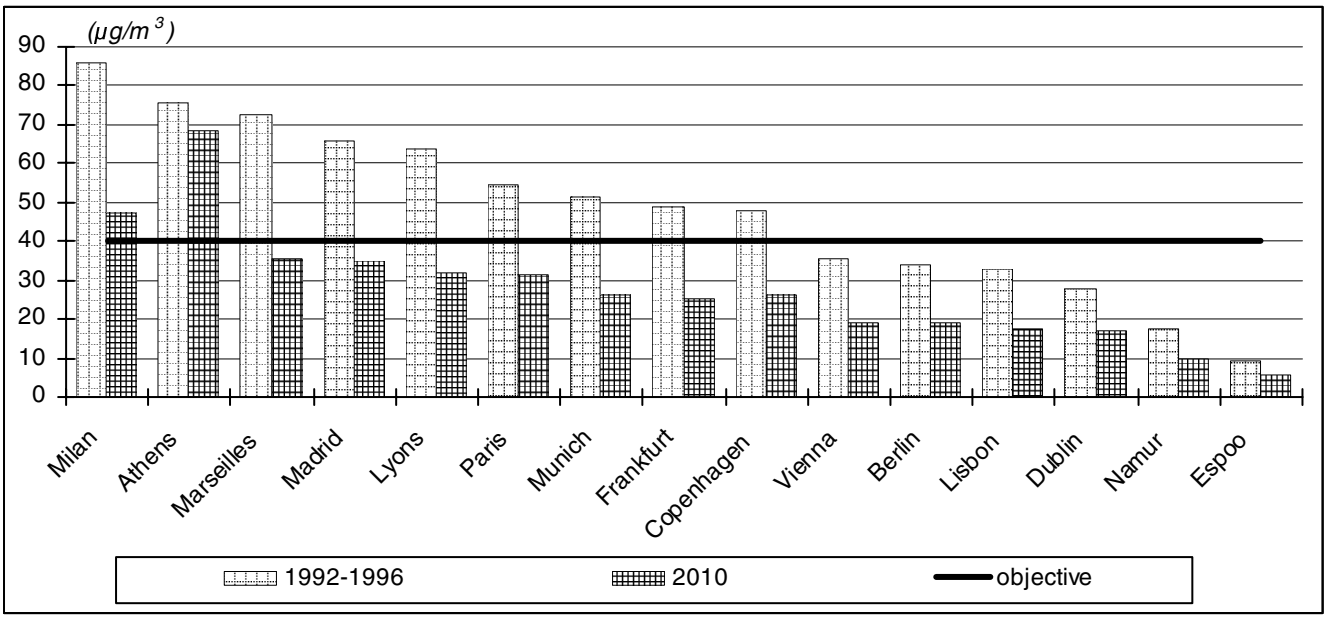


Figure 1.16: Annual mean NO_2 concentrations in selected urban areas, 1992 - 1996

1.3.3 PM10 urban concentrations, 1995 and 2010[1]

(µg/m³)

Averages of all cities per country	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1995	22.0	23.3	23.7	14.9	38.8	34.9	19.5	20.5	27.8	18.7	18.3	19.6	29.6	19.0	20.7	8.5	16.1
2010	17.5	17.6	17.2	11.5	22.1	39.0	15.6	14.9	23.8	14.6	12.6	12.9	23.4	21.9	15.2	6.6	10.6

Source: European Topic Centre on Air Quality

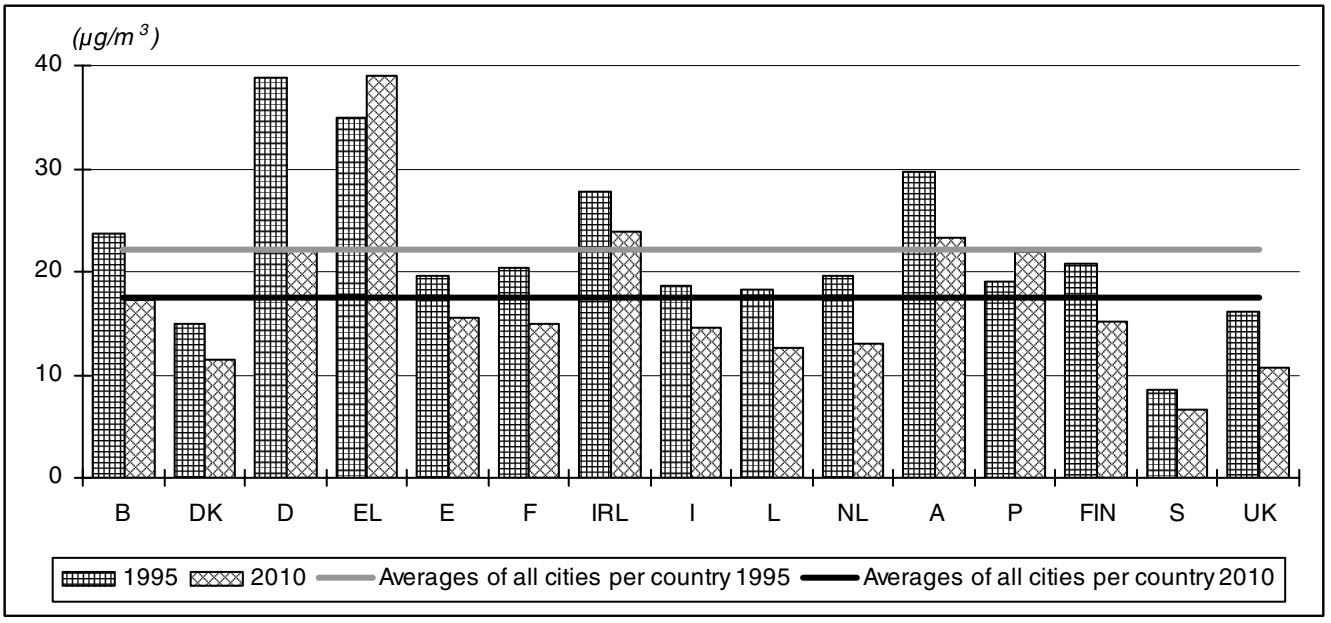


Figure 1.17: PM10 annual averaged concentrations in selected urban area

1.4 Pollutant accidents (marine oil spills)

1.4.1 Accidental tanker oil spills larger than 7 tonnes per spill, 1989 - 1998

(t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1989	26 335	25 500	–	–	–	–	–	–	–	–	•	–	•	25 500	–	–	835
1990	3 787	433	71	–	143	1 100	18	–	–	–	•	100	•	100	–	900	1 355
1991	152 135	152 060	–	–	–	–	10	–	–	151 900	•	150	•	–	–	50	25
1992	73 329	71 786	–	–	–	1 515	71 429	–	–	10	•	348	•	–	–	–	28
1993	96 014	6 175	4 100	–	61	300	–	2 000	–	14	•	–	•	–	–	17	89 522
1994	12 916	12 307	–	–	–	608	282	–	–	25	•	–	•	12 000	–	–	–
1995	109	39	–	:	29	–	–	–	–	–	•	10	•	–	–	70	–
1996	71 457	0	–	–	–	29	–	–	–	–	•	–	•	–	–	–	71 429
1997	8 572	7 329	–	–	–	900	–	7 329	–	–	•	–	•	–	–	–	343
1998	171	143	–	28	–	–	–	–	–	–	•	–	•	143	–	–	–

Source: ITOPF, 1999

[1] Please see note on page 56.

1.5 Accidents involving personal injury

1.5.1 People killed and injured in road accidents, 1980 - 1999

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	1 872	1 475	84.7	15.8	513.5	26.7	112.7	346.0	9.1	231.4	2.4	58.6	64.4	43.4	9.0	20.1	334.0
1985	1 710	1 316	76.3	14.6	430.5	32.2	131.7	281.2	8.2	223.2	2.1	49.9	61.3	41.4	10.1	21.5	326.2
1990	1 793	1 377	88.2	11.3	456.1	29.1	162.4	236.1	9.9	227.6	1.8	53.4	62.0	65.7	13.4	23.3	352.9
1991	1 810	1 425	82.5	10.9	516.8	30.7	155.2	215.6	10.3	248.2	1.7	48.7	61.7	72.0	12.2	21.8	321.6
1992	1 789	1 403	78.8	11.1	527.4	32.1	136.0	207.2	10.6	248.5	1.7	49.6	58.9	73.4	10.5	21.5	321.9
1993	1 674	1 295	77.7	10.5	515.5	31.7	123.6	198.1	10.3	222.7	1.7	12.8	55.3	68.8	8.3	20.4	317.1
1994	1 700	1 309	75.0	10.3	526.2	32.2	119.3	189.4	10.6	245.8	1.6	13.0	55.2	64.1	8.6	21.7	327.5
1995	1 723	1 335	71.8	10.6	521.6	33.2	127.2	189.8	13.1	266.1	1.7	13.0	52.0	67.9	10.6	21.7	322.4
1996	1 704	1 306	68.3	10.3	501.9	33.7	129.6	178.2	13.4	270.4	1.6	13.1	50.7	68.7	9.7	21.3	333.2
1997	1 732	1 324	70.9	10.1	509.6	34.9	130.9	177.6	13.3	277.2	1.6	12.9	52.7	68.5	9.4	21.8	340.5
1998	1 752*	1 346*	72.3	9.7	505.1	35.6	147.3	177.0	13.2	299.7	1.6	:	52.0	68.5	9.5	21.9	338.6
1999	:	:	:	9.9	528.7	34.4	:	:	:	:	:	:	:	:	:	:	:
Killed																	
1980	57.5	48.6	2.4	0.7	13.0	1.2	5.0	12.4	0.6	8.5	0.1	2.0	1.7	2.3	0.6	0.8	6.2
1985	47.0	38.4	1.8	0.8	8.4	1.7	4.9	10.4	0.4	7.1	0.1	1.4	1.4	1.9	0.5	0.8	5.3
1990	48.6	40.0	2.0	0.6	7.9	1.7	6.9	10.3	0.5	6.6	0.1	1.4	1.4	2.3	0.6	0.8	5.4
1991	51.3	43.4	1.9	0.6	11.3	1.8	6.8	9.6	0.4	7.5	0.1	1.3	1.4	2.5	0.6	0.7	4.8
1992	48.5	41.0	1.7	0.6	10.6	1.8	6.0	9.1	0.4	7.4	0.1	1.3	1.4	2.4	0.6	0.8	4.4
1993	45.4	38.4	1.7	0.6	9.9	1.8	5.5	9.1	0.4	6.6	0.1	1.3	1.3	2.1	0.5	0.6	4.0
1994	44.6	37.7	1.7	0.5	9.8	1.9	5.6	8.5	0.4	6.6	0.1	1.3	1.3	1.9	0.5	0.6	3.8
1995	44.1	37.2	1.4	0.6	9.5	2.0	5.8	8.4	0.4	6.5	0.1	1.3	1.2	2.1	0.4	0.6	3.8
1996	42.0	35.1	1.4	0.5	8.8	2.1	5.5	8.1	0.5	6.2	0.1	1.2	1.0	2.1	0.4	0.5	3.7
1997	41.8	34.9	1.4	0.5	8.5	2.2	5.6	8.0	0.4	6.2	0.1	1.2	1.1	1.9	0.4	0.5	3.7
1998	41.2	34.3	1.5	0.5	7.8	2.2	6.0	8.4	0.4	5.9	0.1	1.1	1.0	1.9	0.4	0.5	3.6
1999	:	:	:	0.5	7.8	2.1	:	:	:	:	:	:	1.1	:	:	:	:
Injured																	
1980	1 814	1 426	82.3	15.1	500.5	25.4	107.7	333.6	8.5	222.9	2.3	56.6	62.6	41.1	8.4	19.2	327.8
1985	1 663	1 278	74.5	13.9	422.1	30.5	126.8	270.7	7.8	216.1	2.0	48.5	60.0	39.6	9.6	20.7	320.8
1990	1 745	1 337	86.2	10.7	448.2	27.4	155.5	225.9	9.4	221.0	1.8	52.0	60.7	63.3	12.8	22.5	347.5
1991	1 759	1 382	80.7	10.3	505.5	28.9	148.5	206.0	9.9	240.7	1.6	47.4	60.4	69.5	11.5	21.1	316.8
1992	1 741	1 362	77.1	10.5	516.8	30.3	129.9	198.1	10.2	241.1	1.7	48.3	57.5	71.0	9.9	20.7	317.4
1993	1 629	1 256	76.0	9.9	505.6	29.9	118.1	189.0	9.8	216.1	1.6	11.6	54.0	66.7	7.8	19.7	313.2
1994	1 656	1 271	73.3	9.8	516.4	30.3	113.7	180.8	10.2	239.2	1.6	11.7	53.8	62.2	8.1	21.1	323.6
1995	1 678	1 298	70.3	10.0	512.1	31.2	121.4	181.4	12.7	259.6	1.7	11.7	50.8	65.8	10.2	21.2	318.5
1996	1 662	1 271	66.9	9.8	493.2	31.7	124.2	170.1	13.0	264.2	1.5	12.0	49.7	66.6	9.3	20.8	329.1
1997	1 690	1 289	69.5	9.6	501.1	32.7	125.2	169.6	12.8	271.0	1.5	11.7	51.6	66.5	9.0	21.3	336.8
1998	1 712*	1 313*	70.7	9.2	497.3	33.4	141.4	168.5	12.8	293.8	1.5	:	51.1	66.6	9.1	21.4	335.0
1999	:	:	:	9.4	520.9	32.3	:	:	:	:	:	:	:	:	:	:	:

Source: Eurostat (New Cronos)

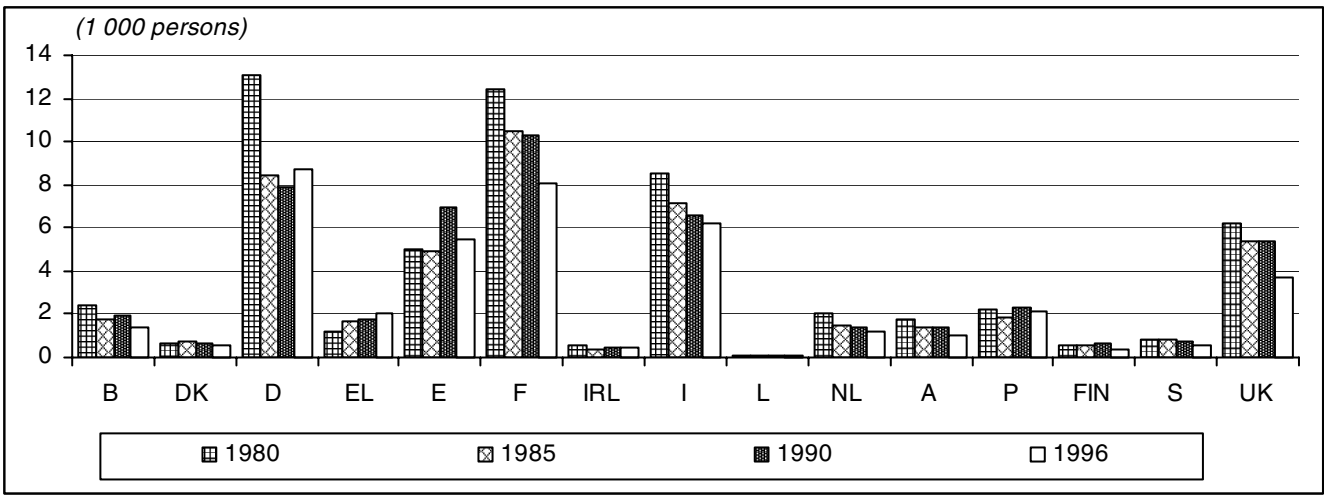


Figure 1.18: People killed in road accidents

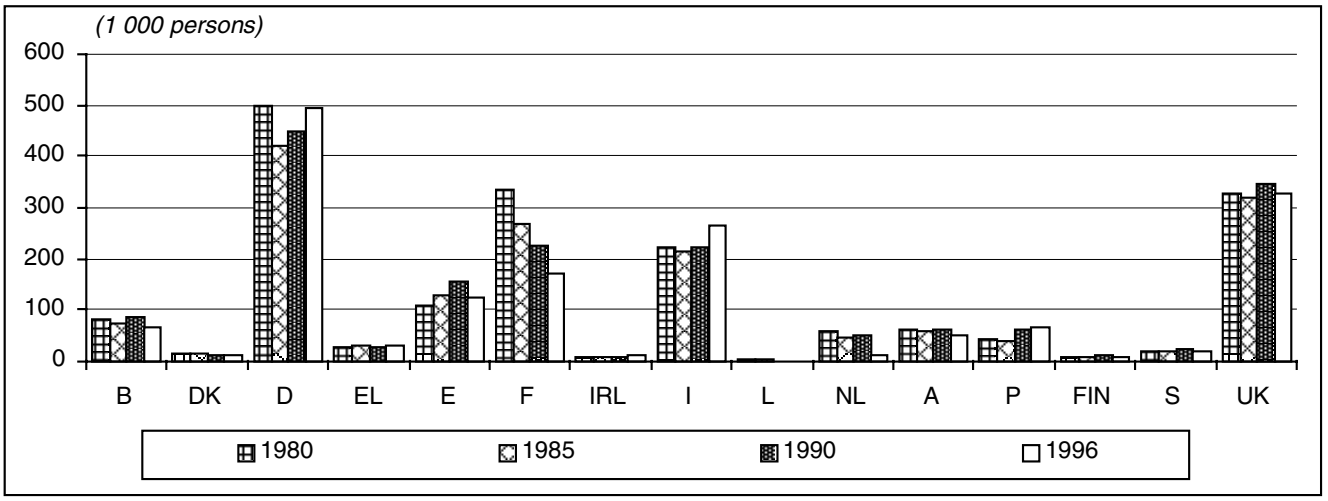


Figure 1.19: People injured in road accidents

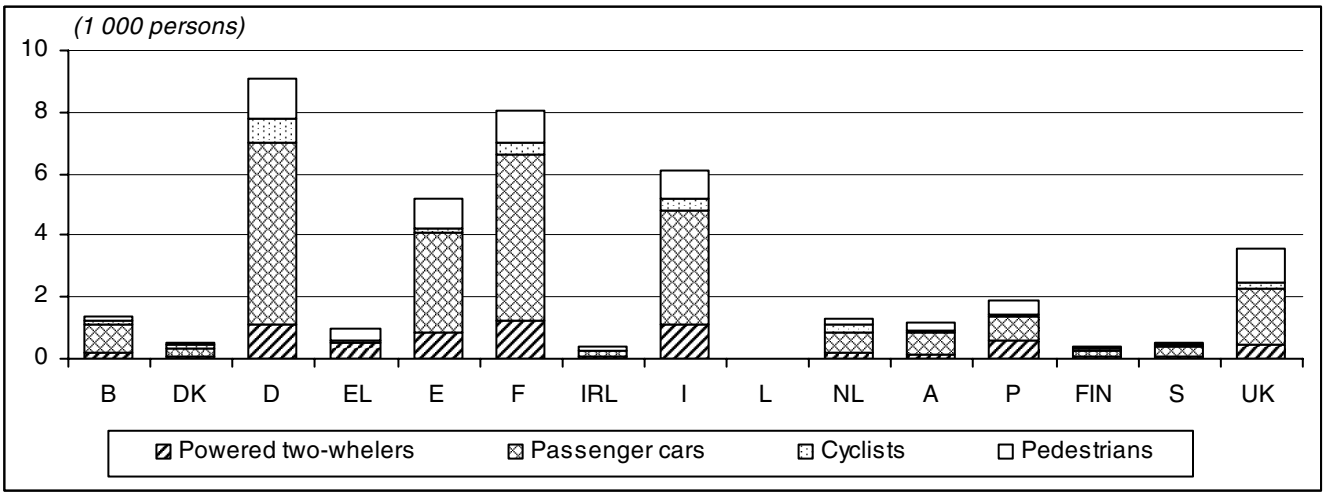


Figure 1.20: People killed in road accidents by means of transport, 1995

1.5.2 People killed and injured in road accidents, 1980 - 1998 – Powered two-wheelers

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	15.0	3.6	98.4	5.2	15.8	92.7	1.0	60.1	0.2	17.2	14.2	:	1.0	2.5	71.6
1985	:	:	12.1	2.5	80.2	9.1	23.6	53.3	0.9	62.4	0.1	13.1	:	:	:	2.3	57.3
1986	:	:	12.5	2.2	69.9	7.8	25.7	49.8	0.9	54.0	0.1	14.3	:	:	:	2.4	52.9
1987	:	:	12.2	1.8	55.7	7.6	30.5	:	0.9	48.7	0.1	14.1	:	19.3	:	2.0	46.4
1988	:	:	13.0	1.9	51.7	8.2	35.1	50.6	0.8	51.1	0.1	14.1	:	20.7	:	2.1	43.3
1989	:	:	13.5	1.9	47.7	8.3	38.7	50.1	0.8	52.4	0.1	14.6	:	19.4	1.4	2.0	43.2
1990	300.0	248.3	13.5	1.8	45.8	8.4	38.4	48.2	0.8	52.6	0.1	14.8	10.4	22.3	1.4	2.0	39.5
1991	299.5	255.5	11.9	1.7	56.3	9.3	38.8	44.3	1.0	55.5	0.2	12.6	9.7	23.9	1.3	1.8	31.1
1992	285.5	244.5	11.0	1.7	53.6	10.5	33.9	42.4	1.0	54.3	0.1	13.2	9.2	24.7	1.0	1.9	26.9
1993	254.0	215.0	10.6	1.4	50.3	10.6	28.9	39.0	0.9	50.0	0.1	3.0	7.7	23.8	0.8	1.6	25.3
1994	262.9	224.3	10.5	1.5	54.7	10.9	27.7	38.4	1.0	57.3	0.1	3.1	8.0	22.7	0.8	1.6	24.6
1995	267.2	229.3	10.4	1.4	54.0	11.0	29.9	40.0	1.3	60.1	0.1	3.2	6.8	22.6	0.9	1.7	23.8
1996	:	222.9	9.9	1.4	52.4	:	30.7	37.7	1.2	59.2	0.1	3.4	6.5	20.8	0.9	1.6	23.3
1997	:	:	10.9	1.3	60.2	:	33.1	39.9	:	67.7	0.1	3.2	7.3	20.2	0.9	1.7	24.8
1998	:	:	11.5	1.4	58.5	:	38.4	39.4	:	69.8	0.1	:	7.3	20.1	0.8	1.4	24.9
Killed																	
1980	:	:	0.35	0.13	2.00	0.27	0.58	2.30	0.05	1.67	0.01	0.32	0.28	:	0.06	0.08	1.19
1985	:	:	0.23	0.11	1.40	0.37	0.61	1.61	0.05	1.52	0.00	0.18	:	:	:	0.08	0.81
1986	:	:	0.22	0.09	1.23	0.30	0.63	1.50	0.05	1.36	0.01	0.20	:	:	:	0.10	0.77
1987	:	:	0.23	0.08	1.09	0.30	0.71	:	0.07	1.17	0.01	0.19	:	0.68	:	0.08	0.74
1988	:	:	0.21	0.08	1.01	0.27	0.86	1.58	0.05	1.20	0.00	0.18	:	0.71	:	0.08	0.68
1989	:	:	0.25	0.09	0.96	0.33	1.07	1.62	0.05	1.30	0.01	0.20	:	0.65	:	0.06	0.70
1990	:	:	0.22	0.08	0.94	0.40	1.13	1.60	0.04	1.23	0.01	0.17	:	:	:	0.07	0.67
1991	:	:	0.22	0.07	1.24	0.43	1.17	1.48	0.06	1.34	:	0.20	0.18	0.69	0.06	0.05	0.57
1992	:	:	0.19	0.08	1.15	0.43	0.94	1.45	0.06	1.33	:	0.20	0.16	0.66	0.04	0.05	0.48
1993	:	:	0.23	0.06	1.11	0.46	0.95	1.35	0.05	1.23	:	0.20	0.17	0.56	0.03	0.06	0.44
1994	:	:	0.23	0.08	1.16	0.49	0.86	1.29	0.06	1.23	:	0.21	0.16	0.58	0.03	0.04	0.45
1995	:	:	0.19	0.06	1.10	0.54	0.87	1.25	0.06	1.10	:	0.21	0.15	0.61	0.03	0.04	0.45
1996	:	5.33	0.17	0.05	1.00	:	0.85	1.22	0.06	1.11	0.00	0.20	0.13	0.56	0.03	0.05	0.45
1997	:	:	0.19	0.05	1.14	:	0.90	1.30	:	1.13	0.00	0.18	0.17	0.52	0.02	0.05	0.53
1998	:	:	0.20	0.06	1.01	:	0.93	1.32	:	1.11	0.01	0.17	0.12	0.49	0.03	0.05	0.51
Injured																	
1980	:	:	14.7	3.5	96.4	5.0	15.2	90.4	1.0	58.4	0.2	16.9	13.9	:	0.9	2.4	70.4
1985	:	:	11.8	2.4	78.8	8.7	23.0	51.7	0.8	60.9	0.1	12.9	:	:	:	2.2	56.5
1986	:	:	12.3	2.1	68.7	7.5	25.0	48.8	0.8	52.7	0.1	14.1	:	:	:	2.3	52.1
1987	:	:	12.0	1.8	54.6	7.6	29.8	:	0.9	47.5	0.1	14.3	:	18.6	:	2.0	45.6
1988	:	:	12.8	1.8	50.7	7.9	34.3	49.1	0.8	49.9	0.1	13.9	:	20.0	:	2.0	42.7
1989	:	:	13.2	1.8	46.7	7.9	37.7	48.5	0.7	51.1	0.1	14.4	:	18.7	:	2.0	42.5
1990	:	:	13.3	1.7	44.8	8.0	37.3	46.6	0.8	51.4	0.1	14.6	:	:	:	1.9	38.9
1991	:	:	11.7	1.6	55.1	8.9	37.7	42.8	1.0	54.1	:	12.4	9.5	23.2	1.3	1.8	30.6
1992	:	:	10.8	1.6	52.4	10.1	33.9	41.0	1.0	53.0	:	13.0	9.0	23.0	1.0	1.8	26.7
1993	:	:	10.4	1.4	49.2	10.2	27.9	37.6	0.9	48.8	:	:	7.5	23.2	0.8	1.5	24.9
1994	:	:	10.2	1.4	53.5	10.4	26.8	37.1	0.9	56.1	:	2.9	7.9	22.1	0.8	1.6	24.2
1995	:	:	10.2	1.3	52.9	10.5	29.0	38.7	1.2	59.0	:	3.0	6.6	22.0	0.9	1.7	23.3
1996	:	217.5	9.7	1.3	51.4	:	29.9	36.5	1.2	58.1	0.1	3.2	6.4	20.2	0.9	1.5	22.8
1997	:	:	10.7	1.3	59.0	:	32.2	38.6	:	66.6	0.1	3.1	7.1	19.6	0.9	1.6	24.3
1998	:	:	11.3	1.3	57.5	:	37.5	38.1	:	68.7	0.1	:	7.2	19.6	0.8	1.4	24.4

Source: Eurostat (New Cronos)

1.5.3 People killed and injured in road accidents, 1980 - 1998 – Passenger cars

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	50	7	286	10	69	183	5	122	2	21	35	:	5	13	147
1985	:	:	46	7	230	12	78	174	5	119	2	19	:	:	:	15	155
1986	:	:	51	7	258	12	86	168	5	127	2	19	:	:	:	15	165
1987	:	:	54	6	261	11	95	150	5	138	1	19	:	20	:	15	166
1988	:	:	55	6	283	13	102	154	5	146	2	18	:	23	:	17	178
1989	:	:	56	5	285	13	104	148	6	133	1	18	:	26	7	17	193
1990	1 045	812	57	5	288	12	92	141	6	138	1	19	37	25	7	16	199
1991	1 063	843	54	5	320	13	86	129	6	156	1	18	37	29	7	15	187
1992	1 050	831	52	5	326	13	73	124	6	159	2	19	35	30	6	15	186
1993	1 013	785	52	5	327	13	68	120	6	139	2	5	34	28	5	14	196
1994	1 012	783	49	5	330	13	65	112	6	151	2	5	33	25	5	15	196
1995	:	805	46	5	329	:	70	112	8	168	2	5	33	28	6	15	203
1996	:	795	44	5	319	:	72	106	8	172	1	5	32	29	6	15	215
1997	:	787	45	5	313	:	70	103	8	171	1	5	33	31	5	15	215
1998	:	:	46	5	316	:	80	105	:	189	1	:	32	33	6	15	221
Killed																	
1980	:	:	1.2	0.3	6.4	0.4	2.7	6.7	0.2	3.8	0.1	0.9	0.9	:	0.2	0.5	2.4
1985	:	:	1.0	0.4	4.2	0.6	2.7	6.4	0.2	3.3	0.1	0.7	:	:	:	0.5	2.1
1986	:	:	1.1	0.4	4.6	0.5	3.1	6.9	0.2	3.6	0.1	0.7	:	:	:	0.5	2.3
1987	:	:	1.1	0.3	4.3	0.5	3.4	:	0.2	3.6	0.1	0.8	:	0.7	:	0.5	2.3
1988	:	:	1.2	0.4	4.5	0.5	3.7	6.4	0.2	3.8	0.1	0.6	:	0.8	:	0.5	2.2
1989	:	:	1.2	0.3	4.4	0.7	4.1	6.5	0.2	3.3	0.1	0.7	:	0.8	:	0.6	2.5
1990	:	:	1.2	0.3	4.6	0.6	3.9	6.3	0.2	3.5	0.1	0.7	:	:	:	0.5	2.5
1991	:	:	1.1	0.3	6.8	0.6	3.8	6.0	0.2	4.1	:	0.6	0.8	0.9	0.3	0.5	2.2
1992	:	:	1.0	0.3	6.4	0.7	3.4	5.7	0.2	4.1	:	0.6	0.9	0.9	0.3	0.5	2.1
1993	:	:	1.0	0.3	6.1	0.7	3.6	5.8	0.2	3.6	:	0.6	0.7	0.7	0.3	0.4	1.8
1994	:	:	1.1	0.3	6.0	0.7	3.1	5.4	0.2	3.6	:	0.6	0.8	0.7	0.3	0.4	1.9
1995	:	:	0.9	0.3	5.9	:	3.2	5.4	0.2	3.7	:	0.7	0.7	0.7	0.2	0.4	1.8
1996	:	20.6	0.9	0.3	5.6	:	3.0	5.2	0.2	3.4	0.1	0.6	0.6	0.8	0.2	0.4	1.9
1997	:	20.1	0.8	0.3	5.2	:	3.0	5.1	0.2	3.5	0.0	0.5	0.7	0.8	0.2	0.4	1.9
1998	:	:	0.9	0.3	4.7	:	3.3	5.5	:	3.3	0.0	0.6	0.6	0.8	0.2	0.3	1.8
Injured																	
1980	:	:	49	6	280	10	67	176	5	118	2	20	34	:	4	12	145
1985	:	:	45	6	226	12	76	168	4	116	2	18	:	:	:	14	153
1986	:	:	50	6	253	11	83	161	5	123	2	18	:	:	:	15	163
1987	:	:	53	6	257	11	92	:	5	135	1	18	:	19	:	14	164
1988	:	:	54	5	279	12	98	147	5	142	2	17	:	23	:	16	176
1989	:	:	55	5	281	13	100	141	5	130	1	17	:	25	:	17	190
1990	:	:	55	5	283	12	88	135	6	135	1	19	:	:	:	16	197
1991	:	:	52	4	314	12	82	123	6	152	:	18	36	29	6	15	185
1992	:	:	49	4	320	12	70	119	6	154	:	18	34	29	6	15	192
1993	:	:	51	4	321	12	64	114	6	136	:	:	33	27	4	14	194
1994	:	:	48	4	324	12	62	107	6	147	:	5	33	24	5	15	202
1995	:	:	45	5	323	:	67	106	8	164	:	5	32	27	6	15	201
1996	:	774	43	5	314	:	69	100	8	169	1	5	31	29	5	15	213
1997	:	767	44	5	308	:	67	98	8	167	1	5	32	31	5	15	219
1998	:	:	45	4	311	:	77	99	:	186	1	:	32	32	6	15	219

Source: Eurostat (New Cronos)

1.5.4 People killed and injured in road accidents, 1980 - 1998 – Buses and coaches

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	1.04	0.12	4.66	0.94	1.88	1.77	0.11	3.26	:	0.25	1.04	0.22	0.16	0.22	10.59
1985	:	:	0.78	0.17	4.21	0.78	1.51	1.53	0.07	3.19	:	0.15	:	:	:	:	10.50
1986	:	:	0.95	0.14	4.12	0.58	1.48	1.26	0.06	2.63	:	0.18	:	:	:	:	9.74
1987	:	:	0.77	0.12	4.32	0.56	1.73	1.33	:	2.36	:	0.16	:	0.53	:	:	9.28
1988	:	:	0.78	0.08	4.32	0.65	1.67	1.38	0.05	2.37	:	0.16	:	0.47	:	:	9.69
1989	:	:	1.00	0.08	4.26	0.47	1.57	1.40	0.05	2.07	:	0.20	:	0.55	0.14	0.19	10.38
1990	:	:	0.42	0.05	5.14	0.50	1.55	1.43	0.11	2.23	:	0.24	0.77	0.47	0.17	0.30	10.16
1991	22.7	12.7	0.83	0.10	5.66	0.56	1.38	1.25	0.11	1.96	0.02	0.16	0.72	0.43	0.19	0.20	9.10
1992	21.6	11.8	0.34	0.06	5.35	0.42	1.68	1.16	0.10	1.81	0.03	0.21	0.60	0.41	0.12	0.18	9.10
1993	:	:	0.29	0.11	5.46	0.40	1.39	1.21	:	1.61	0.02	0.03	0.68	0.37	0.15	0.25	9.55
1994	22.5	11.4	0.31	0.06	5.64	0.39	1.28	1.23	0.13	1.76	0.02	0.02	0.50	0.44	0.06	0.20	10.41
1995	22.3	11.9	0.38	0.08	5.39	0.51	1.32	1.39	0.17	1.89	0.03	0.02	0.81	0.39	0.15	0.27	9.52
1996	:	11.2	0.30	0.07	5.40	:	1.44	1.21	0.08	1.62	0.02	0.03	0.64	0.33	0.11	0.22	9.74
1997	:	11.7	0.27	0.10	5.52	:	1.61	1.02	0.17	1.89	0.04	0.02	0.66	0.43	0.10	0.23	9.80
1998	:	:	0.42	0.07	5.36	:	1.86	1.15	:	1.82	0.01	:	0.72	0.75	0.16	0.36	10.18
Killed																	
1980	:	:	0.01	0.00	0.04	0.02	0.05	0.03	0.00	0.02	:	0.00	0.01	:	0.00	0.00	0.03
1985	:	:	0.01	0.00	0.05	0.02	0.02	0.02	0.00	0.06	:	0.00	:	:	:	:	0.03
1986	:	:	0.02	:	0.02	0.01	0.03	0.01	0.00	0.02	:	0.00	:	:	:	:	0.02
1987	:	:	0.01	0.00	0.01	0.02	0.08	:	:	0.01	:	0.00	:	0.01	:	:	0.02
1988	:	:	0.00	0.00	0.02	0.01	0.07	0.02	0.00	0.02	:	0.00	:	0.02	:	:	0.02
1989	:	:	0.01	0.00	0.01	0.01	0.04	0.02	0.00	0.02	:	0.00	:	0.02	:	:	0.02
1990	:	:	0.00	0.00	0.01	0.01	0.04	0.03	:	0.04	:	0.00	:	:	:	:	0.02
1991	:	:	0.01	0.00	0.03	0.02	0.03	0.03	0.00	0.01	:	:	0.03	0.00	0.00	0.00	0.03
1992	:	:	0.00	:	0.06	0.01	0.11	0.01	:	0.02	:	0.01	0.01	0.01	0.00	0.00	0.03
1993	:	:	0.00	0.01	0.02	0.00	0.04	0.02	:	0.03	:	:	0.00	0.00	0.00	0.00	0.04
1994	:	:	0.00	0.00	0.04	0.01	0.03	0.02	0.00	0.02	:	:	0.01	0.01	0.03	0.00	0.02
1995	:	:	0.00	0.00	0.02	0.01	0.04	0.04	:	0.04	:	0.00	0.02	0.00	:	0.01	0.04
1996	:	:	0.00	0.00	0.03	:	0.06	0.01	:	0.01	–	0.00	0.00	0.00	:	0.01	0.01
1997	:	0.1	0.00	0.00	0.02	:	0.06	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	:	0.01
1998	:	:	0.00	0.00	0.00	:	0.05	0.01	:	0.01	–	0.00	0.01	0.01	0.00	0.00	0.02
Injured																	
1980	:	:	1.03	0.12	4.62	0.92	1.83	1.74	0.10	3.24	:	0.25	1.03	:	0.16	0.22	10.56
1985	:	:	0.77	0.16	4.67	0.77	1.48	1.52	0.07	3.13	:	0.15	:	:	:	:	10.48
1986	:	:	0.93	0.14	4.11	0.57	1.44	1.24	0.06	2.61	:	0.18	:	:	:	:	9.71
1987	:	:	0.76	0.12	4.31	0.53	1.65	:	:	2.36	:	0.16	:	0.52	:	:	9.27
1988	:	:	0.78	0.07	4.30	0.65	1.60	1.36	0.05	2.36	:	0.16	:	0.45	:	:	9.67
1989	:	:	0.99	0.08	4.26	0.46	1.53	1.39	0.05	2.06	:	0.20	:	0.53	:	:	10.36
1990	:	:	0.42	0.04	5.12	0.49	1.51	1.40	0.11	2.20	:	0.24	:	:	:	:	10.14
1991	:	:	0.83	0.09	5.63	0.54	1.35	1.22	0.11	1.94	:	0.16	0.69	0.43	0.20	0.20	9.07
1992	:	:	0.33	0.06	5.29	0.42	1.58	1.15	0.10	1.79	:	0.20	0.59	0.43	0.12	0.18	9.39
1993	:	:	0.28	0.11	5.44	0.40	1.35	1.19	:	1.57	:	:	0.67	0.36	0.15	0.25	9.51
1994	:	:	0.31	0.06	5.60	0.38	1.25	1.21	0.13	1.74	:	0.02	0.50	0.43	0.06	0.20	10.39
1995	:	:	0.38	0.08	5.37	0.49	1.28	1.35	0.17	1.85	:	0.01	0.78	0.37	0.15	0.26	9.49
1996	:	11.1	0.30	0.07	5.38	:	1.39	1.20	0.08	1.61	0.01	0.03	0.64	0.33	0.11	0.21	9.73
1997	:	11.6	0.27	0.10	5.51	:	1.56	0.98	0.16	1.87	0.04	0.02	0.65	0.43	0.10	0.23	9.79
1998	:	:	0.35	0.07	5.36	:	1.81	1.14	:	1.81	0.01	:	0.72	0.74	0.16	0.36	10.16

Source: Eurostat (New Cronos)

1.5.5 People killed and injured in road accidents, 1980 - 1998 – Good vehicles

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	2.26	0.89	10.06	2.63	7.41	11.07	0.40	8.03	:	1.10	1.46	:	0.40	0.64	13.02
1985	:	:	2.35	0.97	7.66	3.27	7.49	6.91	0.41	6.72	:	1.12	:	:	:	:	12.11
1986	:	:	2.46	1.00	7.96	2.96	8.29	7.04	0.52	6.62	:	1.32	:	:	:	:	12.69
1987	:	:	2.66	0.89	7.93	2.89	9.30	6.80	0.51	6.80	:	1.45	:	3.59	:	:	12.81
1988	:	:	2.75	0.86	8.23	3.33	10.11	7.34	0.65	7.22	:	1.46	:	4.07	:	:	13.89
1989	:	:	2.96	0.88	8.07	3.23	10.64	7.28	:	7.29	:	1.49	:	5.12	0.57	0.90	14.73
1990	:	:	2.77	0.62	8.71	2.98	10.19	7.20	0.73	7.47	:	1.78	1.41	4.44	0.69	1.07	14.10
1991	:	:	2.68	0.67	11.96	3.00	9.85	6.72	0.77	7.70	:	1.54	1.48	4.87	0.65	0.96	12.77
1992	:	:	2.53	0.69	12.15	2.74	8.53	6.48	0.74	7.89	:	1.71	1.35	4.84	0.53	0.86	11.45
1993	:	:	2.57	0.66	12.25	2.57	8.08	5.55	:	6.98	:	0.50	1.37	4.54	0.41	0.83	11.37
1994	:	:	2.55	0.62	13.50	2.47	8.00	5.34	0.68	7.75	:	0.56	1.44	4.22	0.42	0.85	11.61
1995	:	:	2.50	0.58	13.97	2.65	8.75	5.04	0.80	8.30	:	0.48	1.33	5.01	0.52	0.93	11.14
1996	:	46.7	2.50	0.67	13.41	:	8.79	4.57	0.87	8.75	0.04	0.50	1.29	5.53	0.43	0.83	11.18
1997	:	46.2	2.56	0.64	13.52	:	8.92	4.70	0.88	8.70	0.02	0.55	1.40	4.51	0.47	0.95	11.52
1998	:	:	2.67	0.61	13.81	:	9.92	4.82	:	10.44	0.02	:	1.36	2.95	0.51	0.98	11.80
Killed																	
1980	:	:	0.05	0.04	0.21	0.12	0.42	0.52	0.01	0.49	:	0.03	0.03	:	0.02	0.03	0.22
1985	:	:	0.05	0.04	0.13	0.19	0.37	0.31	0.01	0.37	:	0.03	:	:	:	:	0.19
1986	:	:	0.06	0.05	0.13	0.15	0.33	0.38	0.02	0.37	:	0.05	:	:	:	:	0.25
1987	:	:	0.07	0.05	0.11	0.17	0.43	:	0.02	0.35	:	0.04	:	0.15	:	:	0.20
1988	:	:	0.07	0.04	0.14	0.19	0.44	0.41	0.02	0.33	:	0.05	:	0.18	:	:	0.22
1989	:	:	0.07	0.06	0.14	0.20	0.51	0.40	0.02	0.38	:	0.05	:	0.21	:	:	0.23
1990	:	:	0.05	0.03	0.15	0.19	0.54	0.43	0.03	0.32	:	0.05	:	:	:	:	0.20
1991	:	:	0.06	0.04	0.28	0.19	0.54	0.34	0.02	0.38	:	0.06	0.02	0.19	0.03	0.03	0.19
1992	:	:	0.04	0.04	0.22	0.16	0.46	0.31	0.03	0.42	:	0.05	0.03	0.15	0.02	0.02	0.19
1993	:	:	0.03	0.03	0.22	0.16	0.50	0.30	:	0.35	:	:	0.04	0.16	0.02	0.02	0.15
1994	:	:	0.05	0.03	0.27	0.15	0.46	0.28	0.02	0.33	:	0.08	0.04	0.16	0.03	0.02	0.11
1995	:	:	0.04	0.03	0.25	0.21	0.47	0.25	0.03	0.36	:	0.06	0.02	0.19	0.02	0.02	0.13
1996	:	1.6	0.04	0.04	0.25	:	0.45	0.25	0.03	0.33	0.00	0.06	0.02	0.18	0.02	0.02	0.13
1997	:	1.7	0.05	0.03	0.25	:	0.52	0.23	0.02	0.36	0.00	0.07	0.04	0.15	0.03	0.02	0.12
1998	:	:	0.06	0.04	0.24	:	0.52	0.25	:	0.31	0.00	0.04	0.04	0.08	0.02	0.02	0.13
Injured																	
1980	:	:	2.21	0.85	9.85	2.51	7.00	10.55	0.39	7.54	:	1.06	1.44	:	0.38	0.62	12.80
1985	:	:	2.30	0.93	7.53	3.08	7.12	6.60	0.40	6.35	:	1.09	:	:	:	:	11.91
1986	:	:	2.40	0.95	7.83	2.81	7.96	6.67	0.49	6.25	:	1.26	:	:	:	:	12.44
1987	:	:	2.59	0.84	7.83	2.72	8.87	:	0.49	6.45	:	1.41	:	3.44	:	:	12.62
1988	:	:	2.68	0.81	8.10	3.14	9.67	6.93	0.63	6.89	:	1.41	:	3.89	:	:	13.67
1989	:	:	2.89	0.82	7.94	3.03	10.13	6.88	0.64	6.91	:	1.44	:	4.91	:	:	14.50
1990	:	:	2.72	0.59	8.56	2.80	9.65	6.77	0.69	7.15	:	1.72	:	:	:	:	13.90
1991	:	:	2.62	0.63	11.67	2.81	9.31	6.38	0.75	7.32	:	1.48	1.46	4.68	0.62	0.93	12.58
1992	:	:	2.13	0.66	11.93	2.58	8.07	6.17	0.71	7.47	:	1.66	1.32	4.48	0.54	0.85	11.81
1993	:	:	2.54	0.63	12.03	2.41	7.58	5.25	:	6.63	:	:	1.33	4.38	0.39	0.82	11.21
1994	:	:	2.51	0.60	13.23	2.32	7.54	5.07	0.66	7.42	:	0.49	1.40	4.06	0.39	0.84	11.50
1995	:	:	2.46	0.55	13.71	2.45	8.27	4.79	0.77	7.94	:	0.42	1.31	4.82	0.50	0.91	11.01
1996	:	45.0	2.46	0.63	13.16	:	8.34	4.32	0.85	8.42	0.04	0.44	1.26	5.35	0.41	0.81	11.05
1997	:	44.5	2.51	0.61	13.27	:	8.41	4.47	0.86	8.34	0.02	0.48	1.36	4.37	0.44	0.93	11.40
1998	:	:	2.61	0.57	13.56	:	9.40	4.57	:	10.14	0.02	:	1.32	2.87	0.50	0.96	11.66

Source: Eurostat (New Cronos)

1.5.6 People killed and injured in road accidents, 1980 - 1998 – Cyclists

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	8.5	2.6	51.6	0.5	1.2	14.1	0.4	9.0	0.1	13.2	:	:	:	2.4	25.1
1985	:	:	8.3	2.7	60.0	0.4	2.3	10.5	0.7	8.0	0.0	12.6	:	:	:	2.7	27.4
1986	:	:	8.3	2.5	62.7	0.4	2.2	9.7	0.8	7.5	0.0	12.4	:	:	:	2.8	26.5
1987	:	:	8.1	2.4	56.6	0.4	2.3	9.0	0.8	7.5	0.0	11.6	:	1.6	:	2.4	26.6
1988	:	:	8.2	2.5	61.6	0.4	2.3	9.0	0.7	7.7	0.0	11.6	:	1.6	:	2.6	26.3
1989	:	:	8.6	2.7	67.1	0.4	2.4	9.2	0.7	7.9	0.1	13.3	:	1.5	1.9	2.8	28.9
1990	148.2	115.4	8.3	2.7	64.9	0.4	2.2	8.7	0.7	8.0	0.0	13.2	6.0	1.5	1.9	2.9	26.8
1991	150.9	120.1	7.9	2.4	70.9	0.4	2.0	7.7	0.8	8.7	0.1	12.3	6.4	1.5	1.7	2.8	25.1
1992	157.6	126.9	7.4	2.7	78.4	0.5	2.5	7.5	0.8	8.3	0.1	12.3	6.6	1.6	1.5	2.8	24.8
1993	140.5	110.4	7.5	2.5	72.1	0.4	2.8	7.4	0.7	8.3	0.0	2.9	6.0	1.5	1.2	2.8	24.4
1994	145.6	114.3	7.5	2.4	74.4	0.4	3.0	7.8	0.7	9.0	0.0	3.0	6.3	1.4	1.3	3.3	25.2
1995	143.4	112.2	7.5	2.4	72.4	0.5	3.0	8.1	0.9	9.2	0.0	2.8	5.3	1.6	1.6	3.1	25.3
1996	:	103.9	7.0	2.2	66.0	:	2.7	7.1	0.8	9.4	0.0	2.7	5.1	1.6	1.4	3.0	24.9
1997	:	111.9	7.4	2.2	72.7	:	2.6	7.5	0.7	9.6	0.0	2.8	5.7	1.6	1.3	3.2	25.0
1998	:	:	7.1	1.8	68.3	:	2.4	6.7	:	9.0	0.0	:	5.6	1.7	1.2	2.7	23.3
Killed																	
1980	:	:	0.2	0.1	1.1	0.0	0.1	0.7	0.0	0.6	0.0	0.4	0.1	:	0.1	0.1	0.3
1985	:	:	0.2	0.1	0.8	0.0	0.1	0.4	0.0	0.5	0.0	0.3	:	:	:	0.1	0.3
1986	:	:	0.2	0.1	0.8	0.0	0.1	0.4	0.0	0.4	0.0	0.3	:	:	:	0.1	0.3
1987	:	:	0.2	0.1	0.7	0.0	0.1	:	0.0	0.5	0.0	0.3	:	0.1	:	0.1	0.3
1988	:	:	0.2	0.1	0.7	0.0	0.1	0.4	0.1	0.4	:	0.3	:	0.1	:	0.1	0.2
1989	:	:	0.2	0.1	0.8	0.0	0.1	0.4	0.0	0.4	:	0.3	:	0.1	:	0.1	0.3
1990	:	:	0.2	0.1	0.7	0.0	0.1	0.4	0.0	0.4	0.0	0.3	:	:	:	0.1	0.3
1991	:	:	0.2	0.1	0.9	0.0	0.1	0.4	0.0	0.4	:	0.2	0.1	0.1	0.1	0.1	0.3
1992	:	:	0.1	0.1	0.9	0.0	0.1	0.3	0.0	0.4	:	0.3	0.1	0.1	0.1	0.1	0.2
1993	:	:	0.1	0.1	0.8	0.0	0.1	0.3	0.0	0.4	:	0.2	0.1	0.1	0.1	0.1	0.2
1994	:	:	0.2	0.1	0.8	0.0	0.2	0.3	0.0	0.4	:	0.3	0.1	0.1	0.1	0.1	0.2
1995	:	:	0.1	0.1	0.8	0.0	0.1	0.4	0.0	0.4	:	0.3	0.1	0.1	0.1	0.1	0.2
1996	:	1.9	0.1	0.1	0.6	:	0.1	0.3	0.0	0.4	0.0	0.2	0.1	0.1	0.0	0.0	0.2
1997	:	2.1	0.1	0.1	0.7	:	0.1	0.3	0.0	0.4	0.0	0.2	0.1	0.1	0.1	0.0	0.2
1998	:	:	0.1	0.1	0.6	:	0.1	0.3	:	0.3	0.0	0.2	0.1	0.1	0.1	0.1	0.2
Injured																	
1980	:	:	8.2	2.5	50.4	0.5	1.1	13.4	0.4	8.4	0.1	12.7	4.8	:	1.3	2.3	24.8
1985	:	:	8.2	2.6	59.3	0.4	2.2	10.0	0.6	7.5	0.0	12.3	:	:	:	2.6	27.1
1986	:	:	8.1	2.5	61.9	0.4	2.1	9.3	0.8	7.0	0.0	12.1	:	:	:	2.7	16.2
1987	:	:	7.9	2.3	56.0	0.4	2.2	:	0.8	7.0	0.0	11.3	:	1.5	:	2.3	26.3
1988	:	:	8.0	2.4	60.8	0.4	2.2	8.6	0.6	7.3	0.0	11.3	:	1.5	:	2.6	26.0
1989	:	:	8.4	2.6	66.3	0.4	2.3	8.8	0.6	7.5	0.1	12.9	:	1.4	:	2.8	28.6
1990	:	:	8.1	2.5	64.1	0.4	2.1	8.3	0.7	7.6	0.0	12.9	:	:	:	2.8	26.6
1991	:	:	7.7	2.4	70.0	0.4	1.9	7.3	0.7	8.3	:	12.1	6.4	1.4	1.7	2.8	24.9
1992	:	:	7.3	2.6	77.5	0.5	2.3	7.1	0.7	7.8	:	12.1	6.5	1.5	1.4	2.7	24.9
1993	:	:	7.3	2.4	71.2	0.4	2.7	7.1	0.7	7.9	:	:	5.9	1.4	1.1	2.8	24.2
1994	:	:	7.4	2.3	73.5	0.4	2.8	7.4	0.7	8.6	:	2.7	6.2	1.4	1.2	3.2	25.0
1995	:	:	7.4	2.3	71.6	0.4	2.8	7.7	0.9	8.8	:	2.5	5.2	1.5	1.5	3.0	25.1
1996	:	102	6.9	2.1	65.4	:	2.6	6.8	0.8	9.1	0.0	2.5	5.0	1.5	1.4	2.9	24.7
1997	:	110	7.3	2.1	72.0	:	2.5	7.2	0.6	9.2	0.0	2.5	5.6	1.6	1.3	3.1	24.8
1998	:	:	6.9	1.8	67.7	:	2.3	6.4	:	8.7	0.0	:	5.5	1.6	1.1	2.6	23.1

Source: Eurostat (New Cronos)

1.5.7 People killed and injured in road accidents, 1980 - 1998 – Pedestrians

(1 000 persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	:	:	7.10	1.89	59.55	6.00	16.79	44.21	1.72	28.58	0.30	5.70	7.48	:	1.34	2.03	64.89
1985	:	:	6.13	1.61	45.59	5.50	17.55	33.73	1.48	21.38	0.21	4.23	:	:	:	1.89	62.99
1986	:	:	6.45	1.55	46.41	5.02	18.31	32.41	1.54	20.11	0.20	4.22	:	:	:	1.90	62.50
1987	:	:	6.21	1.53	43.38	4.81	19.22	30.74	1.44	19.87	0.18	4.20	:	10.81	:	1.96	58.98
1988	:	:	6.33	1.43	43.79	5.11	19.72	31.35	1.39	20.23	0.20	4.13	:	10.16	:	1.93	60.43
1989	:	:	6.09	1.30	41.45	4.53	18.99	29.81	1.37	19.23	0.21	4.18	:	10.83	1.76	2.12	61.57
1990	204	135	5.85	1.31	40.63	4.28	17.99	28.07	1.39	18.35	0.20	4.16	6.10	10.90	1.64	1.86	61.77
1991	200	137	5.37	1.30	48.23	4.45	16.75	25.37	1.50	17.36	0.17	3.66	5.92	11.14	1.59	1.71	55.23
1992	:	:	4.78	1.23	48.21	4.45	:	24.27	1.56	16.43	0.18	3.58	5.80	11.37	1.31	1.65	52.93
1993	179	122	4.60	1.18	45.37	4.48	14.00	23.12	1.45	15.23	0.17	1.22	5.21	10.66	1.02	1.47	49.37
1994	179	122	4.48	1.10	44.84	4.47	13.98	22.94	1.49	17.01	0.15	1.17	5.01	10.11	1.09	1.57	49.97
1995	175	120	4.21	1.15	43.79	4.27	13.93	22.22	1.78	16.71	0.15	1.06	4.69	10.21	1.10	1.47	48.26
1996	:	116	4.09	0.96	41.84	:	13.95	20.78	1.82	16.31	0.17	1.07	4.61	10.15	1.06	1.54	47.64
1997	:	113	4.03	1.01	40.89	:	13.74	20.08	1.75	16.33	0.14	0.97	4.70	9.61	1.02	1.38	46.80
1998	:	:	4.03	0.97	39.90	:	13.90	19.48	:	16.42	0.14	:	4.42	9.05	0.91	1.40	46.11
Killed																	
1980	:	:	0.51	0.14	3.10	0.38	1.16	2.20	0.21	1.81	0.03	0.30	0.40	:	0.14	0.13	2.04
1985	:	:	0.33	0.13	1.81	0.41	1.02	1.56	0.14	1.25	0.01	0.19	:	:	:	0.11	1.85
1986	:	:	0.32	0.13	2.05	0.41	1.17	1.64	0.13	1.18	0.01	0.22	:	:	:	0.15	1.93
1987	:	:	0.33	0.14	1.69	0.37	1.08	1.48	0.14	1.12	0.01	0.17	:	0.65	:	0.14	1.78
1988	:	:	0.29	0.14	1.73	0.39	1.12	1.59	0.14	1.13	0.01	0.20	:	0.64	:	0.14	1.81
1989	:	:	0.28	0.13	1.65	0.40	1.25	1.47	0.14	0.92	0.01	0.19	:	0.60	:	0.16	1.76
1990	:	:	0.30	0.12	1.46	0.44	1.19	1.41	0.15	0.99	0.01	0.14	:	0.59	:	0.13	1.75
1991	9.2	7.0	0.28	0.14	1.92	0.40	1.06	1.33	0.11	1.15	0.02	0.15	0.23	0.61	0.13	0.13	1.54
1992	8.4	6.3	0.23	0.11	1.77	0.39	0.93	1.17	0.12	1.06	0.01	0.15	0.24	0.53	0.12	0.14	1.39
1993	8.0	6.1	0.20	0.13	1.58	0.42	1.10	1.13	0.14	0.92	0.02	0.15	0.20	0.54	0.09	0.09	1.28
1994	7.5	5.7	0.20	0.09	1.47	0.41	1.01	1.13	0.12	0.95	0.01	0.12	0.23	0.43	0.09	0.09	1.17
1995	7.1	5.4	0.15	0.12	1.34	0.41	1.00	1.03	0.11	0.88	0.01	0.14	0.20	0.46	0.07	0.07	1.09
1996	:	5.1	0.16	0.07	1.18	:	0.96	0.99	0.12	0.91	0.01	0.11	0.16	0.48	0.07	0.07	1.04
1997	:	4.9	0.14	0.09	1.15	:	0.97	0.93	0.13	0.83	0.01	0.12	0.16	0.42	0.07	0.07	1.01
1998	:	:	0.16	0.07	1.08	:	1.00	0.99	:	0.78	0.00	0.11	0.17	0.36	0.06	0.07	0.95
Injured																	
1980	:	:	6.59	1.75	56.45	5.62	15.63	42.01	1.51	26.77	0.27	5.40	7.08	:	1.21	1.89	62.85
1985	:	:	5.81	1.48	43.77	5.09	16.52	32.17	1.35	20.14	0.20	4.04	:	:	:	1.77	61.14
1986	:	:	6.13	1.42	44.37	4.61	17.14	30.78	1.41	18.93	0.19	4.00	:	:	:	1.75	60.56
1987	:	:	5.88	1.38	41.70	4.44	18.14	:	1.30	18.75	0.17	4.03	:	10.16	:	1.81	57.20
1988	:	:	6.04	1.29	42.06	4.72	18.60	29.76	1.25	19.09	0.19	3.93	:	10.16	:	1.79	58.62
1989	:	:	5.80	1.17	39.80	4.14	17.74	28.34	1.23	18.31	0.20	3.99	:	10.26	:	1.96	69.81
1990	:	:	5.55	1.19	39.17	3.84	16.25	26.67	1.24	17.36	0.19	4.02	:	:	:	1.72	60.01
1991	191	130	5.09	1.16	46.31	4.05	15.69	24.05	1.38	16.21	0.16	3.52	5.68	10.53	1.46	1.58	53.69
1992	184	126	4.41	1.12	46.44	4.06	13.87	23.11	1.45	15.37	0.16	3.43	5.56	10.84	1.20	1.51	51.54
1993	:	:	4.40	1.05	43.79	4.05	12.90	21.99	1.31	14.31	0.15	:	5.01	62.16	0.93	1.37	48.09
1994	172	117	4.28	1.01	43.37	4.06	12.97	21.81	1.37	16.06	0.14	1.05	4.79	9.67	1.00	1.48	48.80
1995	168	114	4.06	1.03	42.45	3.86	12.93	21.20	1.66	15.84	0.15	0.92	4.49	9.75	1.03	1.40	47.17
1996	:	111	3.94	0.89	40.66	:	12.99	19.79	1.71	15.40	0.16	0.96	4.46	9.67	0.99	1.46	46.60
1997	:	108	3.89	0.92	39.74	:	12.78	19.15	1.62	15.50	0.13	0.86	4.54	9.19	0.95	1.31	45.79
1998	:	:	3.87	0.89	38.81	:	12.91	18.49	:	15.64	0.13	:	4.26	8.70	0.85	1.33	45.16

Source: Eurostat (New Cronos)

1.5.8 People killed and injured in road accidents, per 1 000 million passenger-kilometres, 1980 - 1998

(persons killed or injured per 1 000 mio pkm)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Powered two-wheelers															
1980	11 915	3 740	5 014	2 464	1 370	4 503	4 413	1 507	6 400	4 640	9 467	:	1 592	4 696	8 882
1985	9 650	2 783	4 526	2 849	1 949	2 833	3 667	1 455	4 867	4 086	:	:	:	4 036	7 536
1990	11 155	2 163	2 987	1 727	3 099	2 841	3 236	1 192	4 833	5 364	8 330	4 716	1 567	3 393	6 758
1995	7 682	1 837	4 215	1 278	2 191	3 225	4 965	1 004	3 350	1 151	4 358	5 727	1 046	1 414	5 524
1996	7 120	1 705	3 907	:	2 226	3 093	4 992	970	2 300	1 188	4 144	5 201	1 007	1 200	5 292
1997	7 544	1 606	4 178	:	2 382	3 270	:	1 077	2 300	1 120	4 613	5 041	979	1 275	5 766
1998	8 205	1 666	3 800	:	2 744	3 228	:	1 091	3 325	:	4 561	5 018	918	1 083	5 938
Passenger cars															
1980	772	173	548	359	402	404	303	375	676	196	727	:	137	194	380
1990	701	101	423	249	355	241	334	264	364	141	588	388	145	182	332
1995	507	91	450	:	224	168	348	273	333	37	480	277	124	177	333
1996	474	89	437	:	218	156	332	275	301	37	488	281	112	163	347
1997	481	85	426	:	210	150	306	267	239	35	486	288	106	165	342
1998	480	81	427	:	228	148	:	293	240	:	471	293	108	158	350
Buses and coaches															
1980	114	17	52	60	67	33	24	56	:	19	106	29	19	30	203
1985	87	19	56	47	47	30	17	47	:	12	:	:	:	:	213
1990	39	5	71	28	46	25	28	27	:	18	89	46	20	34	220
1995	30	7	75	25	33	24	32	22	79	1	77	30	19	30	215
1996	26	6	76	:	38	21	15	18	54	2	51	25	13	24	220
1997	23	9	79	:	37	17	30	21	85	1	52	32	13	24	222
1998	35	7	77	:	40	20	:	20	23	:	56	54	21	38	236
Cyclists															
1980	2 284	584	2 313	1 710	1 704	2 815	558	1 063	3 500	1 330	:	:	:	1 500	4 918
1985	2 351	657	2 501	1 427	2 911	2 178	638	914	2 706	1 072	:	:	:	1 209	4 488
1990	2 427	542	2 725	1 377	2 765	1 924	929	894	2 750	1 012	4 318	5 077	1 289	1 316	5 061
1995	2 275	511	3 079	1 550	3 689	1 831	1 333	1 017	2 438	208	4 575	5 333	1 224	1 274	5 630
1996	:	508	2 784	:	:	:	1 243	:	:	216	:	:	:	1 435	5 802
1997	:	468	3 053	:	:	:	:	:	:	204	:	:	:	1 321	6 093
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Pedestrians															
1980	1 540	734	1 588	1 504	1 042	1 734	1 151	1 076	1 776	871	1 928	:	555	511	2 516
1985	1 495	667	1 380	1 475	1 170	1 419	1 083	876	1 387	707	:	:	:	521	2 722
1990	1 433	546	1 266	1 186	1 229	1 184	1 046	735	1 340	692	1 707	2 759	743	522	2 709
1995	934	443	1 237	1 055	856	873	1 191	621	856	155	1 179	2 327	469	379	1 983
1996	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1997	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Source: Eurostat (New Cronos)

1.5.9 People killed in road accidents per 1 000 million passenger-kilometres, 1980 - 1998

(persons killed per 1 000 mio pkm)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Powered two-wheelers															
1980	277.0	135.1	101.8	125.4	50.0	111.6	208.7	41.9	300.0	86.5	183.3	:	101.6	145.3	147.3
1985	187.2	121.3	78.7	115.1	50.3	85.5	208.3	35.4	133.3	57.0	:	:	:	142.9	107.1
1990	178.5	100.0	61.3	81.4	91.5	94.6	164.0	28.0	266.7	61.8	:	:	:	120.7	114.7
1995	138.5	82.9	85.5	62.4	63.4	100.9	219.2	18.4	:	74.3	97.4	154.4	36.7	34.2	105.6
1996	125.2	61.3	74.5	:	61.2	99.9	232.0	18.1	25.0	69.5	82.9	141.0	36.7	41.5	101.6
1997	134.0	55.4	79.4	:	64.7	106.7	:	18.0	75.0	62.1	107.0	130.8	26.7	37.7	122.1
1998	142.1	71.0	65.6	:	66.5	108.1	:	17.3	175.0	58.9	75.0	122.0	27.8	40.0	121.2
Passenger cars															
1980	18.8	7.9	12.3	14.2	15.6	14.7	14.1	11.7	20.7	8.5	19.4	:	6.0	7.0	6.1
1985	14.5	9.7	7.6	14.3	12.7	13.0	10.1	8.9	17.9	6.1	:	:	:	7.0	4.9
1990	14.6	5.9	6.7	12.4	15.0	10.7	11.4	6.7	12.5	5.2	:	:	:	5.6	4.1
1995	10.2	5.3	8.1	:	10.3	8.1	8.3	6.1	:	4.5	10.4	7.4	4.6	4.5	3.0
1996	9.2	4.8	7.7	:	9.2	7.8	8.7	5.4	10.7	3.9	9.5	7.5	4.5	3.9	3.0
1997	9.0	4.5	7.1	:	8.9	7.4	8.1	5.4	9.6	3.6	9.9	7.0	4.8	4.0	3.0
1998	9.8	4.5	6.4	:	9.4	7.8	:	5.0	8.8	3.7	8.2	7.1	4.4	3.4	2.8
Buses and coaches															
1980	0.88	0.14	0.48	1.34	1.60	0.64	0.89	0.38	:	0.15	0.82	:	0.35	0.55	0.56
1985	1.34	0.11	0.60	0.96	0.72	0.29	0.24	0.93	:	0.08	:	:	:	:	0.65
1990	0.37	0.11	0.19	0.56	1.20	0.56	:	0.43	:	0.15	:	:	:	:	0.41
1995	0.08	0.19	0.28	0.59	0.88	0.70	:	0.40	:	0.07	2.29	0.31	:	0.57	0.79
1996	0.09	0.26	0.37	:	1.51	0.14	:	0.09	0.00	0.07	0.24	0.30	:	0.65	0.25
1997	0.25	0.09	0.23	:	1.32	0.58	0.36	0.26	2.30	0.21	0.24	0.22	0.25	:	0.32
1998	0.17	0.09	0.04	:	1.02	0.22	:	0.13	0.00	0.14	0.39	1.00	0.38	0.32	0.44
Cyclists															
1980	65.1	18.7	51.2	110.0	134.3	131.8	45.0	74.9	111.1	43.0	46.9	:	48.6	70.0	62.0
1985	53.5	24.6	32.0	73.3	140.0	88.8	36.4	55.5	235.3	26.7	:	:	:	40.9	48.5
1990	57.6	22.4	29.9	73.3	153.8	89.1	61.3	49.1	125.0	23.4	:	:	:	31.8	50.4
1995	38.8	16.4	32.0	96.7	153.8	85.0	41.8	40.3	:	20.1	67.0	246.7	56.9	23.8	48.2
1996	:	20.0	25.1	:	:	:	33.2	:	:	18.5	:	:	:	23.6	48.4
1997	:	14.1	28.5	:	:	:	:	:	:	17.9	:	:	:	17.4	45.6
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Pedestrians															
1980	110.0	53.7	82.5	95.7	72.3	86.1	139.6	68.2	182.4	45.1	102.8	:	57.4	33.6	78.9
1985	79.3	52.3	54.8	109.7	68.3	65.5	100.7	51.0	80.0	31.4	:	:	:	30.3	79.9
1990	73.8	49.4	45.5	123.0	81.0	59.3	112.8	39.7	80.0	24.0	:	149.1	:	36.5	76.9
1995	33.0	45.4	37.7	100.7	61.5	40.3	75.8	32.6	44.4	20.8	50.3	104.8	30.6	18.3	44.6
1996	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1997	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Source: Eurostat (New Cronos)

1.5.10 People injured in road accidents per 1 000 million passenger-kilometres, 1980 - 1998

(persons injured per 1 000 mio pkm)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Powered two-wheelers															
1980	11 638	3 605	4 912	2 339	1 320	4 391	4 204	1 465	6 100	4 554	9 284	:	1 490	4 551	8 734
1985	9 462	2 662	4 447	2 734	1 899	2 748	3 458	1 419	4 733	4 029	:	:	:	3 893	7 429
1990	10 976	2 063	2 926	1 645	3 007	2 747	3 072	1 164	4 567	5 302	:	:	:	3 276	6 643
1995	7 544	1 754	4 129	1 216	2 128	3 124	4 746	985	:	1 077	4 260	5 572	1 009	1 380	5 419
1996	6 995	1 644	3 833	:	2 165	2 993	4 760	951	1 300	1 118	4 061	5 060	967	1 158	5 190
1997	7 410	1 551	4 099	:	2 317	3 163	:	1 059	2 225	1 058	4 506	4 910	952	1 237	5 644
1998	8 063	1 595	3 734	:	2 678	3 120	:	1 073	3 150	:	4 486	4 896	890	1 043	5 817
Passenger cars															
1980	753	165	536	344	386	390	288	364	655	188	707	:	131	187	374
1985	672	154	408	294	356	339	273	311	490	151	:	:	:	194	346
1990	686	95	416	237	341	231	322	257	352	136	:	:	:	176	327
1995	497	85	442	:	213	160	339	267	:	33	469	270	119	172	330
1996	465	84	429	:	209	149	323	269	241	33	479	273	108	159	344
1997	472	80	419	:	201	143	298	262	229	31	476	281	102	161	349
1998	470	77	420	:	218	140	:	288	232	:	463	285	104	154	348
Buses and coaches															
1980	113	17	51	59	65	33	23	56	:	19	105	:	18	30	202
1985	86	19	62	46	47	29	16	46	:	12	:	:	:	:	213
1990	39	5	71	28	45	24	28	26	:	18	:	:	:	:	219
1995	30	7	75	24	32	23	32	21	:	1	75	29	19	30	214
1996	26	6	76	:	37	20	15	18	28	2	51	24	13	23	220
1997	23	9	79	:	35	17	30	21	83	1	51	32	12	24	221
1998	29	7	77	:	39	19	:	20	23	:	55	53	20	37	235
Cyclists															
1980	2 219	565	2 262	1 600	1 570	2 683	513	988	3 389	1 287	3 024	:	570	1 427	4 856
1985	2 297	633	2 469	1 353	2 771	2 089	602	859	2 471	1 045	:	:	:	1 168	4 439
1990	2 369	511	2 695	1 303	2 611	1 835	868	845	2 688	989	:	:	:	1 286	5 010
1995	2 236	495	3 047	1 453	3 535	1 746	1 291	976	:	188	4 508	5 087	1 167	1 250	5 574
1996	:	488	2 759	:	:	:	1 210	:	:	198	:	:	:	1 412	5 742
1997	:	454	3 025	:	:	:	:	:	:	187	:	:	:	1 304	6 047
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Pedestrians															
1980	1 430	681	1 505	1 409	970	1 648	1 011	1 008	1 594	826	1 825	:	498	478	2 437
1985	1 416	615	1 325	1 365	1 102	1 353	982	825	1 307	675	:	:	:	488	2 642
1990	1 359	497	1 221	1 063	1 110	1 124	933	696	1 260	668	:	:	:	483	2 632
1995	901	397	1 199	954	795	833	1 115	588	844	135	1 128	2 222	439	361	1 938
1996	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1997	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
1998	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Source: Eurostat (New Cronos)

1.5.11 People killed or injured in road accidents per million inhabitants, 1980 - 1998

(persons killed or injured per million inhabitants)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured																	
1980	5 268	5 347	8 602	3 075	6 558	2 766	3 014	6 421	2 666	4 101	6 538	4 143	8 526	4 440	1 882	2 418	5 929
1985	4 767	4 722	7 741	2 860	5 543	3 239	3 428	5 086	2 324	3 945	5 661	3 443	8 094	4 139	2 061	2 572	5 754
1990	4 920	4 863	8 845	2 196	5 746	2 867	4 181	4 162	2 826	4 014	4 842	3 572	8 027	6 634	2 689	2 719	6 131
1991	4 942	5 011	8 249	2 109	6 462	3 000	3 989	3 779	2 927	4 373	4 456	3 230	7 902	7 298	2 429	2 530	5 563
1992	4 862	4 907	7 843	2 145	6 544	3 111	3 486	3 611	2 983	4 371	4 395	3 267	7 440	7 438	2 083	2 479	5 550
1993	4 529	4 507	7 702	2 021	6 351	3 058	3 162	3 436	2 871	3 904	4 321	838	6 916	6 965	1 636	2 337	5 450
1994	4 585	4 542	7 417	1 979	6 463	3 089	3 048	3 271	2 965	4 296	4 002	847	6 869	6 472	1 682	2 468	5 617
1995	4 631	4 619	7 079	2 022	6 387	3 178	3 244	3 265	3 640	4 644	4 223	842	6 459	6 848	2 082	2 463	5 511
1996	4 568	4 506	6 721	1 962	6 129	3 219	3 301	3 053	3 700	4 711	3 872	846	6 291	6 923	1 893	2 415	5 675
1997	4 628	4 559	6 964	1 912	6 211	3 321	3 328	3 030	3 630	4 820	3 703	825	6 528	6 883	1 828	2 467	5 770
1998	4 674	4 625	7 082	1 825	6 158	3 389	3 742	3 007	3 563	5 206	3 958	:	6 442	6 869	1 843	2 473	5 727
Killed																	
1980	162	176	243	135	167	127	134	230	166	151	269	141	231	232	115	102	110
1985	131	138	183	151	108	172	128	189	116	126	215	99	180	187	110	97	94
1990	133	141	198	123	100	171	179	181	136	117	186	92	180	235	130	90	94
1991	140	153	187	118	141	175	175	169	126	132	214	85	177	251	126	86	82
1992	132	143	166	112	132	177	154	158	117	131	176	85	177	241	119	88	75
1993	123	134	165	108	123	176	141	157	121	116	196	82	161	210	96	72	68
1994	120	131	167	105	121	183	143	147	113	115	163	84	167	195	94	67	65
1995	119	129	143	111	116	195	147	145	121	114	171	86	150	210	86	65	64
1996	112	121	134	98	107	197	140	138	125	108	171	76	127	212	79	61	64
1997	112	120	134	93	104	209	143	136	118	108	143	75	137	195	85	61	63
1998	110	118	147	94	95	212	151	143	116	102	143	68	119	187	78	60	61
Injured																	
1980	5 106	5 171	8 358	2 940	6 391	2 639	2 880	6 191	2 500	3 949	6 269	4 002	8 295	4 208	1 766	2 316	5 820
1985	4 636	4 584	7 559	2 709	5 434	3 067	3 300	4 897	2 208	3 819	5 446	3 343	7 914	3 951	1 951	2 475	5 660
1990	4 786	4 722	8 647	2 073	5 647	2 696	4 002	3 981	2 690	3 897	4 656	3 480	7 847	6 399	2 559	2 629	6 037
1991	4 802	4 858	8 062	1 992	6 320	2 825	3 814	3 610	2 801	4 241	4 242	3 145	7 725	7 048	2 303	2 444	5 481
1992	4 730	4 764	7 676	2 034	6 412	2 934	3 331	3 453	2 866	4 240	4 219	3 183	7 262	7 198	1 963	2 391	5 473
1993	4 406	4 374	7 538	1 914	6 228	2 882	3 021	3 279	2 751	3 788	4 125	756	6 756	6 755	1 541	2 264	5 382
1994	4 465	4 411	7 250	1 875	6 342	2 906	2 905	3 123	2 853	4 181	3 839	763	6 702	6 278	1 588	2 401	5 552
1995	4 512	4 490	6 936	1 911	6 272	2 983	3 097	3 120	3 519	4 530	4 052	756	6 309	6 638	1 995	2 399	5 444
1996	4 455	4 385	6 587	1 864	6 022	3 022	3 162	2 914	3 575	4 603	3 701	770	6 163	6 711	1 815	2 354	5 607
1997	4 516	4 438	6 830	1 820	6 107	3 111	3 185	2 893	3 485	4 711	3 561	751	6 391	6 688	1 743	2 406	5 707
1998	4 567	4 511	6 933	1 731	6 063	3 178	3 591	2 864	3 448	5 104	3 815	:	6 323	6 681	1 765	2 413	5 666

Source: Eurostat (New Cronos)

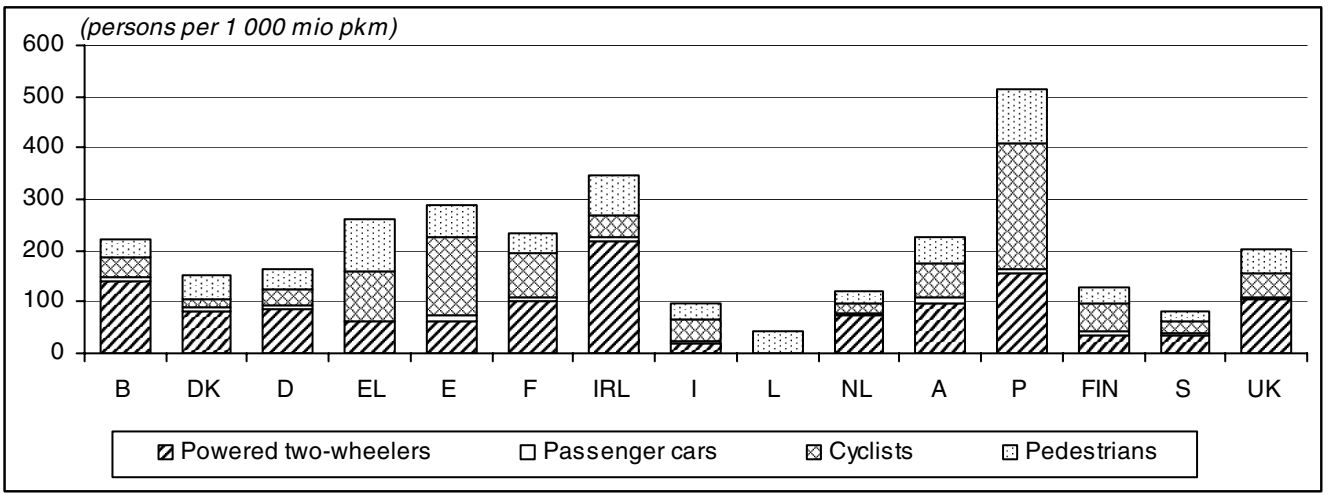


Figure 1.21: People killed in road accidents per 1 000 mio pkm by means of transport, 1995

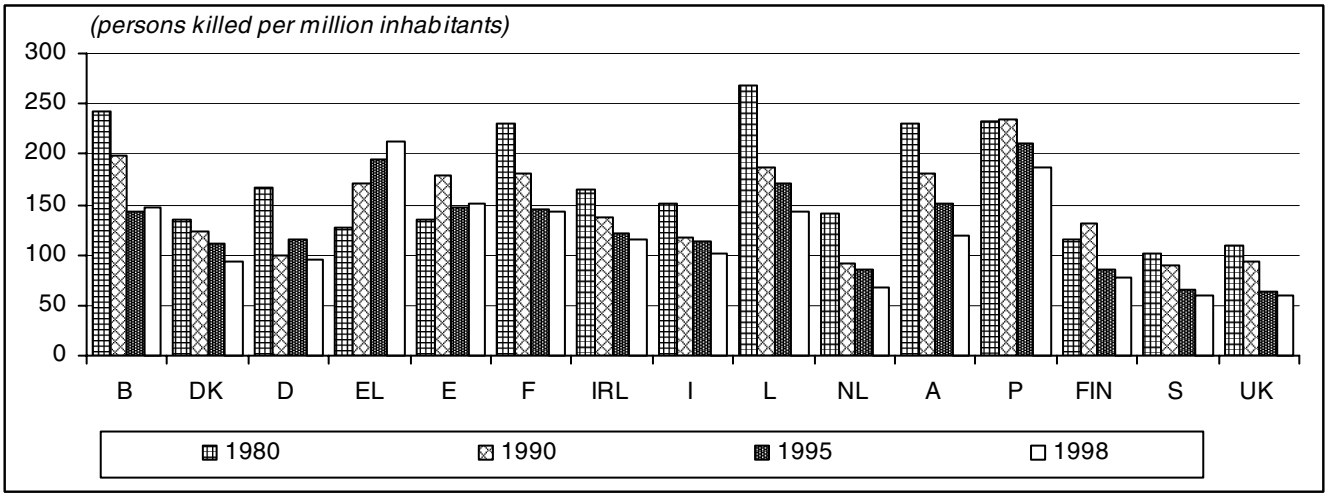


Figure 1.22: People killed in road accidents per million inhabitants

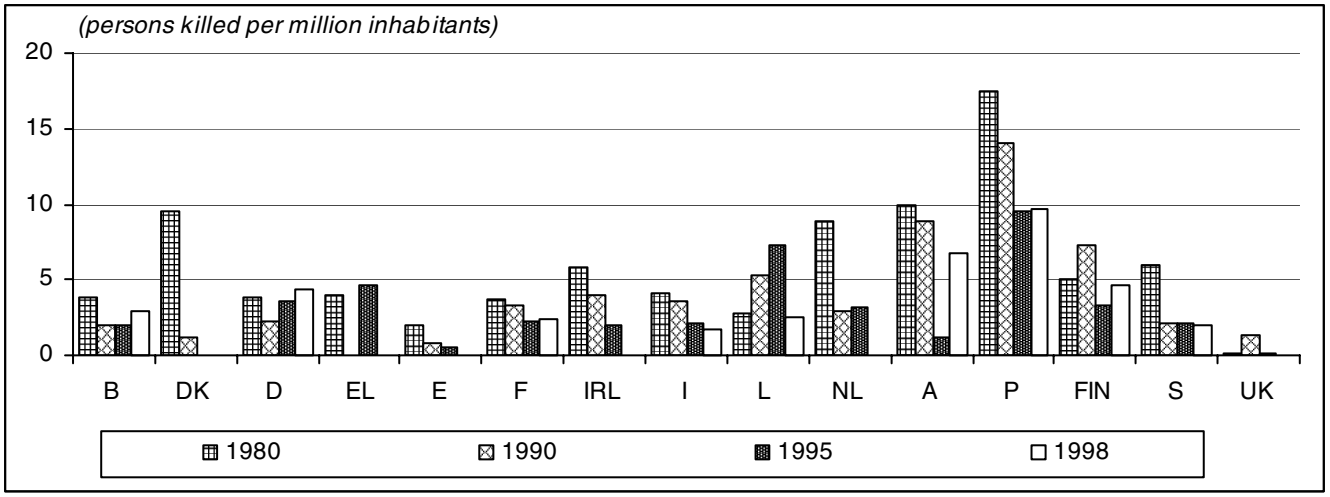


Figure 1.23: People killed in rail accidents per million inhabitants

1.5.12 People killed and injured in railway accidents, 1980 - 1998

(persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	145	118	940	133	125	435	72	482	4	226	:	437	:	:	454
1985	136	:	661	266	41	608	12	401	14	158	:	429	:	:	386
1990	106	57	986	:	61	328	22	330	3	125	317	381	58	67	:
1991	76	57	1 849	:	65	430	14	418	7	:	339	370	56	69	:
1992	54	62	2 152	115	58	324	22	:	3	:	301	358	46	51	149
1993	50	63	1 937	212	60	303	35	:	8	:	303	346	40	37	228
1994	56	67	1 531	226	57	291	18	:	12	:	90	377	41	43	254
1995	48	138	1 785	175	41	234	16	320	7	93	112	254	32	30	154
1996	111	71	1 534	193	41	238	17	232	4	75	64	322	21	28	245
1997	51	51	1 360	161	84	215	21	215	55	:	545	278	37	39	239
1998	76	22	1 391	:	:	229	:	213	3	:	832	257	38	36	:
Killed															
1980	38	49	297	38	74	203	20	228	1	126	75	171	24	49	7
1985	34	:	211	45	27	305	7	226	3	102	:	171	:	:	6
1990	20	6	182	:	30	188	14	204	2	43	69	139	36	18	78
1991	18	13	319	:	31	222	11	230	4	:	85	150	34	26	11
1992	20	16	340	28	30	203	11	:	1	:	80	133	31	31	5
1993	23	8	292	61	32	171	3	:	4	:	98	132	20	19	5
1994	30	9	286	42	31	150	11	:	5	:	5	149	30	19	12
1995	20	16	291	49	22	129	7	120	3	49	10	95	17	19	7
1996	26	13	284	42	21	136	8	106	3	36	4	122	12	16	1
1997	18	12	275	43	37	117	14	100	3	:	49	119	21	11	10
1998	30	5	363	:	:	138	:	97	1	:	55	97	24	17	:
Injured															
1980	107	69	643	95	51	232	52	254	3	100	:	266	:	:	447
1985	102	:	450	221	14	303	3	175	11	56	:	258	:	:	380
1990	86	51	804	:	31	140	8	126	1	82	248	242	22	49	:
1991	58	44	1 530	:	34	208	3	188	3	:	254	220	22	43	:
1992	34	46	1 812	87	28	121	11	:	2	:	221	225	15	20	144
1993	27	55	1 645	151	28	132	32	:	4	:	205	214	20	18	223
1994	26	58	1 245	184	26	141	7	:	7	:	85	228	11	25	242
1995	28	122	1 494	126	19	105	9	200	4	44	102	159	15	11	147
1996	85	58	1 250	151	20	102	9	126	1	39	60	200	9	12	244
1997	33	39	1 085	118	47	98	7	115	52	:	496	159	16	28	229
1998	46	17	1 028	:	:	91	:	116	2	:	777	160	14	19	:

Source: Eurostat (New Cronos), national sources

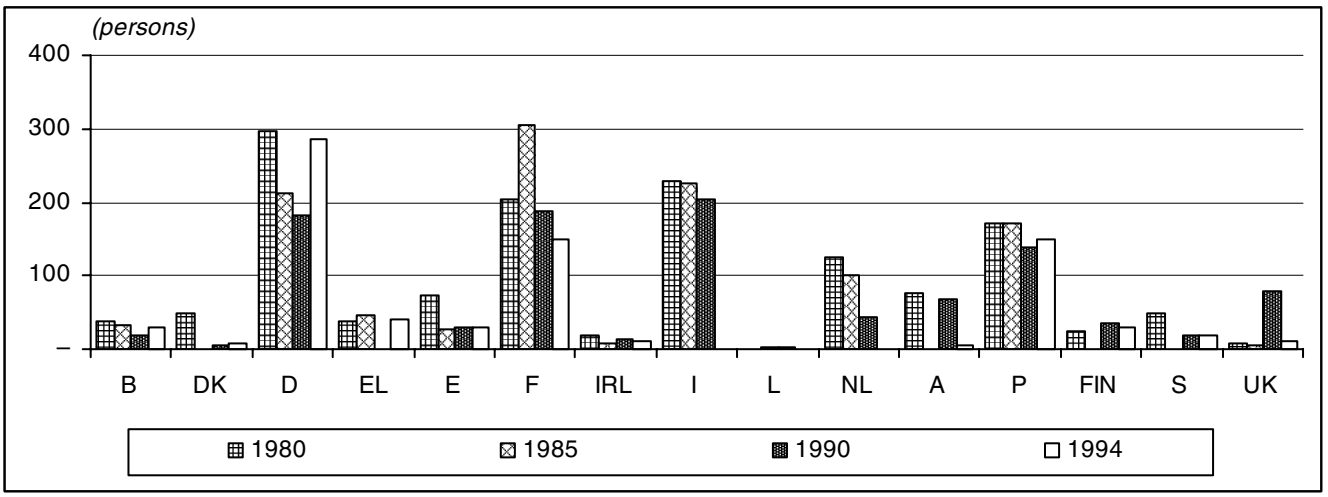


Figure 1.24: People killed in railway accidents

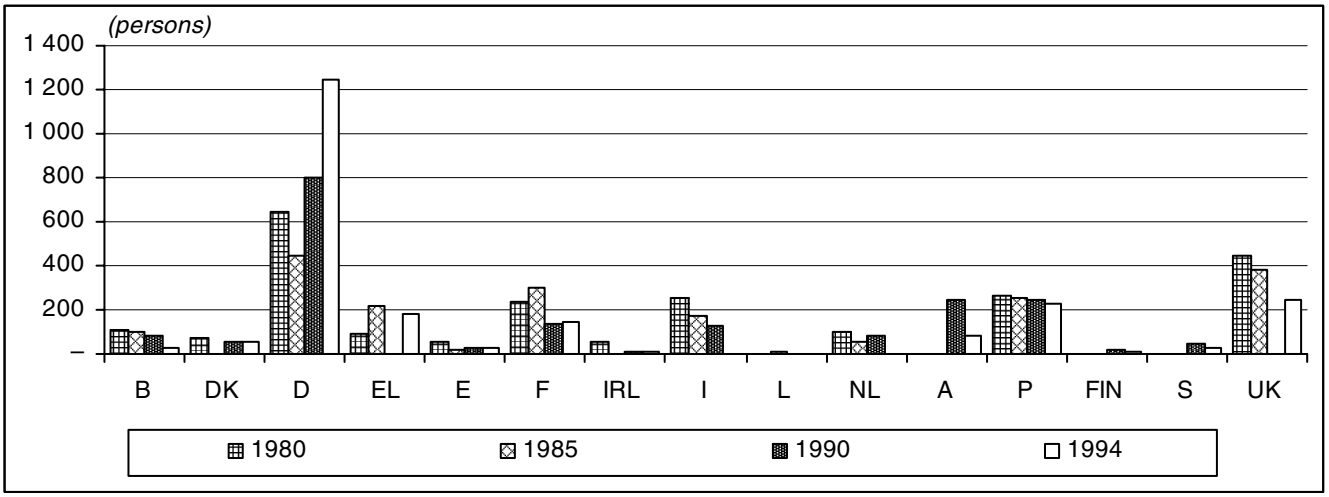


Figure 1.25: People injured in railway accidents

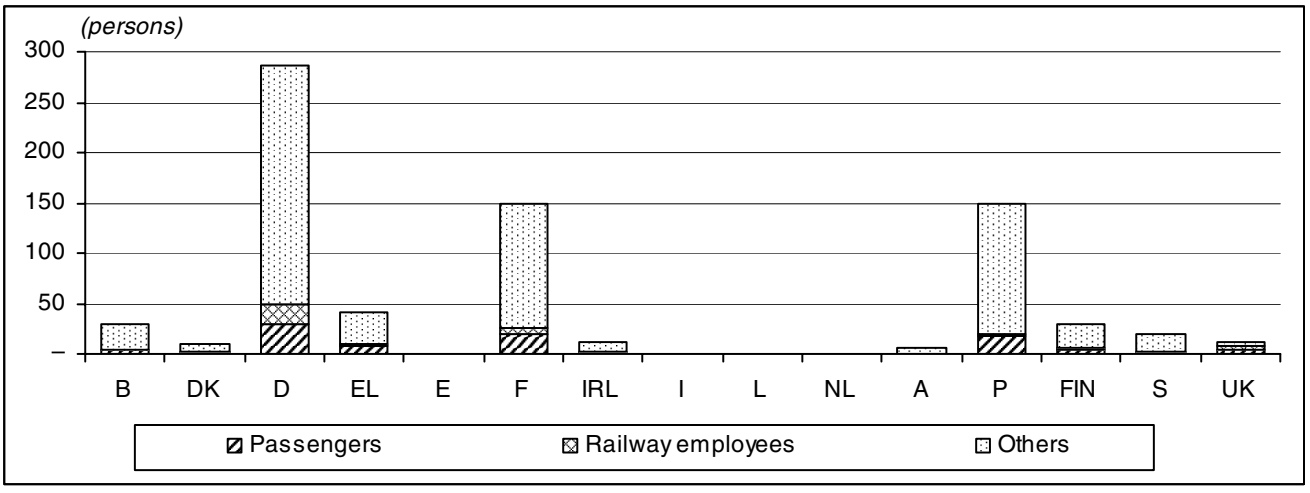


Figure 1.26: People killed in railway accidents, 1994

1.5.13 People killed and injured in railway accidents, 1980 - 1998 – Passengers

(persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	52	18	280	18	:	127	64	:	1	27	:	186	:	:	387
1985	61	:	166	57	:	308	:	:	2	10	:	193	:	:	261
1990	54	10	323	:	:	93	1	:	–	17	68	116	5	45	:
1991	26	24	718	:	:	138	1	:	–	:	72	112	15	4	:
1992	13	24	911	:	:	83	4	:	2	:	85	105	4	–	53
1993	6	30	829	17	:	78	28	:	:	:	76	101	5	3	130
1994	6	41	528	65	:	72	2	:	:	:	12	103	4	5	149
1995	10	89	743	32	:	63	2	:	:	:	52	57	4	3	58
1996	73	42	542	29	:	43	2	:	:	:	12	84	6	2	177
1997	:	25	565	:	:	56	4	:	:	:	206	56	3	5	183
1998	:	2	549	:	:	40	:	:	:	:	474	63	19	1	:
Killed															
1980	4	3	69	1	17	33	18	:	1	8	9	29	4	25	–
1985	2	:	51	1	:	115	:	:	–	–	:	47	:	:	–
1990	–	1	29	–	4	30	1	:	–	2	7	15	–	3	37
1991	2	4	46	:	:	47	1	:	–	:	9	15	9	1	2
1992	–	4	55	:	:	38	–	:	–	:	17	21	1	–	–
1993	1	1	39	2	:	34	–	:	:	:	11	19	–	–	–
1994	3	2	30	7	:	20	1	:	:	:	–	18	3	1	3
1995	3	3	36	3	:	22	–	:	:	:	2	12	1	2	1
1996	6	1	31	–	:	14	–	:	:	:	–	10	3	–	1
1997	:	–	49	:	:	22	1	:	:	:	4	14	1	2	7
1998	:	–	129	:	:	14	:	:	:	:	7	8	:	–	:
Injured															
1980	48	15	211	17	:	94	46	:	–	19	:	157	:	:	387
1985	59	:	115	56	:	193	:	:	2	10	:	146	:	:	261
1990	54	9	294	:	:	63	–	:	–	15	61	101	5	42	:
1991	24	20	672	:	:	91	–	:	–	:	63	97	6	3	:
1992	13	20	856	:	:	45	4	:	2	:	68	84	3	–	53
1993	5	29	790	15	:	44	28	:	:	:	65	82	5	3	130
1994	3	39	498	58	:	52	1	:	:	:	12	85	1	4	146
1995	7	86	707	29	:	41	2	:	:	:	50	45	3	1	57
1996	67	41	511	29	:	29	2	:	:	:	12	74	3	2	176
1997	:	25	516	:	:	34	3	:	:	:	202	42	2	3	176
1998	:	2	420	:	:	26	:	:	:	:	467	55	:	1	:

Source: Eurostat (New Cronos), national sources

1.5.14 People killed and injured in railway accidents, 1980 - 1998 – Railway employees

(persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	30	46	328	19	:	50	6	:	6	46	:	26	:	:	49
1985	24	:	251	58	:	39	1	:	5	18	:	24	:	:	88
1990	13	12	341	:	:	24	9	:	1	16	86	72	7	8	:
1991	15	15	464	:	:	21	1	:	1	:	91	39	2	6	:
1992	11	21	486	:	:	9	2	:	–	:	55	55	4	2	77
1993	12	19	408	38	:	9	2	:	:	:	58	38	5	9	82
1994	13	11	354	41	:	13	1	:	:	:	40	48	7	10	83
1995	13	27	329	32	4	13	3	:	:	:	38	44	1	2	73
1996	8	14	271	44	3	9	1	:	:	:	18	57	1	6	56
1997	:	9	271	:	:	13	1	:	:	:	167	57	6	8	48
1998	:	8	274	:	:	8	:	:	:	:	116	34	:	7	:
Killed															
1980	4	2	43	–	10	17	2	:	3	5	:	4	:	:	4
1985	3	:	34	4	1	15	–	:	1	–	:	9	:	:	–
1990	2	2	21	:	:	14	2	:	–	1	2	2	2	2	:
1991	3	1	25	:	:	11	–	:	1	:	9	2	1	–	2
1992	1	1	31	:	:	5	–	:	–	:	1	–	3	1	1
1993	–	1	27	2	:	7	–	:	:	:	11	3	–	3	–
1994	–	–	19	2	:	6	–	:	:	:	–	2	3	1	5
1995	1	3	10	1	2	9	1	:	:	:	2	2	1	–	1
1996	2	1	15	2	–	4	1	:	:	:	–	1	1	–	–
1997	:	3	25	:	:	11	–	:	:	:	2	3	1	2	–
1998	:	–	19	:	:	2	:	:	:	:	3	2	1	–	:
Injured															
1980	26	44	285	19	:	33	4	:	3	41	:	22	:	:	45
1985	21	:	217	54	:	24	1	:	4	18	:	15	:	:	88
1990	11	10	320	:	:	10	7	:	1	15	84	70	5	6	:
1991	12	14	439	:	:	10	1	:	–	:	82	37	1	6	:
1992	10	20	455	:	:	4	2	:	–	:	54	55	1	1	76
1993	12	18	381	36	:	2	2	:	:	:	47	35	5	6	82
1994	13	11	335	39	:	7	1	:	:	:	40	46	4	9	78
1995	12	24	319	31	2	4	2	:	:	:	36	42	–	2	72
1996	6	13	256	42	3	5	–	:	:	:	18	56	–	6	56
1997	:	6	246	:	:	2	1	:	:	:	165	54	5	6	48
1998	:	8	255	:	:	6	:	:	:	:	113	32	:	7	:

Source: Eurostat (New Cronos), national sources

1.5.15 People killed and injured in railway accidents, 1980 - 1998 – Others

(persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	63	54	332	96	:	258	2	:	:	153	:	225	:	:	18
1985	51	:	244	151	:	261	9	:	7	130	:	212	:	:	37
1990	39	35	322	:	:	211	12	:	2	92	163	193	46	14	:
1991	35	18	667	:	:	271	12	:	6	:	176	219	39	59	:
1992	30	17	755	:	:	232	16	:	1	:	161	198	38	49	19
1993	32	14	700	157	:	216	5	:	:	:	169	207	30	25	16
1994	37	15	649	120	:	206	15	:	:	:	38	226	30	28	22
1995	25	22	713	111	34	154	11	:	:	:	22	153	27	25	23
1996	30	15	721	120	38	186	14	:	:	:	34	181	14	20	12
1997	:	17	524	:	:	145	16	:	:	:	172	165	28	26	8
1998	:	12	568	:	:	:	:	:	:	:	241	160	17	28	:
Killed															
1980	30	44	185	37	47	153	–	:	:	113	:	138	:	:	3
1985	29	:	126	40	26	175	6	:	2	102	:	115	:	:	6
1990	18	3	132	:	31	144	11	:	2	40	60	122	34	13	:
1991	13	8	248	:	:	164	10	:	3	:	67	133	24	25	7
1992	19	11	254	:	:	160	11	:	1	:	62	112	27	30	4
1993	22	6	226	57	:	130	3	:	:	:	76	110	20	16	5
1994	27	7	237	33	:	124	10	:	:	:	5	129	24	17	4
1995	16	10	245	45	20	98	6	:	:	:	6	81	15	17	5
1996	18	11	238	40	21	118	7	:	:	:	4	111	8	16	–
1997	:	9	201	:	:	84	13	:	:	:	43	102	19	7	3
1998	:	5	215	:	:	:	:	:	:	:	44	87	13	17	:
Injured															
1980	33	10	147	59	:	105	2	:	:	40	:	87	:	:	15
1985	22	:	118	111	:	86	3	:	5	28	:	97	:	:	31
1990	21	32	190	:	:	67	1	:	–	52	103	71	12	1	:
1991	22	10	419	:	:	107	2	:	3	:	109	86	15	34	:
1992	11	6	501	:	:	72	5	:	–	:	99	86	11	19	15
1993	10	8	474	100	:	86	2	:	:	:	93	97	10	9	11
1994	10	8	412	87	:	82	5	:	:	:	33	97	6	12	18
1995	9	12	468	66	14	56	5	:	:	:	16	72	12	8	18
1996	12	4	483	80	17	68	7	:	:	:	30	70	6	4	12
1997	:	8	323	:	:	61	3	:	:	:	129	63	9	19	5
1998	:	7	353	:	:	:	:	:	:	:	197	73	4	11	:

Source: Eurostat (New Cronos), national sources

1.5.16 People killed and injured in railway accidents per 1 000 million pkm, 1980 - 1998 – Passengers

(persons per 1 000 mio pkm)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	7.5	4.0	4.4	12.3	:	2.3	62.0	:	4.1	3.0	:	30.6	:	:	12.7
1985	9.3	:	2.5	32.9	:	5.0	:	:	8.7	1.1	:	33.7	:	:	8.7
1990	8.3	2.0	5.2	:	:	1.5	0.8	:	–	1.5	7.8	20.5	1.5	7.3	:
1994	0.9	8.1	8.0	46.4	:	1.2	1.6	:	:	:	1.3	20.2	1.3	0.8	5.1
1995	1.5	17.9	10.8	20.4	:	1.1	1.6	:	:	:	5.3	11.9	1.3	0.5	1.9
1996	10.7	8.5	7.8	16.6	:	0.7	1.5	:	:	:	1.2	18.7	1.8	0.3	5.5
1997	:	4.8	8.3	:	:	0.9	2.9	:	:	:	25.4	12.3	0.9	0.8	5.3
1998	:	0.4	8.3	:	:	0.6	:	:	:	:	58.2	13.7	5.6	0.1	:
Killed															
1980	0.6	0.7	1.1	0.7	1.1	0.6	17.4	:	4.1	0.9	1.2	4.8	1.2	3.5	–
1985	0.3	:	0.8	0.6	:	1.9	:	:	–	–	:	8.2	:	:	–
1990	–	0.2	0.5	–	0.2	0.5	0.8	:	–	0.2	0.8	2.6	–	0.5	1.1
1994	0.5	0.4	0.5	5.0	:	0.3	0.8	:	:	:	–	3.5	1.0	0.2	0.1
1995	0.4	0.6	0.5	1.9	:	0.4	–	:	:	:	0.2	2.5	0.3	0.3	0.0
1996	0.9	0.2	0.4	–	:	0.2	–	:	:	:	–	2.2	0.9	–	0.0
1997	:	–	0.7	:	:	0.4	0.7	:	:	:	0.5	3.1	0.3	0.3	0.2
1998	:	–	1.9	:	:	0.2	:	:	:	:	0.9	1.7	:	–	:
Injured															
1980	6.9	3.3	3.3	11.6	:	1.7	44.6	:	–	2.1	:	25.8	:	:	12.7
1985	9.0	:	1.7	32.3	:	3.1	:	:	8.7	1.1	:	25.5	:	:	8.7
1990	8.3	1.8	4.7	:	:	1.0	–	:	–	1.4	7.0	17.8	1.5	6.8	:
1994	0.5	7.7	7.5	41.4	:	0.9	0.8	:	:	:	1.3	16.6	0.3	0.7	5.0
1995	1.0	17.3	10.2	18.5	:	0.7	1.6	:	:	:	5.1	9.4	0.9	0.2	1.9
1996	9.9	8.3	7.4	16.6	:	0.5	1.5	:	:	:	1.2	16.4	0.9	0.3	5.4
1997	:	4.8	7.6	:	:	0.6	2.1	:	:	:	24.9	9.2	0.6	0.5	5.1
1998	:	0.4	6.3	:	:	0.4	:	:	:	:	57.3	12.0	:	0.1	:

Source: Eurostat (New Cronos), national sources

1.5.17 People killed and injured in railway accidents per million inhabitants, 1980 - 1998

(persons killed or injured per million inhabitants)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total killed or injured															
1980	15	23	12	14	3	8	21	9	11	16	:	45	:	:	8
1985	14	:	9	27	1	11	3	7	38	11	:	43	:	:	7
1990	11	11	12	:	2	6	6	6	8	8	41	38	12	8	:
1991	8	11	23	:	2	8	4	7	18	:	43	38	11	8	:
1992	5	12	27	11	1	6	6	:	8	:	38	36	9	6	3
1993	5	12	24	20	2	5	10	:	20	:	38	35	8	4	4
1994	6	13	19	22	1	5	5	:	30	:	11	38	8	5	4
1995	5	26	22	17	1	4	4	6	17	6	14	26	6	3	3
1996	11	13	19	18	1	4	5	4	10	5	8	32	4	3	4
1997	5	10	17	15	2	4	6	4	131	:	68	28	7	4	4
1998	7	4	17	:	:	4	:	4	8	:	103	26	7	4	:
Killed															
1980	4	10	4	4	2	4	6	4	3	9	10	18	5	6	0
1985	3	:	3	5	1	6	2	4	8	7	:	17	:	:	0
1990	2	1	2	:	1	3	4	4	5	3	9	14	7	2	1
1991	2	3	4	:	1	4	3	4	10	:	11	15	7	3	0
1992	2	3	4	3	1	4	3	:	3	:	10	13	6	4	0
1993	2	2	4	6	1	3	1	:	10	:	12	13	4	2	0
1994	3	2	4	4	1	3	3	:	12	:	1	15	6	2	0
1995	2	3	4	5	1	2	2	2	7	3	1	10	3	2	0
1996	3	2	3	4	1	2	2	2	7	2	0	12	2	2	0
1997	2	2	3	4	1	2	4	2	7	:	6	12	4	1	0
1998	3	1	4	:	:	2	:	2	3	:	7	10	5	2	:
Injured															
1980	11	13	8	10	1	4	15	5	8	7	:	27	:	:	8
1985	10	:	6	22	0	5	1	3	30	4	:	26	:	:	7
1990	9	10	10	:	1	2	2	2	3	5	32	24	4	6	:
1991	6	9	19	:	1	4	1	3	8	:	33	22	4	5	:
1992	3	9	22	8	1	2	3	:	5	:	28	23	3	2	2
1993	3	11	20	15	1	2	9	:	10	:	26	22	4	2	4
1994	3	11	15	18	1	2	2	:	17	:	11	23	2	3	4
1995	3	23	18	12	0	2	2	3	10	3	13	16	3	1	3
1996	8	11	15	14	1	2	2	2	2	3	7	20	2	1	4
1997	3	7	13	11	1	2	2	2	124	:	61	16	3	3	4
1998	5	3	13	:	:	2	:	2	5	:	96	16	3	2	:

Source: Eurostat (New Cronos), national sources

1.6 Life-years lost due to road accidents

1.6.1 Estimated life-years lost due to road accidents, 1990 - 1998

(1 000 life years)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1990	:	:	303	:	:	:	:	:	:	:	:	:	:	:	:
1991	73	22	268	69	283	403	17	248	:	:	:	95	:	27	:
1992	68	21	421	71	:	379	16	258	:	:	:	90	:	27	168
1993	65	19	396	70	260	373	16	228	:	49	:	76	17	22	147
1994	67	19	392	75	227	349	15	226	:	51	:	74	18	20	147
1995	58	21	381	:	230	346	17	:	:	52	48	80	15	20	144
1996	53	19	355	:	216	327	17	:	:	47	41	77	15	18	146
1997	:	18	:	:	222	332	18	:	:	46	:	73	15	19	149
1998	60	:	:	:	:	336	:	:	:	:	:	73	14	19	138

Source: Eurostat (New Cronos)

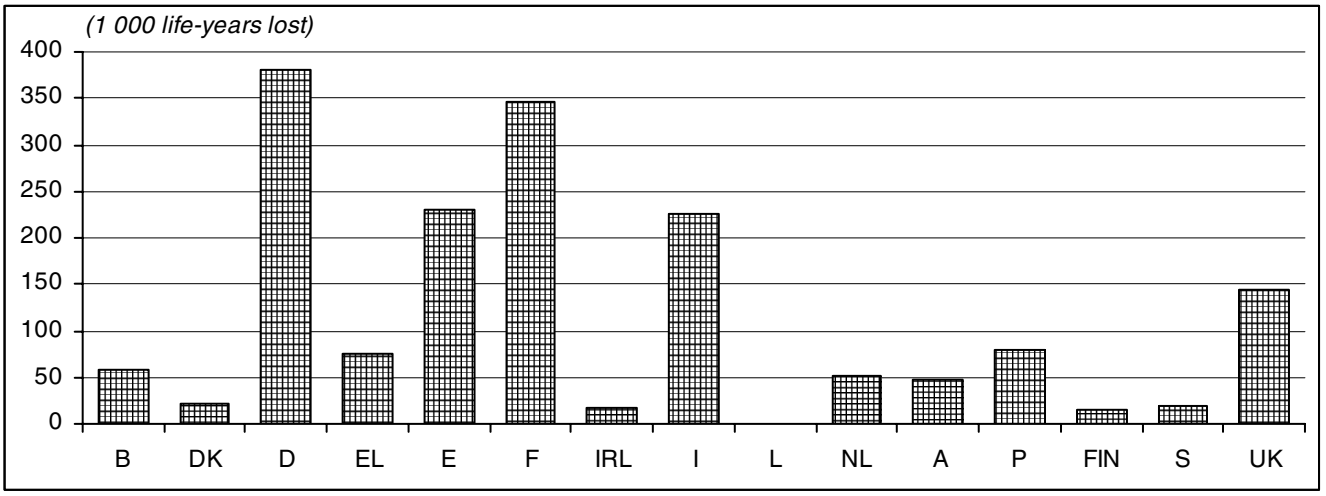


Figure 1.27: Estimated life-years lost due to road accidents, 1995

NOTES TO CHAPTER 1

1.1 Final energy consumption, including marine bunkers and oil and gas pipelines

The statistics presented here are derived from Eurostat's energy balance sheets. These sheets are based on energy supplied within the national territory and include all flows (production, foreign trade, stocks, transformation inputs and outputs, consumption, etc.). Within these sheets "final energy consumption" represents the energy delivered to the final user.

However, the balance sheet concept of final energy consumption is not ideally suited to the purposes of TERM because maritime and pipeline transport are not included. In the case of maritime transport, **marine bunkers** are considered as exports in the balance sheets. The argument for this is that refuelling of ocean-going ships is not directly related to the economic activity of the reporting country. In the case of **oil and gas pipelines**, the energy consumed by compression and pumping stations is considered under consumption of the energy sector rather than as final consumption.

Final energy consumption, as defined in this publication, includes both the energy supplied from marine bunkers and the energy consumed by pipeline transport. It thus differs from the definition used in the balance sheets.

Data for the territory of the former German Democratic Republic are included under Germany from the beginning of the time-series (1985).

Final energy consumption of transport
This includes all types of transport, including by households, public administrations, etc. Marine bunkers and pipelines are included.

Final energy consumption of railways
This includes consumption by railways and electrified urban transport systems. Inputs into electrical power stations managed by railway companies are not included.

Final energy consumption of road transport
This includes energy supplied for the propulsion of all road motor vehicles, whether for own use or for the provision of services, including road motor vehicles owned or operated by railway or aviation companies.

Final energy consumption of aviation
This includes energy supplied from aviation bunkers for both national and international air traffic.

Final energy consumption of inland navigation
This includes coastal and inland waterways shipping, as well as pleasure craft.

1.2 Emission estimates

EU inventory
These estimates have been compiled from the official EU inventories prepared by the European Environment Agency in collaboration with the European Topic Centre on Air Emissions for submission to the Intergovernmental Panel on Climate Change and under the United Nations Convention on Long-Range Transboundary Air Pollution. Each country determines for itself the methodology and source data to be used, although guidelines, default methodologies and software are provided by the European Environment Agency.

Eurostat estimates of carbon dioxide emissions
These estimates are included in order to provide the modes of transport not covered by the EU inventory. They also have the advantage that they are based on a single methodology for all countries (harmonisation), an important consideration in comparing emissions from different countries.

Eurostat estimates of carbon dioxide emissions are based on the Eurostat energy balance sheets. The method involves multiplying the consumption of each fuel consumed by fuel-specific emission factors. This is carried out for each energy-consuming sector. The emission factors are derived from the internationally agreed IPCC guidelines. They are based on a combination of the average carbon content of each fuel and the fraction oxidised during combustion. Further details are provided in the Eurostat publication *Carbon dioxide emissions from fossil fuels.* Total inland emissions of carbon dioxide include emissions from conventional thermal power stations, district heating, the energy branch, and final energy consumption. They do not include marine bunkers.

Total transport emissions of carbon dioxide include emissions from road transport, railways, inland navigation and aviation (marine bunkers are excluded from the totals).

1.3 Air quality

Source: ETC-AQ. These air quality data are calculated results using models. Input data include urban emissions, meteorological data and background concentrations (which were in turn calculated or estimated from measurements). The urban emissions have been derived from CORINAIR data at NUTS level 3, and additional information on urban dimensions, population, etc. These estimated emissions have been compared to data from urban inventories. All calculated results were compared to measured data, as far as available.

Data for particulates (PM10) may not be comparable between Member States, due to differences in measurement techniques. The figures for UK and some other countries may therefore be too low. It is expected that these discrepancies will be resolved in the next edition.

1.4 Pollutant accidents (marine oil spills)

Source: ITOPF. Information is gathered from both published sources, such as the shipping press and other specialist publications, and also from vessel owners and their insurers. Not surprisingly, information from published sources generally relates to large spills, often resulting from collisions, groundings, structural damage, fires and explosions, whereas the majority of individual reports relate to small operational spillages. Complete reporting of this latter type of spill is clearly difficult to achieve. Figures for the amount of oil spilt in an incident include all oil lost to the environment, including that which is burnt or remains in a sunken vessel. There is considerable annual variation in both the incidence of oil spills and the amounts of oil lost and so the figures and any averages derived from them should be viewed with caution.

1.5 Accidents involving personal injury

Road accidents
Additional data have been added from UNECE and national publications.

There are large variations in definitions of "death" and "injury" between States.

The internationally agreed definition for a person killed in a road traffic accident is any person killed outright or who died within 30 days as a result of the accident. In practice this varies from death at the scene or immediately following transport from the scene (Portugal), within 24 hours (Spain until 1993), within 3 days (Greece, Austria until 1991), within 6 days (France), within 7 days (Italy). These differences make international comparisons difficult. Although conversion factors exist which attempt to take different definitions of road death into account, they have not been applied here due to doubts on their reliability.

Netherlands: change in definition of 'injured' from 1993 onwards.

Buses and coaches: passenger-kilometre data used for the calculation of the ratios refer to performance of buses and coaches, trams and metros, except for Germany where trams and metros are not included.

Railway accidents
Additional data have been added from UNECE, UIC and national publications.

These data refer to persons killed or injured as a result of collisions, derailments and other causes related to the running of rail vehicles.

"Others" includes incidents at level crossings. Level-crossing incidents are reported in both road and rail statistics. In the case of rail, they account for between 30 and 40% of all fatalities.

1.6 Life-years lost

This indicator is an estimation of the number of years of life lost due to road accidents, and has been compiled by combining data on road deaths by age tranche with life-expectancies for each tranche. At present the indicator is in a provisional stage of development. Improvements will be made by introducing information on the age and gender distribution for each age tranche. The influence of road deaths on life expectancy has not been taken into account.

CHAPTER 2: TRANSPORT VOLUME AND INTENSITY

TRANSPORT VOLUME AND INTENSITY

The volumes of passenger and freight transport and their respective modal split are major factors in the generation of pressures on the environment. The normal units of measurement for transport are the passenger-kilometre (pkm) and tonne-kilometre (tkm), which represent the movement of one passenger or one tonne over a distance of one kilometre. It should, however, be borne in mind that pkm and tkm have a bias towards longer-distance modes and means of transport. This section includes tables of pkm and tkm by mode and means of transport, as well as per unit of GDP and per person.

2.1 Traffic

The kilometres driven by passenger cars have more than doubled over the period 1970 to 1998, throughout the European Union. It is not possible to be more precise, owing to the absence of complete data. However, in some countries the growth has been much higher (Portugal having seen five-fold increases, Spain, four-fold, and Italy, three-fold). Bus traffic has shown more moderate growth in most countries, except for Italy and Portugal which have quadrupled over the same period. The exceptionally poor data situation for goods vehicles and motorcycles makes it difficult to draw general conclusions, except to say that growth in motorcycle traffic has been high in France, Italy, Portugal and Sweden.

Rail traffic has risen by a modest 10% over the same period. Whilst there has been a 29% increase in the kilometers performed by passenger trains, goods train-kilometres have decreased by about a third.

2.2 Passenger transport

Over the period between 1970 and 1998, passenger-kilometres have more than doubled (112%), representing an average increase of 2.7% per year. This is slightly higher than the rate of increase in GDP. The average distance travelled per person has increased at an average rate of 2.4% per year. Travel by all means of transport increased over this period in terms of passenger-kilometres, and for all means except trams and metro in terms of the average distance per person. However, car and air transport have far outstripped the growth of other means, and are the only two means which have increased their market share.

2.3 Freight transport

Tonne-kilometres of freight increased by 114% over the period 1970 to 1998 at the average rate of 2.8% per year, which is slightly higher than GDP. The average tonne-kilometres per person increased at the average rate of 2.3% per year. During this period there was a substantial decline in freight transport by rail (-15%), as well as large increases in road (202%) and short sea shipping (147%), which have both increased their modal share. The share of all other modes has declined.

2.4 Combined, inter-modal transport

The picture of combined and inter-modal transport is not yet fully described in official statistics, however some information is available for rail. Both container transport by rail and "piggy-back" transport (the transport of road vehicles by rail) grew steadily between 1982 (when Eurostat began collecting data) and 1990. In the early 1990s there was a short period of stagnation, followed by strong growth. Container transport is particularly strong in Germany and Italy, and to a lesser extent, France. "Piggy-back" transport is strongest in Germany, but also well developed in France, Sweden and Italy.

2.5 Transalpine freight transport

A table is provided on the quantities of goods transported by road and rail through the inner alpine arc (Mont-Cenis and Brenner). Total goods transport through this region, in terms of tonnes carried, has increased 88% since 1980. The share of rail has decreased from 56% to 37% over this period. In 1999 the rail shares were 26% for France, 24% for Austria, and 69% for Switzerland.

2.1 Traffic

2.1.1 Road vehicle-kilometres, 1970 - 1998

(mio vkm)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Powered two-wheelers															
1970	:	:	2 600	1 038	2 489	1 715	:	20 520	:	5 300	1 666	437	800	185	4 000
1975	:	:	3 700	1 314	1 704	2 710	:	24 700	:	4 000	2 097	591	:	206	5 100
1980	:	220	5 700	:	1 657	4 020	340	24 752	:	3 480	1 670	695	800	236	7 670
1985	:	268	7 400	:	1 571	:	:	30 874	:	2 293	1 371	740	800	479	7 370
1990	:	295	7 500	:	1 209	:	241	43 940	:	2 380	711	2 023	800	445	5 570
1991	:	291	11 200	:	1 315	6 500	266	42 010	:	2 103	705	:	900	456	5 400
1992	:	296	11 800	:	1 349	6 500	249	47 191	:	1 035	703	:	900	481	4 671
1993	:	305	11 590	:	1 389	:	237	:	:	1 338	:	:	900	500	4 127
1994	:	318	12 959	:	1 407	:	259	:	:	1 831	:	:	900	519	4 146
1995	:	341	11 500	:	:	:	278	:	:	1 357	:	:	900	532	4 120
1996	:	383	13 400	:	:	:	295	:	:	1 456	:	:	900	546	4 165
1997	:	444	14 400	:	:	:	:	:	:	1 522	:	:	900	569	4 051
1998	:	507	:	:	:	:	:	:	:	:	:	:	900	613	3 950
Passenger cars															
1970	25 230	19 000	201 100	6 806	24 648	165 000	:	122 505	1 300	35 810	21 539	7 124	13 900	31 021	155 000
1975	29 497	21 000	245 100	13 173	40 311	205 000	:	158 670	1 500	47 460	20 353	12 047	19 880	37 681	181 600
1980	36 945	19 355	297 400	:	53 057	244 600	14 798	190 608	2 000	61 350	24 186	17 050	22 180	45 192	202 105
1985	41 760	22 322	313 400	:	59 371	267 000	:	213 543	2 200	64 950	28 018	22 500	25 970	47 790	250 460
1990	54 898	27 968	431 488	:	86 213	311 000	19 271	277 975	2 971	76 955	31 851	26 000	33 430	54 614	330 740
1991	57 482	28 902	496 410	:	90 386	325 000	19 712	286 311	3 231	77 785	32 617	27 000	33 130	55 012	344 000
1992	58 722	29 579	509 958	:	65 783	334 000	20 540	316 951	:	83 325	33 384	30 300	36 050	55 604	349 216
1993	:	30 015	517 823	:	98 162	340 000	21 558	:	:	85 336	:	33 150	35 660	54 460	386 974
1994	79 300	30 925	505 705	:	101 558	352 000	22 894	:	:	89 094	:	36 000	35 400	55 184	395 364
1995	92 529	32 193	514 414	:	:	359 100	24 826	:	:	89 973	:	38 400	35 760	56 279	405 113
1996	:	33 184	517 000	:	:	364 400	27 312	:	:	89 661	:	41 250	36 000	56 571	415 568
1997	:	34 364	524 800	:	:	371 500	:	:	:	93 081	:	44 250	36 790	56 596	424 955
1998	:	35 210	:	:	:	383 100	:	:	:	:	:	47 250	38 080	57 009	418 389
Motor coaches, buses and trolley buses															
1970	368	300	2 200	738	811	:	:	1 361	:	450	337	200	570	846	3 600
1975	397	300	2 700	936	1 041	1 409	:	1 680	:	540	395	218	640	809	3 200
1980	390	403	3 200	:	1 098	1 954	300	2 947	:	543	445	411	640	732	3 070
1985	387	475	3 300	:	1 248	1 988	:	3 744	:	571	455	:	670	774	3 660
1990	:	486	3 277	504	1 311	2 100	257	5 080	42	601	466	600	680	1 025	4 690
1991	402	474	4 023	493	1 393	2 200	244	5 183	45	605	460	615	650	1 065	4 700
1992	402	463	3 891	503	1 396	2 300	284	5 186	:	620	465	635	640	1 108	4 760
1993	:	470	3 806	:	1 438	2 300	299	:	:	621	:	660	640	1 075	4 923
1994	:	476	3 737	520	1 501	2 300	333	:	:	622	:	680	630	1 067	5 029
1995	:	528	3 739	530	:	2 300	355	:	:	644	:	715	620	1 080	4 978
1996	:	576	3 700	:	:	2 300	396	:	:	646	:	:	620	1 091	5 143
1997	:	573	3 700	:	:	2 300	:	:	:	621	:	789	620	1 115	5 136
1998	:	574	:	:	:	2 300	:	:	:	:	:	:	600	1 130	5 009
Lorries and road tractors															
1970	3 158	3 000	26 700	1 038	10 437	:	:	22 557	:	:	3 995	2 100	:	5 012	37 900
1975	3 172	3 600	27 000	1 314	14 172	11 921	:	24 208	:	:	4 819	3 300	3 850	4 647	41 800
1980	3 214	5 373	33 700	:	16 414	13 687	1 253	33 014	299	8 363	6 063	4 100	3 940	5 414	41 670
1985	3 219	5 439	34 400	:	18 483	12 005	1 031	40 521	336	8 860	6 823	5 200	4 510	5 845	48 180
1990	2 880	6 146	40 316	:	25 310	15 237	:	47 842	421	12 812	8 333	2 233	5 640	8 226	65 740
1991	3 179	6 176	53 355	:	26 404	15 548	:	49 021	575	13 600	8 557	2 404	5 390	8 334	62 400
1992	:	6 208	57 073	:	27 258	15 914	2 034	50 529	236	15 970	8 886	1 905	5 660	8 344	65 802
1993	:	6 207	58 039	:	27 954	15 178	2 039	:	275	17 123	:	:	5 690	8 101	29 324
1994	:	6 286	62 627	:	29 163	16 095	2 244	:	:	17 206	:	:	5 700	8 135	30 462
1995	:	6 448	65 412	:	:	16 379	1 956	:	:	18 184	:	:	5 790	8 247	30 722
1996	:	6 490	62 600	:	:	18 000	2 031	:	:	18 973	:	2 836	5 900	8 261	31 659
1997	:	6 558	65 200	:	:	20 900	:	:	:	19 926	:	2 942	6 120	8 389	33 049
1998	:	6 834	:	:	:	21 400	:	:	:	:	:	2 937	6 120	8 649	32 092

Source: Eurostat (New Cronos); ECMT; UNECE; national sources

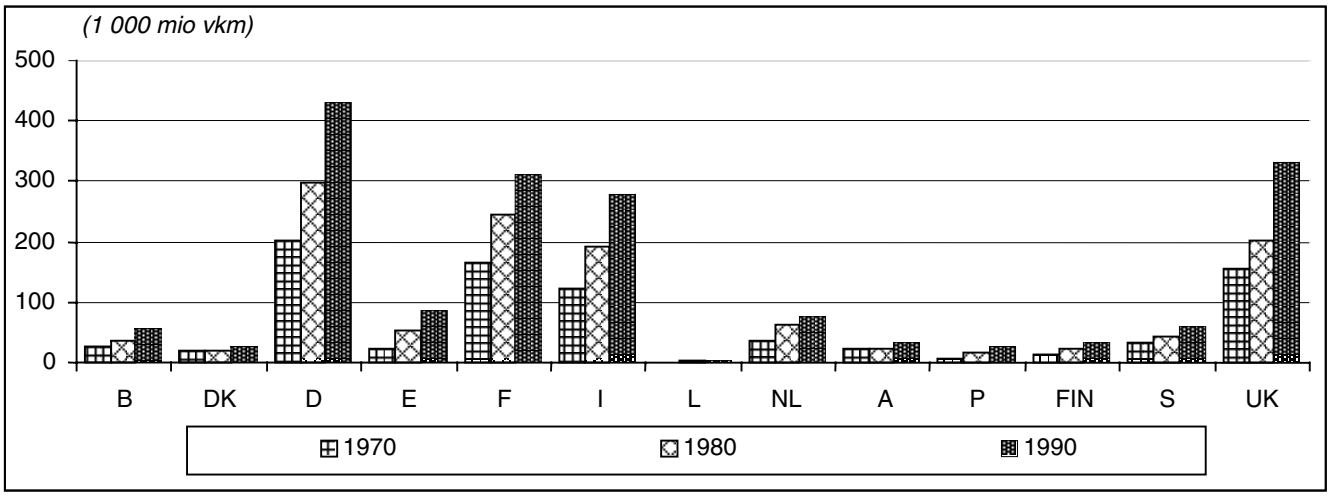


Figure 2.1: Evolution in the number of vehicle kilometres for passenger cars since 1970

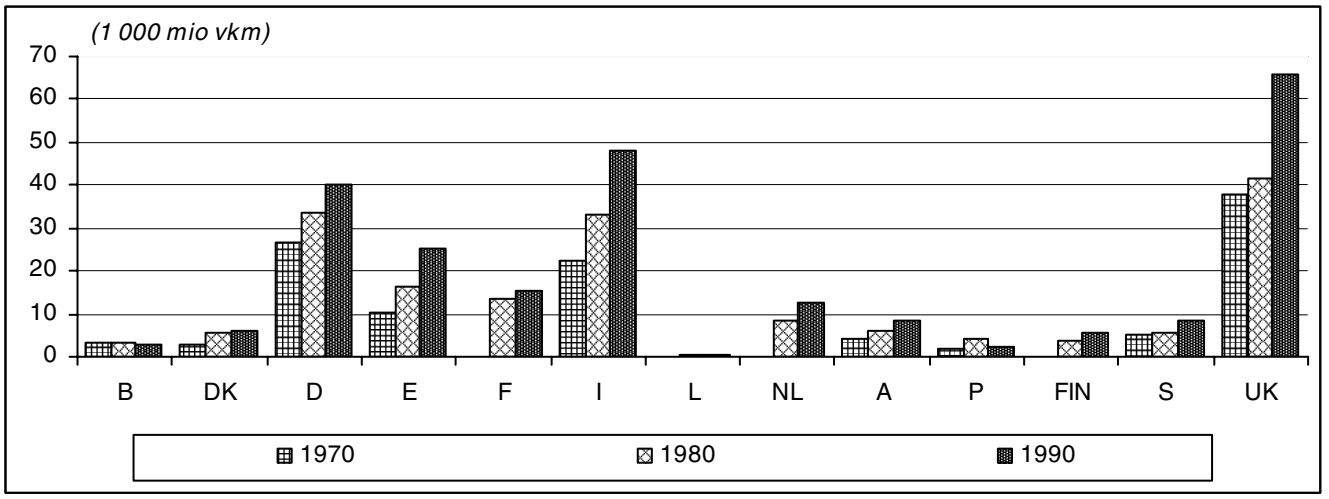


Figure 2.2: Evolution in the number of vehicle kilometres for lorries and road tractors since 1970

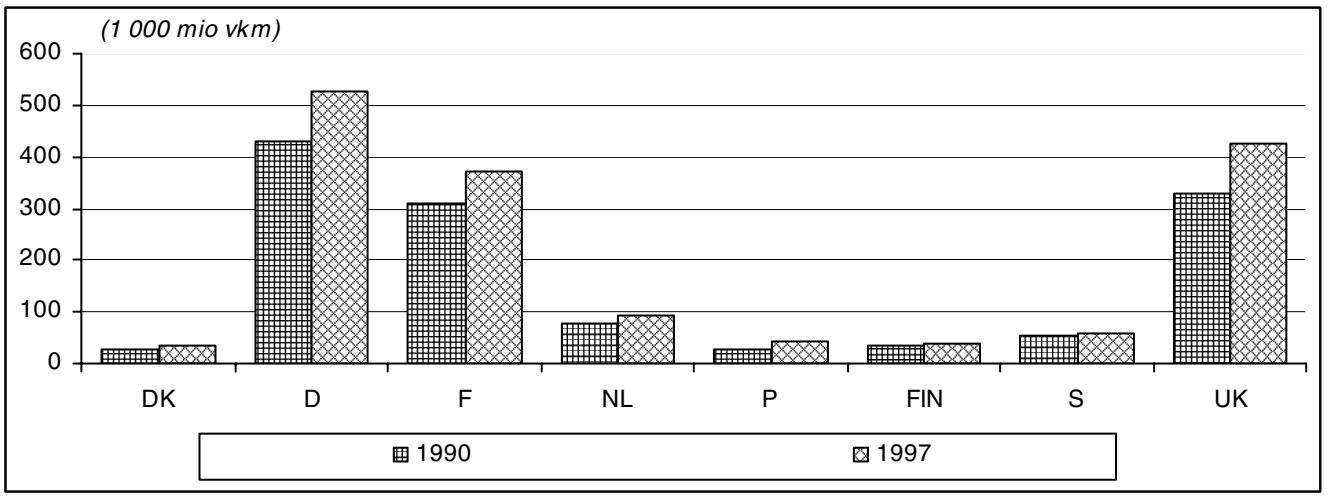


Figure 2.3: Evolution in the number of vehicle kilometres for passenger cars in the 1990s

2.1.2 Rail vehicle-kilometres, 1970 - 1998

(mio train-km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total																	
1970	2 687	2 067	80	41	863	19	123	466	11	264	4	98	86	28	43	107	452
1975	2 705	2 109	86	44	866	18	128	477	11	266	4	107	90	30	45	99	435
1980	2 810	2 217	95	48	887	15	137	505	13	287	4	110	98	35	45	99	430
1985	2 762	2 198	95	50	861	16	152	481	14	292	4	113	102	39	44	105	393
1990	2 825	2 227	92	52	855	16	169	482	14	302	5	117	115	34	41	99	432
1991	2 869	2 273	94	55	852	16	176	484	14	316	6	118	129	44	40	97	428
1992	2 908	2 313	93	58	874	15	178	485	14	319	7	118	139	44	40	95	427
1993	2 859	2 274	92	57	871	15	164	472	14	312	8	122	135	42	41	93	419
1994	2 852	2 276	91	57	875	17	154	478	14	323	7	118	135	39	41	98	405
1995	2 844	2 254	89	59	859	18	161	455	13	336	7	120	131	42	41	103	412
1996	2 887	2 295	90	58	851	19	160	498	15	346	7	119	123	44	41	105	410
1997	2 898	2 311	91	59	838	19	165	507	16	346	7	121	128	49	44	101	409
1998	2 943	2 356	94	61	872	17	166	507	15	341	7	122	140	46	44	102	408
Passenger trains																	
1970	1 746	1 304	58	33	538	15	80	241	7	198	3	81	53	22	23	63	331
1975	1 853	1 400	65	36	562	14	84	268	7	213	3	92	56	24	27	57	345
1980	1 923	1 469	72	39	561	12	95	290	8	229	3	96	60	28	26	60	343
1985	1 921	1 479	72	41	533	14	103	301	9	235	3	101	64	31	24	64	323
1990	2 043	1 553	71	45	562	13	120	318	10	236	3	106	75	27	24	59	373
1991	2 093	1 600	72	48	586	14	127	318	10	237	4	106	87	29	25	58	373
1992	2 149	1 659	72	51	617	13	133	321	10	242	5	107	97	30	26	59	367
1993	2 165	1 673	72	50	637	13	125	321	10	241	6	112	94	30	25	58	367
1994	2 158	1 675	72	50	645	15	117	324	10	248	6	108	92	28	25	60	357
1995	2 165	1 663	70	52	640	16	121	308	9	256	6	110	88	29	25	61	372
1996	2 210	1 705	72	51	645	17	123	341	11	257	6	111	83	32	25	66	370
1997	2 235	1 729	72	52	646	17	125	346	11	256	6	113	86	40	27	66	372
1998	2 251	1 742	75	54	684	15	126	348	11	254	6	117	93	:	27	66	374
Goods trains																	
1970	941	763	23	8	326	4	43	225	5	65	2	17	32	6	20	44	121
1975	852	708	21	8	303	4	44	209	4	54	2	14	34	6	18	42	90
1980	887	748	23	9	326	3	42	215	5	57	2	14	38	7	19	39	88
1985	841	719	22	9	328	3	49	180	4	57	1	13	37	8	19	41	70
1990	782	674	21	7	293	2	49	164	4	67	2	12	40	6	17	40	60
1991	738	636	21	7	262	2	45	160	4	67	2	11	40	7	15	38	55
1992	715	622	21	7	253	2	45	159	4	65	2	11	40	7	15	34	49
1993	680	572	19	7	231	2	39	146	4	60	1	11	39	7	16	33	52
1994	681	574	18	7	226	2	37	149	4	65	1	10	40	7	17	37	48
1995	666	564	17	7	216	2	40	143	4	69	1	10	40	8	16	39	40
1996	641	555	18	7	204	2	37	153	4	68	1	8	38	7	16	38	40
1997	634	554	18	7	191	2	40	156	4	70	1	9	40	9	17	34	37
1998	618	541	18	7	188	1	40	154	4	66	1	4	47	:	17	34	34

Source: UIC; Eurostat (New Cronos)

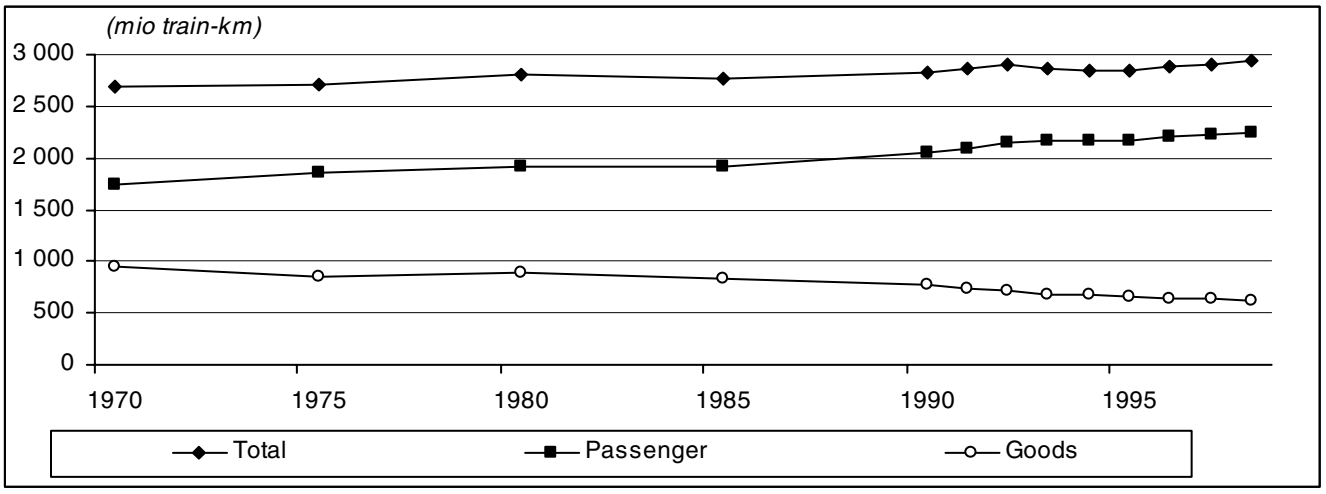


Figure 2.4: Evolution in rail traffic since 1970

2.2 Passenger transport

2.2.1 Passenger transport by means, EU-15, 1970 - 1998

	All means	Motorbike	Car	Bus	Tram / metro	Rail	Water	Air	Walking	Cycling
										(1 000 mio pkm)
1970	2 508	113	1 586	280	39	217	15	33	155	60
1975	:	:	1 966	327	39	241	:	:	161	62
1980	3 442	127	2 307	364	41	253	22	74	165	67
1985	:	:	2 576	364	46	262	:	:	151	71
1990	4 540	126	3 253	385	48	274	28	157	149	71
1994	:	122	3 542	394	48	274	31	:	161	69
1995	5 005	124	3 614	405	47	276	31	202	163	70
1996	:	127	3 679	407	48	284	31	209	:	:
1997	:	131	3 744	413	49	287	32	222	:	:
1998	:	134	3 814	416	50	290	32	241	:	:
										(pkm per 1 000 ecu GDP)
1970	820	37	518	92	13	71	5	11	51	20
1975	:	:	556	92	11	68	:	:	45	18
1980	836	31	560	89	10	61	5	18	40	16
1985	:	:	581	82	10	59	:	:	34	16
1990	873	24	626	74	9	53	5	30	29	14
1994	:	22	638	71	9	49	6	:	29	12
1995	881	22	636	71	8	49	6	35	29	12
1996	:	22	637	70	8	49	5	36	:	:
1997	:	22	631	70	8	48	5	37	:	:
1998	:	22	625	68	8	47	5	39	:	:
										(1 000 pkm per capita)
1970	7 373	334	4 661	823	114	637	45	97	455	177
1975	:	:	5 628	935	113	690	:	:	460	178
1980	9 688	359	6 492	1 026	114	712	61	208	466	187
1985	:	:	7 181	1 015	129	731	:	:	420	199
1990	12 454	346	8 924	1 057	133	752	78	431	409	195
1994	:	330	9 550	1 063	130	740	83	:	434	187
1995	13 456	335	9 716	1 088	128	743	85	542	437	188
1996	:	341	9 861	1 090	129	761	84	559	:	:
1997	:	349	10 006	1 104	131	767	86	593	:	:
1998	:	358	10 176	1 109	134	773	86	642	:	:

Source: DG TREN

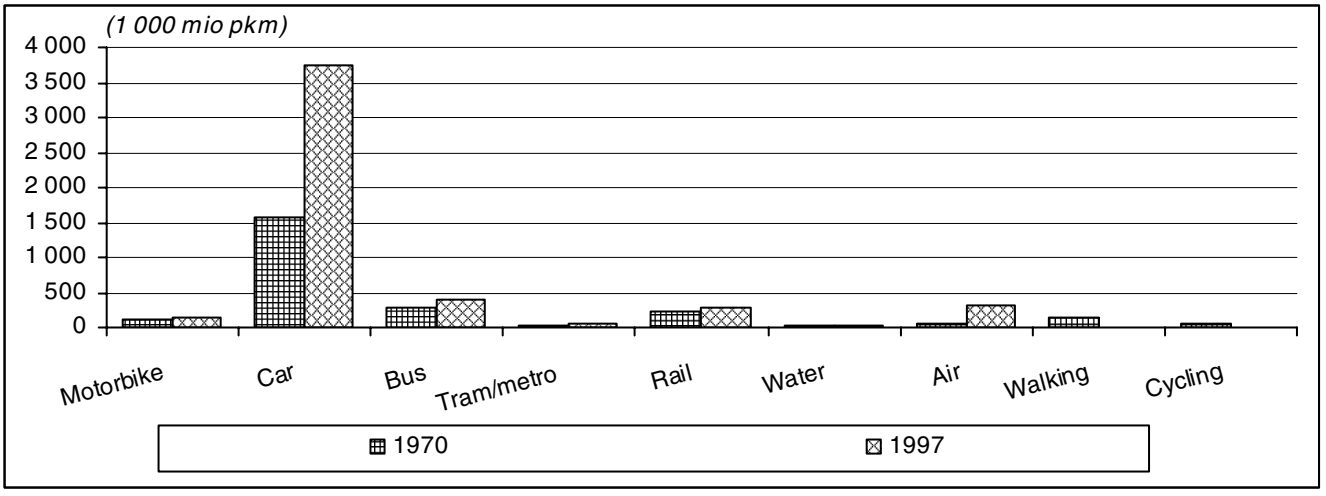


Figure 2.5: Passenger transport by means of transport in EU-15

2.2.2 Passenger transport by powered two-wheelers, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	97	91	1.1	1.1	19.8	1.0	9.3	21.4	0.2	29.4	0.0	4.1	1.5	4.1	0.4	0.4	3.7
1975	109	101	1.2	1.1	20.0	1.4	10.9	22.0	0.2	35.8	0.0	4.1	1.5	4.4	0.6	0.5	5.3
1980	115	103	1.3	1.0	19.6	2.1	11.6	20.6	0.2	39.9	0.0	3.7	1.5	4.2	0.6	0.5	8.1
1985	115	103	1.3	0.9	17.7	3.2	12.1	18.8	0.2	42.9	0.0	3.2	1.4	4.2	0.8	0.6	7.6
1990	112	100	1.2	0.8	15.3	4.9	12.4	17.0	0.3	44.2	0.0	2.8	1.3	4.7	0.9	0.6	5.9
1994	122	108	1.3	0.8	12.0	7.9	13.7	13.2	0.3	58.7	0.0	2.7	1.5	3.9	0.9	1.2	4.4
1995	124	110	1.4	0.8	12.8	8.6	13.7	12.4	0.3	59.9	0.0	2.8	1.6	4.0	0.9	1.2	4.3
1996	127	111	1.4	0.8	13.4	9.2	13.8	12.2	0.3	61.1	0.0	2.9	1.6	4.0	0.9	1.3	4.4
1997	131	115	1.4	0.8	14.4	9.8	13.9	12.2	0.3	62.9	0.0	2.9	1.6	4.0	0.9	1.3	4.3
1998	134	117	1.4	0.8	15.4	11.1	14.0	12.2	0.3	64.0	0.0	2.8	1.6	4.0	0.9	1.3	4.2
																	(pkm per 1 000 ecu GDP)
1970	31.8	38.7	11.7	17.7	27.3	29.3	45.5	38.6	12.5	60.6	4.3	33.1	21.1	162.2	7.7	3.1	7.6
1975	30.8	36.7	11.1	15.9	24.8	31.6	41.2	33.6	11.4	64.4	5.6	27.9	18.3	142.5	8.2	3.4	9.8
1980	27.9	31.8	9.8	12.1	20.7	38.3	39.8	27.2	9.5	57.8	5.0	20.6	15.0	105.6	8.1	3.6	13.6
1985	25.9	29.6	9.4	9.7	17.7	53.5	38.6	23.2	8.8	57.7	4.3	16.7	12.9	101.8	8.3	3.5	11.7
1990	21.5	24.4	7.8	8.2	13.0	74.3	31.1	18.0	7.0	51.3	3.5	12.4	10.0	87.1	8.6	3.2	7.7
1994	22.1	24.6	8.3	6.9	8.6	116.2	33.1	13.6	6.0	66.4	4.0	11.2	11.3	67.7	9.2	6.7	5.5
1995	21.9	24.4	8.2	6.6	9.1	123.9	32.1	12.6	5.4	65.8	3.9	11.3	11.3	66.9	8.7	6.5	5.3
1996	22.0	24.4	8.3	6.8	9.4	129.4	31.7	12.2	4.8	66.6	3.8	11.2	11.2	65.8	8.4	6.9	5.3
1997	22.0	24.5	8.4	6.8	9.9	133.7	30.9	11.9	4.3	67.6	3.7	11.0	11.0	63.4	7.9	6.8	5.0
1998	22.0	24.2	7.9	6.7	10.3	146.0	30.0	11.6	4.6	67.8	3.5	10.2	10.7	61.0	7.5	6.6	4.8
																	(pkm per capita)
1970	286	347	112	231	255	117	274	421	64	546	59	315	196	468	93	47	66
1975	312	372	125	223	254	157	306	417	69	645	84	297	203	486	119	57	94
1980	323	374	128	189	251	221	309	382	68	707	82	262	199	430	132	64	143
1985	320	368	127	174	228	320	315	340	68	758	82	222	183	423	153	67	134
1990	307	353	121	161	193	477	319	299	71	778	79	184	162	478	182	68	102
1994	330	376	132	148	147	758	350	228	73	1026	99	176	191	394	177	137	75
1995	335	379	133	145	157	823	348	213	72	1045	98	181	194	398	176	136	74
1996	341	385	137	152	164	878	351	209	69	1064	96	184	196	403	176	147	75
1997	349	394	141	157	175	933	353	208	68	1094	95	186	196	402	175	147	73
1998	358	401	137	159	188	1055	356	207	81	1112	101	178	198	401	175	147	71

Source: Eurostat (NewCronos); DG TREN; UITP; DIW

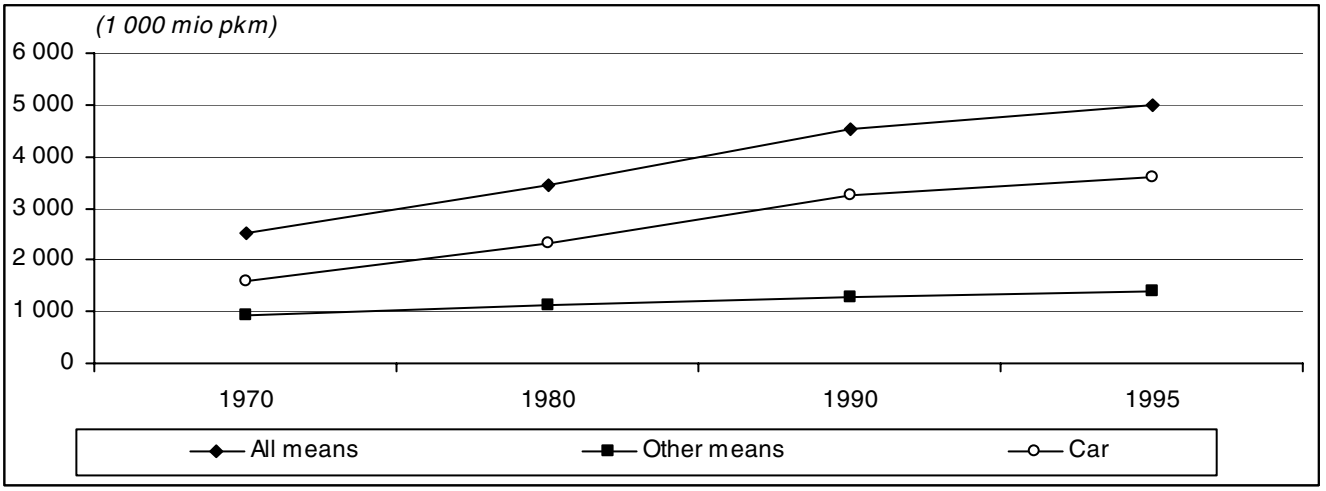


Figure 2.6: Evolution of passenger transport in EU-15 – passenger-kilometres

2.2.3 Passenger transport by passenger car, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	1 586	1 191	49	33	395	9	77	305	11	212	2	66	33	17	24	55	297
1975	1 966	1 513	57	38	465	20	126	375	14	279	2	89	44	29	31	64	331
1980	2 307	1 786	65	38	522	28	172	453	18	324	3	107	48	41	34	67	388
1985	2 576	1 982	67	41	554	40	213	494	16	374	3	118	50	53	40	73	441
1990	3 253	2 466	81	48	681	49	259	586	18	523	4	136	62	65	51	90	600
1994	3 542	2 746	89	53	721	56	303	651	22	600	5	147	68	90	50	84	604
1995	3 614	2 805	91	54	731	59	312	664	23	615	5	147	68	100	50	87	609
1996	3 679	2 850	92	56	731	62	328	674	25	627	5	146	66	105	50	93	619
1997	3 744	2 901	94	57	735	64	335	687	27	639	5	151	67	109	52	94	628
1998	3 814	2 963	96	59	740	68	352	708	29	647	5	151	69	114	53	95	630
																	(pkm per 1 000 ecu GDP)
1970	518	506	533	516	545	245	380	551	723	437	455	534	476	698	426	454	611
1975	556	552	525	532	577	446	478	574	724	503	441	613	520	948	459	463	613
1980	560	551	509	474	551	497	593	597	729	469	453	594	478	1 031	434	450	657
1985	581	571	506	447	553	678	678	610	599	502	472	615	464	1 275	440	449	678
1990	626	603	523	471	576	748	651	623	505	607	473	612	497	1 197	482	498	787
1994	638	624	556	473	519	823	731	673	505	679	464	608	503	1 562	504	472	762
1995	636	623	553	473	520	847	734	673	481	675	459	594	492	1 685	485	470	748
1996	637	624	554	471	513	867	753	674	481	685	452	573	467	1 726	471	494	744
1997	631	619	547	467	505	878	745	672	469	687	439	573	464	1 728	454	491	729
1998	625	614	543	465	495	894	753	671	441	686	424	550	460	1 730	446	484	715
																	(pkm per capita)
1970	4 661	4 533	5 110	6 756	5 078	978	2 286	6 001	3 729	3 938	6 192	5 085	4 419	2 013	5 145	6 888	5 339
1975	5 628	5 587	5 865	7 471	5 914	2 214	3 548	7 112	4 406	5 037	6 547	6 520	5 766	3 232	6 622	7 836	5 887
1980	6 492	6 475	6 639	7 437	6 665	2 867	4 606	8 398	5 175	5 742	7 415	7 569	6 332	4 198	7 093	8 026	6 888
1985	7 181	7 110	6 833	8 018	7 128	4 060	5 532	8 943	4 633	6 603	8 999	8 143	6 571	5 294	8 058	8 682	7 780
1990	8 924	8 712	8 101	9 300	8 576	4 801	6 675	10 329	5 163	9 214	10 475	9 109	8 073	6 568	10 268	10 515	10 427
1994	9 550	9 528	8 846	10 106	8 851	5 369	7 740	11 247	6 079	10 494	11 393	9 550	8 493	9 089	9 748	9 566	10 356
1995	9 716	9 708	8 993	10 387	8 946	5 624	7 966	11 426	6 442	10 728	11 472	9 496	8 463	10 034	9 801	9 856	10 410
1996	9 861	9 834	9 097	10 605	8 924	5 885	8 348	11 551	6 922	10 931	11 431	9 394	8 152	10 577	9 835	10 485	10 546
1997	10 006	9 986	9 233	10 806	8 961	6 132	8 529	11 723	7 403	11 107	11 401	9 686	8 300	10 960	10 020	10 581	10 634
1998	10 176	10 181	9 409	11 035	9 025	6 466	8 936	12 037	7 693	11 240	12 315	9 588	8 479	11 386	10 342	10 733	10 655

Source: Eurostat (NewCronos); DG TREN; ECMT; UNECE

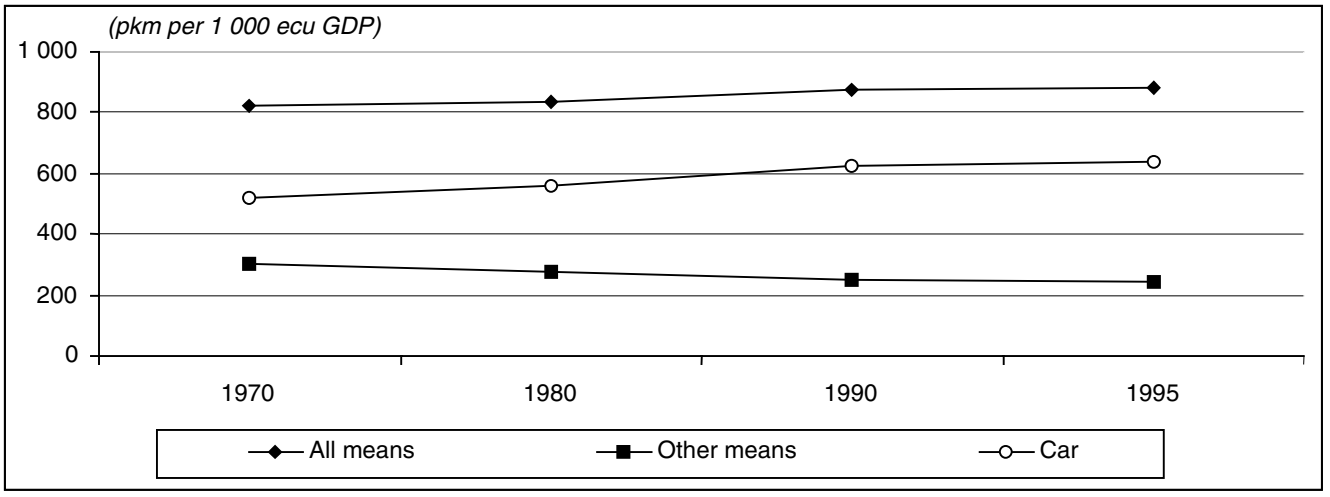


Figure 2.7: Evolution of passenger transport in EU-15 – pkm per unit GDP

2.2.4 Passenger transport by bus and coach, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	280.0	200.3	9.3	4.6	67.7	9.4	20.9	35.2	3.3	32.0	0.3	11.1	9.1	4.4	7.0	5.5	60.2
1975	326.6	239.8	9.6	5.7	82.0	12.5*	26.9	40.3	3.9*	42.3	0.3*	11.8	9.5*	5.2	8.0	6.4	62.2
1980	364.4	282.0	9.1	7.3	90.0	15.6	28.1	53.0	4.5	57.8	0.4*	13.2	9.8	7.6	8.5	7.3	52.2
1985	364.4	280.7	9.0	8.8	75.3	16.7*	31.8	51.6	4.2*	68.1	0.4*	13.0	9.3*	9.5	8.6	9.0	49.2
1990	385.3	303.1	10.9	9.3	72.5	17.7	33.4	57.6	3.9	84.0	0.4*	13.0	8.7	10.3	8.5	9.0	46.2
1994	394.1	311.4	12.0	9.7	72.4	19.6	38.1	58.9	5.0	79.3	0.4*	13.9	10.8	12.6	8.0	9.2	44.3
1995	404.7	320.7	12.5	10.6	71.6	20.2	39.6	58.3	5.2	87.1	0.4*	14.5	10.5	13.1	8.0	8.8	44.3
1996	406.7	321.3	11.4	11.4	70.7	20.4	37.7	58.7	5.3	88.7	0.4*	14.4	12.5	13.5	8.0	9.3	44.2
1997	413.1	327.6	11.9	11.2	69.7	20.7	44.0	58.9	5.5	88.5	0.4*	14.5	12.7	13.5	8.0	9.4	44.2
1998	415.7	330.7	12.0	11.1	69.4	21.2	46.0	58.8	5.7	89.2	0.4*	14.5	12.9	14.0	7.8	9.5	43.2
																	(pkm per 1 000 ecu GDP)
1970	91.5	85.1	100.8	71.3	93.5	268.3	102.8	63.6	217.0	66.0	65.0	89.4	131.4	174.1	125.7	45.0	123.9
1975	92.4	87.5	87.9	80.2	101.7	279.1*	102.0	61.7	201.9*	76.2	65.6*	81.2	112.5*	166.1	117.6	46.1	115.1
1980	88.5	87.0	70.7	90.7	95.1	280.7	96.7	69.9	186.3	83.8	65.2*	73.2	98.0	191.1	108.8	49.3	88.4
1985	82.2	80.9	67.4	96.0	75.2	280.3*	101.5	63.6	153.4*	91.5	55.5*	67.7	86.2*	228.5	95.7	55.7	75.6
1990	74.1	74.1	70.2	91.6	61.3	271.5	83.8	61.3	108.8	97.5	48.7*	58.4	69.3	189.6	80.1	49.8	60.5
1994	71.0	70.7	74.5	87.2	52.1	287.9	92.0	60.9	115.8	89.6	42.0*	57.6	79.6	217.8	81.4	51.7	55.9
1995	71.2	71.3	75.9	92.3	50.9	291.3	93.0	59.0	107.8	95.7	41.9*	58.7	75.8	221.0	77.4	47.5	54.4
1996	70.4	70.3	68.3	96.2	49.7	287.7	86.6	58.7	101.5	96.8	40.8*	56.5	88.8	221.9	74.8	49.6	53.1
1997	69.7	70.0	69.2	91.5	47.9	282.2	97.8	57.6	95.2	95.1	39.8*	54.9	88.0	214.0	70.5	49.3	51.3
1998	68.1	68.6	67.8	88.3	46.4	278.8	98.5	55.7	88.1	94.5	37.6*	53.0	86.6	213.4	65.3	48.4	49.0
																	(pkm per capita)
1970	823	762	967	933	871	1 072	619	693	1 119	595	885	851	1 219	502	1 520	684	1 082
1975	935	886	982	1 127	1 042	1 386*	757	765	1 228*	763	973*	863	1 247*	567	1 698	781	1 106
1980	1 026	1 022	922	1 425	1 149	1 620	752	984	1 323	1 025	1 067*	933	1 298	778	1 778	878	927
1985	1 015	1 007	909	1 721	969	1 678*	828	933	1 187*	1 203	1 059*	897	1 221*	949	1 754	1 078	868
1990	1 057	1 071	1 089	1 809	914	1 744	859	1 015	1 112	1 481	1 080*	869	1 126	1 041	1 705	1 052	803
1994	1 063	1 080	1 186	1 864	889	1 878	974	1 017	1 394	1 386	1 032*	904	1 345	1 267	1 572	1 048	760
1995	1 088	1 110	1 233	2 028	877	1 934	1 010	1 002	1 444	1 520	1 046*	938	1 305	1 316	1 566	997	757
1996	1 090	1 109	1 122	2 167	863	1 952	960	1 006	1 462	1 545	1 030*	927	1 551	1 360	1 561	1 052	753
1997	1 104	1 128	1 169	2 120	849	1 971	1 119	1 005	1 502	1 539	1 033*	929	1 573	1 357	1 556	1 063	749
1998	1 109	1 136	1 176	2 094	846	2 016	1 168	999	1 539	1 549	1 093*	923	1 597	1 404	1 514	1 073	731

Source: Eurostat (NewCronos); DG TREN; ECMT; UNECE

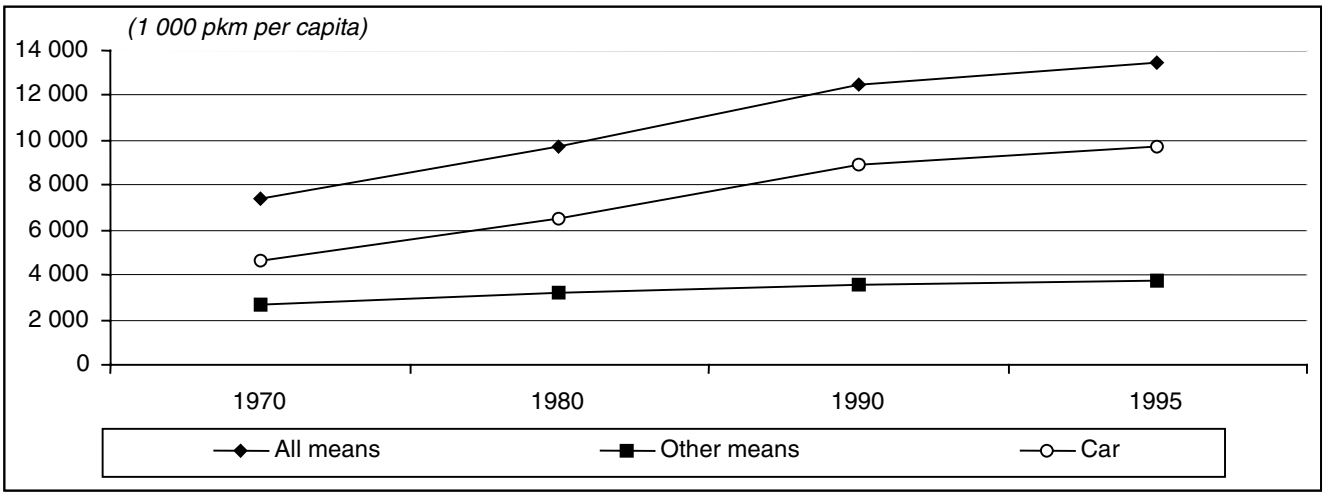


Figure 2.8: Evolution of passenger transport in EU-15 – pkm per capita

2.2.5 Passenger transport by tram and metro, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	38.9	31.6	0.9	–	14.6	0.6	3.7	6.5	–	2.2	–	1.2	1.5	0.9	0.1	1.4	5.2
1975	39.5	32.2	0.8	–	14.1	0.7	3.8	6.9	–	3.0	–	1.2	1.6	0.8	0.1	1.7	4.8
1980	40.7	33.7	0.8	–	13.8	0.7	3.9	7.7	–	3.7	–	1.4	1.7	0.7	0.1	2.0	4.3
1985	46.3	37.3	0.8	–	15.4	0.8	3.5	9.2	–	4.1	–	1.4	2.0	0.6	0.3	1.9	6.3
1990	48.5	39.3	0.7	–	15.0	0.8	4.4	10.2	–	4.6	–	1.3	2.1	0.7	0.3	1.9	6.5
1994	48.0	39.3	0.8	–	14.5	0.7	4.2	10.0	–	5.1	–	1.4	2.5	0.6	0.4	1.5	6.5
1995	47.5	38.5	0.8	–	14.4	0.7	4.3	9.0	–	5.2	–	1.4	2.6	0.5	0.4	1.4	6.8
1996	48.3	39.5	0.8	–	14.5	0.7	4.5	9.5	–	5.3	–	1.4	2.7	0.5	0.4	1.4	6.7
1997	49.2	39.9	0.8	–	14.5	0.8	4.6	9.8	–	5.3	–	1.4	2.7	0.5	0.4	1.5	7.0
1998	50.1	40.6	0.8	–	14.5	0.8	4.8	10.1	–	5.3	–	1.4	2.7	0.6	0.4	1.5	7.3
																	(pkm per 1 000 ecu GDP)
1970	12.7	13.4	9.3	–	20.2	17.9	18.0	11.7	–	4.6	–	10.0	21.7	37.2	1.7	11.8	10.7
1975	11.2	11.8	6.9	–	17.4	15.8	14.5	10.6	–	5.5	–	8.4	18.8	24.2	1.5	12.3	8.9
1980	9.9	10.4	6.0	–	14.6	12.2	13.4	10.2	–	5.3	–	7.5	16.5	18.6	1.6	13.3	7.3
1985	10.4	10.8	5.9	–	15.3	12.8	11.1	11.3	–	5.6	–	7.2	18.6	15.4	3.8	11.5	9.7
1990	9.3	9.6	4.8	–	12.7	12.7	11.0	10.9	–	5.3	–	5.7	16.7	12.3	3.3	10.3	8.5
1994	8.7	8.9	4.9	–	10.4	10.6	10.0	10.3	–	5.8	–	5.8	18.1	10.1	3.8	8.5	8.2
1995	8.4	8.6	4.9	–	10.3	10.7	10.0	9.1	–	5.7	–	5.6	18.5	9.0	3.8	7.7	8.4
1996	8.4	8.6	4.8	–	10.2	10.4	10.3	9.5	–	5.7	–	5.5	18.8	8.9	3.7	7.6	8.0
1997	8.3	8.5	4.7	–	10.0	10.9	10.2	9.6	–	5.7	–	5.3	18.5	7.9	3.7	7.6	8.1
1998	8.2	8.4	4.6	–	9.7	10.5	10.4	9.6	–	5.6	–	5.1	18.1	8.4	3.7	7.4	8.3
																	(pkm per capita)
1970	114	120	89	–	188	72	109	128	–	41	–	95	201	107	21	179	93
1975	113	119	78	–	179	78	108	131	–	55	–	89	208	82	21	208	85
1980	114	122	78	–	177	71	104	143	–	65	–	95	219	76	26	237	76
1985	129	134	79	–	198	77	90	166	–	73	–	96	264	64	70	223	111
1990	133	139	74	–	189	82	113	180	–	81	–	84	272	68	70	217	113
1994	130	136	78	–	178	69	106	173	–	89	–	90	305	59	73	172	112
1995	128	133	79	–	177	71	108	155	–	90	–	89	318	53	76	161	116
1996	129	136	79	–	177	71	114	163	–	92	–	90	329	54	78	161	113
1997	131	137	79	–	177	76	116	167	–	92	–	90	331	50	81	164	119
1998	134	139	79	–	176	76	123	172	–	92	–	89	334	55	85	164	123

Source: DG TREN; UITP

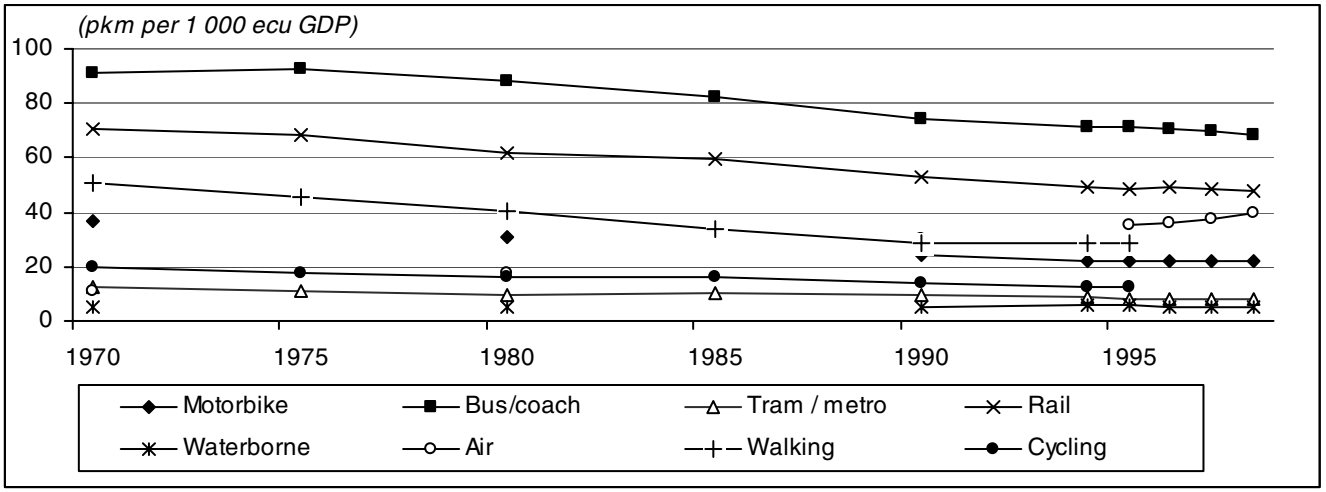


Figure 2.9: Passenger transport, all modes, in EU-15 – pkm/gdp no car

2.2.6 Passenger transport by rail, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	216.8	176.4	7.6	3.6	56.9	1.5	15.0	41.0	0.8	34.9	0.2	8.0	6.4	3.5	2.2	4.8	30.6
1975	241.1	200.0	7.7	3.4	60.5	1.6	17.6	50.7	0.9	39.2	0.2	8.5	6.7	4.9	3.1	5.8	30.4
1980	253.0	209.4	7.0	4.5	63.0	1.5	14.8	54.7	1.0	42.9	0.2	8.9	7.6	6.1	3.2	7.2	30.4
1985	262.4	218.8	6.6	4.9	66.0	1.7	17.2	62.1	1.0	40.3	0.2	9.0	7.5	5.7	3.2	7.0	29.9
1990	274.2	227.6	6.5	5.1	62.1	2.0	16.7	63.8	1.2	48.3	0.2	11.1	8.7	5.7	3.3	6.2	33.4
1994	274.5	233.1	6.6	5.1	66.4	1.4	16.1	58.7	1.3	51.7	0.3	14.4	9.4	5.1	3.0	5.9	29.0
1995	276.4	233.5	6.8	5.0	69.0	1.6	16.6	55.3	1.3	52.5	0.3	14.0	9.8	4.8	3.2	6.2	30.2
1996	283.9	238.5	6.8	4.9	69.2	1.8	16.6	59.5	1.3	53.1	0.3	14.1	9.8	4.5	3.3	6.4	32.3
1997	287.0	239.0	7.0	5.2	67.9	1.9	17.9	61.6	1.4	52.5	0.3	14.4	8.1	4.6	3.4	6.5	34.4
1998	289.7	239.9	7.1	5.6	66.5	1.8	18.9	64.5	1.4	50.3	0.3	14.8	8.2	4.6	3.4	7.1	35.4
																	(pkm per 1 000 ecu of GDP)
1970	71	75	82	55	79	44	74	74	50	72	44	65	93	142	39	39	63
1975	68	73	70	47	75	35	67	78	47	71	44	58	80	157	46	42	56
1980	61	65	54	56	67	26	51	72	43	62	41	49	76	153	41	49	51
1985	59	63	49	54	66	29	55	77	37	54	33	47	70	138	36	43	46
1990	53	56	42	50	52	30	42	68	34	56	25	50	70	104	31	34	44
1994	49	53	41	46	48	21	39	61	29	58	29	60	69	89	31	33	37
1995	49	52	41	43	49	23	39	56	27	58	28	57	71	81	31	33	37
1996	49	52	41	42	49	25	38	59	25	58	27	55	70	74	30	34	39
1997	48	51	41	42	47	26	40	60	24	56	27	55	56	72	30	34	40
1998	47	50	40	44	44	24	40	61	22	53	26	54	55	70	28	36	40
																	(pkm per capita)
1970	637	671	785	721	732	174	444	807	256	648	604	614	862	409	468	592	550
1975	690	739	781	666	769	172	497	962	283	706	652	622	883	534	665	710	541
1980	712	759	707	881	805	152	397	1014	303	761	676	628	1005	622	673	866	540
1985	731	785	667	960	849	174	448	1123	289	712	624	622	990	572	658	841	527
1990	752	804	656	984	782	195	431	1124	350	851	545	740	1130	572	668	723	580
1994	740	809	656	976	816	134	412	1014	351	904	716	939	1169	516	597	672	497
1995	743	808	667	953	845	150	423	951	358	916	701	904	1218	485	623	702	516
1996	761	823	670	935	845	167	424	1020	357	925	683	907	1218	453	635	723	550
1997	767	823	688	984	828	179	455	1051	382	913	701	924	1003	458	657	730	583
1998	773	824	696	1048	811	171	480	1096	378	874	741	940	1009	461	655	802	599

Source: Eurostat (NewCronos); DG TREN; ECMT; UNECE; UIC

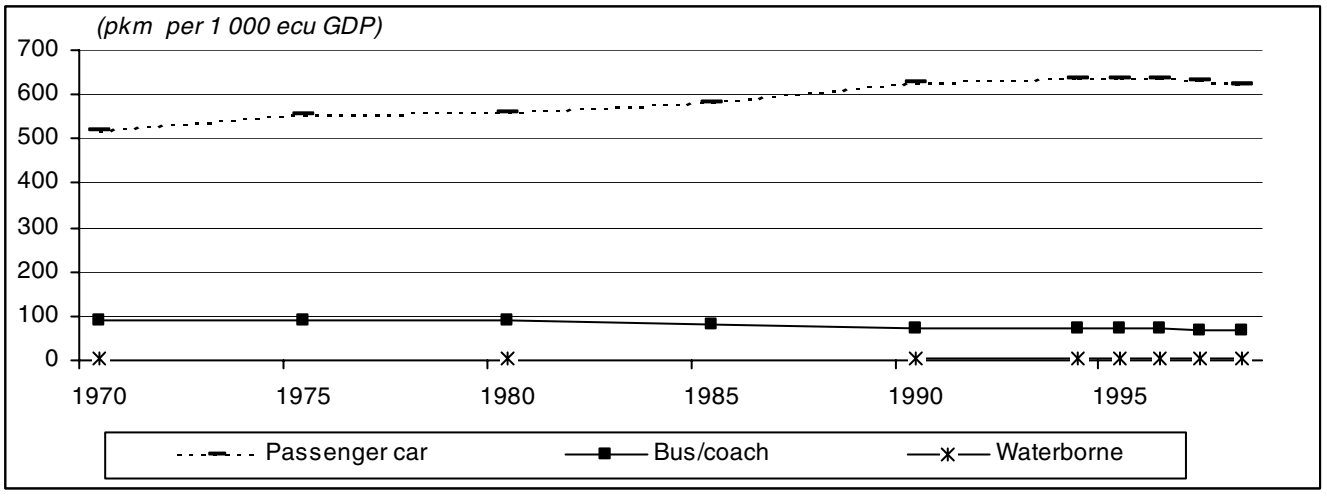


Figure 2.10: Passenger transport, selected modes, in EU-15 – pkm/gdp with car

2.2.7 Waterborne passenger transport, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	15.4	6.3	0.8	2.7	1.4	1.6	1.2	0.3	0.2	1.1	–	0.3	0.0	0.1	0.9	3.0	1.8
1975	16.1	5.8	0.8	1.8	0.6	1.9	0.1	0.6	0.5	1.4	–	0.3	0.0	0.1	1.5	4.4	2.1
1980	21.6	9.3	0.6	2.7	1.8	2.7	1.2	1.0	0.4	2.0	–	0.5	0.0	0.1	1.7	3.8	3.0
1985	21.6	9.0	0.6	1.8	0.6	3.0	0.2	1.3	0.9	2.6	–	0.5	0.0	0.1	2.1	4.3	3.6
1990	28.4	13.6	0.4	2.7	2.0	3.6	1.1	2.5	0.6	3.3	–	0.8	0.0	0.2	2.8	4.3	4.2
1994	30.6	14.3	0.4	2.7	2.0	4.5	1.1	2.9	0.6	3.2	–	0.7	0.0	0.2	3.2	4.4	4.8
1995	31.5	14.9	0.4	2.7	2.0	4.6	1.2	3.0	0.7	3.5	–	0.7	0.0	0.2	3.3	4.4	4.8
1996	31.2	14.4	0.3	2.8	2.0	5.0	1.1	2.8	0.6	3.6	–	0.6	0.0	0.2	3.2	4.4	4.6
1997	32.1	14.7	0.3	2.8	2.0	5.2	1.2	2.8	0.6	3.7	–	0.6	0.0	0.2	3.3	4.7	4.7
1998	32.2	14.9	0.3	2.7	1.9	5.4	1.2	2.8	0.7	3.8	–	0.6	0.0	0.2	3.3	4.7	4.6
																	(pkm per 1 000 ecu GDP)
1970	5.0	2.7	8.7	41.9	1.9	45.3	5.9	0.6	15.8	2.2	–	2.4	0.3	4.0	15.6	24.9	3.6
1975	4.5	2.1	7.5	25.3	0.7	42.3	0.5	0.9	23.3	2.4	–	2.3	0.2	1.9	22.3	31.7	3.9
1980	5.2	2.9	4.7	33.6	1.9	47.8	4.1	1.3	16.6	2.9	–	2.8	0.3	2.5	21.6	25.8	5.1
1985	4.9	2.6	4.5	19.5	0.6	49.8	0.6	1.6	31.0	3.5	–	2.8	0.3	1.9	23.8	26.6	5.6
1990	5.5	3.3	2.8	26.6	1.7	55.5	2.7	2.7	15.7	3.8	–	3.5	0.2	3.2	26.1	23.6	5.5
1994	5.5	3.3	2.4	24.3	1.4	66.2	2.7	3.0	13.9	3.7	–	2.9	0.2	3.0	32.5	24.6	6.0
1995	5.5	3.3	2.4	23.8	1.4	65.7	2.8	3.0	13.6	3.9	–	2.9	0.2	2.7	31.6	24.0	6.0
1996	5.4	3.2	2.0	23.4	1.4	69.9	2.5	2.8	12.2	3.9	–	2.3	0.2	2.8	29.6	23.4	5.6
1997	5.4	3.1	1.9	22.8	1.4	70.7	2.6	2.7	10.8	4.0	–	2.3	0.2	2.8	29.1	24.4	5.5
1998	5.3	3.1	1.6	21.2	1.2	70.5	2.7	2.7	10.8	4.0	–	2.3	0.2	3.0	27.8	24.1	5.2
																	(pkm per capita)
1970	45.3	24.1	83.0	547.8	18.0	180.8	35.5	6.1	81.4	20.3	–	23.0	2.7	11.5	188.9	378.6	31.5
1975	46.0	21.5	83.7	355.7	7.2	210.0	3.7	10.6	141.6	24.5	–	24.9	2.6	6.6	322.6	537.0	37.7
1980	60.7	33.9	60.9	527.0	23.0	275.9	32.1	18.6	117.6	35.8	–	35.3	4.0	10.2	353.6	460.3	54.0
1985	60.3	32.1	60.9	350.0	8.1	298.0	4.7	23.5	240.1	46.1	–	37.3	4.0	8.0	436.6	513.8	64.0
1990	77.8	48.0	42.7	525.3	24.9	356.7	27.2	44.5	160.3	58.0	–	51.6	3.9	17.5	556.5	498.2	72.6
1994	82.6	49.7	37.6	518.7	24.2	431.6	28.9	50.1	167.3	56.5	–	45.5	3.7	17.2	628.9	498.8	81.5
1995	84.5	51.5	38.7	522.6	24.1	436.0	30.2	51.1	182.4	61.8	–	45.5	3.7	16.1	639.4	503.3	82.8
1996	83.6	49.7	33.7	526.7	23.9	474.2	28.0	48.0	175.9	62.7	–	38.1	3.7	17.4	617.6	496.7	79.1
1997	85.7	50.8	31.4	527.4	24.3	494.0	29.5	47.8	169.9	65.1	–	38.8	3.7	17.6	641.3	525.7	79.7
1998	85.9	51.1	28.5	503.3	22.7	510.0	31.6	48.4	188.9	65.2	–	39.6	3.7	20.1	643.4	534.3	77.5

Source: DG TREN; UITP

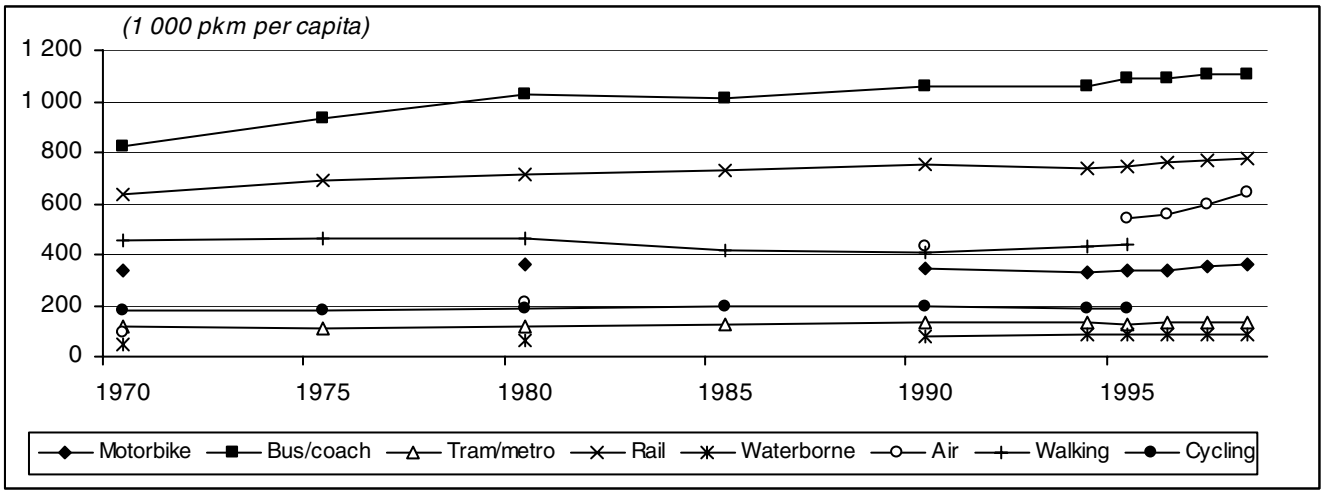


Figure 2.11: Passenger transport, all modes, in EU-15 – pkm/capita no car

2.2.8 Passenger transport by air, 1975 - 1999

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1975	110.6	74.6	3.8	2.3	13.6	3.4	10.2	21.1	1.5	9.4	0.0*	10.1	0.7	3.0	1.2	3.4	26.9
1980	163.5	106.5	4.9	3.1	21.1	5.1	14.8	30.1	2.0	12.9	0.1*	14.1	1.1	3.4	2.1	4.7	44.1
1985	189.4	125.1	5.7	3.4	24.5	7.5	17.6	33.5	2.5	14.6	0.1	18.0	1.4	4.2	2.9	5.2	48.2
1990	265.0	178.7	7.6	4.7	41.9	7.8	22.1	42.8	4.2	19.1	0.3	26.4	2.8	6.8	4.7	7.1	66.8
1991	252.9	172.8	6.2	4.4	42.7	6.2	20.5	39.5	3.8	18.2	0.3	27.3	2.9	7.0	4.5	6.6	62.8
1992	289.8	197.1	6.2	4.5	48.7	7.3	23.9	43.0	4.0	23.6	0.3	31.7	3.7	7.7	4.4	6.7	74.3
1993	311.1	208.3	6.5	5.2	52.7	7.9	23.3	43.5	3.8	24.5	0.3	36.8	3.7	7.9	5.3	7.8	82.0
1994	337.1	227.0	7.5	5.3	56.5	8.4	22.5	50.1	4.3	27.0	0.4	40.8	3.8	7.6	6.5	7.9	88.4
1995	363.5	246.0	8.6	5.3	61.6	7.9	23.8	49.5	4.7	32.0	0.4	44.5	4.9	7.7	8.3	7.9	96.3
1996	392.3	266.6	9.0	5.6	63.3	8.5	25.9	57.5	5.1	34.6	0.4	48.9	5.4	8.0	8.6	8.4	103.3
1997	435.1	302.6	11.3	5.8	71.4	9.3	27.6	70.0	5.9	36.0	0.4	55.4	6.2	8.8	9.6	8.7	108.7
1998	467.5	325.0	15.3	5.9	75.4	8.6	32.5	74.5	6.5	35.6	0.5	57.3	7.3	9.4	10.7	8.9	119.1
1999	495.3	350.5	17.7	6.0	86.2	8.3	34.6	83.8	7.6	36.7	0.7	58.1	7.9	9.4	7.8	9.1	121.4
																	(pkm per 1 000 ecu GDP)
1975	31.3	27.2	34.7	32.0	16.9	76.3	38.6	32.2	76.9	16.9	6.9*	69.3	8.1	96.5	18.3	24.6	49.7
1980	39.7	32.8	37.8	38.9	22.2	91.0	51.0	39.6	84.8	18.6	11.0*	78.0	11.2	86.2	27.2	31.7	74.7
1985	42.7	36.1	42.6	37.6	24.5	125.6	56.1	41.3	90.3	19.6	15.9	94.0	13.3	102.0	32.6	32.0	74.1
1990	51.0	43.7	49.0	46.5	35.4	119.0	55.5	45.5	116.9	22.2	29.9	118.6	22.4	125.8	44.4	39.1	87.5
1991	47.0	40.4	39.6	42.8	31.9	92.1	50.3	41.7	103.0	20.9	29.2	120.0	22.0	126.4	46.0	37.0	84.0
1992	53.4	45.5	38.9	43.0	35.6	107.2	58.2	45.0	104.1	26.9	31.2	136.5	27.7	134.6	46.7	38.2	99.8
1993	57.7	48.6	41.3	49.3	39.0	118.5	57.4	46.2	94.1	28.3	30.4	157.3	28.3	139.6	56.5	45.1	108.0
1994	60.7	51.6	46.6	47.4	40.7	123.9	54.4	51.8	99.2	30.5	36.4	169.1	28.3	131.6	66.0	44.4	111.6
1995	64.0	54.7	52.3	46.1	43.8	114.4	55.9	50.2	96.6	35.1	37.1	180.0	35.5	130.6	80.7	42.8	118.3
1996	67.9	58.4	54.0	47.0	44.4	120.1	59.5	57.4	98.1	37.7	40.1	191.8	38.6	131.1	80.1	44.6	124.1
1997	73.4	64.6	65.6	47.5	49.0	126.3	61.4	68.4	101.9	38.7	40.8	209.8	43.2	139.1	84.9	45.7	126.2
1998	76.6	67.4	86.7	47.3	50.4	112.6	69.6	70.6	100.0	37.7	39.3	209.3	48.9	142.6	89.7	45.5	135.2
1999	79.5	71.1	98.2	47.3	56.6	105.6	71.7	77.6	107.5	38.3	61.9	207.5	51.8	138.5	63.0	45.2	136.3
																	(pkm per capita)
1975	317	276	388	449	173	379	287	400	468	169	102*	737	89	329	265	416	478
1980	460	386	493	611	269	525	396	558	602	228	180*	994	148	351	444	565	783
1985	528	449	574	674	316	752	457	606	699	258	303	1 245	188	424	597	619	851
1990	727	631	760	918	528	764	569	754	1 195	337	663	1 765	365	691	944	827	1 160
1991	690	608	622	855	534	604	526	692	1 074	320	667	1 812	365	712	905	767	1 087
1992	788	689	617	868	604	704	612	749	1 128	415	729	2 087	461	778	882	776	1 281
1993	842	725	643	999	649	761	595	755	1 052	430	730	2 407	469	797	1 049	892	1 410
1994	909	788	741	1 014	694	808	576	866	1 194	471	894	2 655	477	766	1 275	901	1 517
1995	977	851	850	1 011	754	760	607	852	1 294	558	928	2 876	611	778	1 633	899	1 647
1996	1 052	920	887	1 058	772	815	660	985	1 414	602	1 013	3 146	675	804	1 673	945	1 759
1997	1 163	1 042	1 107	1 099	870	882	703	1 194	1 610	626	1 061	3 548	772	882	1 873	985	1 842
1998	1 247	1 117	1 503	1 122	920	814	826	1 267	1 745	618	1 141	3 647	902	939	2 079	1 008	2 014
1999	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Source: AEA (Association of European Airlines)

2.2.9 Walking, 1970 - 1995

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	154.9	119.2	4.6	2.3	36.5	3.6	14.4	22.9	1.2	24.0	0.2	6.0	3.6	3.6	2.2	3.7	26.1
1975	160.6	124.5	4.6	2.4	37.0	3.7	15.5	24.3	1.3	25.2	0.2	6.3	3.7	4.0	2.4	3.8	26.2
1980	165.5	129.2	4.6	2.6	37.5	4.0	16.1	25.5	1.5	26.6	0.2	6.5	3.9	4.4	2.4	4.0	25.8
1985	150.5	117.6	4.1	2.4	33.0	3.7	15.0	23.8	1.4	24.4	0.2	6.0	3.6	4.1	2.2	3.6	23.1
1990	149.1	116.7	4.1	2.4	32.1	3.6	14.6	23.7	1.3	25.0	0.2	6.0	3.6	4.0	2.2	3.6	22.8
1994	160.9	126.5	4.4	2.6	35.0	4.0	16.0	25.4	1.5	26.7	0.2	6.8	3.9	4.3	2.3	3.8	24.1
1995	162.7	127.8	4.5	2.6	35.4	4.1	16.3	25.5	1.5	26.9	0.2	6.8	4.0	4.4	2.4	3.9	24.3
																	(pkm per 1 000 ecu GDP)
1970	50.6	50.6	49.4	36.1	50.5	103.6	71.0	41.4	80.9	49.4	34.7	47.5	51.3	143.4	40.0	29.9	53.7
1975	45.4	45.4	42.2	34.0	45.9	82.8	58.7	37.2	69.3	45.4	31.9	42.8	44.2	127.4	34.7	27.4	48.5
1980	40.2	39.8	35.9	31.9	39.6	71.7	55.5	33.6	61.7	38.5	28.5	36.3	38.8	110.1	31.0	26.7	43.7
1985	34.0	33.9	30.8	26.3	33.0	62.7	47.9	29.3	50.0	32.8	21.4	31.2	33.2	98.2	24.1	22.5	35.6
1990	28.7	28.5	26.4	23.5	27.1	55.3	36.8	25.2	37.1	29.0	17.7	27.0	28.4	72.7	20.8	19.7	29.9
1994	29.0	28.7	27.6	23.0	25.2	58.7	38.5	26.3	34.1	30.1	18.1	27.9	28.9	75.0	23.6	21.5	30.4
1995	28.6	28.4	27.4	22.6	25.2	58.3	38.2	25.8	30.9	29.6	17.6	27.7	28.7	74.3	22.8	21.0	29.9
																	(pkm per capita)
1970	479	485	474	473	602	414	427	452	417	445	472	457	475	414	484	454	469
1975	483	490	472	478	599	411	436	461	422	455	474	460	490	434	501	464	466
1980	489	498	468	502	609	414	431	473	438	471	467	462	514	448	506	477	458
1985	440	449	416	471	541	375	390	430	387	431	409	413	471	408	443	435	408
1990	428	437	409	465	507	356	376	418	380	440	393	402	463	400	443	416	397
1994	434	439	440	492	430	383	408	439	412	466	446	439	488	436	456	436	412
1995	437	442	445	500	434	387	415	438	416	470	439	442	495	443	460	441	415

Source: DG TREN; UITP

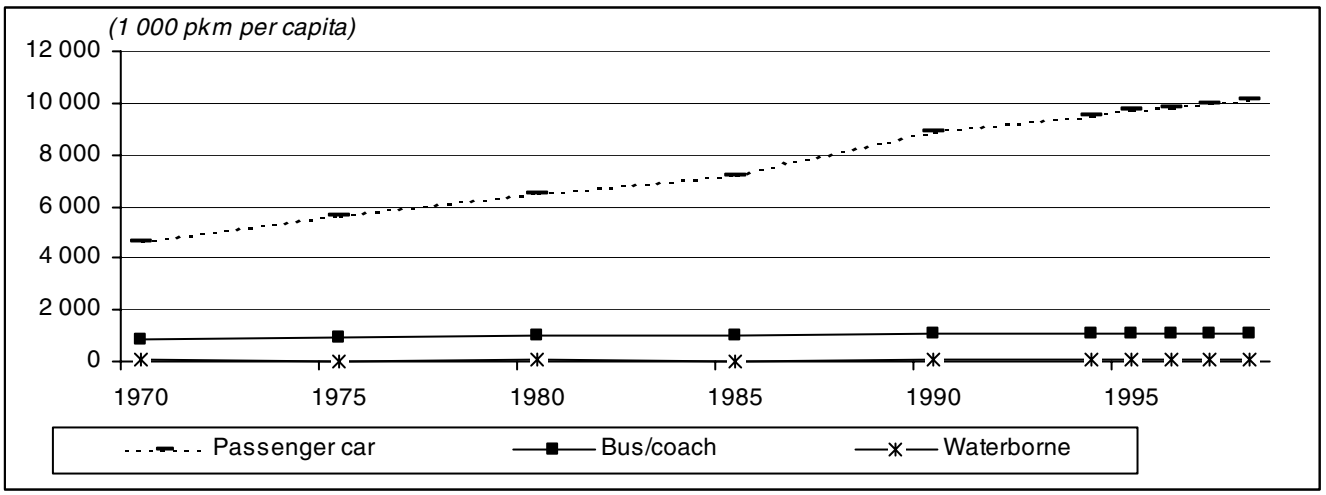


Figure 2.12: Passenger transport, selected modes, in EU-15 – pkm/capita with car

2.2.10 Cycling, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio pkm)
1970	60.3	49.5	4.0	4.5	17.0	0.3	0.7	4.5	0.7	8.0	0.0	11.0	1.6	0.3	1.7	1.6	4.4
1975	62.2	51.6	3.9	4.5	18.2	0.3	0.7	4.5	0.7	8.2	0.0	11.6	1.6	0.3	1.9	1.4	4.4
1980	66.5	55.0	3.7	4.5	22.3	0.3	0.7	5.0	0.8	8.5	0.0	9.9	1.6	0.3	2.2	1.6	5.1
1985	71.2	58.5	3.6	4.1	24.0	0.3	0.8	4.8	1.1	8.7	0.0	11.8	1.6	0.3	1.9	2.2	6.1
1990	71.2	58.5	3.4	4.9	23.8	0.3	0.8	4.5	0.8	9.0	0.0	13.0	1.4	0.3	1.5	2.2	5.3
1994	69.6	57.8	3.3	4.6	23.6	0.3	0.8	4.4	0.7	9.0	0.0	13.2	1.2	0.3	1.3	2.4	4.5
1995	69.6	57.7	3.3	4.7	23.5	0.3	0.8	4.4	0.7	9.0	0.0	13.3	1.2	0.3	1.3	2.4	4.5
1996	:	:	:	4.4	23.7	:	:	:	0.7	:	:	12.6	:	:	:	2.1	4.3
1997	:	:	:	4.6	23.8	:	:	:	:	:	:	13.5	:	:	:	2.4	4.1
																	(pkm per 1 000 ecu of GDP)
1970	20	21	43	70	23	9	3	8	43	16	4	88	23	12	31	13	9
1975	18	19	35	63	23	7	3	7	36	15	4	79	19	10	28	10	8
1980	16	17	29	56	24	5	2	7	33	12	3	55	16	8	28	11	9
1985	16	17	27	45	24	5	3	6	39	12	2	61	15	7	21	14	9
1990	14	14	22	48	20	5	2	5	21	10	2	58	11	6	14	12	7
1994	13	13	20	41	17	4	2	5	16	10	2	55	9	5	13	13	6
1995	12	13	20	41	17	4	2	4	14	10	2	54	8	5	13	13	6
1996	:	:	:	37	17	:	:	:	13	:	:	49	:	:	:	11	5
1997	:	:	:	38	16	:	:	:	:	:	:	51	:	:	:	13	5
																	(pkm per capita)
1970	177	188	415	913	219	34	21	89	220	149	59	844	214	35	369	199	79
1975	178	190	393	889	231	33	20	85	220	148	53	849	211	33	403	171	78
1980	187	199	376	878	285	31	19	93	235	151	49	700	212	31	460	193	91
1985	199	210	360	802	309	30	21	87	302	154	46	814	212	30	388	263	108
1990	195	206	341	953	300	30	21	79	214	159	42	869	181	30	301	257	92
1994	188	201	327	884	290	29	20	76	188	157	40	858	149	30	256	273	77
1995	187	200	326	903	288	29	20	76	187	157	39	860	143	30	255	272	77
1996	:	:	:	836	289	:	:	:	182	:	:	811	:	:	:	235	73
1997	:	:	:	874	290	:	:	:	:	:	:	865	:	:	:	273	69

Source: DG TREN

2.2.11 Passenger journeys – Travel purpose, 1996

(%)

	DK	E	F	I	A	P	S
Commuting	4.5	2.1	2	–	10.5	–	–
Other	–	6.4	7.2	1	1.8	–	3.5
Shopping	2.3	–	10.3	6.9	2.9	0.8	3.8
Business	35.2	31.2	15.5	25.3	37.5	36.7	24.2
Return home	–	–	19.5	–	–	–	–
Visit	33.4	29.6	21.3	27.6	24.7	17.9	68.5
Leisure	24.5	30.7	24.2	39.2	22.7	44.6	–

Source: Eurostat (New Cronos)

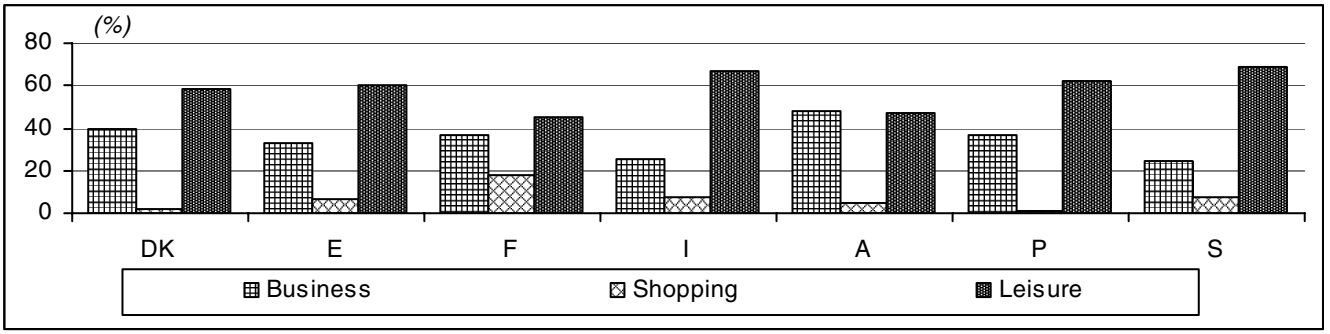


Figure 2.13: Passengers – Travel purpose, 1996

2.3 Freight/goods transport

2.3.1 Freight transport by mode in EU-15, 1970 - 1998

	All modes	Road	Rail	Inland waterways	Short sea shipping	Oil pipelines
						(1 000 mio tkm)
1970	1 341	416	283	104	473	66
1975	1 467	494	259	99	536	79
1980	1 893	628	287	107	779	92
1985	1 867	683	275	100	736	72
1990	2 289	929	255	109	919	77
1991	2 380	1 011	233	105	950	81
1992	2 398	1 021	220	105	969	83
1993	2 362	1 021	205	103	948	85
1994	2 524	1 094	219	112	1 012	86
1995	2 635	1 145	221	114	1 070	85
1996	2 636	1 151	220	111	1 070	84
1997	2 764	1 202	237	115	1 124*	86
1998	:	1 255	241	121	:	87
						(tkm per 1 000 ecu GDP)
1970	438	136	92	34	154	22
1975	415	140	73	28	151	22
1980	460	153	70	26	189	22
1985	421	154	62	23	166	16
1990	440	179	49	21	177	15
1991	443	188	43	20	177	15
1992	442	188	41	19	179	15
1993	438	189	38	19	176	16
1994	455	197	39	20	182	16
1995	464	201	39	20	188	15
1996	456	199	38	19	185	15
1997	466	203	40	19	190*	14
1998	466	203	40	19	190*	14
						(tkm per capita)
1970	3 941	1 222	831	304	1 389	195
1975	4 201	1 413	743	284	1 534	227
1980	5 327	1 768	808	301	2 192	258
1985	5 203	1 904	768	280	2 051	200
1990	6 278	2 549	701	298	2 520	210
1991	6 499	2 761	636	287	2 593	221
1992	6 517	2 775	597	286	2 633	227
1993	6 388	2 761	554	279	2 564	229
1994	6 804	2 950	590	302	2 730	233
1995	7 082	3 077	593	307	2 877	228
1996	7 067	3 084	589	299	2 869	226
1997	7 390	3 214	634	309	3 005*	229
1998	7 390	3 214	634	309	3 005*	229

Source: DG TREN

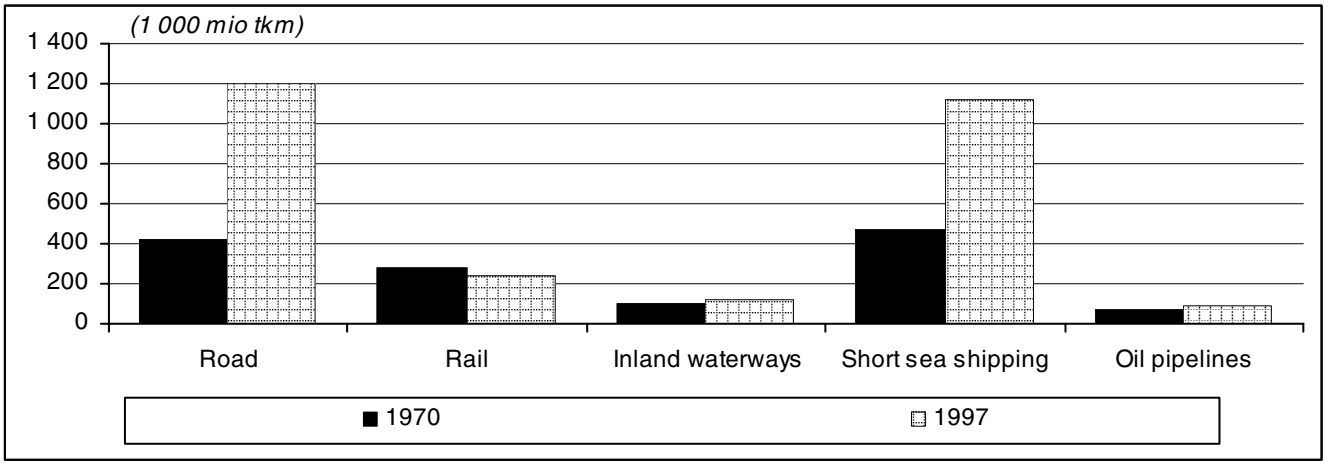


Figure 2.14: Modal split of freight transport in EU-15

2.3.2 Freight transport by road, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio tkm)
1970	416	301	13.5	7.0	90.2	4.9	27.9	63.6	4.0	58.7	0.3	16.3	6.8	7.2	12.4	17.8	85.0
1975	494	366	15.1	9.3	112.7	6.1	40.9	79.7	4.5	62.8	0.4	20.2	5.9	8.5	15.5	20.2	91.7
1980	628	495	16.5	11.3	145.4	7.3	48.2	98.1	5.0	119.6	0.6	23.2	10.0	10.0	18.4	21.4	93.0
1985	683	541	17.8	12.0	147.3	9.5	57.9	104.0	4.5	144.1	0.5	24.3	11.9	8.7	20.1	21.2	99.1
1990	929	745	25.0	13.7	182.8	10.9	78.9	190.5	5.1	177.9	1.3	31.8	13.3	12.2	26.3	26.5	133.0
1991	1 011	837	34.1	9.0	245.7	11.9	157.2	139.8	5.1	182.8	0.4	23.3	13.6	10.8	24.7	25.4	127.2
1992	1 021	847	28.5	14.1	252.4	11.9	85.9	198.7	5.2	184.9	1.7	39.6	13.7	12.1	24.7	24.3	123.4
1993	1 021	837	30.3	13.3	251.5	12.9	88.0	191.2	5.1	179.4	1.8	39.5	14.2	11.4	25.0	25.9	131.5
1994	1 094	899	35.3	14.5	272.5	12.8	92.2	210.7	5.3	187.2	1.7	40.7	14.7	13.0	25.7	27.0	140.7
1995	1 145	939	36.6	14.7	279.7	14.8	94.6	232.8	5.4	194.8	1.9	42.2	14.9	13.0	23.2	29.3	146.7
1996	1 151	939	34.9	14.5	280.7	15.9	92.5	229.2	5.5	197.6	1.9	43.9	15.5	13.2	24.1	31.2	150.2
1997	1 202	985	36.0	14.7	301.8	16.5	96.2	237.2	5.5	207.2	1.9	45.0	15.7	13.5	25.4	33.1	152.5
1998	1 255	1 030	35.0	15.3	315.9	17.0	103.0	245.4	5.9	219.8	2.1	46.5	16.1	14.2	26.5	32.7	159.5
																	(tkm per 1 000 ecu GDP)
1970	136	128	146	109	125	140	137	115	263	121	59	130	98	287	223	146	175
1975	140	134	138	131	140	137	155	122	233	113	77	137	70	274	228	146	170
1980	153	153	128	141	154	132	166	129	207	173	96	129	100	252	236	144	157
1985	154	156	134	131	147	159	185	128	165	194	77	127	111	209	224	131	152
1990	179	182	162	135	155	167	198	203	143	207	151	143	106	224	248	147	174
1991	188	196	217	88	184	177	386	148	140	210	45	103	105	194	250	142	170
1992	188	196	179	135	185	175	209	208	134	211	180	171	104	213	260	138	166
1993	189	195	193	126	186	194	217	203	128	207	188	169	107	203	266	150	173
1994	197	204	219	131	196	189	223	218	122	212	173	168	108	225	261	152	178
1995	201	209	222	128	199	213	222	236	112	214	183	171	108	220	225	158	180
1996	199	205	209	122	197	224	212	229	105	216	180	172	110	217	225	166	181
1997	203	210	209	120	207	225	214	232	95	223	174	170	109	214	224	174	177
1998	206	214	198	122	211	224	220	233	91	233	182	170	108	216	222	167	181
																	(tkm per capita)
1970	1 222	1 145	1 401	1 421	1 161	558	826	1 253	1 356	1 091	802	1 250	911	827	2 692	2 213	1 528
1975	1 413	1 352	1 538	1 844	1 432	679	1 152	1 512	1 416	1 133	1 142	1 477	776	936	3 290	2 464	1 631
1980	1 768	1 794	1 671	2 215	1 857	759	1 288	1 821	1 473	2 119	1 571	1 642	1 330	1 025	3 850	2 570	1 651
1985	1 904	1 942	1 810	2 355	1 896	953	1 508	1 881	1 277	2 547	1 464	1 678	1 575	869	4 100	2 536	1 748
1990	2 549	2 632	2 506	2 660	2 303	1 071	2 031	3 358	1 463	3 137	3 344	2 124	1 723	1 229	5 274	3 098	2 311
1991	2 761	2 945	3 409	1 752	3 072	1 164	4 039	2 450	1 458	3 220	1 033	1 549	1 738	1 091	4 926	2 944	2 200
1992	2 775	2 965	2 841	2 724	3 132	1 152	2 202	3 463	1 449	3 252	4 211	2 608	1 731	1 228	4 899	2 802	2 127
1993	2 761	2 915	3 001	2 560	3 098	1 246	2 251	3 316	1 427	3 144	4 515	2 581	1 773	1 159	4 934	2 972	2 260
1994	2 950	3 119	3 490	2 793	3 347	1 230	2 355	3 639	1 466	3 273	4 255	2 644	1 831	1 308	5 051	3 075	2 414
1995	3 077	3 249	3 613	2 814	3 425	1 416	2 412	4 004	1 499	3 400	4 572	2 729	1 852	1 310	4 542	3 322	2 508
1996	3 084	3 240	3 439	2 747	3 428	1 518	2 355	3 926	1 517	3 442	4 546	2 824	1 923	1 329	4 703	3 527	2 559
1997	3 214	3 392	3 536	2 782	3 678	1 572	2 446	4 047	1 502	3 603	4 513	2 883	1 941	1 357	4 942	3 742	2 589
1998	3 513	3 711	3 551	2 990	4 033	1 737	2 715	4 503	1 695	3 887	5 745	3 249	2 128	1 433	5 490	3 928	2 832

Source: DG TREN; ECMT

2.3.3 Freight transport by rail, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio tkm)
1970	282.8	238.4	7.9	1.9	113.0	0.7	9.7	67.6	0.5	18.1	0.8	3.7	10.0	0.8	6.3	17.3	24.5
1975	259.5	219.7	6.8	1.9	105.0	0.9	11.1	61.3	0.6	14.9	0.7	2.7	9.5	0.8	6.4	16.1	20.9
1980	286.9	250.2	8.0	1.6	121.3	0.8	10.9	66.4	0.6	18.4	0.7	3.4	11.2	1.0	8.3	16.6	17.6
1985	275.4	239.6	8.3	1.8	121.5	0.7	11.8	55.1	0.6	16.9	0.6	3.3	12.1	1.3	8.1	17.3	16.0
1990	255.5	218.2	8.4	1.7	101.7	0.6	11.6	50.7	0.6	19.5	0.6	3.1	12.3	1.5	8.4	19.1	15.8
1991	233.0	196.5	8.2	1.9	80.3	0.6	10.3	51.5	0.6	19.7	0.6	3.0	13.0	1.8	7.6	18.8	15.3
1992	219.7	182.6	8.4	1.9	69.8	0.5	9.6	49.5	0.6	19.9	0.6	2.8	11.8	1.8	7.8	19.2	15.5
1993	204.9	170.3	7.6	1.8	64.9	0.5	8.1	45.0	0.6	18.4	0.6	2.7	11.4	1.7	9.3	18.6	13.8
1994	218.8	184.5	8.1	2.0	69.9	0.3	9.0	48.8	0.6	20.5	0.6	2.8	12.6	1.6	9.9	19.0	13.0
1995	220.6	185.6	7.6	2.0	68.8	0.3	10.4	48.1	0.6	21.7	0.5	3.1	13.2	2.0	9.6	19.4	13.3
1996	219.7	183.7	7.2	1.8	67.7	0.3	10.0	49.5	0.6	21.1	0.5	3.1	13.3	1.9	8.8	18.8	15.1
1997	237.2	199.2	7.4	1.6	72.7	0.3	11.5	53.9	0.5	23.0	0.6	3.4	14.2	2.2	9.9	19.1	16.9
1998	240.5	201.7	7.6	2.1	73.6	0.3	11.8	54.0	0.5	22.5	0.6	3.8	15.5	2.0	9.9	19.1	17.4
																	(tkm per 1 000 ecu GDP)
1970	92.4	101.3	85.2	28.9	156.1	19.6	47.9	122.1	35.8	37.4	165.4	29.6	144.6	31.0	112.6	141.8	50.4
1975	73.4	80.1	62.2	26.1	130.2	20.7	42.1	93.8	29.1	26.9	123.9	18.6	113.2	24.3	94.6	115.7	38.8
1980	69.7	77.2	62.6	20.3	128.1	14.6	37.6	87.5	25.8	26.7	111.6	18.8	111.5	25.2	106.7	112.3	29.9
1985	62.2	69.1	62.2	19.2	121.3	12.3	37.7	68.0	21.9	22.7	85.6	17.0	112.4	31.4	89.8	107.3	24.7
1990	49.1	53.4	54.1	17.1	86.0	9.3	29.2	53.9	16.4	22.6	72.7	13.8	97.9	26.9	78.7	105.6	20.7
1991	43.3	45.9	51.9	18.2	60.0	8.3	25.3	54.4	16.3	22.6	67.8	13.2	99.9	31.7	77.3	105.2	20.5
1992	40.5	42.2	52.7	18.0	51.0	7.8	23.3	51.8	16.4	22.8	65.0	11.9	89.6	31.0	82.5	108.9	20.8
1993	38.0	39.7	48.2	17.2	48.0	7.5	20.1	47.8	14.4	21.3	63.5	11.5	86.2	29.6	98.5	107.9	18.1
1994	39.4	41.9	50.3	18.0	50.3	4.8	21.8	50.5	13.2	23.2	60.5	11.7	92.9	27.8	101.2	106.7	16.4
1995	38.8	41.2	46.1	17.4	49.0	4.7	24.4	48.7	11.8	23.8	48.8	12.6	95.3	33.9	92.9	104.8	16.3
1996	38.0	40.2	43.4	14.9	47.6	4.7	23.0	49.5	10.9	23.0	50.5	12.3	94.5	30.5	82.3	100.3	18.2
1997	40.0	42.5	43.2	13.3	50.0	4.3	25.5	52.7	9.0	24.7	51.8	12.9	98.4	35.6	86.9	100.1	19.6
1998	39.4	41.8	43.0	16.4	49.2	4.2	25.3	51.1	7.2	23.8	48.5	13.8	104.0	31.2	82.8	97.2	19.8
																	(tkm per capita)
1970	831	907	817	378	1 454	78	288	1 331	185	337	2 250	285	1 341	89	1 361	2 152	440
1975	743	812	695	367	1 334	103	312	1 162	177	269	1 839	200	1 254	83	1 366	1 960	372
1980	808	907	816	319	1 549	84	292	1 232	183	327	1 826	240	1 477	102	1 744	2 003	313
1985	768	860	840	344	1 565	74	308	997	170	299	1 633	226	1 592	130	1 646	2 075	283
1990	701	771	838	339	1 282	60	299	893	168	343	1 611	205	1 591	147	1 676	2 232	274
1991	636	691	815	363	1 004	55	265	902	170	346	1 550	199	1 661	178	1 522	2 183	265
1992	597	639	836	364	866	51	245	863	178	351	1 521	182	1 491	179	1 557	2 215	267
1993	554	593	751	349	799	48	208	781	161	323	1 525	175	1 427	169	1 828	2 133	237
1994	590	640	801	384	858	31	231	843	159	358	1 486	184	1 569	162	1 955	2 164	223
1995	593	642	750	383	843	31	265	827	158	379	1 220	201	1 640	202	1 879	2 198	227
1996	589	634	714	336	827	32	255	848	157	367	1 275	201	1 650	187	1 718	2 126	257
1997	634	686	730	308	886	30	292	919	143	399	1 344	218	1 759	226	1 918	2 159	287
1998	673	726	771	404	940	33	311	990	134	397	1 535	264	2 046	207	2 048	2 293	309

Source: DG TREN; ECMT; UIC

2.3.4 Freight transport by inland waterways, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio tkm)
1970	103.6	103.3	6.7	–	51.2	–	–	12.2	–	0.4	0.3	30.7	1.3	–	0.5	–	0.3
1975	99.1	98.7	5.1	–	50.0	–	–	11.6	–	0.2	0.3	29.6	1.4	–	0.5	–	0.4
1980	107.0	106.6	5.9	–	53.6	–	–	10.9	–	0.2	0.3	33.5	1.6	–	0.7	–	0.4
1985	100.5	100.1	5.1	–	50.6	–	–	9.1	–	0.2	0.3	32.8	1.5	–	0.5	–	0.4
1990	108.6	108.4	5.4	–	56.7	–	–	7.2	–	0.1	0.3	36.5	1.7	–	0.4	–	0.2
1991	105.1	104.9	5.2	–	56.0	–	–	6.8	–	0.1	0.3	34.8	1.5	–	0.2	–	0.2
1992	105.2	105.0	5.1	–	57.2	–	–	6.9	–	0.1	0.3	33.5	1.4	–	0.4	–	0.2
1993	103.3	103.1	5.1	–	57.6	–	–	6.0	–	0.1	0.3	32.1	1.5	–	0.5	–	0.2
1994	112.0	111.7	5.6	–	61.8	–	–	5.6	–	0.1	0.3	36.0	1.8	–	0.5	–	0.2
1995	114.3	114.1	5.8	–	64.0	–	–	5.9	–	0.1	0.3	35.5	2.0	–	0.4	–	0.2
1996	111.4	111.3	5.8	–	61.3	–	–	5.7	–	0.1	0.3	35.3	2.1	–	0.5	–	0.2
1997	115.5	115.3	6.1	–	62.2	–	–	6.0	–	0.2	0.3	37.9	2.1	–	0.5	–	0.2
1998	120.8	120.6	6.3	–	64.3	–	–	6.2	–	0.1	0.3	40.7	2.3	–	0.4	–	0.2
																	(tkm per 1 000 ecu GDP)
1970	33.8	43.9	72.8	–	70.8	–	–	22.0	–	0.7	65.0	245.2	18.7	–	8.2	–	0.6
1975	28.0	36.0	46.8	–	62.0	–	–	17.7	–	0.4	55.8	201.6	16.8	–	7.5	–	0.7
1980	26.0	32.9	45.6	–	56.7	–	–	14.4	–	0.3	55.4	185.7	15.6	–	8.5	–	0.7
1985	22.7	28.9	38.1	–	50.5	–	–	11.2	–	0.3	43.5	170.8	14.4	–	5.9	–	0.6
1990	20.9	26.5	35.3	–	48.0	–	–	7.7	–	0.1	39.7	164.0	13.2	–	4.2	–	0.3
1991	19.6	24.5	33.3	–	41.8	–	–	7.2	–	0.1	37.3	152.7	11.4	–	2.0	–	0.3
1992	19.4	24.2	31.9	–	41.8	–	–	7.2	–	0.1	36.0	144.4	10.9	–	4.4	–	0.3
1993	19.2	24.0	32.5	–	42.6	–	–	6.3	–	0.1	33.5	137.2	11.0	–	4.8	–	0.3
1994	20.2	25.4	34.8	–	44.5	–	–	5.8	–	0.1	31.3	149.1	13.4	–	5.0	–	0.3
1995	20.1	25.4	35.2	–	45.5	–	–	5.9	–	0.2	32.2	143.7	14.8	–	4.2	–	0.2
1996	19.3	24.4	34.8	–	43.1	–	–	5.7	–	0.1	30.5	138.7	14.9	–	4.7	–	0.2
1997	19.5	24.6	35.5	–	42.8	–	–	5.9	–	0.2	27.4	143.7	14.5	–	4.4	–	0.2
1998	19.8	25.0	35.6	–	43.0	–	–	5.9	–	0.1	26.0	148.7	15.3	–	3.3	–	0.2
																	(tkm per capita)
1970	304	393	699	–	659	–	–	240	–	7	885	2358	173	–	100	–	5
1975	284	365	523	–	635	–	–	219	–	4	827	2166	186	–	109	–	7
1980	301	386	594	–	685	–	–	202	–	4	906	2366	206	–	138	–	7
1985	280	359	514	–	651	–	–	164	–	4	829	2262	204	–	109	–	7
1990	298	383	547	–	714	–	–	127	–	2	880	2441	215	–	89	–	3
1991	287	369	523	–	700	–	–	120	–	2	852	2307	189	–	40	–	3
1992	286	367	506	–	710	–	–	120	–	1	841	2208	182	–	83	–	3
1993	279	359	506	–	710	–	–	103	–	2	804	2099	182	–	89	–	4
1994	302	388	554	–	759	–	–	97	–	2	768	2340	227	–	97	–	4
1995	307	395	572	–	783	–	–	101	–	2	805	2296	254	–	84	–	3
1996	299	384	571	–	749	–	–	98	–	2	770	2274	261	–	97	–	3
1997	309	397	599	–	758	–	–	102	–	3	713	2429	259	–	97	–	3
1998	338	434	639	–	820	–	–	114	–	2	821	2845	301	–	83	–	4

Source: DG TREN; ECMT

2.3.5 Freight transport by short sea shipping, 1970 - 1997

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio tkm)
1970	472.5	340.0	21.6	13.4	45.1	12.1	39.5	41.4	11.0	83.5	–	33.9	–	5.6	58.4	12.6	94.4
1975	535.8	385.4	20.9	13.6	45.3	27.9	48.7	55.9	10.4	91.2	–	48.0	–	7.1	57.9	12.8	96.0
1980	778.9	546.5	37.0	14.3	61.9	48.8	71.8	83.1	6.3	128.3	–	67.5	–	18.1	72.4	21.3	148.0
1985	735.8	505.0	38.4	13.6	56.3	39.4	73.2	68.0	6.6	114.6	–	59.6	–	16.8	71.6	20.5	157.3
1990	918.6	643.3	54.4	15.5	62.8	56.5	92.0	86.3	8.9	151.7	–	80.4	–	23.3	83.5	23.8	179.5
1991	949.7	667.5	55.1	17.8	61.2	56.5	97.8	89.3	9.2	164.4	–	83.3	–	22.1	85.0	23.7	184.2
1992	968.9	680.6	56.6	18.3	72.4	59.0	97.4	90.4	9.3	157.8	–	84.1	–	24.6	88.0	25.7	185.4
1993	948.1	663.0	53.2	17.7	73.3	52.1	92.5	89.1	9.9	154.2	–	79.1	–	23.3	88.4	26.3	188.9
1994	1 012.4	705.3	56.5	19.3	80.5	55.5	99.6	91.7	11.0	161.4	–	84.1	–	26.6	94.0	29.0	203.5
1995	1 070.2	746.6	57.7	20.3	84.6	63.1	113.8	92.4	11.6	167.8	–	89.1	–	28.5	101.2	29.6	210.6
1996	1 070.5	743.7	54.8	21.3	85.6	62.6	110.2	91.5	11.8	170.8	–	89.1	–	25.9	104.1	30.2	212.6
1997	1 124.0	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
																	(tkm per 1 000 ecu GDP)
1970	154	144	234	208	62	345	194	75	725	172	–	270	–	225	1049	103	194
1975	151	141	191	191	56	622	185	86	536	164	–	327	–	230	852	92	178
1980	189	169	289	178	65	876	247	110	262	186	–	374	–	455	927	144	251
1985	166	146	288	148	56	663	234	84	239	154	–	310	–	404	796	127	242
1990	177	157	352	153	53	866	231	92	248	176	–	361	–	429	787	132	235
1991	177	156	351	173	46	839	240	94	249	189	–	366	–	398	862	132	246
1992	179	157	356	175	53	871	237	95	241	180	–	362	–	432	924	146	249
1993	176	155	339	168	54	782	228	95	248	178	–	338	–	413	940	153	249
1994	182	160	351	173	58	815	240	95	254	182	–	348	–	461	956	163	257
1995	188	166	350	177	60	909	267	94	241	184	–	361	–	482	980	160	259
1996	185	163	328	180	60	881	253	91	225	186	–	350	–	426	974	161	256
1997	190*	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
																	(tkm per capita)
1970	1 389	1 294	2 244	2 723	580	1 379	1 169	815	3 735	1 551	–	2 597	–	650	12 680	1 566	1 696
1975	1 534	1 424	2 134	2 684	576	3 089	1 370	1 061	3 264	1 645	–	3 509	–	786	12 299	1 559	1 708
1980	2 192	1 981	3 762	2 794	791	5 056	1 920	1 542	1 860	2 273	–	4 769	–	1 854	15 155	2 567	2 628
1985	2 051	1 812	3 893	2 661	725	3 969	1 906	1 230	1 853	2 025	–	4 111	–	1 677	14 598	2 458	2 775
1990	2 520	2 272	5 456	3 015	792	5 562	2 367	1 521	2 537	2 675	–	5 376	–	2 355	16 751	2 785	3 118
1991	2 593	2 347	5 509	3 459	765	5 510	2 513	1 566	2 597	2 897	–	5 530	–	2 241	16 960	2 748	3 187
1992	2 633	2 381	5 639	3 530	899	5 719	2 496	1 575	2 612	2 775	–	5 539	–	2 495	17 448	2 961	3 196
1993	2 564	2 308	5 271	3 413	903	5 022	2 367	1 546	2 775	2 704	–	5 171	–	2 358	17 454	3 020	3 246
1994	2 730	2 447	5 589	3 703	988	5 319	2 543	1 584	3 057	2 821	–	5 468	–	2 682	18 475	3 298	3 491
1995	2 877	2 583	5 690	3 891	1 036	6 035	2 902	1 589	3 230	2 928	–	5 763	–	2 872	19 818	3 353	3 600
1996	2 869	2 566	5 394	4 048	1 045	5 979	2 806	1 567	3 245	2 976	–	5 734	–	2 608	20 323	3 417	3 622
1997	3 005*	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Source: DG TREN

2.3.6 Freight transport by pipeline, 1970 - 1998

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
																	(1 000 mio tkm)
1970	66.2	63.6	0.3	–	17.3	–	1.0	28.2	–	9.1	–	4.1	3.6	–	–	–	2.7
1975	79.3	73.9	1.5	–	17.4	–	2.1	31.1	–	11.5	–	4.5	5.8	–	–	–	5.4
1980	91.7	81.6	1.8	–	18.1	–	3.0	34.7	–	11.9	–	5.0	7.1	–	–	–	10.1
1985	71.8	59.6	0.8	1.0	13.2	–	3.2	24.1	–	9.0	–	4.3	5.0	–	–	–	11.2
1990	76.7	64.0	1.0	1.7	16.6	–	4.2	20.5	–	11.5	–	4.9	5.3	–	–	–	11.0
1991	81.0	67.8	1.1	2.2	15.3	–	4.8	22.7	–	11.8	–	5.4	6.7	–	–	–	11.1
1992	83.4	70.0	1.2	2.4	15.7	–	5.3	23.4	–	12.2	–	5.5	6.7	–	–	–	11.0
1993	84.6	70.5	1.3	2.5	16.1	–	5.4	23.3	–	12.2	–	5.5	6.7	–	–	–	11.6
1994	86.4	71.6	1.4	2.9	16.8	–	5.5	22.8	–	12.5	–	5.6	7.0	–	–	–	12.0
1995	84.9	70.9	1.4	2.9	16.6	–	5.9	22.2	–	12.8	–	5.3	6.8	–	–	–	11.1
1996	84.2	69.1	1.5	3.5	14.5	–	6.1	21.9	–	12.6	–	5.4	7.1	–	–	–	11.6
1997	85.6	70.6	1.5	3.8	13.2	–	6.5	22.1	–	13.2	–	6.0	8.0	–	–	–	11.2
1998	87.3	72.2	1.6	3.9	14.8	–	6.9	21.6	–	13.0	–	6.0	8.2	–	–	–	11.2
																	(tkm per 1 000 ecu GDP)
1970	21.6	27.0	2.9	–	23.9	–	5.0	50.9	–	18.7	–	32.5	52.3	–	–	–	5.5
1975	22.4	26.9	14.0	–	21.6	–	8.0	47.6	–	20.7	–	30.3	68.8	–	–	–	10.0
1980	22.3	25.2	14.0	–	19.1	–	10.3	45.7	–	17.3	–	28.0	70.6	–	–	–	17.1
1985	16.2	17.2	6.1	10.9	13.2	–	10.1	29.8	–	12.1	–	22.3	46.6	–	–	–	17.3
1990	14.8	15.7	6.6	16.8	14.0	–	10.6	21.8	–	13.4	–	21.9	42.2	–	–	–	14.4
1991	15.1	15.8	7.2	21.4	11.4	–	11.7	24.0	–	13.5	–	23.9	51.2	–	–	–	14.8
1992	15.4	16.1	7.3	23.2	11.5	–	12.8	24.5	–	14.0	–	23.7	50.9	–	–	–	14.8
1993	15.7	16.4	8.0	23.8	11.9	–	13.3	24.7	–	14.1	–	23.5	50.8	–	–	–	15.3
1994	15.6	16.3	8.5	25.9	12.1	–	13.2	23.6	–	14.1	–	23.3	51.5	–	–	–	15.1
1995	14.9	15.8	8.3	25.2	11.8	–	13.8	22.5	–	14.1	–	21.4	48.9	–	–	–	13.6
1996	14.6	15.1	9.0	29.5	10.2	–	14.1	21.9	–	13.7	–	21.0	50.2	–	–	–	13.9
1997	14.4	15.1	8.7	31.0	9.1	–	14.5	21.6	–	14.2	–	22.9	55.6	–	–	–	13.0
1998	14.3	15.0	8.9	31.0	9.9	–	14.8	20.5	–	13.8	–	22.1	54.8	–	–	–	12.7
																	(tkm per capita)
1970	195	242	28	–	223	–	30	555	–	169	–	313	485	–	–	–	48
1975	227	273	157	–	221	–	60	590	–	207	–	326	763	–	–	–	96
1980	258	296	183	–	231	–	80	644	–	212	–	356	935	–	–	–	179
1985	200	214	82	196	170	–	82	437	–	159	–	296	660	–	–	–	198
1990	210	226	103	332	209	–	108	361	–	203	–	326	686	–	–	–	191
1991	221	238	113	427	191	–	123	398	–	208	–	360	851	–	–	–	191
1992	227	245	116	469	195	–	135	408	–	215	–	362	847	–	–	–	190
1993	229	245	125	482	198	–	138	404	–	214	–	359	841	–	–	–	199
1994	233	248	135	553	206	–	140	394	–	219	–	365	871	–	–	–	206
1995	228	245	135	553	203	–	150	382	–	223	–	342	841	–	–	–	190
1996	226	238	148	665	177	–	156	375	–	220	–	345	877	–	–	–	198
1997	229	243	147	719	161	–	166	377	–	230	–	387	994	–	–	–	190
1998	244	260	159	762	190	–	182	396	–	230	–	422	1078	–	–	–	199

Source: Eurostat(NewCronos); DG TREN; ECMT

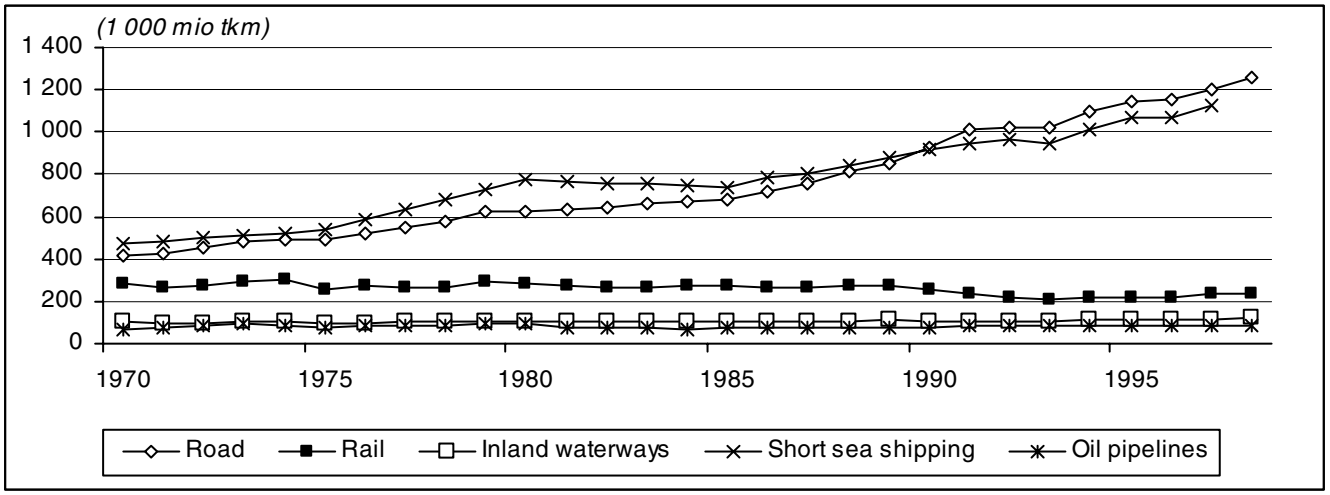


Figure 2.15: Evolution of freight transport in EU-15 – tonnes-kilometres

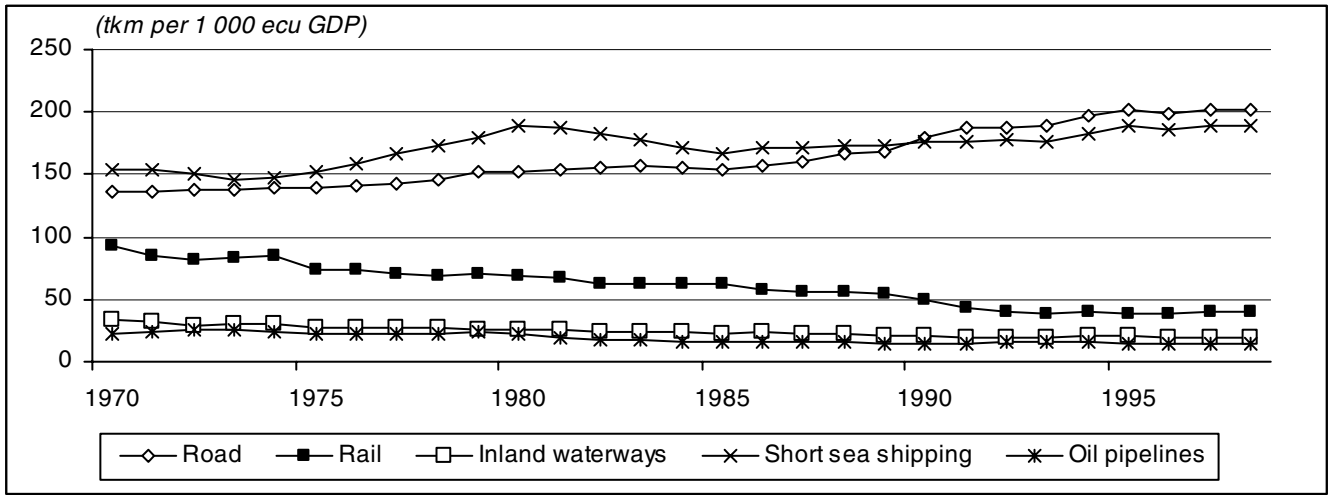


Figure 2.16: Evolution of freight transport in EU-15 – tonnes-kilometres per unit GDP

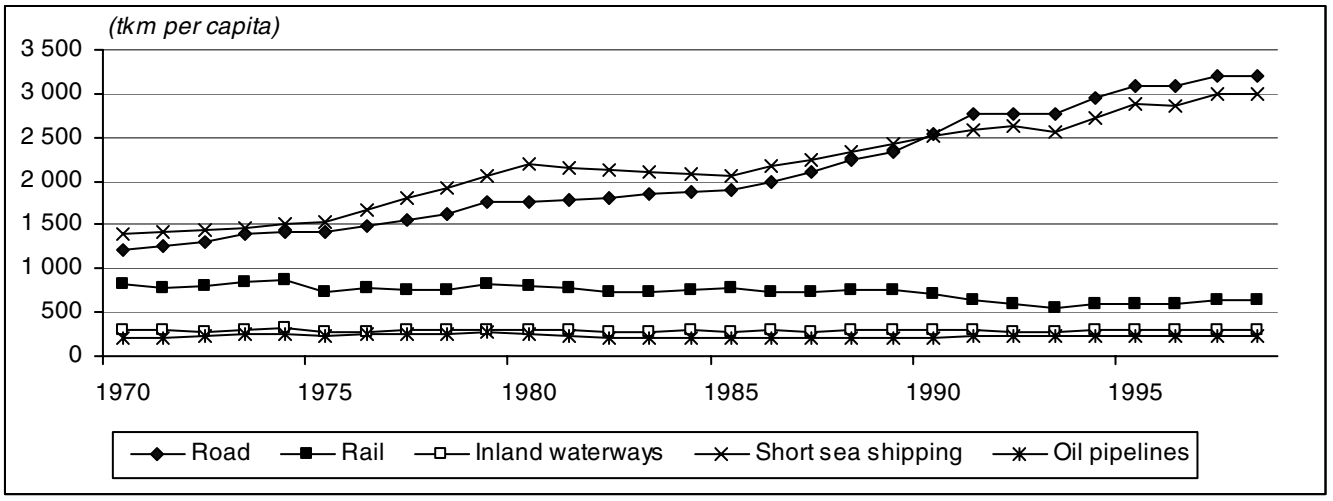


Figure 2.17: Evolution of freight transport in EU-15 – tkm per capita

2.4 Combined, inter-modal transport

2.4.1 Container transport by rail (large containers loaded), 1982 - 1999

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Loaded containers															
(1 000 t)															
1982	1 911	549	4 499	:	:	3 773	:	3 031	11	1 195	:	:	:	:	8 131
1983	2 110	627	4 474	:	:	3 811	:	3 381	20	1 358	:	:	:	:	10 411
1984	2 333	644	5 020	:	:	4 099	:	3 744	28	1 779	:	:	:	:	:
1985	2 362	718	5 395	:	:	4 183	:	3 714	39	1 979	:	:	:	:	:
1986	2 174	760	5 644	:	2 456	4 069	:	4 253	55	1 988	:	100	:	:	:
1987	2 301	708	6 145	:	3 189	4 076	:	4 811	76	1 954	:	130	:	:	:
1988	2 313	795	6 909	:	3 362	4 088	:	5 789	93	2 010	:	262	:	:	:
1989	2 634	891	8 187	:	3 450	4 149	:	7 169	90	2 186	:	140	:	:	:
1990	3 082	894	8 405	:	3 423	4 016	:	7 752	56	2 334	:	240	:	:	:
1991	2 861	916	8 571	:	2 989	4 532	:	8 606	43	2 447	:	:	:	:	:
1992	1 955	1 186	8 746	:	2 435	4 995	:	9 834	78	2 407	:	99	:	:	:
1993	1 955	:	8 489	:	2 160	4 807	:	10 965	74	2 475	:	257	:	:	:
1994	:	:	9 229	:	2 958	:	:	:	:	2 654	1 302	:	:	:	:
1995	5 253	:	18 342	:	4 414	6 054	:	14 514	:	:	1 685	290	:	:	:
1996	4 965	:	:	:	4 711	6 271	:	15 786	:	:	1 850	291	:	1 538	:
1997	6 401	:	:	:	5 472	:	:	17 868	:	:	2 015	350	:	1 595	:
1998	7 355	:	:	:	5 738	:	:	18 584	:	:	2 158	380	498	1 618	:
1999	7 923	:	:	:	:	:	:	:	:	:	2 697	297	:	1 607	:
(thousands)															
1982	124	37	374	:	:	272	:	224	1	75	:	:	:	:	671
1983	134	40	369	:	:	265	:	225	1	81	:	:	:	:	842
1984	143	43	404	:	:	270	:	219	1	107	:	:	:	:	:
1985	141	52	422	:	:	275	:	227	2	117	:	:	:	:	:
1986	122	56	441	:	156	262	:	262	3	109	:	6	:	:	:
1987	127	57	482	:	197	258	:	297	3	109	:	7	:	:	:
1988	125	49	535	:	201	249	:	349	4	111	:	15	:	:	:
1989	138	61	600	:	201	254	:	410	4	122	:	19	:	:	:
1990	164	60	671	:	190	246	:	449	3	132	:	10	:	:	:
1991	151	59	695	:	184	260	:	489	2	132	:	:	:	:	:
1992	107	52	706	:	165	286	:	509	3	146	:	8	:	:	:
1993	106	:	690	:	142	285	:	543	3	148	:	:	:	:	:
1994	:	:	784	:	189	:	:	:	:	167	125	:	:	:	:
1995	201	:	1 515	:	350	330	:	811	:	:	158	22	:	:	:
1996	156	:	:	:	299	351	:	864	:	:	172	22	:	82	:
1997	206	:	:	:	342	:	:	960	:	:	176	27	:	95	:
1998	234	:	:	:	400	:	:	1 002	:	:	184	21	24	97	:
1999	261	:	:	:	:	:	:	:	:	:	221	17	:	93	:
Empty containers															
(thousands)															
1982	46	13	206	:	:	250	39	193	1	50	:	:	:	:	:
1983	50	11	205	:	:	226	41	183	1	43	:	:	:	:	:
1984	62	12	223	:	:	216	43	174	1	49	:	:	:	:	:
1985	70	12	241	:	:	216	41	151	2	47	:	:	:	:	:
1986	62	12	258	:	88	197	36	134	2	44	:	12	:	:	:
1987	73	11	272	:	118	197	36	138	2	45	:	12	:	:	:
1988	79	10	284	:	118	195	33	157	2	50	:	5	:	:	:
1989	84	:	307	:	124	196	32	174	2	61	:	5	:	:	:
1990	84	:	322	:	120	184	33	214	1	66	:	7	:	:	:
1991	72	:	342	:	111	177	46	232	2	59	:	:	:	:	:
1992	63	:	332	:	102	178	36	286	2	37	:	3	:	:	:
1993	62	:	342	:	89	170	38	318	1	38	:	4	:	:	:
1994	:	:	436	:	100	:	36	:	:	38	:	:	:	:	:
1995	50	:	566	:	:	176	38	455	:	:	:	17	:	:	:
1996	37	:	:	:	:	173	37	493	:	:	:	13	:	:	:
1997	34	:	:	:	:	:	32	546	:	:	:	11	:	55	:
1998	30	:	:	:	:	:	32	564	:	:	:	10	38	54	:
1999	34	:	:	:	:	:	:	:	:	:	:	6	:	54	:

Source: Eurostat (NewCronos)

2.4.2 Road-rail transport (goods vehicles loaded), 1982 - 1999

(1 000 t)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1982	267	:	4 738	:	:	2 421	:	1 269	:	146	:	:	:	:	:
1983	300	:	5 246	:	:	2 400	:	1 285	:	:	:	:	:	:	:
1984	361	:	5 934	:	:	2 380	:	1 392	:	:	:	:	:	:	:
1985	440	:	6 314	:	:	2 612	:	1 353	:	:	:	:	:	:	:
1986	462	10	6 421	:	:	2 831	:	1 782	:	:	:	:	:	:	:
1987	491	:	6 452	:	:	2 630	:	1 715	:	:	:	:	:	:	:
1988	680	:	7 063	:	:	2 782	:	1 952	:	:	:	:	:	:	:
1989	824	:	7 430	:	:	2 772	:	2 149	:	:	:	:	:	:	:
1990	1 015	:	8 909	:	:	2 633	:	2 227	:	:	:	:	:	:	:
1991	1 047	:	8 832	:	:	2 892	:	2 234	:	:	:	:	:	:	:
1992	1 215	:	8 613	:	:	3 548	:	1 779	:	:	:	:	:	:	:
1993	1 962	:	9 868	:	:	2 782	:	1 587	:	:	:	:	:	:	:
1994	3 385	:	12 035	:	:	:	:	:	:	:	:	:	:	:	:
1995	442	:	:	:	:	2 486	:	2 224	:	:	:	:	:	:	:
1996	365	:	:	:	:	2 949	:	2 038	:	:	4 160	:	:	2 176	:
1997	426	:	:	:	:	:	:	2 136	:	:	4 259	:	:	2 063	:
1998	376	:	:	:	:	:	:	2 013	:	:	4 592	:	281	2 201	:
1999	620	:	:	:	:	:	:	:	:	:	5 184	:	:	2 322	:

Source: Eurostat (NewCronos).

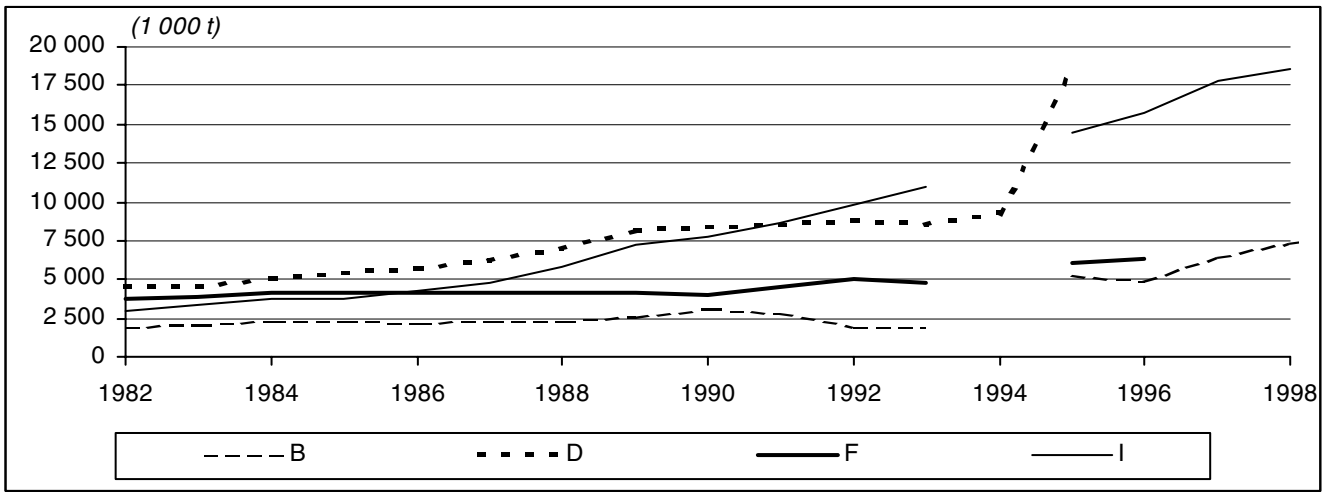


Figure 2.18: Container transport by rail – selected Member States

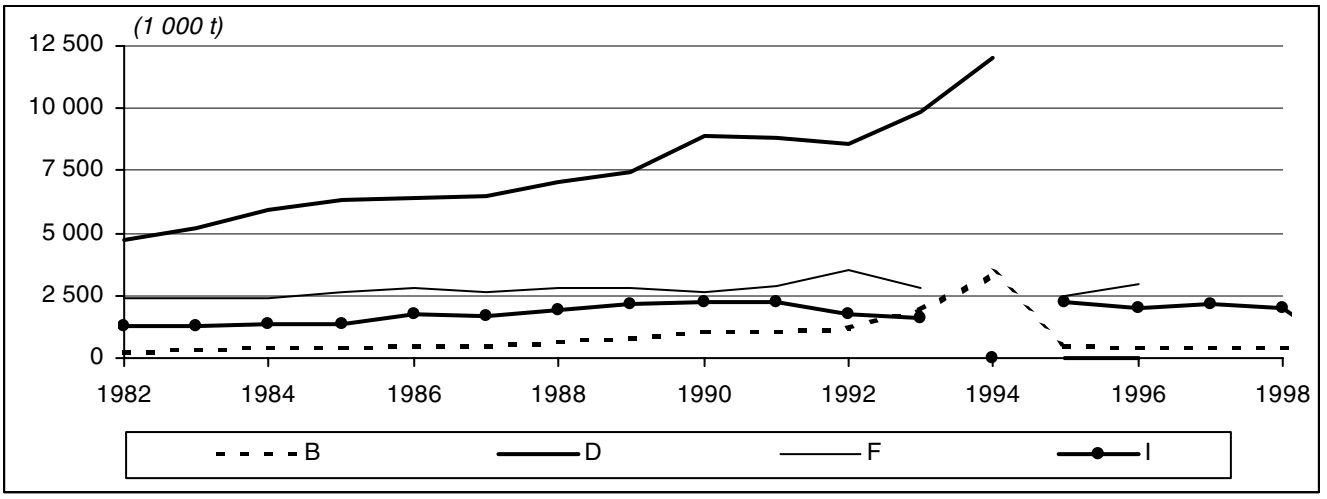


Figure 2.19: Road-rail transport – selected Member States

2.5 Transalpine freight transport

2.5.1 Inner alpine arc (Mont-Cenis and Brenner), 1980 - 1999

(mio t)

	Total			F			A			CH		
	Road	Rail	Total	Road	Rail	Total	Road	Rail	Total	Road	Rail	Total
1980	22.3	28.9	51.2	9.9	8.8	18.7	11.1	4.5	15.6	1.3	15.6	16.9
1981	23.2	26.3	49.5	9.9	7.6	17.5	11.6	4.1	15.7	1.7	14.6	16.3
1982	25.4	25.4	50.8	10.9	7.8	18.7	12.3	4.3	16.6	2.2	13.3	15.5
1983	27.3	25.1	52.4	11.9	8.0	19.9	12.9	4.5	17.4	2.5	12.6	15.1
1984	29.7	27.1	56.8	12.9	8.1	21.0	14.4	4.7	19.1	2.4	14.3	16.7
1985	29.9	26.2	56.1	12.2	7.5	19.7	15.0	4.7	19.7	2.7	14.0	16.7
1986	32.7	25.8	58.5	14.2	7.6	21.8	15.3	4.8	20.1	3.2	13.4	16.6
1987	35.3	26.0	61.3	16.1	7.7	23.8	15.7	4.8	20.5	3.5	13.5	17.0
1988	37.9	28.1	66.0	18.1	7.8	25.9	16.0	4.9	20.9	3.8	15.4	19.2
1989	40.3	30.3	70.6	20.0	7.8	27.8	16.3	4.9	21.2	4.0	17.6	21.6
1990	41.9	31.9	73.8	21.0	7.5	28.5	16.6	6.5	23.1	4.3	17.9	22.2
1991	43.7	33.3	77.0	22.1	7.2	29.3	16.9	8.2	25.1	4.7	17.9	22.6
1992	45.4	32.4	77.8	23.1	6.8	29.9	17.2	8.2	25.4	5.1	17.4	22.5
1993	48.1	30.6	78.7	24.7	7.0	31.7	17.8	7.6	25.4	5.6	16.0	21.6
1994	51.2	33.8	85.0	26.6	7.7	34.3	18.4	8.3	26.7	6.2	17.8	24.0
1995	53.3	34.8	88.1	25.8	8.4	34.2	21.0	8.4	29.4	6.5	18.0	24.5
1996	52.1	33.1	85.2	25.0	9.7	34.7	20.1	7.9	28.0	7.0	15.5	22.5
1997	53.7	35.5	89.2	25.3	10.1	35.4	21.3	7.8	29.1	7.1	17.6	24.7
1998	57.9	36.6	94.5	26.3	9.3	35.6	23.9	8.6	32.5	7.7	18.7	26.4
1999	60.5	35.9	96.4	25.7	9.2	34.9	26.4	8.3	34.7	8.4	18.4	26.8

Source: EVED/GVF

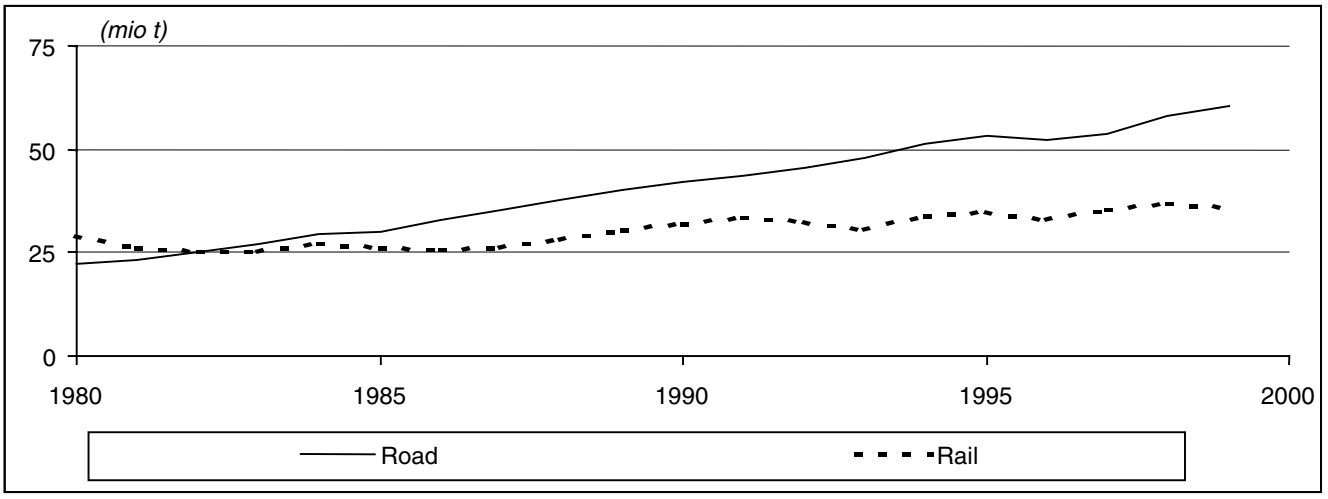


Figure 2.20: Transalpine freight transport – inner alpine arc

NOTES TO CHAPTER 2

General note

Much of the data in this chapter has been taken from *EU transport in figures. Statistical pocketbook, 2000,* produced by the European Commission's Directorate-General for Energy and Transport, in cooperation with Eurostat. The latest version is available on the internet at:

http://europa.eu.int/comm/transport/tif/index.htm

The data represent a compilation of statistics from a variety of sources, including national statistical offices (directly, and indirectly through Eurostat, UNECE and ECMT), transport organisations (AEA, ECF, UITP, UIC, etc.), and estimations and studies by consultancy firms employed by the Commission. For a variety of reasons, including definitions, they may not always agree with official national statistics. They are presented here for their comprehensive coverage of all means and modes.

German data

Some of the data sets for Germany include data for the former German Democratic Republic (DDR). Population data are available for both Germanies and have been used in the estimation of per-capita pkm and tkm. However, GDP data for the former German Democratic Republic are not available, and therefore a small error exists in the pkm and tkm per unit of GDP for Germany, EU-15 and EUR prior to German unification. The contribution of the new German länder to the GDP of Germany, EU-15 and EUR over the period 1991 to 1994 represented about 8%, 2% and 2.5% respectively.

2.1 Traffic

Source: Eurostat, ECMT and UNECE.

2.2 Passenger transport:

Motorbikes
Source: UITP. Germany 1994-95: DIW. D includes former DDR. Greece: results of a DG Energy and Transport study.

Passenger cars
Source: ECMT, national statistics, DG Energy and Transport estimates and studies. D includes former DDR. Greece: results from a DG Energy and Transport study. Spain: 1980-96 estimates based on vehicle stock and vehicle-km data. Ireland: estimates based on results of DG Energy and Transport studies. Austria: Austrian Ministry for Environment.

Buses and coaches
Source: ECMT, national statistics. D includes former DDR. Greece: results from a DG Energy and Transport study. Spain: from 1995, old series was extrapolated to avoid break. UK: data for Great Britain only until 1992.

Tram and metro
Source: 1970-95: UITP, 1996-97: national statistics, DG Energy and Transport estimates. D includes former DDR.

Railways
Source: ECMT, UIC and national statistics. D includes former DDR.
Non-UIC railways are included (about 2% of market).

Waterborne transport
Source: UITP. D does not include former DDR, but this traffic was negligible.

Air
Source: AEA
Total scheduled flights, including domestic.
Principal carriers only (B: Sabena; DK 2/7 of SAS; D: Lufthansa; EL: Olympic Airlines; E: Iberian; F: Air France and UTA; IRL: Aer Lingus; I: Alitalia; L: Luxair; NL: KLM; A Austrian Airlines; P TAP; FIN: Finnair; S: 3/7 of SAS; UK: British Airways, British Caledonian [absorbed by BA in 1988]).

It should be noted that air transport figures are based on total scheduled flights by principal carriers, unlike other modes where only transport on the national territory is included.

Cycling
Source: results from DG Energy and Transport studies. D includes former DDR.

Walking
Source: UITP.

2.3 Freight transport

Road
Source: ECMT , national statistics. For B, DK, EL, E, L, NL and P calculations by NEA based on Eurostat statistics, estimates. D includes former DDR. UK: vehicles with a payload over 3 tonnes.
National and international road haulage on national territory.

Rail
Source: UIC, ECMT, national statistics. D includes former DDR.
Non-UIC railways are included (approximately 1% of market).

Inland waterways
Source: ECMT, Eurostat, national statistics. Finnish data, published in national statistics, include domestic sea traffic which have been removed from this table. D includes former DDR.

Short sea shipping
Source: results of a DG Energy and Transport study. D includes former DDR.

Oil pipelines
Source: ECMT, Eurostat. D includes former DDR.

2.4 Combined and inter-modal transport by rail

Source: Eurostat, collected through Council Directive 80/1177/EEC on statistical returns in respect of carriage of goods by rail, as part of regional statistics.
Figures are based on the sum of national and international-loaded. Transit has not been included to avoid double-counting.
For container transport, figures include the gross weight of the container and of the goods carried. "large containers" are defined as being 6.1m (20 feet) or more in external length.
The figures for road-rail represent the gross weight of the goods transported, including the weight of the road vehicle.
Further information on intermodal freight transport can be obtained from the Eurostat publication *Intermodal freight transport — Key statistical data 1992 - 1997.*

2.5 Transalpine freight transport

Source: EVED/GVF based on the following primary sources:
– Road, France: Ministère de l'Equipement, des Transports et du Logement;
– Road, Austria: Bundesministerium für Verkehr, Innovation und Technologie;
– Road, Switzerland: Bundesamt für Raumentwicklung (ARE);
– Rail: railway companies.
Figures include national, international (loaded and unloaded) and transit.

CHAPTER 3: SPATIAL PLANNING AND ACCESS TO BASIC TRANSPORT SERVICES

SPATIAL PLANNING AND ACCESS TO BASIC TRANSPORT SERVICES

Good land-use planning and high accessibility to services are closely interrelated and essential components of an efficient and sustainable transport system. Poor planning results in low accessibility and high reliance on the car, affecting air quality, accident rates and noise levels. Additional factors include the changing structure of the population with trends towards greater numbers of single person households, greater wealth and increased patterns of urban sprawl.

3.1 Length and frequency of journeys

Travel surveys are carried out in many Member States, but there is little uniformity and common definitions do not exist. Some results from a Eurostat working group on long-distance passenger mobility are presented here.

3.2 Households with car

An overview of data from Eurostat's household budget survey is presented here, split by type of household.

3.3 Regional distribution of vehicle densities

The data provided here are the numbers of road vehicles (cars, buses and motorbikes) per 1 000 inhabitants, often referred to as the rate of motorisation in the case of cars, or more generally as vehicle density. These data are provided at regional level in order to emphasise that accessibility varies considerably within countries.

3.4 Proximity to public transport

This indicator offers a first look at proximity to public transport, and presents the findings from the Urban Audit project, carried out for the European Commission's Directorate-General for Regional Policy. The table presents the percentage of journeys to work that are taken by public transport in selected European countries and cities in the mid-1990s.

3.5 Density of existing transport network

The possibility for the public to access railway stations is an important indication of the potential use of railway transport. More often than not, the reported number of stations open to passengers has decreased over the period 1985 to 1990. On the other hand, the density of motorways EU-wide (1970 to 1996) has increased rapidly.

The availability of information at the regional level for railway lines is limited. However, it is clear that in only a few cases has the regional distribution of railway lines increased greater than one percentage point during the period 1996 to 1997. On a slightly longer time-scale, from 1990 to 1996, railway densities have declined in the majority of regions: Belgium densities declined by about 3%, in Greece by nearly 1% and in the Netherlands the increase was a modest 0.5%. This picture is reflected in the pattern of investment in transport infrastructure (see Chapter 4).

3.6 Accessibility (road, rail, air)

Accessibility can be described in different ways. The three indicators and maps presented here describe accessibility in a manner that is oriented towards European policy concerns. There are many considerations that can be taken into account when trying to define and measure accessibility. The three indicators take into consideration: origin and destination, distance, time factors, ease and cost of travel, barriers, transport modes, etc. The indicators are: accessibility by road to population; accessibility by rail to population; accessibility by air to GDP. These three indicators describe the location of an area (region) within the European Union with respect to opportunities, activities or assets existing in other areas or within the region itself.

3.1 Length and frequency of journeys

3.1.1 Length of long-distance journeys in selected Member States, 1996

(%)

	E	P	S
10-99 km	–	4.8	2.0
100-199 km	33.2	38.2	45.2
200-399 km	30.7	38.9	25.5
400-799 km	22.1	12.8	15.9
> 800 km	13.7	5.2	6.7
unknown	0.3	–	4.1

Source: Eurostat, Statistics in focus 09/1999, *Long distance passenger travel*

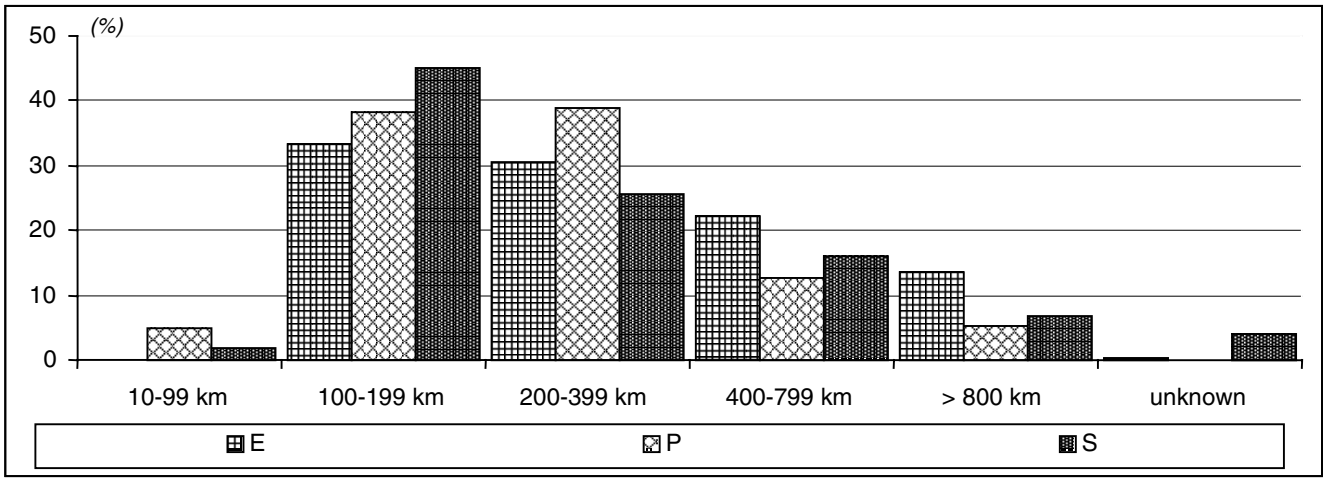


Figure 3.1: Long-distance journeys by distance traveled in selected Member States, 1996

3.1.2 Long-distance journeys per person by sex, in selected Member States, 1996

(number)

	DK	E	F	I	A	P	S
Males	0.8	0.4	0.8	0.7	0.7	0.2	0.7
Females	0.4	0.2	0.6	0.4	0.4	0.2	0.5

Source: Eurostat, Statistics in focus 09/1999, *Long distance passenger travel*

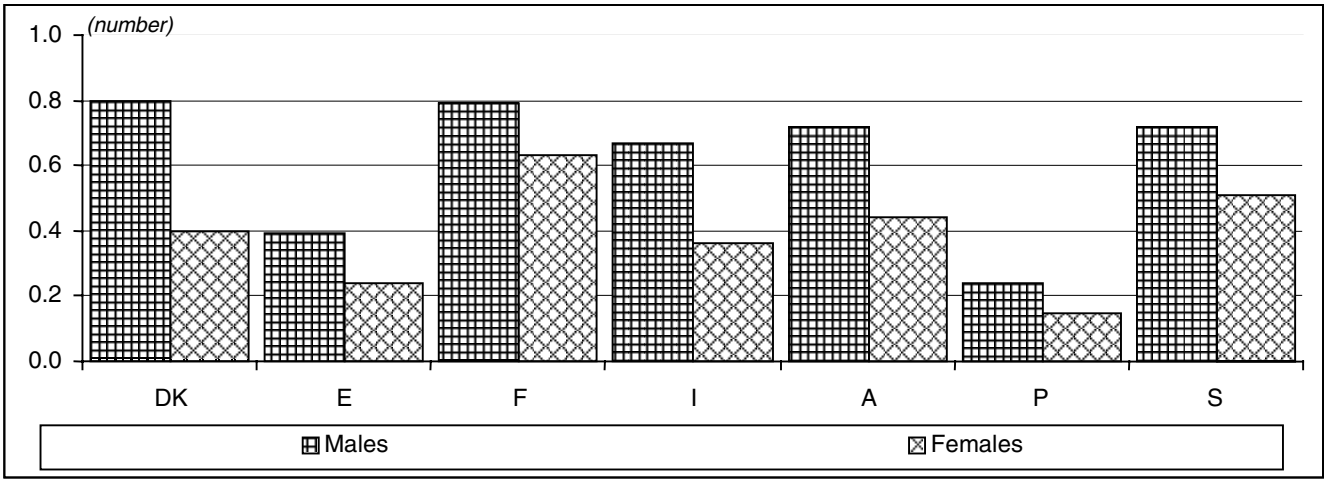


Figure 3.2: Long-distance journeys per person by sex, in selected Member States, 1996

3.2 Households with car

3.2.1 Percentage of households with a car, by income group, 1996

(%)

Household income compared to median actual current income	EU-15	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total	73.2	75.2	62.2	74.0	56.8	68.6	78.9	69.2	78.2	82.7	67.6	73.2	60.9	66.4	:	71.9
< 60%	48.6	57.0	30.5	40.1	31.0	56.0	60.7	53.8	67.3	58.2	44.0	41.1	31.4	48.3	:	37.1
60-100%	66.9	65.1	53.0	68.7	50.7	57.7	74.1	48.6	73.3	79.3	55.5	67.6	52.5	56.5	:	67.2
100-140%	80.5	84.3	77.4	80.5	63.1	72.5	84.8	81.9	77.9	86.6	77.6	83.2	72.9	75.5	:	87.2
> 140%	90.2	90.9	86.7	92.0	78.3	85.4	90.5	92.8	90.5	92.5	82.5	88.8	85.8	85.2	:	94.7

Source: Eurostat (NewCronos)

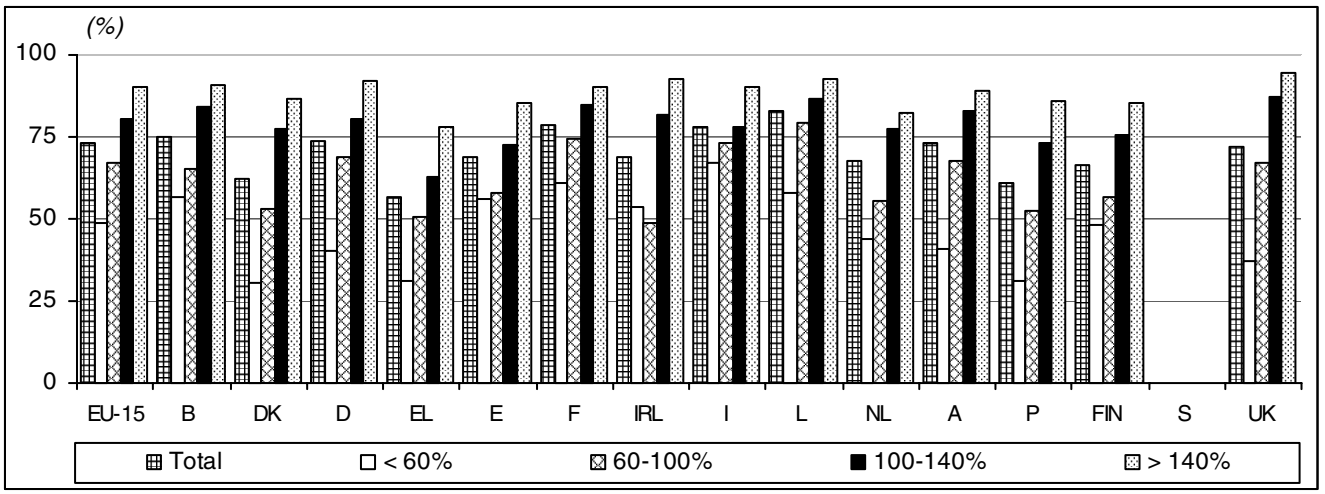


Figure 3.3: Percentage of households with a car, by income group, 1996

3.2.2 Percentage of households with a car, by household type, 1996

(%)

Household type	EU-15	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total	73.2	75.2	62.2	74.0	56.8	68.6	78.9	69.2	78.2	82.7	67.6	73.2	60.9	66.4	:	71.9
One adult younger than 30	58.4	56.6	21.4	67.8	10.7	52.1	59.6	54.7	74.4	82.6	24.4	61.4	:	37.3	:	:
One adult aged between 30 and 64	59.5	64.0	41.3	64.0	35.2	43.6	66.9	56.5	66.9	72.2	54.2	58.9	26.8	45.5	:	59.4
One adult older than 65	21.1	21.5	26.2	21.4	9.3	6.9	31.9	25.0	16.1	34.1	24.6	13.8	4.2	16.2	:	25.8
Single parent with dependent children	58.8	67.8	45.3	57.5	48.2	58.2	71.3	26.8	78.7	79.5	37.0	62.2	56.3	48.8	:	40.8
Two adults younger than 65	88.9	92.0	76.1	91.9	63.9	76.0	93.7	81.5	93.5	93.3	84.1	89.6	64.8	85.3	:	91.7
Two adults, at least one aged 65 or over	67.3	77.1	75.2	73.8	26.9	36.9	81.7	64.1	59.5	73.5	70.3	67.2	37.3	66.5	:	73.2
Two adults with one dependent child	92.8	93.2	84.6	96.2	78.4	87.3	96.1	83.1	96.7	98.1	83.7	89.6	79.4	91.8	:	92.3
Two adults with two dependent children	93.7	93.6	88.9	94.6	84.9	92.5	97.4	90.3	97.7	98.7	86.6	91.9	82.3	95.8	:	91.0
Two adults with three or more dependent children	91.1	92.2	89.8	91.5	74.0	86.9	93.6	83.0	99.7	94.8	83.2	94.0	81.5	96.5	:	87.9
Other, no children	90.0	92.6	88.9	94.0	71.5	74.0	93.7	79.7	94.1	93.2	89.0	91.4	70.8	95.0	:	90.2
Other with children	93.1	92.3	88.9	97.0	77.9	88.0	94.7	78.9	95.4	97.1	88.1	95.6	76.4	97.2	:	92.8

Source: Eurostat (NewCronos)

3.2.3 Percentage of households with a car, by activity status, 1996

(%)

Activity status of the reference person	EU-15	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total population	72.7	74.6	61.9	74.1	57.6	68.9	78.7	69.3	75.8	82.8	67.9	73.2	60.9	67.6	:	71.6
Employment	89.9	91.7	76.6	90.8	76.4	89.0	91.5	86.4	95.4	94.2	80.8	88.2	74.8	82.8	:	91.1
Unemployed	62.1	57.9	50.9	53.5	49.6	70.5	64.4	49.4	76.2	:	51.6	69.2	70.4	58.3	:	57.7
Retired	50.4	58.0	43.5	50.8	33.4	42.1	65.5	56.6	58.7	66.7	:	54.3	32.7	48.1	:	50.1
Other	43.7	53.2	22.7	60.6	19.8	32.7	43.0	32.2	35.6	44.5	49.3	30.5	32.0	50.6	:	42.6

Source: Eurostat (NewCronos)

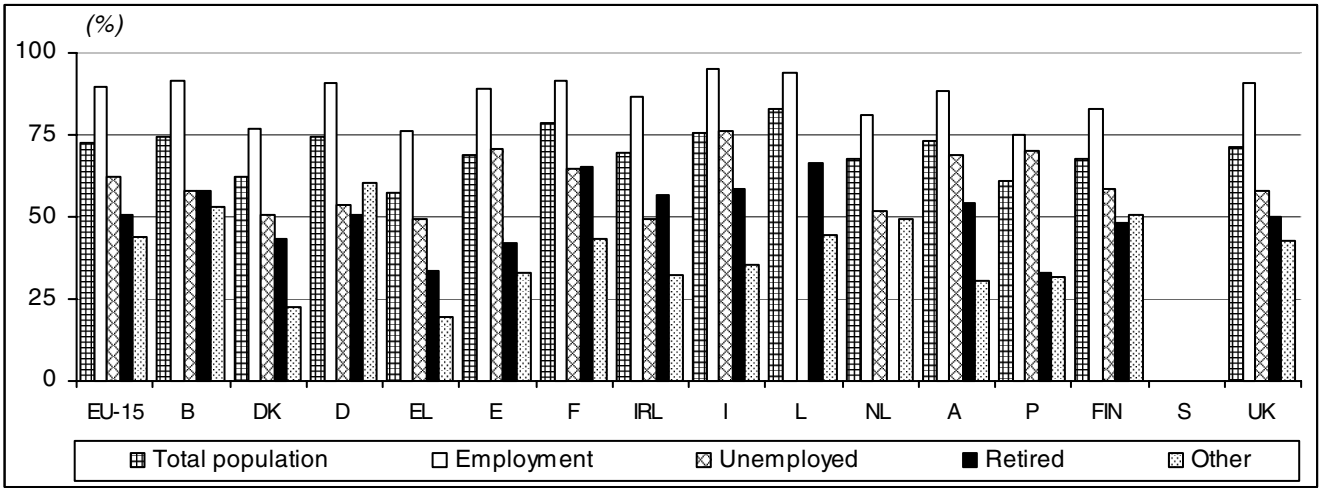


Figure 3.4: Percentage of households with a car, by activity status, 1996

3.2.4 Percentage of households without a car, 1996

(%)

	EU-15	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total	26.7	24.8	37.8	26	43.2	31.4	21.1	30.7	21.8	17.3	32.4	26.8	39.1	33.7	:	28.1
Cannot afford	10.5	8.3	14.1	15.3	20.9	12.8	6.5	14.7	3.5	3.6	6.3	6.0	22.9	10.3	:	10.5
Don't want	16.2	16.5	23.7	10.7	22.3	18.6	14.6	16.0	18.3	13.7	26.1	20.8	16.2	23.4	:	17.6

Source: Eurostat (NewCronos)

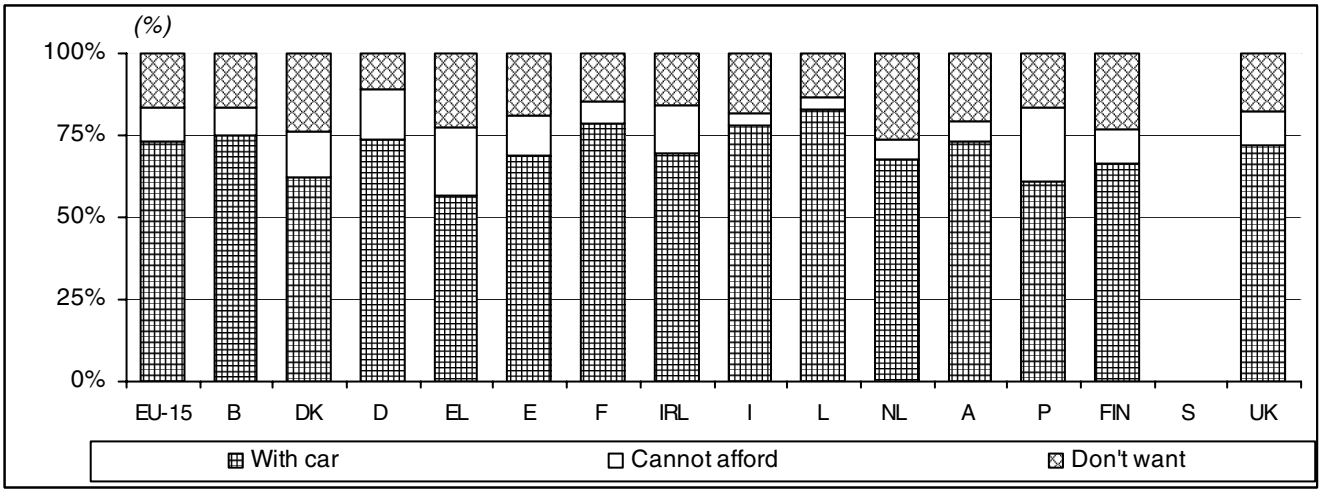


Figure 3.5: Households with and without a car, 1996

3.3 Regional distribution of vehicle density

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Belgium	**321**	**339**	**387**	**421**	**427**	**433**	**440**	**1.5**
Région Bruxelles-capitale/Brussels hoofdstad gewest	357	375	430	454	464	473	485	2.0
Vlaams Gewest	317	338	391	429	435	441	448	1.5
Antwerpen	325	343	396	430	435	441	447	1.3
Limburg (B)	324	336	388	427	432	439	446	1.6
Oost-Vlaanderen	298	321	372	410	415	420	425	1.2
Vlaams Brabant	:	:	:	474	483	493	504	2.2
West-Vlaanderen	308	330	379	412	416	422	427	1.2
Région Wallonne	315	331	367	398	402	408	413	1.4
Brabant Wallon	:	:	:	441	445	447	451	0.4
Hainaut	297	313	351	383	386	396	402	2.4
Liège	327	341	374	402	405	408	413	0.9
Luxembourg (B)	315	338	374	413	416	421	426	1.0
Namur	314	325	361	395	400	403	408	0.8
Denmark	**271**	**293**	**309**	**319**	**329**	**337**	**:**	**2.4**
Federal Republic of Germany (including ex-GDR from 1991)	**377**	**424**	**445**	**494**	**500**	**504**	**:**	**0.9**
Baden-Württemberg	392	439	501	522	527	:	:	:
Stuttgart	397	447	508	532	537	540	:	0.6
Karlsruhe	397	439	495	518	521	522	:	0.2
Freiburg	379	429	495	508	516	518	:	0.4
Tübingen	390	434	501	523	527	530	:	0.6
Bayern	375	428	495	524	530	:	:	:
Oberbayern	382	432	505	529	537	549	:	2.2
Niederbayern	369	424	491	528	534	539	:	0.9
Oberpfalz	376	427	497	527	531	539	:	1.5
Oberfranken	361	416	490	528	534	540	:	1.0
Mittelfranken	378	427	482	511	515	518	:	0.6
Unterfranken	368	427	490	520	528	531	:	0.7
Schwaben	375	429	492	519	523	525	:	0.5
Berlin	301	342	321	352	351	351	:	0.0
Brandenburg	:	:	322	473	485	490	:	1.2
Bremen	345	376	411	428	429	432	:	0.6
Hamburg	343	376	411	418	418	419	:	0.2
Hessen	399	451	515	534	539	:	:	:
Darmstadt	:	464	525	543	549	554	:	1.0
Gießen	:	431	501	522	527	531	:	0.7
Kassel	:	431	499	517	522	525	:	0.7
Mecklenburg-Vorpommern	:	:	291	436	450	460	:	2.4
Niedersachsen	376	414	481	509	515	:	:	:
Braunschweig	370	411	479	509	516	520	:	0.8
Hannover	370	409	472	502	508	517	:	1.7
Lüneburg	396	434	510	535	541	545	:	0.7
Weser-Ems	373	408	472	497	502	505	:	0.6
Nordrhein-Westfalen	372	416	468	491	494	:	:	:
Düsseldorf	371	417	464	486	490	494	:	0.8
Köln	374	418	478	499	499	502	:	0.5
Münster	362	398	460	480	484	487	:	0.8
Detmold	393	441	498	526	529	532	:	0.6
Arnsberg	367	410	453	479	485	488	:	0.7
Rheinland-Pfalz	394	446	505	529	534	:	:	:

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998 (continued)

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Koblenz	399	448	506	532	538	541	:	0.6
Trier	376	422	488	519	526	534	:	1.6
Rheinhessen-Pfalz	394	452	508	528	533	536	:	0.6
Saarland	388	439	506	533	540	546	:	1.2
Sachsen	:	:	306	458	470	:	:	:
Chemnitz	:	:	:	:	:	495	:	:
Dresden	:	:	:	:	:	473	:	:
Leipzig	:	:	:	:	:	450	:	:
Sachsen-Anhalt	:	:	286	442	453	:	:	:
Dessau	:	:	:	448	459	469	:	2.1
Halle	:	:	:	430	442	452	:	2.2
Magdeburg	:	:	:	447	457	466	:	1.9
Schleswig-Holstein	372	408	481	511	516	520	:	0.8
Thüringen	:	:	301	466	476	482	:	1.4
Greece	**90**	**127**	**170**	**211**	**223**	**238**	**252**	**6.6**
Voreia Ellada	66	103	137	169	178	190	195	6.6
Anatoliki Makedonia, Thraki	:	:	123	157	164	176	190	7.4
Kentriki Makedonia	84	125	154	189	199	211	211	6.2
Dytiki Makedonia	:	:	124	146	156	165	175	6.1
Thessalia	54	84	114	140	148	159	170	7.2
Kentriki Ellada	:	:	91	105	111	120	128	7.3
Ipeiros	:	:	91	109	116	126	139	8.7
Ionia Nisia	:	:	130	161	175	188	202	7.7
Dytiki Ellada	:	:	92	109	114	122	130	6.8
Sterea Ellada	:	:	86	95	100	106	113	6.0
Peloponnisos	:	:	84	92	98	106	112	7.7
Attiki	:	:	270	345	366	389	416	6.3
Nisia Aigaiou, Kriti	:	:	117	167	177	192	208	8.6
Voreio Aigaio	:	:	109	157	163	180	191	10.2
Notio Aigaio	:	:	108	165	168	178	195	6.1
Kriti	:	:	123	172	186	203	220	9.2
Spain	**202**	**241**	**308**	**362**	**375**	**389**	**407**	**3.6**
Noroeste	170	222	283	342	354	365	381	3.1
Galicia	154	216	282	350	363	375	392	3.3
Principado de Asturias	198	235	286	331	340	347	359	2.2
Cantabria	195	230	281	325	334	347	365	3.8
Noreste	200	241	288	337	349	361	377	3.4
Pais Vasco	205	244	285	335	347	359	375	3.4
Comunidad Foral de Navarra	225	265	326	375	387	402	421	3.8
La Rioja	190	226	280	318	334	346	363	3.5
Aragón	182	227	279	329	339	349	364	3.0
Comunidad de Madrid	283	287	371	445	464	481	506	3.6
Centro (E)	148	191	248	310	321	331	346	3.3
Castilla y León	174	209	264	324	335	346	361	3.3
Castilla-la Mancha	127	182	242	302	313	323	337	3.4
Extremadura	116	160	221	291	301	310	323	3.2
Este	253	292	362	404	418	432	454	3.5
Cataluña	272	292	358	398	409	422	441	3.0
Comunidad Valenciana	207	270	338	381	397	412	433	3.8
Baleares	338	425	530	581	602	629	664	4.5
Sur	134	190	257	306	318	330	346	3.8
Andalucia	129	182	249	297	309	320	335	3.7
Murcia	149	237	30	351	365	380	399	4.1

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998 (continued)

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Ceuta y Melilla (ES)	299	260	334	415	426	431	445	1.1
Canarias (ES)	194	238	337	402	422	443	466	5.1
France	**357**	**385**	**411**	**421**	**428**	**434**	**:**	**1.4**
Île de France	:	356	361	367	373	376	:	0.7
Bassin Parisien	:	393	422	432	439	446	:	1.7
Champagne-Ardenne	:	393	424	436	444	457	:	2.7
Picardie	:	353	381	390	396	403	:	1.7
Haute-Normandie	:	381	397	405	412	419	:	1.6
Centre	:	415	448	458	464	471	:	1.5
Basse-Normandie	:	392	428	438	445	452	:	1.5
Bourgogne	:	419	450	462	469	476	:	1.5
Nord - Pas-de-Calais	:	323	343	353	358	364	:	1.4
Est	:	376	402	414	421	428	:	1.8
Lorraine	:	361	387	400	407	415	:	1.9
Alsace	:	382	413	421	426	433	:	1.6
Franche-Comté	:	398	416	431	441	449	:	1.7
Ouest	:	397	438	452	459	467	:	1.7
Pays de la Loire	:	380	421	436	444	452	:	1.8
Bretagne	:	391	433	447	454	462	:	1.8
Poitou-Charentes	:	439	478	491	497	504	:	1.3
Sud-Ouest	:	426	463	477	484	492	:	1.6
Aquitaine	:	421	457	471	478	486	:	1.5
Midi-Pyrénées	:	430	467	481	489	496	:	1.5
Limousin	:	428	474	486	492	502	:	1.9
Centre-Est	:	405	434	443	450	456	:	1.4
Rhône-Alpes	:	401	428	436	442	448	:	1.4
Auvergne	:	420	457	474	481	488	:	1.4
Méditerranée	:	393	422	431	437	442	:	1.3
Languedoc-Roussillon	:	394	425	433	439	444	:	1.1
Provence-Alpes-Côte d'Azur	:	391	417	426	433	438	:	1.3
Corse	:	409	477	489	489	496	:	1.5
French overseas departments (FR)	:	:	:	:	:	:	:	:
Guadeloupe (FR)	:	:	:	:	:	:	:	:
Martinique (FR)	:	:	:	:	:	:	:	:
French Guiana (FR)	:	:	:	:	:	:	:	:
Reunion (FR)	:	:	:	:	:	:	:	:
Ireland	**218**	**202**	**226**	**274**	**290**	**307**	**320**	**6.1**
Italy	**314**	**397**	**483**	**526**	**:**	**534**	**:**	**:**
Nord Ovest	380	459	550	574	:	554	:	:
Piemonte	394	476	572	597	:	578	:	:
Valle d'Aosta	454	560	676	741	:	666	:	:
Liguria	339	411	486	503	:	483	:	:
Lombardia	358	449	546	572	:	556	:	:
Nord Est	335	415	508	557	:	544	:	:
Trentino-Alto Adige	327	397	483	518	:	497	:	:
Veneto	329	413	507	556	:	546	:	:
Friuli-Venezia Giulia	359	435	530	595	:	569	:	:
Emilia-Romagna	398	484	575	605	:	585	:	:
Centro (I)	379	467	553	582	:	561	:	:
Toscana	389	477	564	581	:	557	:	:
Umbria	363	454	546	603	:	562	:	:
Marche	365	447	529	574	:	569	:	:
Lazio	345	444	547	579	:	591	:	:

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998 (continued)

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Abruzzo-Molise	272	357	437	489	:	499	:	:
Abruzzo	285	370	454	505	:	513	:	:
Molise	225	306	372	425	:	446	:	:
Campania	198	278	349	429	:	521	:	:
Sud	204	279	346	406	:	442	:	:
Puglia	212	283	347	408	:	450	:	:
Basilicata	197	283	353	407	:	438	:	:
Calabria	191	271	341	401	:	428	:	:
Sicilia	253	338	413	470	:	497	:	:
Sardegna	243	320	408	460	:	477	:	:
Luxembourg	**354**	**413**	**477**	**555**	**554**	**559**	**569**	**0.9**
Netherlands	**323**	**337**	**367**	**364**	**369**	**:**	**:**	**:**
Noord-Nederland	321	330	359	355	359	:	:	:
Groningen	318	321	348	342	346	:	:	:
Friesland	308	316	349	343	348	:	:	:
Drenthe	342	359	387	385	391	:	:	:
Oost-Nederland	324	331	365	363	369	:	:	:
Overijssel	:	:	361	361	366	:	:	:
Gelderland	:	:	371	370	377	:	:	:
Flevoland	:	:	335	323	327	:	:	:
West-Nederland	318	335	357	353	357	:	:	:
Utrecht	325	338	363	370	377	:	:	:
Noord-Holland	321	335	356	349	353	:	:	:
Zuid-Holland	313	332	353	346	351	:	:	:
Zeeland	336	357	386	381	383	:	:	:
Zuid-Nederland	332	352	393	391	398	:	:	:
Noord-Brabant	342	359	401	398	405	:	:	:
Limburg (NL)	314	337	378	378	383	:	:	:
Austria	**:**	**334**	**385**	**446**	**457**	**468**	**481**	**2.4**
Ostösterreich	:	342	388	436	441	451	462	2.3
Burgenland	:	331	393	484	497	509	524	2.5
Niederösterreich	:	355	419	494	508	520	533	2.3
Wien	:	331	357	372	367	375	382	2.1
Südösterreich	:	325	384	467	486	502	518	3.3
Kärnten	:	326	382	461	481	500	519	4.0
Steiermark	:	325	384	469	489	503	517	3.0
Westösterreich	:	330	383	444	457	469	481	2.5
Oberösterreich	:	344	398	465	480	492	505	2.6
Salzburg	:	343	385	429	439	446	457	1.7
Tirol	:	293	351	418	436	450	463	3.2
Vorarlberg	:	320	381	428	436	445	457	2.0
Portugal	**:**	**167**	**262**	**378**	**:**	**:**	**:**	**:**
Portugal (Continent)	:	:	272	398	424	452	484	6.5
Norte	:	:	:	:	:	:	:	:
Centro (P)	:	:	:	:	:	:	:	:
Lisboa e Vale do Tejo	:	:	:	:	:	:	:	:
Alentejo	:	:	:	:	:	:	:	:
Algarve	:	:	:	:	:	:	:	:
Açores (PT)	:	:	:	:	:	:	:	:
Madeira (PT)	:	:	:	:	:	:	:	:
Finland	**:**	**:**	**388**	**372**	**379**	**378**	**392**	**0.0**
Manner-Suomi	:	:	387	371	378	378	391	0.0
Itä-Suomi	:	:	376	367	372	679	721	82.6

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998 (continued)

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Väli-Suomi	:	:	405	396	404	1 012	1 051	150.7
Pohjois-Suomi	:	:	381	358	365	464	476	27.3
Uusimaa (suuralue)	:	:	:	:	:	211	215	:
Etelä-Suomi	:	:	:	:	:	112	115	:
Åland	:	:	508	508	514	504	516	-1.9
Sweden	**:**	**457**	**499**	**474**	**482**	**494**	**509**	**2.5**
Stockholm	:	386	424	389	393	405	418	3.1
Östra Mellansverige	:	453	499	474	484	496	514	2.6
Sydsverige	:	444	492	467	474	483	497	1.9
Norra Mellansverige	:	515	560	550	561	575	594	2.6
Mellersta Norrland	:	511	551	559	570	585	604	2.7
Övre Norrland	:	499	545	537	544	557	575	2.4
Småland med öarna	:	:	:	:	:	533	547	:
Västsverige	:	:	:	:	:	492	507	:
United Kingdom	**279**	**312**	**350**	**374**	**:**	**:**	**:**	**:**
North East	:	:	:	294	301	:	:	:
Tees Valley and Durham	:	:	:	314	316	:	:	:
Northumberland, Tyne and Wear	:	:	:	277	290	:	:	:
North West (including Merseyside)	:	:	:	352	364	:	:	:
Cumbria	:	:	:	380	401	:	:	:
Cheshire	:	:	:	389	419	:	:	:
Greater Manchester	:	:	:	350	373	:	:	:
Lancashire	:	:	:	384	358	:	:	:
Merseyside	:	:	:	287	302	:	:	:
Yorkshire and The Humber	241	272	311	333	340	:	:	:
East Riding and North Lincolnshire	:	:	:	316	340	:	:	:
North Yorkshire	:	:	:	370	402	:	:	:
South Yorkshire	:	:	:	335	318	:	:	:
West Yorkshire	:	:	:	325	331	:	:	:
East Midlands	266	301	340	354	389	:	:	:
Derbyshire and Nottinghamshire	:	:	:	332	371	:	:	:
Leicestershire, Rutland and Northants	:	:	:	370	400	:	:	:
Lincolnshire	:	:	:	388	415	:	:	:
West Midlands	289	320	374	404	411	:	:	:
Herefordshire, Worcestershire and Warks	:	:	:	429	484	:	:	:
Shropshire and Staffordshire	:	:	:	373	401	:	:	:
West Midlands	:	:	:	410	384	:	:	:
Eastern	:	:	:	428	433	:	:	:
East Anglia	317	354	407	413	420	:	:	:
Bedfordshire, Hertfordshire	:	:	:	479	464	:	:	:
Essex	:	:	:	400	419	:	:	:
London	:	:	:	:	:	:	:	:
Inner London	:	:	:	:	:	:	:	:
Outer London	:	:	:	:	:	:	:	:
South East	:	:	:	416	438	:	:	:
Berkshire, Bucks and Oxfordshire	:	:	:	448	469	:	:	:
Surrey, East and West Sussex	:	:	:	415	449	:	:	:
Hampshire and Isle of Wight	:	:	:	400	423	:	:	:
Kent	:	:	:	392	398	:	:	:
South West	325	361	397	413	435	:	:	:
Gloucestershire, Wiltshire and North Somerset	:	:	:	436	459	:	:	:
Dorset and Somerset	:	:	:	414	437	:	:	:

3.3.1 Passenger car density per NUTS 2 region, 1980 - 1998 (continued)

(cars per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Cornwall and Isles of Scilly	:	:	:	:	:	:	:	:
Devon	:	:	:	:	:	:	:	:
Wales	268	289	327	338	365	:	:	:
West Wales and The Valleys	:	:	:	:	:	:	:	:
East Wales	:	:	:	:	:	:	:	:
Scotland	218	244	280	315	:	:	:	:
North Eastern Scotland	:	:	:	:	:	:	:	:
Eastern Scotland	:	:	:	:	:	:	:	:
South Western Scotland	:	:	:	:	:	:	:	:
Highlands and Islands	:	:	:	:	:	:	:	:
Northern Ireland	237	264	281	315	:	:	:	:

Source: European Commission DG TREN (TRANSPORT IN FIGURES statistical pocketbook 2000), Eurostat (New Cronos)

3.3.2 Bus density per NUTS 2 region, 1980 - 1998

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Belgium	**2.0**	**1.7**	**1.6**	**1.4**	**1.5**	**1.4**	**1.4**	**-2.2**
Région Bruxelles-capitale/Brussels hoofdstad gewest	5.9	6.1	5.2	3.1	2.1	2.6	2.5	24.7
Vlaams Gewest	1.8	1.4	1.2	1.3	1.4	1.3	1.3	-1.5
Antwerpen	1.3	1.3	1.2	1.6	1.8	1.8	1.9	-0.1
Limburg (B)	2.8	1.4	1.3	1.5	1.3	1.4	1.4	9.5
Oost-Vlaanderen	1.5	1.5	1.5	1.0	0.7	1.0	1.0	39.7
Vlaams Brabant	:	:	:	1.2	1.0	1.2	1.1	19.6
West-Vlaanderen	1.9	0.9	0.9	1.1	0.9	1.0	1.0	9.9
Région Wallonne	0.9	0.9	0.9	1.2	1.2	1.3	1.3	9.8
Brabant Wallon	:	:	:	0.9	:	1.2	1.2	:
Hainaut	0.8	0.8	0.8	1.0	0.8	1.1	1.1	40.2
Liège	2.0	1.0	1.0	1.3	1.0	1.3	1.2	29.8
Luxembourg (B)	:	:	:	1.2	:	1.2	1.2	:
Namur	:	:	:	1.8	2.3	2.5	2.5	9.6
Denmark	**1.4**	**1.6**	**1.6**	**2.6**	**2.7**	**2.6**	**:**	**-1.8**
Federal Republic of Germany (including ex-GDR from 1991)	**1.1**	**1.1**	**1.8**	**1.1**	**1.0**	**1.0**	**:**	**-0.1**
Baden-Württemberg	0.9	0.9	0.9	0.9	0.8	:	:	:
Stuttgart	0.9	0.9	0.8	0.9	0.8	0.9	:	13.1
Karlsruhe	0.8	0.8	0.8	0.8	0.8	0.8	:	4.8
Freiburg	1.1	1.1	1.0	1.0	1.0	1.0	:	4.7
Tübingen	0.7	0.7	1.2	1.1	0.6	1.1	:	99.5
Bayern	1.1	1.1	1.2	1.2	0.7	:	:	:
Oberbayern	1.1	1.1	1.1	1.0	0.8	1.0	:	33.3
Niederbayern	2.0	2.0	1.9	1.7	0.9	1.7	:	98.9
Oberpfalz	1.0	1.0	1.0	1.4	0.9	1.4	:	49.3
Oberfranken	0.9	1.0	0.9	1.3	0.9	1.3	:	40.0
Mittelfranken	0.7	0.7	1.3	0.9	0.6	1.0	:	59.7
Unterfranken	1.7	1.7	1.6	1.3	0.8	1.3	:	69.5
Schwaben	0.7	0.6	1.2	1.0	0.6	1.0	:	79.6
Berlin	1.1	1.1	2.3	0.8	0.6	0.8	:	36.3
Brandenburg	:	:	5.4	0.9	0.8	1.1	:	39.0
Bremen	1.4	1.5	1.5	1.0	:	0.9	:	:
Hamburg	1.2	1.3	1.2	0.9	0.6	0.8	:	40.3
Hessen	1.1	1.1	1.0	1.0	0.8	:	:	:
Darmstadt	:	0.9	0.8	0.9	0.8	0.9	:	9.9
Gießen	:	1.0	1.0	1.2	0.9	1.2	:	30.0
Kassel	:	1.7	1.6	1.1	0.8	1.1	:	39.9
Mecklenburg-Vorpommern	:	:	4.7	1.1	0.6	1.1	:	101.0
Niedersachsen	1.2	1.1	1.2	1.1	0.6	:	:	:
Braunschweig	1.2	1.3	1.2	1.1	0.6	1.1	:	90.5
Hannover	1.0	1.0	1.0	0.9	0.5	0.9	:	89.7
Lüneburg	1.4	1.4	1.3	1.1	0.6	1.0	:	68.5
Weser-Ems	1.4	0.9	1.4	1.2	0.8	1.2	:	39.1
Nordrhein-Westfalen	1.0	1.0	1.0	1.0	0.8	:	:	:
Düsseldorf	1.0	1.0	1.0	0.8	0.8	0.9	:	12.6
Köln	1.0	1.0	1.0	1.0	0.9	1.0	:	7.0
Münster	0.8	0.8	1.2	1.0	0.8	1.0	:	34.6
Detmold	1.1	1.1	1.1	1.1	1.0	1.1	:	14.5
Arnsberg	1.1	1.1	1.1	0.9	0.8	0.9	:	13.5
Rheinland-Pfalz	1.4	1.4	1.3	1.3	1.0	:	:	:
Koblenz	1.5	1.5	1.4	1.4	1.3	1.4	:	4.4

3.3.2 Bus density per NUTS 2 region, 1980 - 1998 (continued)

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Trier	2.1	2.1	2.1	1.8	:	2.0	:	:
Rheinhessen-Pfalz	1.1	1.1	1.1	1.1	1.0	1.1	:	14.6
Saarland	0.9	1.0	1.9	1.4	0.9	1.3	:	40.4
Sachsen	:	:	4.6	1.0	0.9	:	:	:
Chemnitz	:	:	:	:	:	1.1	:	:
Dresden	:	:	:	:	:	1.0	:	:
Leipzig	:	:	:	:	:	0.7	:	:
Sachsen-Anhalt	:	:	3.5	1.0	0.4	:	:	:
Dessau	:	:	:	1.0	:	1.1	:	:
Halle	:	:	:	1.0	:	0.9	:	:
Magdeburg	:	:	:	1.0	0.8	1.0	:	30.9
Schleswig-Holstein	1.2	1.1	1.1	1.1	0.7	1.1	:	44.3
Thüringen	:	:	4.6	1.2	0.8	1.2	:	45.8
Greece	**1.9**	**1.8**	**2.1**	**2.4**	**2.4**	**2.4**	**2.5**	**1.8**
Voreia Ellada	1.6	1.4	1.6	1.8	1.9	1.9	1.9	1.2
Anatoliki Makedonia, Thraki	:	:	1.6	1.8	1.8	1.8	2.0	-0.2
Kentriki Makedonia	1.9	1.6	1.7	2.0	2.0	2.0	2.0	-0.6
Dytiki Makedonia	:	:	1.7	2.0	2.0	2.0	2.0	-0.2
Thessalia	1.5	1.2	1.4	1.5	1.5	1.6	1.6	9.0
Kentriki Ellada	:	:	1.6	1.6	1.6	1.6	1.7	-0.2
Ipeiros	:	:	1.8	1.6	1.6	1.9	1.9	16.0
Ionia Nisia	:	:	2.1	2.5	3.0	2.5	3.0	-17.4
Dytiki Ellada	:	:	1.3	1.4	1.4	1.4	1.4	-0.3
Sterea Ellada	:	:	1.7	1.7	1.7	1.7	1.8	0.0
Peloponnisos	:	:	1.5	1.5	1.5	1.5	1.5	0.1
Attiki	:	:	2.9	3.4	3.5	3.6	3.7	1.6
Nisia Aigaiou, Kriti	:	:	1.9	2.4	2.4	2.6	2.6	8.0
Voreio Aigaio	:	:	1.0	1.6	1.6	1.6	1.6	0.2
Notio Aigaio	:	:	3.2	3.7	3.7	4.1	4.1	9.4
Kriti	:	:	1.7	2.0	2.0	2.1	2.1	8.7
Spain	**1.1**	**1.1**	**1.2**	**1.2**	**1.2**	**1.3**	**1.3**	**4.0**
Noroeste	1.2	1.2	1.6	1.4	1.4	1.5	1.5	8.6
Galicia	1.2	1.2	1.4	1.5	1.5	1.7	1.7	12.6
Principado de Asturias	1.4	1.2	1.8	0.9	0.9	1.3	1.3	40.7
Cantabria	0.8	1.0	1.9	1.9	1.9	1.1	1.1	-40.0
Noreste	1.1	1.0	1.0	1.2	1.2	1.2	1.2	-3.8
Pais Vasco	1.1	1.0	0.9	1.0	1.0	1.2	1.2	20.5
Comunidad Foral de Navarra	1.6	1.3	1.9	1.9	1.9	1.5	1.5	-20.2
La Rioja	0.8	0.4	:	:	:	0.8	0.8	:
Aragón	1.1	1.1	0.8	0.8	0.8	1.2	1.3	40.3
Comunidad de Madrid	1.6	1.7	1.6	1.6	1.6	1.7	1.7	4.9
Centro (E)	0.8	0.8	0.9	0.9	0.9	1.0	1.1	10.0
Castilla y León	1.0	0.9	1.1	1.2	1.2	1.2	1.2	0.3
Castilla-la Mancha	0.8	0.6	0.6	0.6	1.2	0.9	1.0	-20.3
Extremadura	0.7	0.6	0.9	0.9	0.9	0.9	1.0	-0.2
Este	1.0	0.9	1.0	1.0	1.0	1.1	1.1	8.1
Cataluña	1.0	0.9	1.0	1.0	1.0	1.0	1.0	1.7
Comunidad Valenciana	0.7	0.8	0.8	1.0	1.0	1.0	1.0	-5.2
Baleares	2.8	2.2	2.9	2.7	2.7	2.7	2.7	-0.5
Sur	0.9	0.9	0.9	1.0	1.0	1.0	1.1	7.0
Andalucia	0.9	0.8	0.9	1.0	1.0	1.0	1.1	3.9
Murcia	1.0	1.0	1.0	0.9	0.9	1.1	1.2	19.3
Ceuta y Melilla (ES)	1.8	0.8	:	:	:	0.7	0.7	:

3.3.2 Bus density per NUTS 2 region, 1980 - 1998 (continued)

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Canarias (ES)	2.2	2.1	2.7	2.6	2.5	2.7	2.8	6.6
France	**1.2**	**1.5**	**1.2**	**0.8**	**0.7**	**0.8**	**:**	**14.1**
Île de France	:	1.8	1.4	0.8	0.7	0.9	:	18.2
Bassin Parisien	:	1.5	1.2	0.8	0.7	0.8	:	13.9
Champagne-Ardenne	:	1.4	1.1	0.7	0.7	0.7	:	11.2
Picardie	:	1.5	1.1	0.7	0.6	0.7	:	16.5
Haute-Normandie	:	1.5	1.3	0.8	0.7	0.8	:	15.1
Centre	:	1.6	1.2	0.7	0.7	0.8	:	11.3
Basse-Normandie	:	1.4	1.1	0.7	0.6	0.7	:	10.8
Bourgogne	:	1.5	1.2	0.8	0.7	0.8	:	18.1
Nord - Pas-de-Calais	:	1.3	1.1	0.7	0.6	0.7	:	15.9
Est	:	1.6	1.3	0.9	0.8	0.9	:	9.6
Lorraine	:	1.5	1.3	0.8	0.8	0.9	:	11.2
Alsace	:	1.5	1.2	0.8	0.8	0.8	:	7.1
Franche-Comté	:	1.9	1.5	1.0	0.9	1.0	:	9.8
Ouest	:	1.2	1.0	0.6	0.6	0.7	:	5.6
Pays de la Loire	:	1.3	1.0	0.6	0.6	0.7	:	9.9
Bretagne	:	1.2	0.9	0.7	0.7	0.7	:	4.6
Poitou-Charentes	:	1.3	1.1	0.7	0.6	0.7	:	9.5
Sud-Ouest	:	1.4	1.2	0.8	0.7	0.8	:	13.4
Aquitaine	:	1.5	1.2	0.8	0.7	0.8	:	14.4
Midi-Pyrénées	:	1.4	1.1	0.7	0.7	0.8	:	17.1
Limousin	:	1.4	1.1	0.8	0.8	0.8	:	0.1
Centre-Est	:	1.8	1.4	0.8	0.7	0.8	:	19.8
Rhône-Alpes	:	1.9	1.4	0.8	0.7	0.9	:	21.7
Auvergne	:	1.4	1.1	0.8	0.7	0.8	:	11.1
Méditerranée	:	1.6	1.2	0.7	0.7	0.8	:	16.3
Languedoc-Roussillon	:	1.4	1.0	0.7	0.6	0.7	:	12.9
Provence-Alpes-Côte d'Azur	:	1.7	1.3	0.8	0.7	0.8	:	15.7
Corse	:	2.4	2.0	0.8	0.8	1.1	:	49.5
French overseas departments (FR)	:	:	:	:	:	:	:	:
Guadeloupe (FR)	:	:	:	:	:	:	:	:
Martinique (FR)	:	:	:	:	:	:	:	:
French Guiana (FR)	:	:	:	:	:	:	:	:
Reunion (FR)	:	:	:	:	:	:	:	:
Ireland	**0.9**	**0.9**	**1.1**	**1.5**	**1.5**	**1.6**	**1.6**	**6.1**
Italy	**1.0**	**1.3**	**1.4**	**1.3**	**:**	**1.5**	**:**	**:**
Nord Ovest	1.0	1.4	1.4	1.3	:	1.4	:	:
Piemonte	0.8	1.4	1.4	1.2	:	1.3	:	:
Valle d'Aosta	1.8	2.7	2.6	2.5	:	2.5	:	:
Liguria	1.3	1.7	1.5	1.4	:	1.5	:	:
Lombardia	0.9	1.1	1.1	1.0	:	1.1	:	:
Nord Est	1.1	1.4	1.4	1.3	:	1.5	:	:
Trentino-Alto Adige	1.3	1.1	1.6	1.5	:	1.7	:	:
Veneto	1.1	1.4	1.4	1.4	:	1.5	:	:
Friuli-Venezia Giulia	1.1	1.6	1.3	1.2	:	1.4	:	:
Emilia-Romagna	1.1	1.3	1.4	1.3	:	1.4	:	:
Centro (I)	1.2	1.6	1.6	1.4	:	1.6	:	:
Toscana	1.3	1.4	1.4	1.3	:	1.4	:	:
Umbria	1.4	2.5	1.9	1.7	:	1.9	:	:
Marche	1.1	1.4	1.8	1.5	:	1.7	:	:
Lazio	1.6	2.0	1.9	1.7	:	1.9	:	:
Abruzzo-Molise	1.2	1.9	2.2	2.0	:	2.1	:	:
Abruzzo	1.2	1.6	2.2	2.0	:	2.1	:	:

3.3.2 Bus density per NUTS 2 region, 1980 - 1998 (continued)

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Molise	1.2	3.0	2.4	2.1	:	2.1	:	:
Campania	0.9	1.1	1.2	1.2	:	1.5	:	:
Sud	0.8	1.1	1.3	1.2	:	1.4	:	:
Puglia	0.8	1.0	1.1	1.0	:	1.2	:	:
Basilicata	1.3	1.6	2.1	2.0	:	2.3	:	:
Calabria	0.7	1.0	1.3	1.4	:	1.6	:	:
Sicilia	0.7	1.0	1.0	1.1	:	1.3	:	:
Sardegna	1.0	1.9	1.3	1.5	:	1.7	:	:
Luxembourg	**1.6**	**1.9**	**1.8**	**1.9**	**2.2**	**2.1**	**2.1**	**-1.3**
Netherlands	**0.8**	**0.8**	**0.8**	**0.8**	**0.7**	**:**	**:**	**:**
Noord-Nederland	0.6	1.3	0.8	0.6	1.2	:	:	:
Groningen	1.8	1.8	0.9	:	1.8	:	:	:
Friesland	1.7	1.7	0.8	1.6	:	:	:	:
Drenthe	:	:	0.9	:	2.2	:	:	:
Oost-Nederland	0.7	0.7	0.7	0.6	1.2	:	:	:
Overijssel	:	:	0.7	0.9	1.9	:	:	:
Gelderland	:	:	0.8	0.5	0.5	:	:	:
Flevoland	:	:	0.5	:	3.6	:	:	:
West-Nederland	0.9	0.9	0.9	0.8	0.7	:	:	:
Utrecht	1.1	1.1	1.1	0.9	0.9	:	:	:
Noord-Holland	0.9	0.9	0.8	0.8	0.8	:	:	:
Zuid-Holland	1.0	0.6	0.7	0.6	0.3	:	:	:
Zeeland	:	2.8	1.7	2.7	2.7	:	:	:
Zuid-Nederland	0.6	0.6	0.8	0.6	0.6	:	:	:
Noord-Brabant	0.5	0.5	0.6	0.4	0.4	:	:	:
Limburg (NL)	0.9	0.9	1.0	0.9	0.9	:	:	:
Austria	**:**	**1.2**	**1.2**	**1.1**	**1.1**	**1.2**	**1.2**	**7.7**
Ostösterreich	:	1.6	1.6	1.2	1.2	1.6	1.5	32.3
Burgenland	:	1.5	1.5	:	:	1.4	1.4	:
Niederösterreich	:	0.7	0.7	0.7	0.7	0.7	0.7	-0.3
Wien	:	2.5	2.5	1.9	1.9	2.4	2.4	30.1
Südösterreich	:	0.9	0.9	0.6	0.6	1.0	1.0	70.1
Kärnten	:	0.7	0.7	:	:	0.7	0.7	:
Steiermark	:	0.9	0.9	0.8	0.8	1.1	1.1	30.2
Westösterreich	:	1.0	1.0	1.0	1.0	1.0	1.0	-6.8
Oberösterreich	:	0.9	0.8	0.7	0.7	0.8	0.8	10.2
Salzburg	:	1.1	1.0	2.0	2.0	1.0	1.0	-50.3
Tirol	:	1.3	1.3	1.5	1.5	1.2	1.2	-20.1
Vorarlberg	:	0.6	0.9	:	:	0.9	0.9	:
Portugal	**0.9**	**1.0**	**1.2**	**:**	**:**	**:**	**:**	**:**
Portugal (Continent)	:	:	1.3	1.6	1.7	1.7	1.9	-0.2
Norte	:	:	:	:	:	:	:	:
Centro (P)	:	:	:	:	:	:	:	:
Lisboa e Vale do Tejo	:	:	:	:	:	:	:	:
Alentejo	:	:	:	:	:	:	:	:
Algarve	:	:	:	:	:	:	:	:
Açores (PT)	:	:	:	:	:	:	:	:
Madeira (PT)	:	:	:	:	:	:	:	:
Finland	**:**	**:**	**1.9**	**1.6**	**1.6**	**1.7**	**1.7**	**2.1**
Manner-Suomi	:	:	1.9	1.6	1.6	1.6	1.8	0.9
Itä-Suomi	:	:	2.0	1.8	1.4	3.2	3.5	121.4
Väli-Suomi	:	:	1.6	1.4	1.4	3.7	4.0	160.3
Pohjois-Suomi	:	:	2.0	1.6	1.8	2.5	2.9	40.1

3.3.2 Bus density per NUTS 2 region, 1980 - 1998 (continued)

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Uusimaa (suuralue)	:	:	:	:	:	0.7	0.7	:
Etelä-Suomi	:	:	:	:	:	0.6	0.6	:
Åland	:	:	:	:	:	:	:	:
Sweden	**:**	**2.0**	**2.1**	**2.0**	**2.0**	**2.0**	**2.0**	**2.3**
Stockholm	:	2.0	2.0	1.9	1.8	1.9	1.9	2.4
Östra Mellansverige	:	2.2	2.0	2.0	2.0	2.0	2.1	-0.2
Sydsverige	:	1.9	1.8	1.7	1.7	1.8	1.7	3.7
Norra Mellansverige	:	2.2	2.3	2.1	2.1	2.2	2.1	5.1
Mellersta Norrland	:	1.8	1.8	2.5	2.6	2.6	2.6	3.6
Övre Norrland	:	2.8	3.1	2.7	2.7	2.8	2.7	3.2
Småland med öarna	:	:	:	:	:	2.5	2.5	:
Västsverige	:	:	:	:	:	1.8	1.8	:
United Kingdom	**1.4**	**1.3**	**1.4**	**2.7**	**:**	**:**	**:**	**:**
North East	:	:	:	2.5	2.3	:	:	:
Tees Valley and Durham	:	:	:	2.6	2.6	:	:	:
Northumberland, Tyne and Wear	:	:	:	2.4	2.1	:	:	:
North West (including Merseyside)	:	:	:	2.4	2.0	:	:	:
Cumbria	:	:	:	2.4	2.0	:	:	:
Cheshire	:	:	:	2.0	1.0	:	:	:
Greater Manchester	:	:	:	2.0	2.3	:	:	:
Lancashire	:	:	:	3.1	2.1	:	:	:
Merseyside	:	:	:	2.6	2.1	:	:	:
Yorkshire and The Humber	1.2	1.2	1.4	2.5	2.4	:	:	:
East Riding and North Lincolnshire	:	:	:	2.1	2.3	:	:	:
North Yorkshire	:	:	:	2.7	2.7	:	:	:
South Yorkshire	:	:	:	3.0	2.3	:	:	:
West Yorkshire	:	:	:	2.3	2.4	:	:	:
East Midlands	1.0	1.3	1.4	2.5	2.4	:	:	:
Derbyshire and Nottinghamshire	:	:	:	2.5	2.5	:	:	:
Leicestershire, Rutland and Northants	:	:	:	2.4	2.0	:	:	:
Lincolnshire	:	:	:	2.9	3.2	:	:	:
West Midlands	1.2	1.2	1.2	2.7	2.6	:	:	:
Herefordshire, Worcestershire and Warks	:	:	:	2.4	2.5	:	:	:
Shropshire and Staffordshire	:	:	:	2.7	2.7	:	:	:
West Midlands	:	:	:	2.9	2.7	:	:	:
Eastern	:	:	:	2.7	2.3	:	:	:
East Anglia	1.1	1.0	1.2	2.8	2.3	:	:	:
Bedfordshire, Hertfordshire	:	:	:	2.6	1.9	:	:	:
Essex	:	:	:	2.7	2.5	:	:	:
London	:	:	:	:	:	:	:	:
Inner London	:	:	:	:	:	:	:	:
Outer London	:	:	:	:	:	:	:	:
South East	:	:	:	2.6	2.5	:	:	:
Berkshire, Bucks and Oxfordshire	:	:	:	2.6	2.4	:	:	:
Surrey, East and West Sussex	:	:	:	2.7	2.8	:	:	:
Hampshire and Isle of Wight	:	:	:	2.3	2.3	:	:	:
Kent	:	:	:	2.7	2.6	:	:	:
South West	1.4	1.3	1.5	2.8	2.7	:	:	:
Gloucestershire, Wiltshire and North Somerset	:	:	:	2.8	2.8	:	:	:
Dorset and Somerset	:	:	:	2.7	2.6	:	:	:
Cornwall and Isles of Scilly	:	:	:	:	:	:	:	:
Devon	:	:	:	:	:	:	:	:

3.3.2 Bus density per NUTS 2 region, 1980 - 1998 (continued)

(buses per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Wales	1.8	1.4	1.8	2.8	2.7	:	:	:
West Wales and The Valleys	:	:	:	:	:	:	:	:
East Wales	:	:	:	:	:	:	:	:
Scotland	1.7	1.6	1.7	3.0	:	:	:	:
North Eastern Scotland	:	:	:	:	:	:	:	:
Eastern Scotland	:	:	:	:	:	:	:	:
South Western Scotland	:	:	:	:	:	:	:	:
Highlands and Islands	:	:	:	:	:	:	:	:
Northern Ireland	1.3	1.3	1.1	2.8	:	:	:	:

Source: European Comission DG TREN (transport in figures statistical pocketbook 2000), Eurostat (New Cronos)

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Belgium	**11.5**	**13.2**	**13.9**	**19.7**	**20.8**	**22.1**	**23.6**	**6.0**
Région Bruxelles-capitale/Brussels hoofdstad gewest	10.9	12.3	12.5	14.7	14.7	15.2	15.8	3.3
Vlaams Gewest	8.0	10.0	11.3	19.7	21.2	22.7	24.4	7.1
Antwerpen	7.6	9.5	10.6	18.8	20.2	21.4	23.0	6.2
Limburg (B)	9.8	10.9	13.3	22.6	24.4	25.8	27.7	5.8
Oost-Vlaanderen	7.5	9.8	11.2	19.8	21.4	22.8	24.6	6.3
Vlaams Brabant	:	:	:	20.5	21.9	23.8	25.6	8.7
West-Vlaanderen	6.5	8.3	9.9	18.2	19.6	21.3	23.1	9.0
Région Wallonne	17.7	19.0	18.7	21.2	22.0	23.0	24.3	4.7
Brabant Wallon	:	:	:	23.0	23.4	25.3	27.1	7.8
Hainaut	15.3	16.4	15.6	17.8	18.7	19.6	20.8	4.7
Liège	18.9	20.2	20.0	22.5	23.6	24.2	25.4	2.3
Luxembourg (B)	22.5	22.2	21.5	27.4	28.9	28.7	29.8	-0.5
Namur	22.2	21.8	21.2	23.6	25.1	25.5	27.0	1.5
Denmark	**6.6**	**8.0**	**8.6**	**9.9**	**10.6**	**11.3**	**:**	**6.6**
Federal Republic of Germany (including ex-GDR from 1991)	**9.3**	**22.4**	**31.9**	**27.7**	**30.1**	**33.1**	**:**	**9.9**
Baden-Württemberg	11.3	26.1	23.8	35.9	32.2	:	:	:
Stuttgart	10.4	24.8	23.1	35.0	37.1	40.0	:	7.8
Karlsruhe	11.8	25.0	21.7	32.5	11.7	37.3	:	219.5
Freiburg	12.4	28.2	25.8	37.8	40.0	43.2	:	8.1
Tübingen	11.4	28.2	25.8	40.9	43.2	46.8	:	8.2
Bayern	10.6	26.7	23.5	38.2	40.9	:	:	:
Oberbayern	11.0	26.2	24.7	37.9	40.3	43.7	:	8.3
Niederbayern	10.1	27.6	22.3	40.0	43.4	48.4	:	11.6
Oberpfalz	10.4	29.1	24.8	42.2	45.3	50.0	:	10.3
Oberfranken	10.4	27.0	21.4	34.8	37.7	41.8	:	10.7
Mittelfranken	9.9	25.8	21.9	36.2	38.8	42.4	:	9.3
Unterfranken	10.1	25.0	22.2	36.6	39.3	43.6	:	11.0
Schwaben	11.2	27.9	25.8	40.5	43.4	47.3	:	9.1
Berlin	8.9	19.9	24.8	18.1	19.1	19.7	:	3.1
Brandenburg	:	:	82.6	13.0	14.9	17.5	:	17.6
Bremen	5.8	15.2	13.2	20.3	20.7	23.7	:	14.9
Hamburg	6.7	14.6	10.9	17.5	18.7	20.4	:	8.6
Hessen	10.2	24.1	20.1	30.8	32.9	:	:	:
Darmstadt	:	23.6	19.7	29.9	31.7	34.9	:	10.1
Gießen	:	23.9	19.9	31.5	33.9	37.8	:	11.3
Kassel	:	25.6	21.4	32.8	35.4	39.0	:	10.4
Mecklenburg-Vorpommern	:	:	81.1	10.6	12.1	15.0	:	23.8
Niedersachsen	7.9	19.7	17.3	28.8	31.3	:	:	:
Braunschweig	8.6	20.7	18.9	29.3	31.6	34.3	:	8.6
Hannover	7.8	18.9	16.5	26.7	28.9	31.8	:	10.0
Lüneburg	8.3	22.5	18.8	31.5	34.0	38.2	:	12.3
Weser-Ems	7.1	17.9	15.9	28.6	31.6	35.7	:	13.0
Nordrhein-Westfalen	8.3	19.1	16.0	27.8	30.5	:	:	:
Düsseldorf	7.9	18.4	15.7	27.2	29.9	33.4	:	11.8
Köln	9.2	20.1	17.1	29.1	31.3	34.7	:	10.8
Münster	7.9	17.1	14.5	28.2	31.3	35.3	:	12.8
Detmold	8.3	19.6	16.4	27.0	29.1	32.5	:	11.7
Arnsberg	8.1	19.9	16.1	27.6	30.6	34.2	:	11.9
Rheinland-Pfalz	9.9	25.4	20.7	32.6	35.2	:	:	:
Koblenz	9.6	26.7	20.7	33.3	36.0	40.3	:	12.0

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998 (continued)

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Trier	8.5	23.5	18.6	33.6	35.5	40.9	:	15.2
Rheinhessen-Pfalz	10.5	25.0	20.8	31.9	34.6	38.2	:	10.3
Saarland	9.4	22.0	19.6	31.9	35.0	39.0	:	11.4
Sachsen	:	:	87.3	13.4	14.7	:	:	:
Chemnitz	:	:	:	:	:	18.3	:	:
Dresden	:	:	:	:	:	16.0	:	:
Leipzig	:	:	:	:	:	14.5	:	:
Sachsen-Anhalt	:	:	85.9	11.8	15.1	:	:	:
Dessau	:	:	:	13.4	14.0	16.6	:	18.6
Halle	:	:	:	12.4	19.9	15.5	:	-22.1
Magdeburg	:	:	:	10.7	12.0	14.0	:	16.8
Schleswig-Holstein	7.7	19.9	17.5	28.5	31.0	34.2	:	10.5
Thüringen	:	:	88.1	15.1	15.3	17.7	:	15.9
Greece	**12.4**	**16.9**	**25.2**	**45.5**	**49.4**	**54.3**	**60.3**	**10.0**
Voreia Ellada	10.0	10.9	20.3	30.3	32.9	36.8	40.5	11.7
Anatoliki Makedonia, Thraki	:	:	18.3	32.5	35.3	42.7	48.1	21.0
Kentriki Makedonia	9.5	11.3	22.8	33.9	36.7	39.1	42.8	6.4
Dytiki Makedonia	:	:	18.2	12.3	13.2	16.5	16.5	24.7
Thessalia	8.7	11.9	16.8	27.7	30.0	35.0	39.0	16.5
Kentriki Ellada	:	:	13.5	29.1	31.6	34.8	39.3	10.2
Ipeiros	:	:	13.6	18.8	20.3	21.5	24.1	6.1
Ionia Nisia	:	:	19.0	70.6	75.9	89.1	103.4	17.4
Dytiki Ellada	:	:	13.5	33.6	36.5	39.3	44.7	7.8
Sterea Ellada	:	:	12.8	20.8	22.6	25.6	28.7	13.3
Peloponnisos	:	:	12.4	25.8	28.0	29.8	32.9	6.5
Attiki	:	:	39.9	65.4	71.2	77.4	85.5	8.7
Nisia Aigaiou, Kriti	:	:	17.3	70.7	76.7	85.6	95.3	11.6
Voreio Aigaio	:	:	16.2	79.7	87.0	98.0	109.3	12.7
Notio Aigaio	:	:	16.2	77.1	83.4	85.2	95.8	2.1
Kriti	:	:	18.2	64.7	70.1	81.8	90.5	16.6
Spain	**33.1**	**19.2**	**27.5**	**33.2**	**33.3**	**33.7**	**34.6**	**1.3**
Noroeste	22.3	11.4	15.5	19.2	19.5	19.8	20.3	1.9
Galicia	20.0	11.1	15.0	18.7	19.1	19.5	20.0	2.3
Principado de Asturias	22.2	11.0	14.2	16.8	16.8	17.2	17.5	2.2
Cantabria	34.8	14.1	20.9	26.6	26.6	26.4	27.0	-0.7
Noreste	27.8	12.0	17.2	21.8	22.1	22.7	23.6	3.1
Pais Vasco	23.9	10.8	16.0	20.3	20.8	21.7	22.6	4.1
Comunidad Foral de Navarra	37.8	13.5	19.2	24.7	24.7	25.0	25.9	1.3
La Rioja	28.5	14.6	19.2	23.0	23.1	22.7	23.5	-1.5
Aragón	30.7	12.9	18.2	22.9	22.9	23.6	24.3	3.2
Comunidad de Madrid	26.5	14.2	22.7	28.1	28.1	28.2	28.9	0.5
Centro (E)	24.7	10.2	13.7	17.4	17.6	17.9	18.4	1.9
Castilla y León	24.3	8.8	12.2	15.5	16.0	16.4	17.0	2.8
Castilla-la Mancha	28.6	12.8	16.9	20.7	20.6	21.1	21.4	2.2
Extremadura	19.9	9.8	12.4	15.8	16.7	16.6	16.9	-0.8
Este	47.8	33.2	46.6	54.6	54.8	55.6	57.1	1.4
Cataluña	45.5	34.5	49.9	60.5	60.8	61.8	63.7	1.5
Comunidad Valenciana	44.0	27.5	36.9	41.2	41.3	41.6	42.5	0.6
Baleares	90.9	52.7	70.3	77.0	77.9	79.0	80.7	1.4
Sur	35.8	19.2	28.1	32.9	32.8	32.9	33.4	0.4
Andalucia	33.3	17.9	27.1	32.1	31.9	31.9	32.3	-0.2
Murcia	53.5	27.0	33.0	37.0	36.8	37.5	38.4	1.9

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998 (continued)

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Ceuta y Melilla (ES)	26.6	27.3	39.8	45.3	52.3	51.0	54.1	-2.5
Canarias (ES)	12.5	12.9	21.5	25.1	25.5	25.6	26.2	0.4
France	**13.3**	**12.5**	**12.2**	**12.2**	**12.6**	**13.3**	**:**	**5.8**
Île de France	:	15.0	15.6	16.3	16.8	17.6	:	5.1
Bassin Parisien	:	10.0	9.1	9.3	9.7	10.5	:	7.9
Champagne-Ardenne	:	10.7	10.0	10.2	10.7	11.4	:	7.0
Picardie	:	9.3	8.6	8.8	9.3	10.0	:	7.9
Haute-Normandie	:	10.1	8.8	9.3	9.8	10.6	:	7.8
Centre	:	10.0	8.8	8.9	9.3	10.1	:	8.3
Basse-Normandie	:	8.6	7.9	8.4	9.1	10.0	:	9.8
Bourgogne	:	11.3	10.5	10.3	10.6	11.4	:	6.9
Nord - Pas-de-Calais	:	7.2	6.0	6.4	6.8	7.6	:	10.5
Est	:	11.2	11.2	11.6	12.1	12.8	:	5.9
Lorraine	:	10.1	9.8	10.6	11.2	12.0	:	7.4
Alsace	:	12.0	12.4	12.7	13.2	13.8	:	4.7
Franche-Comté	:	12.3	12.3	11.9	12.2	12.8	:	5.0
Ouest	:	8.2	7.4	7.8	8.3	9.2	:	10.7
Pays de la Loire	:	8.1	7.3	7.5	8.0	8.9	:	11.1
Bretagne	:	7.0	6.3	6.9	7.4	8.3	:	11.4
Poitou-Charentes	:	10.2	9.4	9.9	10.5	11.5	:	9.4
Sud-Ouest	:	11.8	11.5	11.4	11.7	12.4	:	5.2
Aquitaine	:	11.1	11.0	10.9	11.2	11.8	:	5.6
Midi-Pyrénées	:	13.4	12.6	12.5	12.8	13.3	:	3.8
Limousin	:	9.3	9.4	9.8	10.3	11.3	:	9.6
Centre-Est	:	13.9	12.9	12.2	12.5	13.2	:	5.4
Rhône-Alpes	:	14.2	13.3	12.4	12.7	13.3	:	4.9
Auvergne	:	12.7	11.3	11.5	11.9	12.9	:	7.7
Méditerranée	:	21.3	21.3	19.5	19.5	20.0	:	2.7
Languedoc-Roussillon	:	16.8	16.5	15.6	15.7	16.1	:	3.0
Provence-Alpes-Côte d'Azur	:	23.7	23.8	21.6	21.5	22.1	:	2.8
Corse	:	18.8	20.8	18.8	18.0	17.6	:	-2.4
French overseas departments (FR)	:	:	:	:	:	:	:	:
Guadeloupe (FR)	:	:	:	:	:	:	:	:
Martinique (FR)	:	:	:	:	:	:	:	:
French Guiana (FR)	:	:	:	:	:	:	:	:
Reunion (FR)	:	:	:	:	:	:	:	:
Ireland	**3.5**	**3.6**	**3.6**	**6.5**	**6.5**	**6.6**	**6.5**	**1.4**
Italy	**14.7**	**35.3**	**44.2**	**44.0**	**:**	**45.4**	**:**	**:**
Nord Ovest	22.2	48.1	62.6	63.1	:	64.0	:	:
Piemonte	17.6	39.7	52.3	51.1	:	51.0	:	:
Valle d'Aosta	53.4	71.0	91.9	85.1	:	66.9	:	:
Liguria	31.5	67.5	86.8	92.5	:	97.7	:	:
Lombardia	18.9	44.2	57.0	54.6	:	53.3	:	:
Nord Est	20.8	43.2	50.7	47.0	:	46.2	:	:
Trentino-Alto Adige	19.0	45.7	53.9	52.7	:	51.6	:	:
Veneto	20.8	42.8	50.2	45.3	:	43.9	:	:
Friuli-Venezia Giulia	22.4	42.8	50.4	49.2	:	50.8	:	:
Emilia-Romagna	20.4	50.5	60.3	55.4	:	54.0	:	:
Centro (I)	25.6	59.8	68.6	60.3	:	57.5	:	:
Toscana	27.2	66.1	77.7	66.4	:	62.1	:	:
Umbria	19.8	45.8	51.1	48.9	:	46.7	:	:
Marche	24.8	52.2	56.1	51.8	:	52.4	:	:
Lazio	9.5	26.1	33.4	35.9	:	39.9	:	:

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998 (continued)

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Abruzzo-Molise	8.1	21.8	25.4	27.4	:	30.9	:	:
Abruzzo	9.0	23.6	27.4	29.2	:	32.9	:	:
Molise	4.6	15.2	17.5	20.5	:	23.3	:	:
Campania	3.9	16.2	24.2	30.6	:	36.6	:	:
Sud	4.4	14.1	19.0	21.7	:	25.0	:	:
Puglia	5.0	15.2	20.7	23.1	:	26.2	:	:
Basilicata	3.6	11.5	15.1	17.2	:	19.8	:	:
Calabria	3.5	13.0	16.8	20.4	:	24.0	:	:
Sicilia	7.0	22.2	30.8	36.0	:	41.2	:	:
Sardegna	7.0	17.3	21.8	24.0	:	27.1	:	:
Luxembourg	**4.9**	**7.1**	**8.6**	**20.3**	**20.1**	**20.5**	**21.7**	**2.3**
Netherlands	**7.7**	**8.8**	**10.8**	**19.9**	**21.5**	**:**	**:**	**:**
Noord-Nederland	7.1	8.8	11.7	22.1	24.5	:	:	:
Groningen	7.2	8.9	10.5	19.7	21.5	:	:	:
Friesland	6.8	8.4	11.5	21.2	24.4	:	:	:
Drenthe	7.2	9.3	13.5	26.2	28.2	:	:	:
Oost-Nederland	7.6	9.2	11.7	22.5	23.9	:	:	:
Overijssel	:	:	11.8	22.8	24.6	:	:	:
Gelderland	:	:	12.2	22.9	24.4	:	:	:
Flevoland	:	:	8.1	18.3	17.8	:	:	:
West-Nederland	8.0	8.7	9.8	17.3	18.6	:	:	:
Utrecht	8.9	8.5	10.5	19.6	20.4	:	:	:
Noord-Holland	8.7	9.5	10.6	17.8	19.4	:	:	:
Zuid-Holland	7.5	8.2	8.7	15.3	16.4	:	:	:
Zeeland	8.6	8.4	12.3	24.5	27.1	:	:	:
Zuid-Nederland	7.1	8.7	11.8	22.2	24.1	:	:	:
Noord-Brabant	7.3	9.4	12.3	22.7	24.7	:	:	:
Limburg (NL)	6.5	7.4	10.7	21.2	22.9	:	:	:
Austria	**:**	**11.2**	**13.5**	**21.6**	**23.9**	**26.4**	**29.4**	**10.2**
Ostösterreich	:	11.1	12.7	20.1	22.0	24.6	27.9	11.7
Burgenland	:	6.7	10.0	18.2	21.8	24.9	28.1	14.4
Niederösterreich	:	12.8	14.8	24.3	27.5	30.6	34.4	11.3
Wien	:	10.2	11.2	16.3	16.9	18.9	21.7	11.9
Südösterreich	:	10.3	12.4	20.3	22.6	25.4	28.3	12.6
Kärnten	:	10.2	12.1	19.6	21.3	24.8	28.4	16.5
Steiermark	:	10.4	12.6	20.7	23.2	25.7	28.3	10.9
Westösterreich	:	11.9	15.2	23.1	25.9	28.9	31.8	11.6
Oberösterreich	:	12.2	15.1	23.8	26.8	29.7	32.6	10.7
Salzburg	:	11.8	14.6	19.7	23.5	25.5	28.2	8.4
Tirol	:	10.1	13.1	21.2	22.7	26.4	29.3	16.5
Vorarlberg	:	13.9	20.6	29.1	32.0	35.6	38.6	11.3
Portugal	**9.5**	**10.1**	**13.6**	**22.1**	**24.6**	**27.6**	**30.5**	**12.4**
Portugal (Continent)	:	:	14.1	22.9	25.5	28.8	31.8	12.6
Norte	:	:	6.8	11.9	13.3	15.2	17.0	14.3
Centro (P)	:	:	10.9	12.9	13.4	14.0	15.2	4.3
Lisboa e Vale do Tejo	:	:	27.2	45.9	51.3	58.1	64.0	13.3
Alentejo	:	:	:	1.0	:	:	:	:
Algarve	:	:	:	1.4	2.9	2.9	2.9	-0.4
Açores (PT)	:	:	6.7	8.3	8.2	8.2	12.2	-0.5
Madeira (PT)	:	:	1.6	3.9	3.9	3.9	3.8	-0.5
Finland	**:**	**:**	**12.0**	**12.7**	**12.9**	**13.3**	**14.1**	**3.6**
Manner-Suomi	:	:	12.0	12.7	12.9	13.3	14.1	2.7
Itä-Suomi	:	:	10.6	11.1	11.4	25.0	26.9	118.9

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998 (continued)

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Väli-Suomi	:	:	11.7	13.5	14.2	36.7	39.2	159.3
Pohjois-Suomi	:	:	9.9	10.9	10.7	14.1	14.5	31.7
Uusimaa (suuralue)	:	:	:	:	:	7.7	8.1	:
Etelä-Suomi	:	:	:	:	:	3.6	3.7	:
Åland	:	:	16.3	19.8	39.5	19.7	19.5	-50.2
Sweden	**:**	**22.9**	**22.9**	**24.1**	**24.8**	**25.9**	**27.2**	**4.5**
Stockholm	:	17.4	16.4	16.2	16.9	18.0	19.2	6.7
Östra Mellansverige	:	23.6	24.2	25.4	26.0	27.2	28.5	4.4
Sydsverige	:	22.4	22.9	24.3	24.8	25.8	27.0	3.9
Norra Mellansverige	:	24.4	25.4	28.2	29.3	30.7	32.6	4.8
Mellersta Norrland	:	22.4	22.2	23.9	24.5	25.5	26.9	4.0
Övre Norrland	:	22.3	21.7	22.4	22.9	23.9	25.4	4.4
Småland med öarna	:	:	:	:	:	31.7	33.2	:
Västsverige	:	:	:	:	:	28.4	29.5	:
United Kingdom	**16.9**	**16.2**	**10.3**	**10.6**	**:**	**:**	**:**	**:**
North East	:	:	:	6.4	5.8	:	:	:
Tees Valley and Durham	:	:	:	7.6	6.9	:	:	:
Northumberland, Tyne and Wear	:	:	:	5.4	4.9	:	:	:
North West (including Merseyside)	:	:	:	8.4	8.1	:	:	:
Cumbria	:	:	:	13.1	12.2	:	:	:
Cheshire	:	:	:	11.6	12.2	:	:	:
Greater Manchester	:	:	:	6.3	6.2	:	:	:
Lancashire	:	:	:	10.7	9.8	:	:	:
Merseyside	:	:	:	6.1	5.6	:	:	:
Yorkshire and The Humber	17.7	17.3	10.5	10.0	9.5	:	:	:
East Riding and North Lincolnshire	:	:	:	13.3	12.4	:	:	:
North Yorkshire	:	:	:	13.5	13.6	:	:	:
South Yorkshire	:	:	:	9.0	6.9	:	:	:
West Yorkshire	:	:	:	8.0	7.6	:	:	:
East Midlands	19.0	19.4	11.9	11.8	12.3	:	:	:
Derbyshire and Nottinghamshire	:	:	:	11.3	11.5	:	:	:
Leicestershire, Rutland and Northants	:	:	:	11.4	11.7	:	:	:
Lincolnshire	:	:	:	14.5	14.6	:	:	:
West Midlands	15.4	16.0	10.1	10.5	10.2	:	:	:
Herefordshire, Worcestershire and Warks	:	:	:	13.2	14.2	:	:	:
Shropshire and Staffordshire	:	:	:	12.2	12.2	:	:	:
West Midlands	:	:	:	8.4	6.8	:	:	:
Eastern	:	:	:	13.4	13.0	:	:	:
East Anglia	21.8	23.6	15.2	15.2	14.9	:	:	:
Bedfordshire, Hertfordshire	:	:	:	12.0	10.8	:	:	:
Essex	:	:	:	12.3	12.6	:	:	:
London	:	:	:	:	:	:	:	:
Inner London	:	:	:	:	:	:	:	:
Outer London	:	:	:	:	:	:	:	:
South East	:	:	:	13.0	13.1	:	:	:
Berkshire, Bucks and Oxfordshire	:	:	:	12.4	12.5	:	:	:
Surrey, East and West Sussex	:	:	:	11.9	12.6	:	:	:
Hampshire and Isle of Wight	:	:	:	14.5	14.8	:	:	:
Kent	:	:	:	13.8	12.8	:	:	:
South West	24.3	26.9	16.8	15.8	15.8	:	:	:
Gloucestershire, Wiltshire and North Somerset	:	:	:	15.6	15.4	:	:	:
Dorset and Somerset	:	:	:	15.5	15.4	:	:	:

3.3.3 Motorbike density per NUTS 2 region, 1980 - 1998 (continued)

(motorbikes per 1 000 inhabitants)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Cornwall and Isles of Scilly	:	:	:	:	:	:	:	:
Devon	:	:	:	:	:	:	:	:
Wales	14.2	13.8	9.2	7.9	8.2	:	:	:
West Wales and The Valleys	:	:	:	:	:	:	:	:
East Wales	:	:	:	:	:	:	:	:
Scotland	8.3	7.4	4.7	5.1	:	:	:	:
North Eastern Scotland	:	:	:	:	:	:	:	:
Eastern Scotland	:	:	:	:	:	:	:	:
South Western Scotland	:	:	:	:	:	:	:	:
Highlands and Islands	:	:	:	:	:	:	:	:
Northern Ireland	7.7	6.4	5.0	6.4	:	:	:	:

Source: European Comission DG TREN (transport in figures statistical pocketbook 2000), Eurostat (New Cronos)

3.4 Proximity to public transport

3.4.1 Journeys to work by public transport in selected European countries and cities, mid-1990s

(%)

Countries and cities	Percentage	Countries and cities	Percentage
Germany (1996)	**13.0**	Turin (1994)	28.6
Munich (1996)	40.2	Palermo (1991)	12.7
Cologne (1997)	17.0	Genoa (1996)	37.6
Dresden (1994)	25.5	Florence (1996)	23.4
Greece	**:**	Bari (1991)	17.3
Athens (1995)	38.4	**Luxembourg**	**:**
Thessaloniki (1998)	34.2	Luxembourg (1996)	22.9
Spain	**:**	**Netherlands (1996)**	**8.2**
Valencia (1996) - WTU	11.6	Amsterdam (1997)	29.6
Seville (1996) - WTU	16.8	**Austria (1996)**	**11.5**
France	**:**	Vienna (1995)	37.0
Marseilles (1997)	14.7	**Finland**	**:**
Lyon (1995)	21.1	Helsinki (1996) - WTU	28.0
Toulouse (1996)	10.7	**Sweden (1996)**	**28.4**
Strasburg (1997)	11.3	Stockholm (1996)	56.1
Bordeaux (1997)	13.7	Gothenburg (1996)	25.2
Nantes (1990)	14.0	**United Kingdom (1995-97)**	**13.0**
Lille (1998)	15.5	Leeds (1996)	21.5
Italy (1996)	**12.8**	Glasgow (1996)	38.9
Rome (1996)	30.5	Liverpool (1996)	30.7
Milan (1996)	44.9	Edinburgh (1996)	32.1
Naples (1991)	31.8	Manchester (1996)	27.1

Source: Urban Audit internet site: http://www.inforegio.cec.eu.int/urban/audit/src/results.html

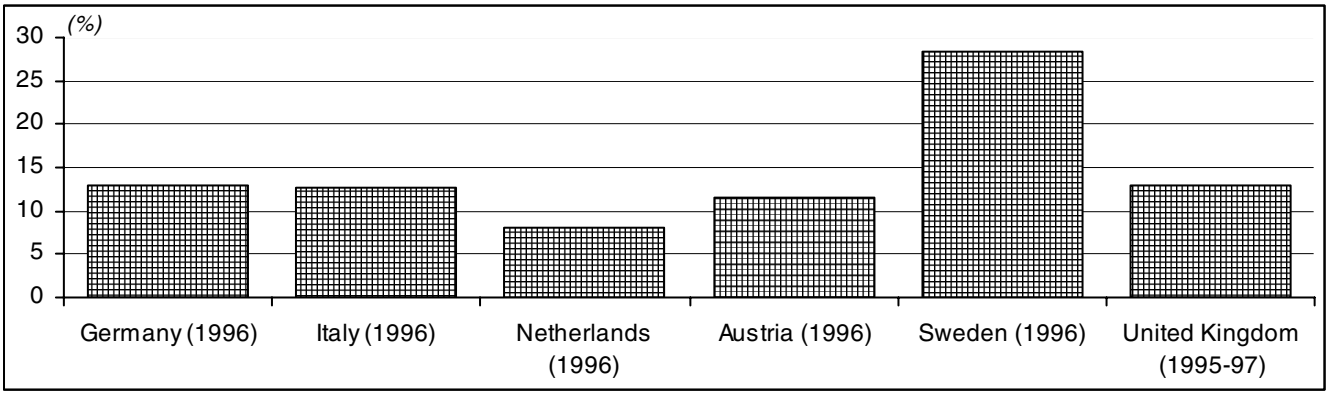


Figure 3.6: Journeys to work by public transport in selected countries

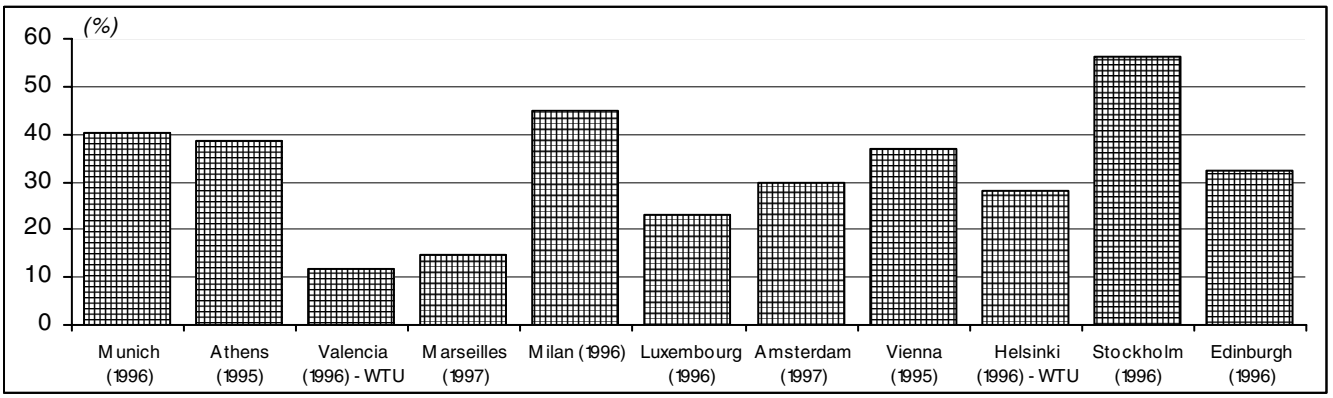


Figure 3.7: Journeys to work by public transport in selected cities

3.5 Density of transport network

3.5.1 Motorway density in the EU-15, 1970 - 1998

(km per km^2 of country land area)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	0.47	0.55	1.64	0.46	1.79	0.05	0.04	0.28	–	1.30	0.27	2.88	0.58	0.07	0.04	0.14	0.46
1975	0.74	0.86	3.44	0.80	2.50	0.06	0.18	0.57	–	1.77	0.89	4.50	0.78	0.07	0.06	0.23	0.85
1980	0.96	1.13	4.10	1.17	3.03	0.07	0.38	0.97	–	1.96	1.70	5.31	1.04	0.15	0.07	0.21	1.10
1985	1.05	1.24	5.03	1.38	3.36	0.07	0.42	1.08	0.01	1.98	2.24	5.65	1.36	0.22	0.07	0.22	1.21
1990	1.29	1.55	5.46	1.39	4.37	0.14	0.93	1.25	0.04	2.06	3.02	6.17	1.72	0.36	0.07	0.23	1.30
1995	1.44	1.70	5.46	1.85	3.13	0.32	1.38	1.52	0.10	2.12	4.76	6.52	1.90	0.77	0.13	0.31	1.36
1998	1.56	1.85	5.51	1.98	3.20	0.36	1.64	1.71	0.13	2.14	4.45	6.97	1.92	1.41	0.15	0.35	1.40

Source: Eurostat (NewCronos), ECMT

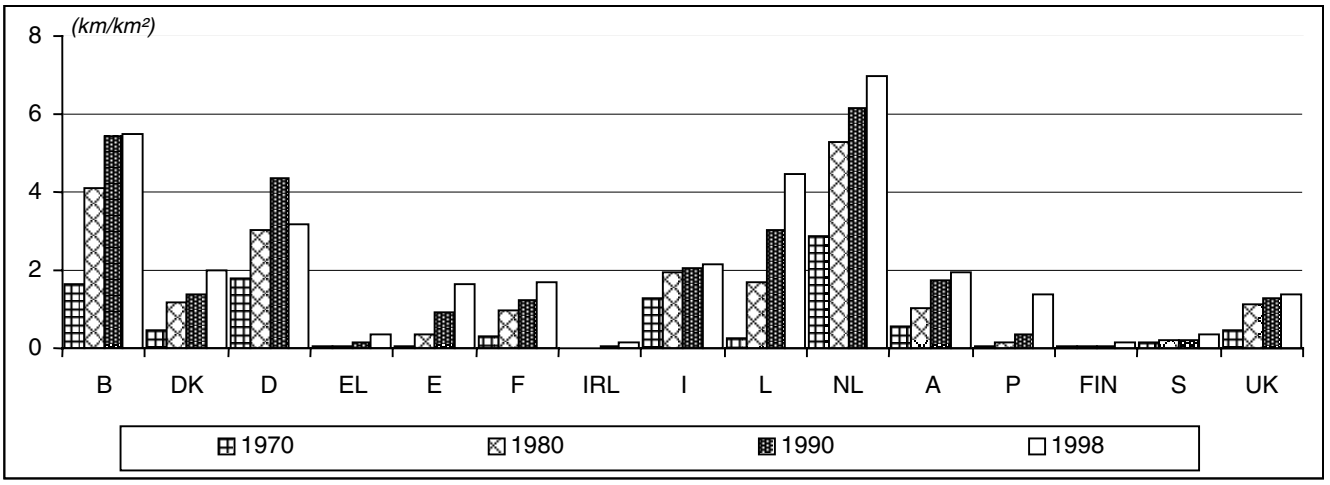


Figure 3.8: Motorway density in the EU-15

3.5.2 Density of railway stations and halts open to the public, 1985 - 1995

(number per 1 000 km2 of country land area)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	18.2	6.4	22.0	4.5	:	10.2	1.7	9.8	22.0	:	18.5	10.0	1.5	1.5	9.8
1990	18.4	6.6	20.2	4.2	3.2	9.1	:	9.2	22.8	:	17.4	3.9	1.1	1.3	10.2
1995	17.6	:	:	4.2	1.7	:	:	:	24.7	:	:	5.7	1.1	:	:

Source: UIC (Supplementary Statistics), Eurostat (NewCronos)

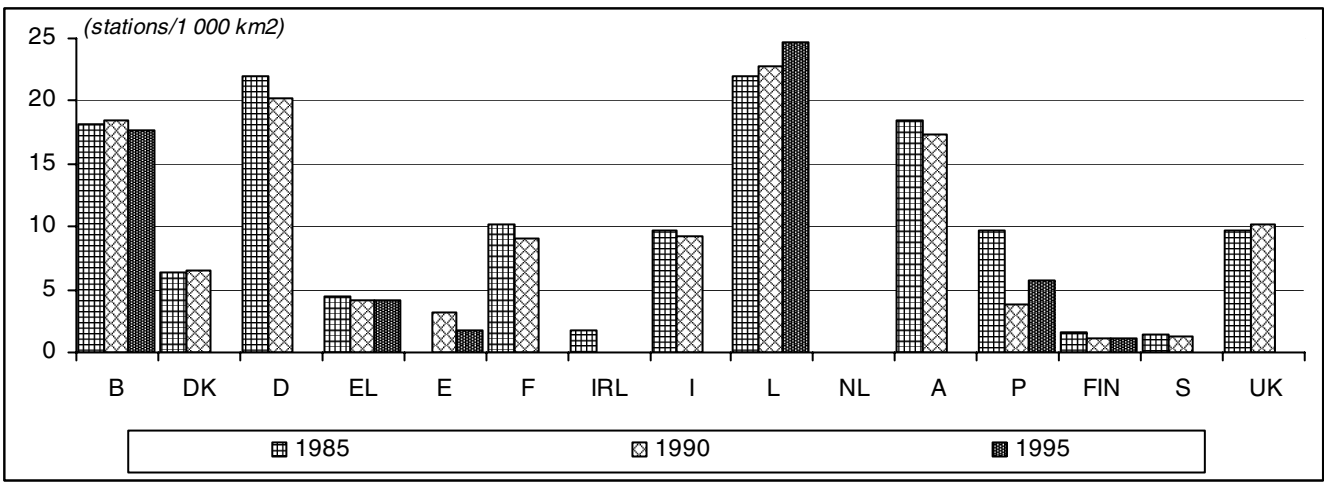


Figure 3.9: Density of railway stations and halts open to the public

3.5.3 Railway density per NUTS 2 region, 1980 - 1998

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Belgium	**130**	**122**	**114**	**110**	**111**	**112**	**112**	**1**
Région Bruxelles-capitale/Brussels hoofdstad gewest	824	840	861	:	:	:	:	:
Vlaams Gewest	129	126	125	:	:	:	:	:
Antwerpen	130	131	138	:	:	:	:	:
Limburg (B)	109	106	97	:	:	:	:	:
Oost-Vlaanderen	169	164	159	:	:	:	:	:
Vlaams Brabant	:	:	:	:	:	:	:	:
West-Vlaanderen	99	96	96	:	:	:	:	:
Région Wallonne	124	108	98	:	:	:	:	:
Brabant Wallon	:	:	:	:	:	:	:	:
Hainaut	193	162	140	:	:	:	:	:
Liège	133	112	106	:	:	:	:	:
Luxembourg (B)	76	75	71	:	:	:	:	:
Namur	100	89	76	:	:	:	:	:
Denmark	**57**	**57**	**55**	**54**	**55**	**64**	**:**	**13**
Federal Republic of Germany (including ex-GDR from 1991)	**80**	**77**	**75**	**121**	**121**	**126**	**:**	**4**
Baden-Württemberg	104	102	103	:	:	:	:	:
Stuttgart	:	:	:	:	:	:	:	:
Karlsruhe	:	:	:	:	:	:	:	:
Freiburg	:	:	:	:	:	:	:	:
Tübingen	:	:	:	:	:	:	:	:
Bayern	102	100	98	:	:	:	:	:
Oberbayern	:	:	:	:	:	:	:	:
Niederbayern	:	:	:	:	:	:	:	:
Oberpfalz	:	:	:	:	:	:	:	:
Oberfranken	:	:	:	:	:	:	:	:
Mittelfranken	:	:	:	:	:	:	:	:
Unterfranken	:	:	:	:	:	:	:	:
Schwaben	:	:	:	:	:	:	:	:
Berlin	:	:	:	:	:	:	:	:
Brandenburg	:	:	:	:	:	:	:	:
Bremen	332	329	351	:	:	:	:	:
Hamburg	253	311	311	:	:	:	:	:
Hessen	138	130	126	:	:	:	:	:
Darmstadt	:	:	:	:	:	:	:	:
Gießen	:	:	:	:	:	:	:	:
Kassel	:	:	:	:	:	:	:	:
Mecklenburg-Vorpommern	:	:	:	:	:	:	:	:
Niedersachsen	88	85	82	:	:	:	:	:
Braunschweig	:	:	:	:	:	:	:	:
Hannover	:	:	:	:	:	:	:	:
Lüneburg	:	:	:	:	:	:	:	:
Weser-Ems	:	:	:	:	:	:	:	:
Nordrhein-Westfalen	165	157	154	:	:	:	:	:
Düsseldorf	:	:	:	:	:	:	:	:
Köln	:	:	:	:	:	:	:	:
Münster	:	:	:	:	:	:	:	:
Detmold	:	:	:	:	:	:	:	:
Arnsberg	:	:	:	:	:	:	:	:
Rheinland-Pfalz	130	126	121	:	:	:	:	:
Koblenz	:	:	:	:	:	:	:	:
Trier	:	:	:	:	:	:	:	:

3.5.3 Railway density per NUTS 2 region, 1980 - 1998 (continued)

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Koblenz	:	:	:	:	:	:	:	:
Trier	:	:	:	:	:	:	:	:
Rheinhessen-Pfalz	:	:	:	:	:	:	:	:
Saarland	191	186	148	:	:	:	:	:
Sachsen	:	:	:	:	:	:	:	:
Chemnitz	:	:	:	:	:	:	:	:
Dresden	:	:	:	:	:	:	:	:
Leipzig	:	:	:	:	:	:	:	:
Sachsen-Anhalt	:	:	:	:	:	:	:	:
Dessau	:	:	:	:	:	:	:	:
Halle	:	:	:	:	:	:	:	:
Magdeburg	:	:	:	:	:	:	:	:
Schleswig-Holstein	89	86	83	:	:	:	:	:
Thüringen	:	:	:	:	:	:	:	:
Greece	**19**	**19**	**19**	**19**	**19**	**:**	**:**	**:**
Voreia Ellada	25	24	24	25	25	:	:	:
Anatoliki Makedonia, Thraki	:	:	28	29	29	:	:	:
Kentriki Makedonia	29	28	28	28	28	:	:	:
Dytiki Makedonia	:	:	14	13	13	:	:	:
Thessalia	24	24	23	23	23	:	:	:
Kentriki Ellada	20	20	18	18	18	:	:	:
Ipeiros	46	46	–	–	–	:	:	:
Ionia Nisia	:	:	–	–	–	:	:	:
Dytiki Ellada	58	58	31	25	25	:	:	:
Sterea Ellada	:	:	15	18	18	:	:	:
Peloponnisos	:	:	24	26	26	:	:	:
Attiki	:	:	40	34	34	:	:	:
Nisia Aigaiou, Kriti	:	:	–	–	–	:	:	:
Voreio Aigaio	:	:	–	–	–	:	:	:
Notio Aigaio	:	:	–	–	–	:	:	:
Kriti	:	:	–	–	–	:	:	:
Spain	**:**	**25**	**28**	**24**	**24**	**:**	**24**	**:**
Noroeste	:	24	41	28	28	:	27	:
Galicia	:	26	31	32	32	:	30	:
Principado de Asturias	:	19	65	21	21	:	22	:
Cantabria	:	22	53	22	22	:	23	:
Noreste	:	23	27	24	24	:	23	:
Pais Vasco	:	34	73	41	41	:	42	:
Comunidad Foral de Navarra	:	23	23	21	21	:	25	:
La Rioja	:	25	25	31	31	:	22	:
Aragón	:	20	20	21	21	:	20	:
Comunidad de Madrid	:	68	68	79	81	:	75	:
Centro (E)	:	23	24	19	19	:	20	:
Castilla y León	:	29	32	22	22	:	21	:
Castilla-la Mancha	:	18	16	16	16	:	19	:
Extremadura	:	20	21	19	19	:	19	:
Este	:	35	42	33	33	:	35	:
Cataluña	:	42	48	41	41	:	42	:
Comunidad Valenciana	:	33	42	31	31	:	32	:
Baleares	:	:	6	–	–	:	–	:
Sur	:	25	25	26	26	:	25	:
Andalucia	:	24	23	25	25	:	26	:
Murcia	:	35	37	31	31	:	23	:

3.5.3 Railway density per NUTS 2 region, 1980 - 1998 (continued)

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Ceuta y Melilla (ES)	:	:	–	–	–	:	–	:
Canarias (ES)	:	:	–	–	–	:	–	:
France	**63**	**64**	**63**	**59**	**59**	**59**	**59**	**-0.1**
Île de France	134	140	143	151	154	153	153	-0.4
Bassin Parisien	69	71	71	66	66	66	65	-0.2
Champagne-Ardenne	70	67	67	63	63	63	63	0.0
Picardie	84	86	85	82	81	80	80	-0.8
Haute-Normandie	93	93	91	83	82	82	81	-0.6
Centre	62	62	65	62	62	62	62	0.0
Basse-Normandie	64	65	63	50	50	50	50	-0.2
Bourgogne	62	72	70	66	65	65	65	0.0
Nord - Pas-de-Calais	111	112	107	117	117	117	116	0.0
Est	89	87	84	75	74	74	74	-0.1
Lorraine	98	93	90	79	79	78	78	-0.3
Alsace	103	103	101	96	96	96	96	0.0
Franche-Comté	68	68	67	59	57	57	57	0.0
Ouest	58	58	56	49	49	49	49	0.0
Pays de la Loire	61	62	60	53	53	53	53	0.0
Bretagne	54	52	50	43	43	43	43	0.0
Poitou-Charentes	59	59	57	49	49	49	49	0.1
Sud-Ouest	47	46	45	42	42	42	42	-0.1
Aquitaine	47	45	44	41	41	41	41	-0.4
Midi-Pyrénées	43	43	42	39	38	38	38	0.1
Limousin	60	59	57	55	55	55	55	0.0
Centre-Est	61	62	60	60	60	60	60	0.4
Rhône-Alpes	61	62	61	62	62	62	62	0.7
Auvergne	62	62	59	57	57	57	57	-0.1
Méditerranée	43	44	43	43	43	43	43	-0.3
Languedoc-Roussillon	56	57	57	51	51	51	51	0.0
Provence-Alpes-Côte d'Azur	44	44	44	41	41	41	40	-0.7
Corse	:	:	:	27	27	27	27	0.4
French overseas departments (FR)	–	–	–	:	:	–	–	:
Guadeloupe (FR)	–	–	–	:	:	–	–	:
Martinique (FR)	–	–	–	:	:	–	–	:
French Guiana (FR)	–	–	–	:	:	–	–	:
Reunion (FR)	–	–	–	:	:	–	–	:
Ireland	28	28	28	28	28	27	27	-2
Italy	54	54	65	53	53	53	:	-0.2
Nord Ovest	72	73	76	:	:	70	:	:
Piemonte	75	75	79	:	:	71	:	:
Valle d'Aosta	25	25	25	:	:	25	:	:
Liguria	90	90	94	:	:	92	:	:
Lombardia	64	64	78	:	:	66	:	:
Nord Est	52	51	54	:	:	49	:	:
Trentino-Alto Adige	30	31	35	:	:	27	:	:
Veneto	63	61	63	:	:	60	:	:
Friuli-Venezia Giulia	65	66	64	:	:	64	:	:
Emilia-Romagna	47	47	63	:	:	48	:	:
Centro (I)	50	52	58	:	:	53	:	:
Toscana	55	57	64	:	:	62	:	:
Umbria	43	46	64	:	:	45	:	:
Marche	45	45	40	:	:	40	:	:
Lazio	63	64	74	:	:	64	:	:

3.5.3 Railway density per NUTS 2 region, 1980 - 1998 (continued)

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Abruzzo-Molise	52	52	62	:	:	51	:	:
Abruzzo	49	49	64	:	:	49	:	:
Molise	58	58	58	:	:	56	:	:
Campania	73	74	93	:	:	73	:	:
Sud	47	47	70	:	:	46	:	:
Puglia	45	44	79	:	:	44	:	:
Basilicata	36	36	49	:	:	35	:	:
Calabria	57	57	72	:	:	57	:	:
Sicilia	60	60	61	:	:	56	:	:
Sardegna	18	18	43	:	:	18	:	:
Luxembourg	**104**	**104**	**105**	**106**	**106**	**106**	**106**	**0.0**
Netherlands	**69**	**68**	**67**	**68**	**68**	**:**	**:**	**:**
Noord-Nederland	44	40	:	–	:	:	:	:
Groningen	70	64	:	–	:	:	:	:
Friesland	30	28	:	–	:	:	:	:
Drenthe	46	40	:	–	:	:	:	:
Oost-Nederland	74	72	:	–	:	:	:	:
Overijssel	:	89	:	–	:	:	:	:
Gelderland	:	95	:	–	:	:	:	:
Flevoland	:	:	:	–	1 219	:	:	:
West-Nederland	75	80	:	–	3 104	:	:	:
Utrecht	123	146	:	–	3 666	:	:	:
Noord-Holland	78	73	:	–	2 807	:	:	:
Zuid-Holland	92	104	:	–	3 955	:	:	:
Zeeland	28	28	:	–	2 240	:	:	:
Zuid-Nederland	92	85	:	–	3 859	:	:	:
Noord-Brabant	76	67	:	–	3 751	:	:	:
Limburg (NL)	128	126	:	–	4 109	:	:	:
Austria	**70**	**69**	**67**	**67**	**67**	**67**	**:**	**0.0**
Ostösterreich	111	110	105	105	105	105	:	0.0
Burgenland	52	52	44	44	44	44	:	0.0
Niederösterreich	116	115	111	110	110	110	:	0.0
Wien	434	410	427	434	434	434	:	0.0
Südösterreich	54	54	54	53	53	53	:	0.0
Kärnten	60	61	62	62	62	62	:	0.0
Steiermark	50	51	49	48	48	48	:	0.0
Westösterreich	52	50	50	51	51	51	:	0.0
Oberösterreich	78	74	74	76	76	76	:	0.0
Salzburg	42	42	43	43	43	43	:	0.0
Tirol	32	32	32	35	35	35	:	0.0
Vorarlberg	55	42	42	42	42	42	:	0.0
Portugal	**:**	**39**	**34**	**31**	**31**	**33**	**:**	**6**
Portugal (Continent)	:	:	35	32	:	34	:	:
Norte	:	:	33	28	:	25	:	:
Centro (P)	:	:	34	32	:	34	:	:
Lisboa e Vale do Tejo	:	:	47	53	:	51	:	:
Alentejo	:	:	32	26	:	33	:	:
Algarve	:	:	36	33	:	35	:	:
Açores (PT)	:	:	–	–	:	–	:	:
Madeira (PT)	:	:	–	–	:	–	:	:
Finland	**:**	**:**	**19**	**19**	**19**	**19**	**19**	**0.1**
Manner-Suomi	:	:	19	19	19	19	19	0.1
Itä-Suomi	:	:	:	:	25	25	25	0.0

3.5.3 Railway density per NUTS 2 region, 1980 - 1998 (continued)

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Väli-Suomi	:	:	:	:	23	23	23	0.0
Pohjois-Suomi	:	:	:	:	8	8	8	0.0
Uusimaa (suuralue)	:	:	:	:	:	48	48	:
Etelä-Suomi	:	:	:	:	:	30	30	:
Åland	:	:	–	–	–	:	:	:
Sweden	**:**	**:**	**:**	**26**	**27**	**:**	**:**	**:**
Stockholm	:	:	:	48	61	:	:	:
Östra Mellansverige	:	:	:	46	46	:	:	:
Sydsverige	:	:	:	64	64	:	:	:
Norra Mellansverige	:	:	:	28	28	:	:	:
Mellersta Norrland	:	:	:	20	20	:	:	:
Övre Norrland	:	:	:	13	13	:	:	:
Småland med öarna	:	:	:	:	:	:	:	:
Västsverige	:	:	:	:	:	:	:	:
United Kingdom	**74**	**70**	**69**	**70**	**70**	**:**	**:**	**:**
North East	:	:	:	:	:	:	:	:
Tees Valley and Durham	:	:	:	:	:	:	:	:
Northumberland, Tyne and Wear	:	:	:	:	:	:	:	:
North West (including Merseyside)	:	:	:	:	:	:	:	:
Cumbria	:	:	:	:	:	:	:	:
Cheshire	:	:	:	:	:	:	:	:
Greater Manchester	:	:	:	:	:	:	:	:
Lancashire	:	:	:	:	:	:	:	:
Merseyside	:	:	:	:	:	:	:	:
Yorkshire and The Humber	:	:	:	:	:	:	:	:
East Riding and North Lincolnshire	:	:	:	:	:	:	:	:
North Yorkshire	:	:	:	:	:	:	:	:
South Yorkshire	:	:	:	:	:	:	:	:
West Yorkshire	:	:	:	:	:	:	:	:
East Midlands	:	:	:	:	:	:	:	:
Derbyshire and Nottinghamshire	:	:	:	:	:	:	:	:
Leicestershire, Rutland and Northants	:	:	:	:	:	:	:	:
Lincolnshire	:	:	:	:	:	:	:	:
West Midlands	:	:	:	:	:	:	:	:
Herefordshire, Worcestershire and Warks	:	:	:	:	:	:	:	:
Shropshire and Staffordshire	:	:	:	:	:	:	:	:
West Midlands	:	:	:	:	:	:	:	:
Eastern	:	:	:	:	:	:	:	:
East Anglia	:	:	:	:	:	:	:	:
Bedfordshire, Hertfordshire	:	:	:	:	:	:	:	:
Essex	:	:	:	:	:	:	:	:
London	:	:	:	:	:	:	:	:
Inner London	:	:	:	:	:	:	:	:
Outer London	:	:	:	:	:	:	:	:
South East	:	:	:	:	:	:	:	:
Berkshire, Bucks and Oxfordshire	:	:	:	:	:	:	:	:
Surrey, East and West Sussex	:	:	:	:	:	:	:	:
Hampshire and Isle of Wight	:	:	:	:	:	:	:	:
Kent	:	:	:	:	:	:	:	:
South West	:	:	:	:	:	:	:	:
Gloucestershire, Wiltshire and North Somerset	:	:	:	:	:	:	:	:
Dorset and Somerset	:	:	:	:	:	:	:	:
Cornwall and Isles of Scilly	:	:	:	:	:	:	:	:

3.5.3 Railway density per NUTS 2 region, 1980 - 1998 (continued)

(km railway lines per 1 000 km²)

Region	1980	1985	1990	1995	1996	1997	1998	Percentage growth rate 1996/97
Devon	:	:	:	:	:	:	:	:
Wales	:	:	:	:	:	:	:	:
West Wales and The Valleys	:	:	:	:	:	:	:	:
East Wales	:	:	:	:	:	:	:	:
Scotland	:	:	:	:	:	:	:	:
North Eastern Scotland	:	:	:	:	:	:	:	:
Eastern Scotland	:	:	:	:	:	:	:	:
South Western Scotland	:	:	:	:	:	:	:	:
Highlands and Islands	:	:	:	:	:	:	:	:
Northern Ireland	24	24	24	:	:	:	:	:

Source: Eurostat (New Cronos)

3.6 Accessibility (road, rail, air)

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air
Belgium			
REG.BRUXELLES-CAP./BRUSSELS HFDST. GEW.	197.8	198.4	203.9
ANTWERPEN (ARRONDISSEMENT)	204.7	186.4	171.3
MECHELEN	194.9	183.7	215.2
TURNHOUT	188.2	164.3	129.8
HASSELT	190.3	167.9	139.8
MAASEIK	201.4	190.0	116.0
TONGEREN	204.6	179.8	125.1
AALST	173.6	170.7	169.7
DENDERMONDE	189.6	175.4	148.1
EEKLO	171.0	141.9	102.1
GENT(ARRONDISSEMENT)	189.8	179.2	133.8
OUDENAARDE	176.8	166.3	104.7
SINT-NIKLAAS	192.2	176.9	155.0
HALLE-VILVOORDE	191.9	187.3	191.6
LEUVEN	201.3	194.5	181.8
BRUGGE	170.9	135.8	101.3
DIKSMUIDE	157.9	138.9	70.2
IEPER	163.2	159.4	86.7
KORTRIJK	181.8	187.1	84.1
OOSTENDE	47.8	57.9	80.4
ROESELARE	172.9	159.9	88.5
TIELT	159.0	157.5	91.8
VEURNE	158.5	145.0	68.3
BRABANT WALLON	199.1	173.5	174.2
ATH	174.6	167.4	86.5
CHARLEROI	190.3	181.8	132.0
MONS	183.3	189.2	99.2
MOUSCRON	170.2	180.4	97.2
SOIGNIES	195.2	184.9	123.1
THUIN	161.6	165.6	122.2
TOURNAI	179.8	134.6	90.9
HUY	186.8	184.2	116.7
LIEGE (ARRONDISSEMENT)	200.9	194.4	121.7
VERVIERS	206.1	194.7	107.4
WAREMME	169.3	184.7	145.7
ARLON	173.2	147.3	122.1
BASTOGNE	170.7	123.8	84.6
MARCHE-EN-FAMENNE	170.5	139.8	86.0
NEUFCHATEAU	161.8	143.9	68.6
VIRTON	146.9	130.5	99.0
DINANT	179.7	164.7	117.9
NAMUR (ARRONDISSEMENT)	192.8	191.4	135.6
PHILIPPEVILLE	165.9	150.6	110.8

Region	Road	Rail	Air
Denmark	35.9	44.8	159.5
KOEBENHAVN OG FREDERIKSBERG KOMMUNER	35.3	44.1	158.8
KOEBENHAVNS AMT	34.8	47.5	130.8
FREDERIKSBORG AMT	34.9	49.1	97.6
ROSKILDE AMT	15.9	19.2	52.5
VESTSJAELLANDS AMT			
STORSTROEMS AMT			
BORNHOLMS AMT	20.5	23.5	89.4
FYNS AMT	49.9	47.5	90.0
SOENDERJYLLANDS AMT	64.2	62.5	73.9
RIBE AMT	37.0	48.5	84.7
VEJLE AMT	60.9	53.8	95.7
RINGKOEBING AMT	18.6	20.9	66.9
AARHUS AMT	45.7	40.7	70.3
VIBORG AMT	28.3	27.3	72.9
NORDJYLLANDS AMT	29.7	25.8	80.7
Germany			
STUTTGART, STADTKR.	183.9	183.5	182.6
BOEBLINGEN	186.1	172.2	182.7
ESSLINGEN	162.1	162.1	182.4
GOEPPINGEN	168.9	167.7	128.5
LUDWIGSBURG	165.3	179.5	165.5
REMS-MURR-KREIS	161.1	178.2	164.8
HEILBRONN, STADTKR.	196.0	152.5	116.9
HEILBRONN, LANDKR.	196.0	152.5	116.4
HOHENLOHEKREIS	137.0	140.8	84.2
SCHWAEBISCH HALL	139.0	152.4	86.6
MAIN-TAUBER-KREIS	180.4	154.7	87.5
HEIDENHEIM	168.4	142.8	93.1
OSTALBKREIS	164.1	150.6	91.4
BADEN-BADEN, STADTKR.	169.1	189.0	103.3
KARLSRUHE, STADTKR.	199.3	200.4	95.7
KARLSRUHE, LANDKR.	191.3	186.2	107.1
RASTATT	180.1	188.7	91.0
HEIDELBERG, STADTKR.	211.3	198.5	102.9
MANNHEIM, STADTKR.	179.0	209.1	141.3
NECKAR-ODENWALD-KREIS	164.8	160.3	98.4
RHEIN-NECKAR-KREIS	206.1	193.5	113.3
PFORZHEIM, STADTKR.	148.7	176.5	118.5
CALW	160.9	166.3	145.6
ENZKREIS	160.7	171.2	109.6
FREUDENSTADT	141.3	149.4	107.9
FREIBURG IM BREISGAU, STADTKR.	161.7	161.5	117.5

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air	Region	Road	Rail	Air
Germany (continued)				ROTTAL-INN	105.2	90.6	44.5
BREISGAU-HOCHSCHWARZWALD	163.9	151.8	116.4	STRAUBING-BOGEN	134.3	101.9	89.4
EMMENDINGEN	148.7	158.7	115.0	DINGOLFING-LANDAU	122.0	107.3	116.6
ORTENAUKREIS	175.3	177.7	114.1	AMBERG, KRFR.ST.	155.8	115.0	78.5
ROTTWEIL	146.3	136.9	94.4	REGENSBURG, KRFR.ST.	148.9	126.3	102.8
SCHWARZWALD-BAAR-KREIS	150.4	136.0	89.2	WEIDEN I. D. OPF., KRFR.ST.	139.8	101.2	56.5
TUTTLINGEN	133.1	123.5	91.3	AMBERG-SULZBACH	155.7	114.8	78.3
KONSTANZ	126.2	119.7	106.7	CHAM	117.9	96.1	73.5
LOERRACH	159.5	111.2	145.9	NEUMARKT I. D. OPF	139.5	138.8	90.7
WALDSHUT	133.1	116.0	149.6	NEUSTADT A. D. WALDNAAB	139.8	101.2	56.4
REUTLINGEN	147.1	150.8	162.2	REGENSBURG, LANDKR.	148.9	126.3	102.8
TUEBINGEN, LANDKREIS	166.2	148.2	148.2	SCHWANDORF	150.9	109.0	80.2
ZOLLERNALBKREIS	147.3	138.7	125.1	TIRSCHENREUTH	132.6	93.2	47.4
ULM, STADTKREIS	158.5	155.1	57.0	BAMBERG, KRFR.ST.	161.6	141.5	96.0
ALB-DONAU-KREIS	159.2	151.9	54.1	BAYREUTH, KRFR.ST.	157.0	116.4	62.1
BIBERACH	132.6	134.9	48.3	COBURG, KRFR.ST.	136.0	118.3	62.5
BODENSEEKREIS	125.0	123.4	120.9	HOF, KRFR.ST.	150.2	110.5	68.4
RAVENSBURG	131.6	119.7	112.7	BAMBERG, LANDKR.	168.9	138.0	98.6
SIGMARINGEN	113.3	117.3	103.1	BAYREUTH, LANDKR.	156.8	116.2	62.0
INGOLSTADT, KRFR.ST.	141.9	115.5	98.8	COBURG, LANDKR.	136.0	118.1	62.3
MUENCHEN, KRFR.ST.	151.7	145.0	145.5	FORCHHEIM	168.8	143.2	124.0
ROSENHEIM, KRFR.ST.	137.5	126.8	117.5	HOF, LANDKR.	150.2	110.5	68.4
ALTOETTING	111.1	92.2	132.9	KRONACH	132.7	115.2	60.3
BERCHTESGADENER LAND	119.9	80.1	114.2	KULMBACH	156.0	118.8	55.6
BAD TOELZ-WOLFRATSHAUSEN	94.3	95.9	80.4	LICHTENFELS	153.9	133.8	78.1
DACHAU	153.7	140.4	135.6	WUNSIEDEL I. FICHTELGEBIRGE	136.3	115.6	54.6
EBERSBERG	143.5	113.2	173.1	ANSBACH, KRFR.ST.	159.8	150.3	97.0
EICHSTAETT	131.6	98.1	84.9	ERLANGEN, KRFR.ST.	175.2	152.1	143.2
ERDING	140.5	119.2	194.1	FUERTH, KRFR.ST.	170.6	154.4	139.9
FREISING	145.9	128.6	167.3	NUERNBERG, KRFR.ST.	170.6	154.4	139.9
FUERSTENFELDBRUCK	153.1	123.8	120.5	SCHWABACH, KRFR.ST.	173.7	150.6	131.6
GARMISCH-PARTENKIRCHEN	126.4	86.4	94.1	ANSBACH, LANDKR.	144.5	146.4	86.7
LANDSBERG A. LECH	137.5	121.4	87.3	ERLANGEN-HOECHSTADT	164.3	142.1	132.5
MIESBACH	114.5	108.8	91.7	FUERTH, LANDKREIS	152.6	150.3	133.2
MUEHLDORF A. INN	110.9	91.5	132.6	NUERNBERGER LAND	175.0	138.4	123.9
MUENCHEN, LANDKR.	151.6	137.0	151.8	NEUSTADT A. D. AISCH-BAD	139.5	128.8	102.6
NEUBURG-SCHROBENHAUSEN	115.0	104.9	84.7	WINDSHEIM			
PFAFFENHOFEN A. D. ILM	149.4	118.9	141.2	ROTH	173.5	130.8	110.7
ROSENHEIM, LANDKR.	137.5	126.8	117.2	WEISSENBURG-GUNZENHAUSEN	131.6	121.1	94.4
STARNBERG	138.7	133.3	104.3	ASCHAFFENBURG, KRFR.ST.	200.2	193.3	151.8
TRAUNSTEIN	100.3	108.8	105.6	SCHWEINFURT, KRFR.ST.	184.8	150.9	73.2
WEILHEIM-SCHONGAU	121.6	105.2	84.1	WUERZBURG, KRFR.ST.	193.8	185.2	105.7
LANDSHUT, KRFR.ST.	136.0	122.4	146.0	ASCHAFFENBURG, LANDKR.	176.4	180.1	137.2
PASSAU, KRFR.ST.	121.5	100.9	45.2	BAD KISSINGEN	168.8	134.6	66.7
STRAUBING, KRFR.ST.	134.4	102.6	89.6	RHOEN-GRABFELD	148.8	138.3	60.5
DEGGENDORF	135.0	103.6	63.4	HASSBERGE	177.9	136.4	65.9
FREYUNG-GRAFENAU	104.0	77.8	45.1	KITZINGEN	193.8	171.2	98.2
KELHEIM	143.9	112.3	96.7	MILTENBERG	141.6	138.1	108.9
LANDSHUT, LANDKR.	130.3	119.6	138.4	MAIN-SPESSART	166.8	164.9	97.3
PASSAU, LANDKR.	112.4	96.8	47.7	SCHWEINFURT, LANDKR.	185.2	159.2	81.9
REGEN	126.6	88.7	56.1	WUERZBURG, LANDKR.	193.8	185.2	105.7

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air	Region	Road	Rail	Air
Germany (continued)				RHEINGAU-TAUNUS-KREIS	191.1	198.4	174.0
AUGSBURG, KRFR.ST.	154.5	152.9	109.5	WETTERAUKREIS	197.0	180.9	173.4
KAUFBEUREN, KRFR.ST.	124.7	98.1	65.2	GIESSEN, LANDKR.	213.3	180.4	139.0
KEMPTEN (ALLGAEU), KRFR.ST.	123.8	93.1	55.4	LAHN-DILL-KREIS	209.2	180.2	136.4
MEMMINGEN, KRFR.ST.	152.3	113.5	55.1	LIMBURG-WEILBURG	213.5	171.9	125.5
AICHACH-FRIEDBERG	131.5	128.4	104.3	MARBURG-BIEDENKOPF	189.7	163.7	118.0
AUGSBURG, LANDKR.	141.1	147.8	109.0	VOGELSBERGKREIS	183.8	169.4	76.3
DILLINGEN A. D. DONAU	140.6	127.6	78.8	KASSEL, KRFR.ST.	194.5	189.9	84.6
GUENZBURG	158.0	135.8	64.7	FULDA	166.1	200.0	61.4
NEU-ULM	158.2	155.1	56.8	HERSFELD-ROTENBURG	193.9	173.2	58.2
LINDAU (BODENSEE)	139.7	111.1	95.9	KASSEL, LANDKR.	192.6	195.0	82.9
OSTALLGAEU	127.2	91.8	59.1	SCHWALM-EDER-KREIS	184.7	166.8	66.8
UNTERALLGAEU	153.3	110.4	65.4	WALDECK-FRANKENBERG	151.9	144.9	67.1
DONAU-RIES	121.5	133.2	85.4	WERRA-MEISSNER-KREIS	168.3	149.6	50.8
OBERALLGAEU	113.6	83.0	59.7	GREIFSWALD, KRFR.ST.	53.2	58.2	20.9
BERLIN-WEST, STADT	116.7	129.9	174.1	NEUBRANDENBURG, KRFR.ST.	70.0	74.4	33.6
BRANDENBURG AN DER HAVEL, KRFR.ST.	119.0	115.9	93.6	ROSTOCK, KRFR.ST.	80.6	82.9	57.6
				SCHWERIN, KRFR.ST.	109.8	100.1	52.6
COTTBUS, KRFR.ST.	95.4	97.2	47.4	STRALSUND, KRFR.ST.	56.3	65.4	20.1
FRANKFURT (ODER), KRFR.ST.	107.9	88.5	42.1	WISMAR, KRFR.ST.	91.4	104.8	49.4
POTSDAM, KRFR.ST.	135.3	128.0	164.4	BAD DOBERAN	80.9	80.1	53.5
BARNIM	88.8	92.9	105.6	DEMMIN	53.7	60.8	20.3
DAHME-SPREEWALD	118.2	94.1	40.7	GUESTROW	67.0	89.1	43.4
ELBE-ELSTER	84.0	112.5	62.3	LUDWIGSLUST	111.2	111.7	38.5
HAVELLAND	81.6	104.6	64.3	MECKLENBURG-STRELITZ	71.3	87.0	32.7
MAERKISCH-ODERLAND	90.5	84.8	54.2	MUERITZ	95.6	78.8	28.3
OBERHAVEL	119.9	105.3	134.9	NORDVORPOMMERN	49.9	60.5	18.6
OBERSPREEWALD-LAUSITZ	97.4	88.1	62.6	NORDWESTMECKLENBURG	90.2	104.4	55.6
ODER-SPREE	99.8	78.5	39.4	OSTVORPOMMERN	52.9	59.0	28.6
OSTPRIGNITZ-RUPPIN	101.6	85.8	105.2	PARCHIM	98.5	94.1	36.0
POTSDAM-MITTELMARK	115.0	99.3	73.8	RUEGEN	45.5	53.5	24.0
PRIGNITZ	88.5	103.7	31.2	UECKER-RANDOW	67.8	65.0	43.6
SPREE-NEISSE	81.0	87.9	41.8	BRAUNSCHWEIG, KRFR.ST.	162.9	168.3	88.3
TELTOW-FLAEMING	108.1	110.1	98.7	SALZGITTER, KRFR.ST.	162.3	136.0	85.6
UCKERMARK	85.0	71.9	55.8	WOLFSBURG, KRFR.ST.	138.6	131.3	75.4
BREMEN, KRFR.ST.	154.2	176.6	138.5	GIFHORN	131.5	148.9	78.0
BREMERHAVEN, KRFR.ST.	97.3	116.6	73.3	GOETTINGEN	164.2	189.5	49.4
HAMBURG, FREIE - UND HANSESTADT	135.0	154.5	164.5	GOSLAR	131.1	128.5	62.3
				HELMSTEDT	139.4	136.5	69.3
DARMSTADT, KRFR.ST.	191.3	197.0	217.3	NORTHEIM	129.0	168.2	46.1
FRANKFURT AM MAIN, KRFR.ST.	215.8	211.7	206.1	OSTERODE AM HARZ	118.8	147.3	50.6
OFFENBACH AM MAIN, KRFR.ST.	210.2	213.3	201.8	PEINE	161.6	150.3	83.7
WIESBADEN, KRFR.ST.	214.2	204.6	191.6	WOLFENBUETTEL	151.0	168.8	88.1
BERGSTRASSE	205.4	195.3	103.5	HANNOVER, KRFR.ST.	169.8	200.1	146.2
DARMSTADT-DIEBURG	190.8	197.0	216.9	DIEPHOLZ	141.5	125.8	85.0
GROSS-GERAU	214.9	201.6	228.5	HAMELN-PYRMONT	123.4	133.1	98.4
HOCHTAUNUSKREIS	213.3	205.3	201.1	HANNOVER, LANDKR.	174.3	195.0	149.8
MAIN-KINZIG-KREIS	207.8	207.1	178.5	HILDESHEIM	159.5	156.0	106.2
MAIN-TAUNUS-KREIS	216.8	199.6	216.3	HOLZMINDEN	128.4	137.9	74.6
ODENWALDKREIS	161.0	154.8	91.2	NIENBURG (WESER)	124.2	170.0	109.5
OFFENBACH, LANDKR.	205.6	203.9	191.9	SCHAUMBURG	137.4	170.1	103.7

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air	Region	Road	Rail	Air
Germany (continued)				ERFTKREIS	230.9	203.0	164.5
CELLE	142.8	165.3	106.7	EUSKIRCHEN	209.0	190.9	123.3
CUXHAVEN	27.1	32.8	53.9	HEINSBERG	192.0	184.8	129.4
HARBURG	138.4	130.8	138.1	OBERBERGISCHER KREIS	202.0	153.8	114.5
LUECHOW-DANNENBERG	94.8	131.4	59.0	RHEINISCH-BERGISCHER-KREIS	227.0	195.9	159.5
LUENEBURG, LANDKR.	125.2	148.6	111.9	RHEIN-SIEG-KREIS	180.6	190.2	156.7
OSTERHOLZ	138.3	172.3	131.8	BOTTROP, KRFR.ST.	226.4	215.3	145.1
ROTENBURG (WUEMME)	112.0	142.1	94.6	GELSENKIRCHEN, KRFR.ST.	225.7	212.8	128.4
SOLTAU-FALLINGBOSTEL	156.4	135.8	82.1	MUENSTER, KRFR.ST.	198.0	201.1	120.1
STADE	111.6	120.8	125.9	BORKEN	179.8	167.3	107.8
UELZEN	107.7	161.2	84.1	COESFELD	168.6	167.6	97.6
VERDEN	130.6	169.2	109.1	RECKLINGHAUSEN	225.7	211.9	128.0
DELMENHORST, KRFR.ST.	155.4	164.0	138.5	STEINFURT	179.5	181.8	113.1
EMDEN, KRFR.ST.	125.7	123.0	48.1	WARENDORF	166.2	169.4	101.4
OLDENBURG (OLDENBURG), KRFR.ST.	154.4	145.1	106.2	BIELEFELD, KRFR.ST.	197.5	191.2	94.1
				GUETERSLOH	192.5	195.3	92.4
OSNABRUECK, KRFR.ST.	189.5	183.0	105.8	HERFORD	193.4	192.0	89.6
WILHELMSHAVEN, KRFR.ST.	32.1	38.6	75.3	HOEXTER	122.4	137.3	74.3
AMMERLAND	143.0	118.9	78.0	LIPPE	166.5	176.9	76.4
AURICH	118.5	101.4	46.9	MINDEN-LUEBBECKE	167.4	191.8	86.8
CLOPPENBURG	161.4	118.7	84.2	PADERBORN	196.9	176.4	82.5
EMSLAND	144.0	147.4	71.9	BOCHUM, KRFR.ST.	225.4	223.1	139.1
FRIESLAND	122.5	97.5	63.5	DORTMUND, KRFR.ST.	223.7	217.5	143.3
GRAFSCHAFT BENTHEIM	172.4	171.2	91.6	HAGEN, KRFR.ST.	220.5	201.4	125.1
LEER	137.7	134.3	45.5	HAMM, KRFR.ST.	202.3	206.0	107.3
OLDENBURG , LANDKR.	159.2	150.8	119.4	HERNE, KRFR.ST.	225.4	223.1	138.2
OSNABRUECK, LANDKR.	184.7	169.2	92.4	ENNEPE-RUHR-KREIS	224.5	212.0	133.1
VECHTA	160.6	125.2	93.4	HOCHSAUERLANDKREIS	143.4	154.4	82.9
WESERMARSCH	137.8	132.2	105.5	MAERKISCHER KREIS	220.1	201.0	125.6
WITTMUND	108.9	90.7	57.8	OLPE	201.7	172.5	95.9
DUESSELDORF, KRFR.ST.	227.8	225.3	195.9	SIEGEN-WITTGENSTEIN	166.8	166.6	96.7
DUISBURG, KRFR.ST.	222.8	219.8	167.5	SOEST	189.4	195.1	100.6
ESSEN, KRFR.ST.	225.8	225.3	156.5	UNNA	218.9	195.1	125.2
KREFELD, KRFR.ST.	220.4	212.1	195.8	KOBLENZ, KRFR.ST.	208.2	209.2	127.8
MOENCHENGLADBACH, KRFR.ST.	220.0	206.3	163.7	AHRWEILER	179.1	203.9	126.2
MUELHEIM A.D.RUHR, KRFR.ST.	228.7	225.3	158.8	ALTENKIRCHEN (WESTERWALD)	187.5	160.3	122.8
OBERHAUSEN, KRFR.ST.	229.1	223.3	151.5	BAD KREUZNACH	195.6	176.2	127.4
REMSCHEID, KRFR.ST.	227.2	207.3	172.0	BIRKENFELD	179.8	144.3	87.9
SOLINGEN, KRFR.ST.	230.7	223.9	192.3	COCHEM-ZELL	173.6	172.5	94.0
WUPPERTAL, KRFR.ST.	226.7	207.3	171.7	MAYEN-KOBLENZ	214.2	200.4	124.8
KLEVE	199.4	203.6	100.2	NEUWIED	209.1	200.5	120.4
METTMANN	230.7	223.0	190.9	RHEIN-HUNSRUECK-KREIS	202.9	163.0	95.4
NEUSS	220.1	221.0	184.1	RHEIN-LAHN-KREIS	210.6	201.6	125.3
VIERSEN	219.7	215.6	183.5	WESTERWALDKREIS	216.4	178.5	120.5
WESEL	209.4	183.3	135.5	TRIER, KRFR.ST.	182.2	151.3	115.7
AACHEN, KRFR.ST.	216.8	188.1	95.9	BERNKASTEL-WITTLICH	185.1	160.2	93.8
BONN, KRFR.ST.	221.3	217.7	159.7	BITBURG-PRUEM	170.8	128.9	98.1
KOELN, KRFR.ST.	235.5	225.9	168.6	DAUN	183.5	142.4	79.6
LEVERKUSEN, KRFR.ST.	234.3	229.2	159.4	TRIER-SAARBURG	185.4	150.6	113.4
AACHEN, LANDKR.	209.2	194.6	101.3	FRANKENTHAL(PFALZ), KRFR.ST	174.6	204.1	138.0
DUEREN	213.0	205.5	105.4	KAISERSLAUTERN, KRFR.ST.	198.5	177.7	96.1

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air
Germany (continued)			
LANDAU IN DER PFALZ, KRFR.ST.	193.5	173.6	97.8
LUDWIGSHAFEN AM RHEIN, KRFR.ST	179.0	209.1	141.3
MAINZ, KRFR.ST.	211.7	210.0	187.9
NEUSTADT AN DER WEINSTRASSE, KRFR.ST	192.7	195.2	89.6
PIRMASENS, KRFR.ST.	151.3	143.1	75.2
SPEYER, KRFR.ST.	183.8	203.9	138.6
WORMS, KRFR.ST.	178.8	192.3	125.0
ZWEIBRUECKEN, KRFR.ST.	164.3	162.3	78.6
ALZEY-WORMS	208.0	168.2	142.8
BAD DUERKHEIM	199.1	191.1	98.3
DONNERSBERGKREIS	201.6	163.7	121.4
GERMERSHEIM	203.3	186.2	124.9
KAISERSLAUTERN, LANDKR.	197.3	174.5	86.5
KUSEL	177.8	157.1	79.7
SUEDLICHE WEINSTRASSE	191.9	180.2	84.7
LUDWIGSHAFEN, LANDKR.	179.0	209.1	141.3
MAINZ-BINGEN	208.5	204.7	183.8
PIRMASENS	163.9	149.5	76.3
STADTVERBAND SAARBRUECKEN	192.1	155.5	107.3
MERZIG-WADERN	173.2	132.4	83.8
NEUNKIRCHEN	188.8	164.5	95.9
SAARLOUIS	182.2	144.4	97.8
SAARPFALZ-KREIS	186.2	166.5	87.1
SANKT WENDEL	182.2	149.1	90.1
CHEMNITZ, KRFR.ST.	136.6	101.5	55.1
DRESDEN, KRFR.ST.	127.0	110.9	115.5
GOERLITZ, KRFR.ST.	80.3	78.7	43.2
LEIPZIG, KRFR.ST.	135.0	134.7	112.1
PLAUEN, KRFR.ST.	142.5	101.9	49.9
ZWICKAU, KRFR.ST.	132.3	103.1	39.1
AUERBACH	139.6	92.1	45.4
KLINGENTHAL	118.8	85.8	43.0
OELSNITZ	140.1	99.8	53.1
PLAUEN-LAND	144.2	106.1	53.1
REICHENBACH	132.3	106.2	39.3
ANNABERG	110.5	79.8	42.0
BAUTZEN	102.8	87.0	61.2
CHEMNITZER LAND	125.2	106.5	36.5
DELITZSCH	141.9	128.5	117.8
DOEBELN	100.7	112.9	67.7
FREIBERG	125.1	100.7	69.7
LEIPZIGER LAND	133.3	132.3	101.9
MEISSEN	115.9	113.7	87.9
MITTLERER ERZGEBIRGKREIS	107.7	87.5	49.1
MITTWEIDA	110.7	106.1	63.9
MULDENTALKREIS	124.2	113.1	87.5
NIEDERSCHLESISCHER OBERLAUSITZKREIS	80.3	78.7	43.0
RIESA-GROSSENHAIN	104.4	107.3	96.3
LOEBAU-ZITTAU	78.6	77.4	52.5
SAECHSISCHE SCHWEIZ	119.4	107.2	106.8
STOLLBERG	136.4	98.6	47.1
TORGAU-OSCHATZ	89.5	122.4	58.5
WEISSERITZKREIS	114.5	105.1	100.0
AUE-SCHWARZENBERG	126.8	86.6	37.8
KAMENZ	116.9	86.3	89.6
ZWICKAUER LAND	116.8	103.2	41.7
DRESDEN, LAND	124.7	107.7	112.5
HOYERSWERDA	95.9	79.1	68.2
DESSAU, KRFR.ST.	135.0	117.4	86.5
ANHALT-ZERBST	126.2	122.0	78.4
BERNBURG	129.7	124.2	68.6
BITTERFELD	128.9	130.7	104.6
KOETHEN	137.0	136.0	87.0
WITTENBERG	109.0	111.8	73.2
HALLE/SAALE, STADTKR.	138.6	123.9	100.6
BURGENLANDKREIS	145.7	135.3	79.2
MANSFELDER LAND	124.1	110.9	44.2
MERSEBURG-QUERFURT	140.3	138.5	87.1
SAALKREIS	138.6	123.9	100.6
SANGERHAUSEN	116.7	112.0	44.4
WEISSENFELS	147.1	137.5	94.3
MAGDEBURG, KRFR.ST.	141.8	151.4	73.4
ASCHERSLEBEN-STASSFURT	114.3	110.6	61.1
BOERDEKREIS	118.1	106.6	45.9
HALBERSTADT	102.8	99.3	46.5
JERICHOWER LAND	132.7	138.8	62.3
OHREKREIS	130.7	125.5	62.0
STENDAL	91.2	117.4	47.1
QUEDLINBURG	101.9	94.9	49.7
SHOENEBECK	140.6	147.9	71.7
WERNIGERODE	111.8	111.7	48.9
ALTMARKKREIS SALZWEDEL	98.7	116.8	58.4
FLENSBURG, KRFR.ST.	81.2	81.6	53.1
KIEL, KRFR.ST.	99.7	100.2	99.3
LUEBECK, KRFR.ST.	116.6	127.4	97.0
NEUMUENSTER, KRFR.ST.	105.2	114.5	82.0
DITHMARSCHEN	81.4	72.9	63.7
HERZOGTUM LAUENBURG	92.4	109.3	86.6
NORDFRIESLAND	61.8	68.4	48.9
OSTHOLSTEIN	91.2	109.7	75.0
PINNEBERG	126.0	145.2	153.0
PLOEN	90.9	106.8	81.9
RENDSBURG-ECKERNFOERDE	101.2	99.4	76.4
SCHLESWIG-FLENSBURG	84.4	91.4	59.1
SEGEBERG	104.8	101.8	100.6
STEINBURG	89.8	111.8	98.3
STORMARN	113.6	123.1	128.3
ERFURT, KRFR.ST.	156.4	142.3	80.5

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air
Germany (continued)			
GERA, KRFR.ST.	137.4	108.9	52.5
JENA, KRFR.ST.	146.8	127.3	64.3
SUHL, KRFR.ST.	143.9	101.6	41.9
WEIMAR, KRFR.ST.	132.8	137.8	68.4
EICHSFELD	142.7	150.6	59.5
NORDHAUSEN	129.7	122.4	43.5
WARTBURGKREIS	172.5	153.0	58.6
UNSTRUT-HAINICH-KREIS	147.9	136.8	48.6
KYFFHAEUSERKREIS	126.4	107.3	49.4
SCHMALKALDEN-MEININGEN	133.2	105.5	44.4
GOTHA	160.3	143.2	79.6
SOEMMERDA	124.0	122.9	66.2
HILDBURGHAUSEN	135.9	104.5	50.5
ILM-KREIS	164.3	139.2	79.3
WEIMARER LAND	128.0	133.9	65.3
SONNEBERG	126.9	107.8	53.6
SAALFELD-RUDOLSTADT	134.6	120.4	49.8
SAALE-HOLZLAND-KREIS	149.0	117.5	61.6
SAALE-ORLA-KREIS	152.1	95.4	52.8
GREIZ	129.2	110.8	43.5
ALTENBURGER LAND	115.0	106.7	41.4
Greece			
EVROS	16.2	14.7	42.8
XANTHI	16.7	15.2	27.7
RODOPI	18.7	15.4	28.9
DRAMA	16.5	15.4	27.7
KAVALA	15.2	14.4	33.0
IMATHIA	18.0	18.3	35.6
THESSALONIKI	18.2	19.8	83.7
KILKIS	18.3	21.2	50.2
PELLA	17.0	18.8	24.1
PIERIA	18.2	18.5	55.8
SERRES	18.1	17.1	26.2
CHALKIDIKI	13.9	16.0	56.5
GREVENA	15.6	15.1	25.0
KASTORIA	15.9	17.0	22.1
KOZANI	16.3	15.8	34.4
FLORINA	17.4	18.1	16.9
KARDITSA	13.8	14.3	20.8
LARISA	16.1	15.9	34.4
MAGNISIA	14.4	13.4	23.4
TRIKALA	14.5	13.3	17.8
ARTA	10.2	10.8	11.8
THESPROTIA	8.7	10.6	18.7
IOANNINA	12.1	12.3	19.7
PREVEZA	7.4	9.4	1.7
ZAKYNTHOS	4.4	5.2	6.4
KERKYRA	11.6	11.1	27.7
KEFALLINIA	4.8	5.5	1.2
LEFKADA	7.1	7.6	14.7
AITOLOAKARNANIA	10.1	9.8	19.3
ACHAIA	12.5	12.5	24.2
ILEIA	8.7	8.2	11.9
VOIOTIA	14.8	16.6	26.0
EVVOIA	17.4	18.3	53.8
EVRYTANIA	12.3	13.5	17.8
FTHIOTIDA	15.5	15.0	29.3
FOKIDA	13.1	14.6	20.2
ARGOLIDA	9.5	11.3	32.8
ARKADIA	12.3	11.2	32.2
KORINTHIA	11.5	13.9	45.0
LAKONIA	9.1	8.3	28.6
MESSINIA	5.3	6.4	19.2
ATTIKI	21.3	23.5	94.4
LESVOS	10.7	13.9	1.9
SAMOS	12.2	14.4	40.2
CHIOS	10.4	12.6	44.7
DODEKANISOS	4.6	5.6	42.8
KYKLADES	6.8	8.9	29.5
IRAKLEIO	2.6	3.4	0.7
LASITHI	2.3	2.7	16.0
RETHYMNI	2.7	3.2	33.6
CHANIA	2.5	3.1	19.9
Spain			
LA CORUNA	19.7	17.5	81.2
LUGO	16.4	15.0	33.4
ORENSE	18.4	22.2	38.2
PONTEVEDRA	22.4	19.1	62.5
PRINCIPADO DE ASTURIAS	20.2	16.1	50.7
CANTABRIA	27.8	17.9	70.3
ALAVA	36.1	36.8	54.2
GUIPUZCOA	42.6	45.0	69.4
VIZCAYA	39.0	29.9	95.0
COMUNIDAD FORAL DE NAVARRA	35.5	34.2	64.5
LA RIOJA	34.4	28.5	45.4
HUESCA	26.6	27.3	29.2
TERUEL	17.3	18.6	30.0
ZARAGOZA	37.0	35.1	60.7
COMUNIDAD DE MADRID	42.5	54.6	131.0
AVILA	25.3	40.1	44.5
BURGOS	34.4	37.0	23.4
LEON	19.4	25.8	22.6
PALENCIA	29.1	35.8	25.9
SALAMANCA	23.4	29.2	17.5
SEGOVIA	28.8	34.6	61.5
SORIA	22.3	19.7	20.3
VALLADOLID	29.7	35.6	39.1
ZAMORA	21.8	26.6	14.2
ALBACETE	25.2	36.8	27.0

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air	Region	Road	Rail	Air
Spain (continued)				ORNE	80.2	83.5	31.2
CIUDAD REAL	21.7	45.1	22.1	COTE-D'OR	136.2	143.0	53.1
CUENCA	20.9	19.2	35.7	NIEVRE	71.5	92.1	22.2
GUADALAJARA	34.2	40.2	88.1	SAONE-ET-LOIRE	123.2	130.2	70.5
TOLEDO	26.9	35.6	63.9	YONNE	119.0	85.4	41.2
BADAJOZ	19.2	15.8	29.4	NORD	178.5	195.8	104.6
CACERES	16.1	16.9	19.9	PAS-DE-CALAIS	172.7	173.0	72.6
BARCELONA	52.9	47.8	152.6	MEURTHE-ET-MOSELLE	145.1	141.0	65.6
GIRONA	55.6	42.8	62.3	MEUSE	113.4	140.5	45.8
LLEIDA	40.4	32.4	41.6	MOSELLE	173.1	156.9	101.5
TARRAGONA	42.2	40.3	71.0	VOSGES	107.0	104.6	46.5
ALICANTE	26.2	29.7	80.1	BAS-RHIN	178.2	182.0	140.9
CASTELLON DE LA PLANA	27.0	31.6	59.2	HAUT-RHIN	155.7	163.5	81.4
VALENCIA	33.3	34.6	100.3	DOUBS	130.1	128.6	63.3
ISLAS BALEARES	8.8	8.9	104.2	JURA	101.5	115.5	101.7
ALMERIA	13.9	10.9	22.8	HAUTE-SAONE	119.7	123.2	47.5
CADIZ	8.6	10.4	3.2	TERRITOIRE DE BELFORT	144.0	140.5	80.6
CORDOBA	20.2	39.9	25.7	LOIRE-ATLANTIQUE	65.3	94.5	113.8
GRANADA	19.9	17.3	67.9	MAINE-ET-LOIRE	81.5	115.6	47.7
HUELVA	17.3	20.4	30.0	MAYENNE	65.7	105.6	32.1
JAEN	19.5	22.7	37.0	SARTHE	100.0	137.6	25.4
MALAGA	18.0	22.5	74.9	VENDEE	50.6	70.4	60.1
SEVILLA	21.2	32.7	77.1	COTES-D'ARMOR	39.8	66.3	40.2
REGION DE MURCIA	23.1	25.0	46.8	FINISTERE	25.9	41.8	97.2
				ILLE-ET-VILAINE	68.2	87.1	59.2
France				MORBIHAN	11.1	13.2	19.5
PARIS	172.3	195.8	193.7	CHARENTE	45.1	88.2	33.7
SEINE-ET-MARNE	152.3	152.8	146.6	CHARENTE-MARITIME	54.4	69.3	33.5
YVELINES	158.5	182.0	169.5	DEUX-SEVRES	70.4	84.4	27.5
ESSONNE	161.4	176.8	169.2	VIENNE	74.0	87.8	45.5
HAUTS-DE-SEINE	168.5	170.6	190.7	DORDOGNE	44.2	58.6	22.8
SEINE-SAINT-DENIS	174.3	175.4	228.9	GIRONDE	57.9	80.6	106.3
VAL-DE-MARNE	170.7	190.0	190.0	LANDES	33.8	46.1	56.2
VAL-D'OISE	155.7	149.9	153.5	LOT-ET-GARONNE	52.0	60.7	45.2
ARDENNES	150.7	135.9	69.1	PYRENEES-ATLANTIQUES	41.7	45.0	91.1
AUBE	140.5	128.7	33.4	ARIEGE	40.7	38.9	44.6
MARNE	154.8	139.5	67.7	AVEYRON	46.9	25.8	25.6
HAUTE-MARNE	134.8	110.1	25.7	HAUTE-GARONNE	57.1	57.1	104.2
AISNE	163.2	128.3	62.8	GERS	34.7	39.9	55.2
OISE	142.6	126.5	140.1	LOT	44.9	45.1	43.4
SOMME	148.8	152.0	102.6	HAUTES-PYRENEES	42.7	41.0	66.3
EURE	92.6	49.2	84.3	TARN	47.9	37.9	53.2
SEINE-MARITIME	118.9	64.9	99.7	TARN-ET-GARONNE	55.3	57.0	79.2
CHER	78.1	96.2	19.7	CORREZE	52.1	46.5	26.1
EURE-ET-LOIR	110.3	120.8	81.5	CREUSE	58.4	40.0	29.8
INDRE	86.0	89.4	19.3	HAUTE-VIENNE	58.1	37.5	49.1
INDRE-ET-LOIRE	95.2	138.2	34.8	AIN	116.2	104.2	90.5
LOIR-ET-CHER	77.8	106.4	43.5	ARDECHE	69.8	90.4	44.1
LOIRET	125.2	127.5	83.4	DROME	98.4	105.9	66.3
CALVADOS	88.9	58.9	63.0	ISERE	101.8	102.1	86.7
MANCHE	62.6	47.9	48.5	LOIRE	96.2	95.0	76.0

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air
France (continued)			
RHONE	117.2	126.1	129.1
SAVOIE	109.1	104.6	92.5
HAUTE-SAVOIE	108.5	93.3	125.2
ALLIER	77.1	78.4	34.2
CANTAL	33.9	29.7	24.6
HAUTE-LOIRE	68.8	58.1	39.0
PUY-DE-DOME	85.6	62.9	76.6
AUDE	42.0	57.9	46.2
GARD	82.4	79.4	97.2
HERAULT	77.0	72.1	101.2
LOZERE	52.8	41.9	20.6
PYRENEES-ORIENTALES	52.1	56.2	92.2
ALPES-DE-HAUTE-PROVENCE	56.3	40.5	55.1
HAUTES-ALPES	66.3	61.1	43.6
ALPES-MARITIMES	17.6	20.6	9.6
BOUCHES-DU-RHONE	18.2	22.0	8.3
VAR	71.0	52.8	86.9
VAUCLUSE	76.4	88.8	76.2
CORSE-DU-SUD	8.0	8.7	69.5
HAUTE-CORSE	15.0	20.5	70.9
Ireland			
BORDER	10.8	13.1	34.4
DUBLIN	21.3	27.6	118.0
MID-EAST	17.9	24.0	68.5
MIDLAND	14.5	19.1	55.8
MID-WEST	10.2	12.0	73.7
SOUTH-EAST (IRL)	13.1	13.0	28.5
SOUTH-WEST (IRL)	8.7	11.0	80.8
WEST	4.6	5.5	1.8
Italy			
TORINO	111.9	96.5	132.8
VERCELLI	122.7	101.3	97.1
BIELLA	109.4	86.3	94.9
VERBANO-CUSIO-OSSOLA	112.4	90.6	101.6
NOVARA	127.9	96.3	124.9
CUNEO	75.1	52.2	54.1
ASTI	110.7	92.9	94.5
ALESSANDRIA	124.4	100.4	90.5
VALLE D'AOSTA	105.0	84.6	86.4
IMPERIA	27.9	23.7	43.7
SAVONA	105.5	74.2	86.0
GENOVA	113.5	86.3	126.5
LA SPEZIA	98.2	72.3	72.9
VARESE	128.0	100.7	114.9
COMO	134.0	113.2	117.5
LECCO	124.0	93.4	136.6
SONDRIO	90.4	70.6	85.7
MILANO	135.4	120.7	195.2
BERGAMO	127.9	100.5	157.4
BRESCIA	123.3	99.6	94.6
PAVIA	115.7	107.9	151.6
LODI	112.4	103.7	156.3
CREMONA	126.8	97.3	103.8
MANTOVA	118.7	93.9	110.6
BOLZANO-BOZEN	103.8	86.2	74.2
TRENTO	78.2	86.1	68.0
VERONA	123.0	105.4	127.6
VICENZA	81.4	96.6	93.6
BELLUNO	72.5	68.6	75.9
TREVISO	98.7	81.9	134.7
VENEZIA	29.8	36.1	20.2
PADOVA	93.6	91.0	108.5
ROVIGO	71.0	93.0	80.1
PORDENONE	72.1	71.8	88.2
UDINE	86.7	69.6	86.1
GORIZIA	83.0	63.7	91.4
TRIESTE	75.2	58.3	81.7
PIACENZA	128.4	109.6	108.3
PARMA	120.7	105.4	75.7
REGGIO NELL'EMILIA	113.6	104.0	80.5
MODENA	117.1	103.7	98.0
BOLOGNA	116.1	84.9	127.1
FERRARA	78.4	91.7	87.1
RAVENNA	92.7	72.5	70.7
FORLI-CESENA	94.4	83.9	72.7
RIMINI	74.1	77.5	54.9
MASSA-CARRARA	45.6	43.7	86.8
LUCCA	97.8	70.7	112.5
PISTOIA	86.6	71.0	99.6
FIRENZE	101.2	90.9	123.2
PRATO	100.4	74.0	114.9
LIVORNO	23.5	62.5	109.4
PISA	94.1	75.1	131.0
AREZZO	90.2	65.8	69.0
SIENA	81.0	53.7	73.9
GROSSETO	58.8	56.5	37.7
PERUGIA	60.5	53.3	54.9
TERNI	73.2	51.9	70.7
PESARO E URBINO	73.8	66.5	62.8
ANCONA	18.6	22.5	11.4
MACERATA	54.4	49.2	69.1
ASCOLI PICENO	55.4	50.3	43.5
VITERBO	60.3	48.4	66.9
RIETI	62.1	49.9	76.0
ROMA	75.0	80.2	131.3
LATINA	57.9	72.2	96.9
FROSINONE	42.5	57.0	62.2
L'AQUILA	63.0	43.3	45.0
TERAMO	64.9	48.0	41.1

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air
Italy (continued)			
PESCARA	61.6	53.7	58.2
CHIETI	63.6	53.0	57.1
ISERNIA	47.6	49.5	54.4
CAMPOBASSO	44.2	43.6	62.7
CASERTA	65.6	56.9	97.0
BENEVENTO	52.9	49.3	75.3
NAPOLI	64.2	63.5	125.3
AVELLINO	59.6	51.1	94.8
SALERNO	62.0	54.2	84.4
FOGGIA	54.4	47.5	36.4
BARI	46.6	40.3	86.8
TARANTO	38.3	34.7	48.4
BRINDISI	31.3	31.7	81.8
LECCE	26.5	28.5	63.5
POTENZA	48.7	38.5	48.8
MATERA	35.7	32.7	54.4
COSENZA	36.1	32.0	47.4
CROTONE	21.8	19.9	34.7
CATANZARO	27.6	24.7	68.7
VIBO VALENTIA	24.9	22.7	66.6
REGGIO DI CALABRIA	27.9	22.4	73.0
TRAPANI	6.7	8.1	34.5
PALERMO	18.4	16.0	82.4
MESSINA	24.3	21.6	76.7
AGRIGENTO	12.1	10.5	19.0
CALTANISSETTA	20.0	17.5	37.0
ENNA	20.2	17.9	41.4
CATANIA	22.5	19.9	86.2
RAGUSA	13.7	13.7	47.9
SIRACUSA	8.7	10.6	49.5
SASSARI	5.5	5.9	88.7
NUORO	5.5	6.2	46.8
ORISTANO	4.7	4.9	34.4
CAGLIARI	5.2	6.1	86.9
Luxembourg			
LUXEMBOURG (GRAND-DUCHE)	181.3	154.0	152.4
Netherlands			
OOST-GRONINGEN	135.5	122.3	57.7
DELFZIJL EN OMGEVING	119.7	117.2	57.3
OVERIG GRONINGEN	136.1	119.3	73.1
NOORD-FRIESLAND	114.7	108.9	81.5
ZUIDWEST-FRIESLAND	125.1	108.2	73.4
ZUIDOOST-FRIESLAND	130.2	100.8	70.6
NOORD-DRENTHE	121.7	126.8	69.0
ZUIDOOST-DRENTHE	127.0	131.9	83.3
ZUIDWEST-DRENTHE	150.3	140.2	69.6
NOORD-OVERIJSSEL	166.3	158.6	87.9
ZUIDWEST-OVERIJSSEL	182.4	184.4	112.9
TWENTE	171.6	171.7	104.0
VELUWE	188.0	184.0	114.9
ACHTERHOEK	193.3	188.9	88.4
ARNHEM/NIJMEGEN	198.1	199.7	101.2
ZUIDWEST-GELDERLAND	191.5	171.2	128.3
FLEVOLAND	154.8	134.6	131.3
UTRECHT	190.9	197.5	170.2
KOP VAN NOORD-HOLLAND	130.4	108.6	141.7
ALKMAAR EN OMGEVING	148.0	127.1	137.1
IJMOND	146.1	148.1	175.3
AGGLOMERATIE HAARLEM	165.3	167.2	198.9
ZAANSTREEK	165.3	161.5	176.1
GROOT-AMSTERDAM	172.8	173.3	199.1
HET GOOI EN VECHTSTREEK	173.2	169.9	187.6
AGGLOMERATIE LEIDEN EN BOLLENSTREEK	165.6	165.1	123.9
AGGLOMERATIE'S-GRAVENHAGE	172.5	176.8	130.8
DELFT EN WESTLAND	166.2	162.9	122.7
OOST ZUID-HOLLAND	180.6	188.4	138.7
GROOT-RIJNMOND	174.9	176.9	141.2
ZUIDOOST ZUID-HOLLAND	183.4	186.6	135.5
ZEEUWSCH-VLAANDEREN	162.0	141.1	107.0
OVERIG ZEELAND	158.5	135.7	108.8
WEST-NOORD-BRABANT	182.5	167.8	126.5
MIDDEN-NOORD-BRABANT	193.1	175.2	112.8
NOORDOOST-NOORD-BRABANT	194.4	166.1	109.8
ZUIDOOST-NOORD-BRABANT	202.8	182.3	125.9
NOORD-LIMBURG	219.2	183.5	142.3
MIDDEN-LIMBURG	203.4	198.3	117.4
ZUID-LIMBURG	205.4	190.6	131.3
Austria			
MITTELBURGENLAND	64.6	61.4	85.7
NORDBURGENLAND	79.1	80.1	135.8
SUEDBURGENLAND	62.5	52.0	67.2
MOSTVIERTEL-EISENWURZEN	64.9	76.4	68.2
NIEDEROESTERREICH-SUED	82.1	75.5	111.6
SANKT POELTEN	89.1	82.9	93.2
WALDVIERTEL	61.7	61.4	57.1
WEINVIERTEL	77.0	68.4	106.0
WIENER UMLAND/NORDTEIL	84.4	85.4	148.4
WIENER UMLAND/SUEDTEIL	87.0	83.7	162.4
WIEN	88.1	86.6	163.0
KLAGENFURT-VILLACH	95.2	67.1	76.6
OBERKAERNTEN	95.0	63.8	51.4
UNTERKAERNTEN	77.6	52.8	83.3
GRAZ	83.3	50.8	99.1
LIEZEN	85.4	62.2	50.9
OESTLICHE OBERSTEIERMARK	77.4	64.0	61.0
OSTSTEIERMARK	76.1	43.3	68.6
WEST-UND SUEDSTEIERMARK	71.8	45.4	85.1

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

(% of the EU-15 average (EU-15 = 100))

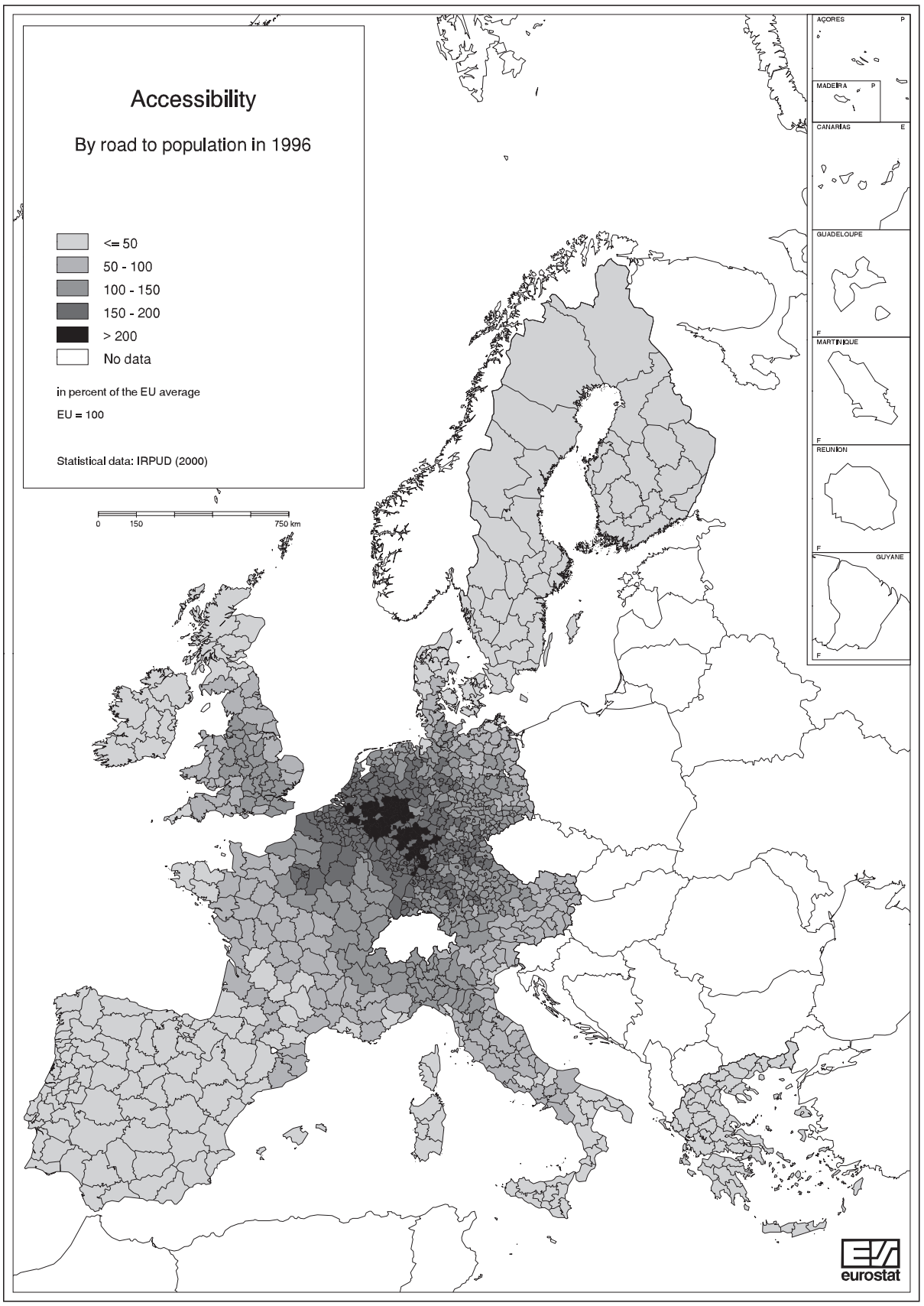
Region	Road	Rail	Air
Austria (continued)			
WESTLICHE OBERSTEIERMARK	60.3	52.4	54.6
INNVIERTEL	108.1	88.7	67.6
LINZ-WELS	104.2	91.3	107.5
MUEHLVIERTEL	86.7	79.6	82.7
STEYR-KIRCHDORF	101.1	72.4	73.7
TRAUNVIERTEL	89.5	86.1	59.6
LUNGAU	68.2	55.1	47.5
PINZGAU-PONGAU	87.4	79.6	70.1
SALZBURG UND UMGEBUNG	117.9	99.4	114.6
AUSSERFERN	122.6	81.7	67.7
INNSBRUCK	116.9	101.6	118.5
OSTTIROL	70.8	60.8	42.0
TIROLER OBERLAND	105.0	88.3	55.0
TIROLER UNTERLAND	124.4	115.6	82.4
BLUDENZ-BREGENZER WALD	114.6	94.5	89.2
RHEINTAL-BODENSEEGEBIET	134.1	103.4	103.3
Portugal			
MINHO-LIMA	23.8	20.4	64.2
CAVADO	28.0	23.3	74.4
AVE	28.1	23.9	71.6
GRANDE PORTO	29.3	24.5	82.7
TAMEGA	24.7	23.2	51.3
ENTRE DOURO E VOUGA	29.7	22.7	57.2
DOURO	23.1	21.2	39.2
ALTO TRAS-OS-MONTES	19.8	19.5	14.9
BAIXO VOUGA	27.9	21.2	43.3
BAIXO MONDEGO	28.2	20.1	36.5
PINHAL LITORAL	23.5	17.3	29.2
PINHAL INTERIOR NORTE	25.2	19.3	31.5
DAO-LAFOES	24.5	20.1	28.7
PINHAL INTERIOR SUL	21.7	18.2	25.4
SERRA DA ESTRELA	20.2	17.9	19.8
BEIRA INTERIOR NORTE	22.1	18.0	17.2
BEIRA INTERIOR SUL	18.9	15.6	14.7
COVA DA BEIRA	19.0	16.7	15.5
OESTE	21.0	17.3	48.3
GRANDE LISBOA	27.2	23.2	94.8
PENINSULA DE SETUBAL	24.0	18.9	70.7
MEDIO TEJO	24.2	20.1	26.7
LEZIRIA DO TEJO	26.6	20.8	43.8
ALENTEJO LITORAL	7.5	9.0	32.8
ALTO ALENTEJO	18.1	14.6	21.7
ALENTEJO CENTRAL	20.9	14.2	36.2
BAIXO ALENTEJO	15.9	14.0	23.2
ALGARVE	12.1	11.4	55.6
Finland			
UUSIMAA	12.3	17.4	93.4
VARSINAIS-SUOMI	7.2	11.4	38.0
SATAKUNTA	5.4	9.5	34.1
HAME	9.7	17.0	32.4
PIRKANMAA	8.3	14.4	47.5
PAIJAT-HAME	8.8	18.2	38.6
KYMENLAAKSO	8.6	11.9	21.3
ETELA-KARJALA	7.9	14.4	32.4
ETELA-SAVO	5.6	12.4	14.1
POHJOIS-SAVO	3.7	8.6	19.0
POHJOIS-KARJALA	3.1	5.8	6.4
KAINUU	1.6	2.8	15.7
KESKI-SUOMI	5.3	10.8	43.8
ETELA-POHJANMAA	3.4	9.7	19.5
VAASAN RANNIKKOSEUTU	3.1	5.4	41.8
KESKI-POHJANMAA	2.0	6.4	11.8
POHJOIS-POHJANMAA	1.8	4.2	37.3
LAPPI	0.7	1.9	30.4
AALAND	5.8	7.5	31.4
Sweden			
STOCKHOLMS LAEN	10.6	14.1	89.4
UPPSALA LAEN	11.0	17.3	92.9
SOEDERMANLANDS LAEN	6.5	7.7	21.2
OESTERGOETLANDS LAEN	10.5	22.1	58.2
OEREBRO LAEN	9.2	21.3	42.5
VAESTMANLANDS LAEN	9.7	15.3	52.1
JOENKOEPINGS LAEN	12.9	24.0	68.5
KRONOBERGS LAEN	10.2	29.5	30.4
KALMAR LAEN	5.0	9.1	15.0
GOTLANDS LAEN	3.8	4.7	1.9
BLEKINGE LAEN	9.7	17.0	35.4
KRISTIANSTAD LAEN	15.8	30.1	52.5
MALMOEHUS LAEN	30.6	43.5	147.8
HALLANDS LAEN	9.3	11.3	5.7
GOETEBORGS OCH BOHUS LAEN	17.2	25.4	104.5
AELVSBORGS LAEN	11.5	21.2	51.4
SKARABORGS LAEN	6.4	7.6	24.6
VAERMLANDS LAEN	7.9	14.8	58.1
KOPPARBERGS LAEN	5.3	8.8	53.2
GAEVLEBORGS LAEN	6.6	12.6	42.4
VAESTERNORRLANDS LAEN	2.0	3.7	45.0
JAEMTLANDS LAEN	1.4	3.8	45.0
VAESTERBOTTENS LAEN	1.7	2.5	21.6
NORRBOTTENS LAEN	0.9	1.1	0.5
United Kingdom			
CLEVELAND	67.2	92.4	96.1
DURHAM	67.7	98.4	90.9
CUMBRIA	66.6	81.2	60.3
NORTHUMBERLAND	55.0	73.9	104.6
TYNE AND WEAR	64.2	90.2	105.2
HUMBERSIDE	86.8	97.1	88.8

3.6.1 Accessibility index of NUTS 3 region by road, rail and air, 1996 (continued)

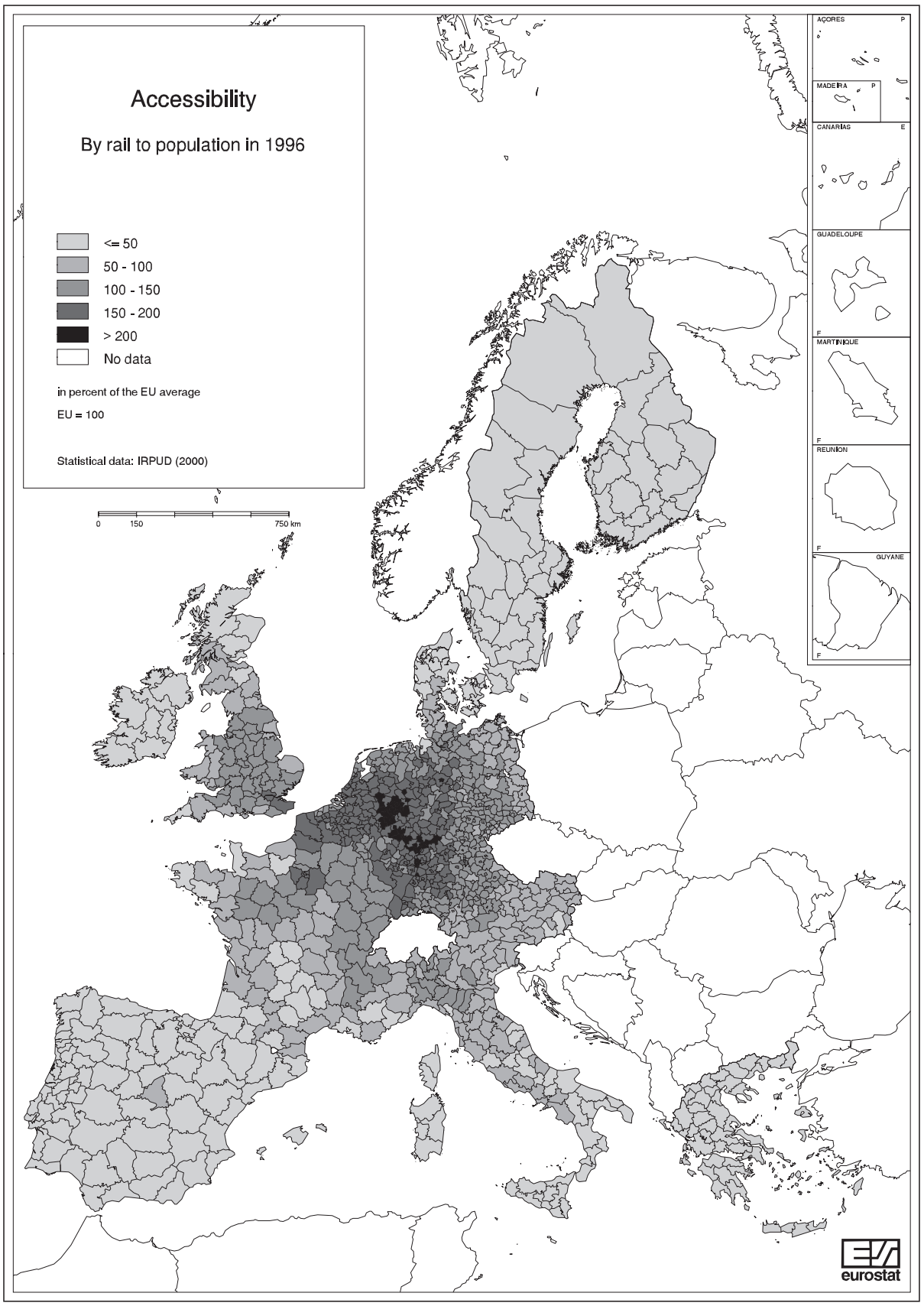
(% of the EU-15 average (EU-15 = 100))

Region	Road	Rail	Air	Region	Road	Rail	Air
United Kingdom (continued)				DORSET	83.9	83.6	83.2
NORTH YORKSHIRE	76.3	107.6	89.8	SOMERSET	70.0	101.2	54.6
SOUTH YORKSHIRE	99.6	125.8	97.6	HEREFORD AND WORCESTER	121.8	111.1	112.5
WEST YORKSHIRE	107.3	126.4	96.6	WARWICKSHIRE	129.7	134.0	134.1
DERBYSHIRE	102.7	126.6	94.7	SHROPSHIRE	108.5	116.9	73.1
NOTTINGHAMSHIRE	121.6	133.0	112.0	STAFFORDSHIRE	124.7	137.8	110.8
LEICESTERSHIRE	128.4	141.1	110.2	WEST MIDLANDS (COUNTY)	129.9	127.3	144.9
NORTHAMPTONSHIRE	116.6	140.6	85.9	CHESHIRE	100.8	120.3	102.8
LINCOLNSHIRE	91.1	112.2	76.6	GREATER MANCHESTER	111.4	127.7	141.6
CAMBRIDGESHIRE	116.4	126.1	104.8	LANCASHIRE	105.3	113.9	101.6
NORFOLK	63.6	92.2	100.1	MERSEYSIDE	106.4	111.7	109.3
SUFFOLK	94.0	114.9	69.1	CLWYD	91.3	107.6	89.9
BEDFORDSHIRE	114.1	149.9	110.3	DYFED	60.9	51.7	36.1
HERTFORDSHIRE	136.8	148.9	148.6	GWYNEDD	59.6	68.6	39.7
BERKSHIRE	126.8	148.0	149.6	POWYS	60.6	76.1	41.8
BUCKINGHAMSHIRE	117.6	135.9	112.3	GWENT	99.6	108.6	80.9
OXFORDSHIRE	130.1	140.1	104.7	MID GLAMORGAN	78.8	95.4	79.9
EAST SUSSEX	107.1	125.2	108.7	SOUTH GLAMORGAN	84.4	101.0	85.3
SURREY	128.6	133.4	159.8	WEST GLAMORGAN	73.9	66.1	53.4
WEST SUSSEX	95.9	88.0	94.7	BORDERS	39.4	49.9	56.3
ESSEX	126.9	125.4	118.0	CENTRAL	42.1	56.5	75.6
GREATER LONDON	137.9	171.3	187.4	FIFE	31.8	47.1	68.7
HAMPSHIRE	114.7	118.8	107.7	LOTHIAN	41.4	60.8	94.3
ISLE OF WIGHT	85.9	91.2	85.3	TAYSIDE	24.6	16.1	52.1
KENT	132.2	152.9	117.3	DUMFRIES AND GALLOWAY	55.5	65.7	40.9
AVON	107.9	113.2	100.7	STRATHCLYDE	46.0	59.4	101.2
GLOUCESTERSHIRE	98.1	115.7	88.8	HIGHLANDS	13.4	18.6	69.6
WILTSHIRE	90.4	119.1	80.2	ISLANDS	2.9	2.5	10.6
CORNWALL	33.0	38.1	29.0	GRAMPIAN	17.6	25.4	78.9
DEVON	70.4	86.3	52.8	NORTHERN IRELAND	19.2	21.9	78.7

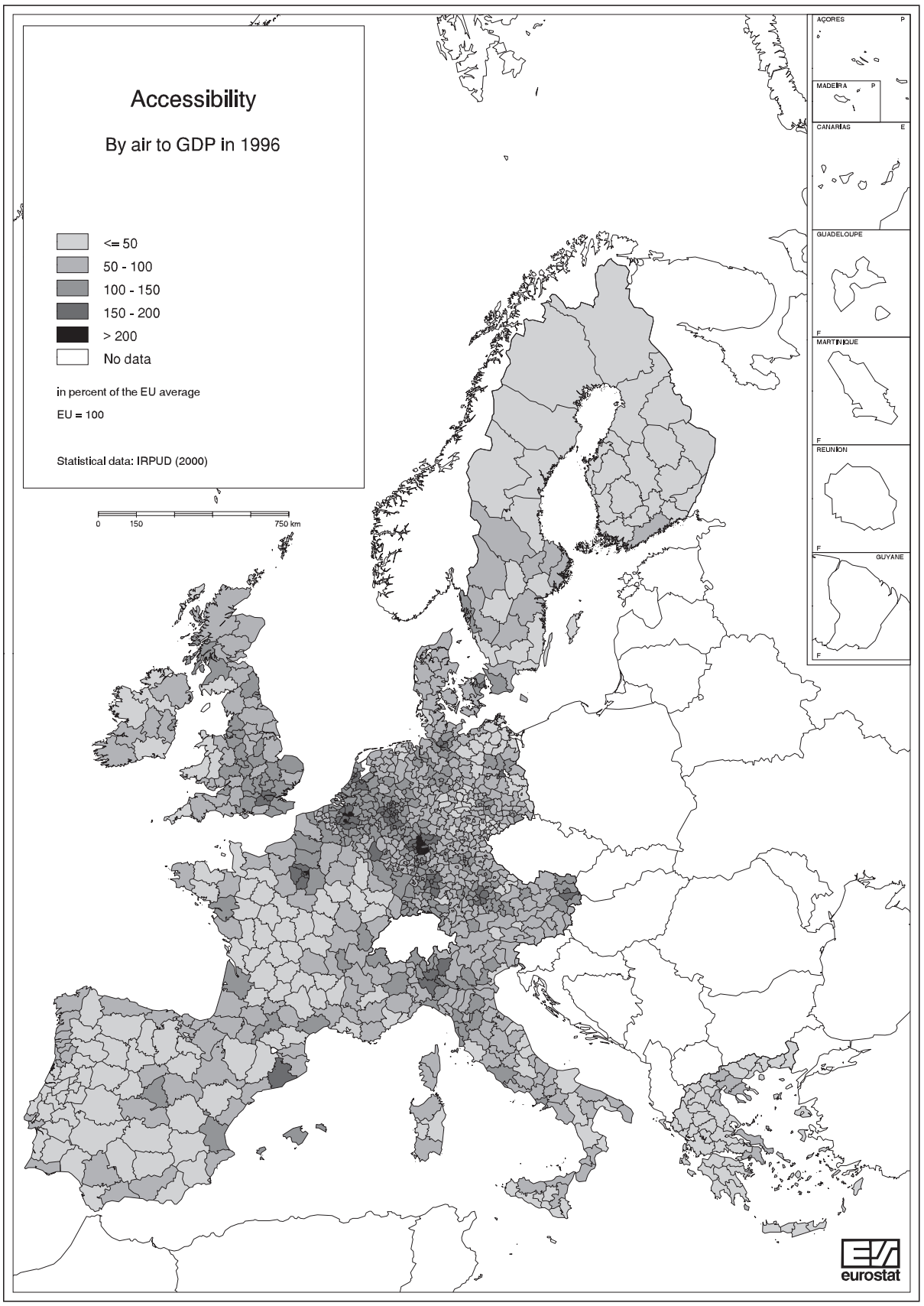
Source: IRPUD (2000): Study Programme on European Spatial Planning, Working Group Geographical Position, Final Report, Part 1. Dortmund: Institute of Spatial Planning (IRPUD), University of Dortmund



Map 3.1: Accessibility by road to population, 1996



Map 3.2: Accessibility by rail to population, 1996



Map 3.3: Accessibility by air to GDP, 1996

NOTES TO CHAPTER 3

3.1 Length and frequency of journeys

Source: Eurostat pilot studies on long-distance passenger mobility. These data are for long-distance journeys only. They are considered to comprise about 20% of total passenger-kilometres travelled. During 1996 and 1997, Eurostat and DG TREN, carried out, together with interested Member States - Austria, Denmark, France, Italy, Portugal, Spain and Sweden - a set of pilot studies on long-distance passenger transport mobility. Although long distance passenger mobility surveys exist in a number of Member States, there is a lack of uniformity and agreed definitions at the international level. This makes it impossible to produce comparisons between the Member States. The pilot studies therefore had to fulfil some basic requirements concerning definitions of terms such as "journey" and "trip", although leaving freedom in the implementation of a survey with respect to the regional/national coverage, sample size, survey period and methodologies. Further information is provided in the Eurostat publication *Statistics in focus 09/1999: Long distance passenger travel.*

The minimum distance thresholds for inclusion in the surveys were:
- Italy: 10km,
- Austria, Portugal, Finland: 50km,
- United Kingdom: 80km,
- Denmark, Germany, Spain, France, Sweden (single trip): 100km.

3.2 Households with car

Source: Eurostat New Cronos (Domain: HOUSING - Housing; Collection: PRHOLDS - Private households). In this collection, most of the data are drawn from the European Community Household Panel (ECHP), that was launched in 1994 and has a central role in the development of comparable socio-economic statistics across Member States on income including social transfers, labour, poverty and social exclusion, housing, health and medical care, family and household types, as well as various other social indicators concerning living conditions of private households and persons. This multi-dimensional pattern makes it possible to also study all the interrelationships between these dimensions.

ECHP data are collected by 'National Data Collection Units' - 'NDUs', either National Statistical Institutes (NSIs) or research centres depending on the country. In the 1994 wave (first wave) a sample of some 60,500 nationally representative households - i.e. approximately 130,000 adults (aged 16 years and over) - were interviewed in the then 12 Member States. Austria (in 1995) and Finland (1996) have joined the project since then, Sweden remaining the only exception. In the 1995 wave, samples totalled some 60,000 households and 129,000 adults.

For a detailed description of the ECHP methodology and questionnaires, please see *The European Community Household Panel (ECHP): Volume 1 - Survey methodology and Implementation* and *The European Community Household Panel (ECHP): Volume 1 - Survey questionnaires: Waves 1-3* - Theme 3, Series E, Eurostat, OPOCE, Luxembourg, 1996.

3.3 Regional distribution of vehicle densities

Source: Eurostat Regional Statistics. The regions given here are those of the March 1995 version of NUTS (Nomenclature of Territorial Units for Statistics: ISO-3166) at level 2.

3.4 Proximity to public transport

Source: Urban Audit. The Urban Audit is part of the Commission's process of improving Urban Statistics in the EU. Responsibility for the conception and management of the Urban Audit rests with the Directorate-General for Regional Policy in collaboration with Eurostat. The Urban Audit will be a regularly updated database available via Eurostat. The overall purpose of the Urban Audit is to enable an assessment of the state of individual EU cities and to provide access to comparative information from other EU cities. Currently, the indicators cover five fields: socio-economic aspects, participation in civic life, education and training, environment and culture and leisure. Further information is available on the internet at http://www.inforegio.cec.eu.int/urban/audit/src/intro.html

3.5 Density of existing transport network

Railway stations
Source: UIC.

Motorways
Source: Eurostat Transport Statistics.

Regional distribution of railway lines per 1 000 km^2
Source: Eurostat Regional Statistics. See note to 3.3 above.

3.6 Accessibility (road, rail, air)

Source: IRPUD. Permission to use these indicators in this publication was granted by Professor Dr.-Ing Michael Wegener and Mr Klaus Spiekermann, Study Programme on European Spatial Planning, Working Group Geographical Position, Final Report, Part 1. Dortmund: Institute of Spatial Planning (IRPUD), University of Dortmund. The Study Programme on European Spatial Planning was run under the management of CEC DG Regio. They will also be published in the *Second Report on Social and Economic Cohesion in the EU* (CEC DG Regio, fall 2000).
Accessibility can be described in different ways. The three indicators presented here are based on pan-European access, taking into consideration the ease of reaching other regions in the EU as well as other regions in Europe (such as the Accession Countries, Russia, etc.). That is why some regions with dense transport networks and high population densities, such as Paris, the north of Belgium and the Netherlands, have relatively low accessibility simply because they are slightly off the core of Europe. The indicators take into consideration: origin and destination, distance, time factors, ease and cost of travel, barriers, transport modes, etc. In order to simplify understanding, the accessibility values presented in the maps are related to EU=100, i.e. are expressed as percent of the average accessibility of all NUTS 3 regions weighted by their population.

Each indicator describes the location of an area (region) within the EU with respect to opportunities, activities or assets existing in other areas or within the region itself. The indicators were calculated as the total of the activities in other areas weighted by the ease by which they can be reached from the area being considered. With accessibility to population there is the indication of the size of the market areas that are accessible to each region. With accessibility to GDP the indication is the size of the market area for suppliers of high-level business services.

CHAPTER 4: SUPPLY OF INFRASTRUCTURE

SUPPLY OF INFRASTRUCTURE

The supply of transport infrastructure is both dependent on transport demand and influences transport demand. Investment is a means of extending and upgrading existing infrastructure to better meet demand and to influence the modal split. However, it can also create new demand.

4.1 Length of infrastructure

The length of new roads in the European Union over the period 1980 to 1998 has far outstripped that of new railway lines. Although only a small part of this road building has been motorways, their length has increased by 69%, or more than 20 000 km in absolute terms. The length of railway lines has increased by less than 1% over the same period, and since 1991 has actually decreased by about 4.3% (or around 7 000 km). It is the nature of inland waterways that the length regularly in use has hardly changed over these 18 years.

Data on infrastructure capacity are rather sparse, especially for roads. To an extent the capacity is reflected by the type of road (state, provincial or communal), although this typology is potentially misleading. In some countries, it represents the administration responsible for construction, maintenance and/or operation, in others it refers to the design standards, and in others it may be based on use. Motorways, are an exception here, as their definition is similar in all countries. In the case of railways, data on the lengths of single and multi-track lines, and the total length of tracks are collected. The average number of tracks has decreased since 1980.

4.2 Investments in transport infrastructure

Investment in inland transport infrastructure for the EU as a whole, expressed as a percentage of GDP, is estimated at 1.4% in 1975. By the mid-1980s this had fallen to 0.9%. Although picking up again in the early 1990s, and reaching 1.2% in 1992, by 1995 it had again fallen to 0.9%, and in 1995 was again at 0.9%. In 1995, only three countries had investment levels considerably lower than the average: Denmark (0.5%), Italy (0.6%) and Austria (0.5%). On the other hand, Portugal and Sweden invested a substantially higher proportion of GDP (1.3%) than the average.

Expenditure on roads accounted for about 69% of total transport infrastructure investment in 1975, and had fallen to 61% by 1995. Over the same period expenditure on railways (including urban and suburban railways, metros and trams) increased from 18% to 27%, Expenditure on both inland waterways and pipelines decreased from around 2% in 1975 to about 1% in 1995. Expenditure on maritime ports decreased from 6½% to 3½%, whereas expenditure on airports increased from 3% to over 5% of the total.

4.1 Length of infrastructure

4.1.1 Length of road network, 1980 - 1998

(1 000 km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total																	
1980	:	:	123.3	68.4	477.9	:	:	797.0	92.3	288.6	5.1	90.8	:	:	:	:	360.3
1985	:	:	133.0	69.6	482.9	:	147.4	796.3	92.3	293.8	5.2	:	:	:	:	:	369.1
1990	:	:	138.6	70.2	492.0	:	156.2	801.3	92.3	297.7	5.1	102.5	:	61.2	:	132.6	378.9
1991	:	:	139.2	70.3	625.3	:	156.9	881.4	92.3	297.2	5.1	102.7	:	59.4	:	134.9	381.0
1992	:	:	140.0	70.3	628.8	:	151.1	908.2	91.5	808.0	5.1	103.7	:	65.6	:	134.0	383.3
1993	:	3 404	140.9	70.4	634.5	:	152.5	908.2	91.5	809.7	5.1	109.1	104.7	67.4	380.0	133.9	385.2
1994	:	:	141.7	70.5	:	:	155.8	955.3	91.4	:	5.1	118.5	104.7	71.6	380.0	133.9	385.8
1995	:	:	141.5	70.5	722.9	:	:	951.1	:	:	:	113.9	104.7	:	380.0	136.2	387.8
1996	:	:	142.1	70.5	:	:	154.8	960.6	:	:	5.1	115.6	104.7	:	380.0	136.5	389.6
1997	:	:	143.2	73.6	:	:	155.0	964.6	95.7	:	:	:	104.7	:	310.0	136.9	390.9
1998	:	:	144.2	71.5	735.7	:	155.0	971.1	:	829.6	:	:	104.7	:	310.0	136.6	368.3
State roads																	
1980	:	:	11.7	4.1	32.6	8.8	80.2	29.0	5.3	44.8	0.9	2.8	:	:	75.4	:	12.9
1985	:	:	12.6	4.0	31.4	9.1	18.1	28.3	5.3	45.8	0.9	2.4	:	:	76.4	:	12.8
1990	284	243	13.1	4.0	30.9	9.1	20.7	28.3	5.3	44.7	0.9	2.0	10.4	9.2	77.2	13.2	14.9
1991	:	:	12.8	3.9	:	9.2	20.7	28.4	5.3	45.1	0.9	:	10.5	9.2	77.5	13.6	14.6
1992	287	248	12.7	3.8	42.2	9.2	15.9	28.2	4.4	44.9	1.0	1.9	10.2	9.1	77.6	13.6	12.4
1993	:	:	12.7	3.8	42.0	9.2	15.9	28.2	4.4	44.8	1.0	:	10.2	9.1	77.5	13.5	12.4
1994	287	248	12.8	3.8	41.8	9.2	17.2	26.7	4.4	45.2	1.0	2.1	10.2	9.1	77.9	13.5	12.3
1995	:	:	12.6	3.8	41.7	:	:	28.1	5.3	45.1	1.0	2.1	10.2	9.1	77.7	14.6	12.1
1996	:	:	12.6	3.8	41.5	:	17.3	26.9	:	46.0	0.9	:	10.3	9.0	77.8	14.6	12.4
1997	:	:	12.5	3.8	41.4	:	17.2	26.9	5.4	45.8	0.9	:	10.3	9.0	77.8	14.7	12.3
1998	:	:	12.5	1.6	41.4	:	17.1	26.6	:	46.0	:	:	10.3	10.2	77.9	14.7	12.2
Provincial roads																	
1980	:	:	1.4	6.9	132.3	28.6	:	347.0	10.7	102.1	2.0	8.7	23.2	18.6	:	:	35.9
1985	:	:	1.4	7.0	133.5	31.3	74.7	347.0	10.6	106.3	2.0	:	23.4	18.6	:	84.4	36.3
1990	:	:	1.4	7.0	134.2	31.2	71.1	352.0	10.6	111.3	1.8	7.1	23.5	:	:	83.8	35.1
1991	:	:	1.4	7.1	173.2	31.2	71.5	353.0	10.7	110.5	1.8	:	19.7	:	:	83.2	35.6
1992	:	:	1.4	7.1	173.6	31.2	70.4	354.0	10.7	112.9	1.8	7.0	19.8	:	:	83.3	37.7
1993	:	:	1.4	7.0	174.1	30.8	70.6	354.0	10.7	113.4	1.8	:	23.5	:	:	83.2	37.8
1994	:	:	1.3	7.1	175.7	30.8	71.5	365.6	10.7	113.3	1.8	8.5	23.5	:	:	83.3	37.9
1995	:	:	1.3	7.1	176.0	31.3	:	360.0	:	114.4	1.8	8.5	23.5	:	:	83.3	38.2
1996	:	:	1.3	7.0	178.3	:	70.9	358.9	:	113.9	1.9	:	23.5	:	:	83.4	38.1
1997	:	:	1.3	9.9	178.3	:	71.1	358.4	11.7	113.9	1.9	:	23.5	:	:	83.4	38.0
1998	:	:	1.3	10.0	177.9	:	69.4	358.6	:	114.9	1.9	:	23.5	4.8	:	83.4	36.0
Communal roads																	
1980	:	:	110.3	57.4	313.0	:	68.3	421.0	76.3	141.7	2.2	79.3	70.0	:	:	:	311.5
1985	:	:	119.0	58.5	318.0	:	54.5	421.0	76.5	141.7	2.3	:	:	:	:	:	320.1
1990	:	:	124.1	59.2	327.0	:	64.5	421.0	76.4	141.7	2.3	93.5	:	:	:	35.7	328.9
1991	:	:	125.0	59.3	410.0	:	64.7	500.0	76.3	141.7	2.3	:	:	50.2	:	38.1	330.8
1992	:	:	125.9	59.4	413.0	:	64.8	526.0	76.3	650.2	2.3	94.8	:	56.5	:	37.1	333.1
1993	:	:	126.8	59.5	:	:	66.0	526.0	76.3	651.6	2.3	:	71.0	58.3	22.0	37.1	335.1
1994	:	:	127.6	59.6	:	:	67.1	563.0	76.3	:	2.3	107.9	71.0	62.5	22.0	37.1	335.6
1995	:	:	127.6	59.7	505.3	:	:	563.0	76.5	:	:	103.3	71.0	:	22.0	38.3	337.5
1996	:	:	128.2	59.7	:	:	66.6	574.8	:	:	2.3	100.5	71.0	:	22.0	38.5	339.1
1997	:	:	129.4	59.9	:	:	66.8	579.4	78.6	:	:	:	71.0	:	26.0	38.8	340.6
1998	:	:	130.3	59.9	516.5	:	68.5	585.9	:	668.7	2.3	:	71.0	:	26.0	38.5	320.1

Source: Eurostat (New Cronos); ECMT; UNECE; national sources

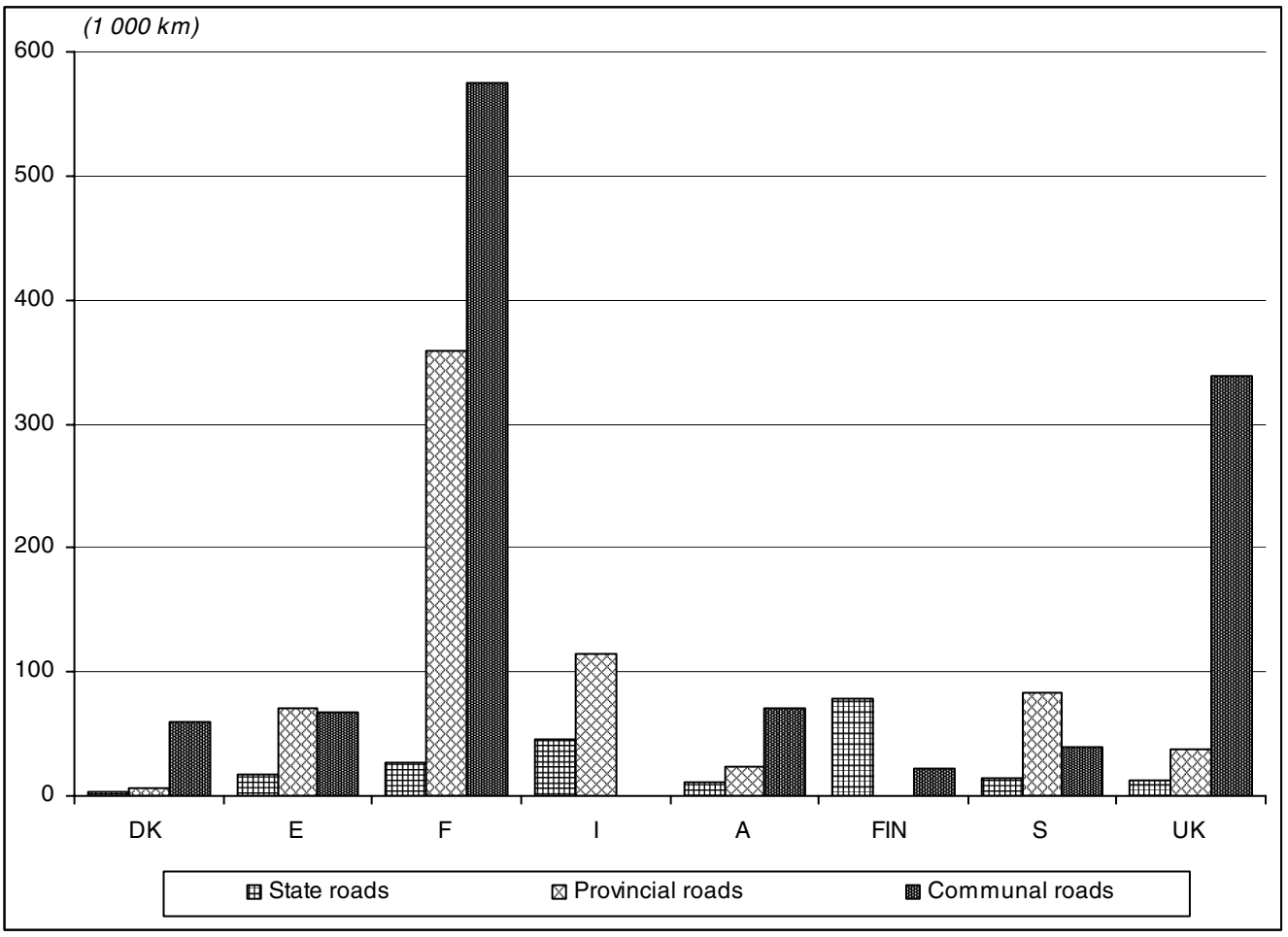


Figure 4.1: Length of road network by category, 1996

4.1.2 Length of motorway network, 1980 - 1999

(1 000 km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1980	29.1	24.9	1.3	0.5	7.5	0.1	1.9	5.3	–	5.9	0.0	1.8	0.9	0.1	0.2	0.9	2.7
1985	31.9	27.4	1.5	0.6	8.4	0.1	2.1	5.9	0.0	6.0	0.1	1.9	1.1	0.2	0.2	0.9	3.0
1990	39.3	34.4	1.7	0.6	10.9	0.2	4.7	6.8	0.0	6.2	0.1	2.1	1.4	0.3	0.2	0.9	3.2
1991	40.7	35.6	1.7	0.7	11.0	0.2	5.2	7.1	0.0	6.3	0.1	2.1	1.5	0.5	0.2	1.0	3.2
1992	42.7	37.5	1.7	0.7	11.0	0.3	6.5	7.4	0.0	6.3	0.1	2.1	1.6	0.5	0.3	1.0	3.2
1993	43.5	38.1	1.7	0.7	11.1	0.3	6.6	7.6	0.1	6.4	0.1	2.2	1.6	0.6	0.3	1.1	3.3
1994	44.1	38.6	1.7	0.8	11.1	0.4	6.5	8.0	0.1	6.4	0.1	2.2	1.6	0.6	0.4	1.1	3.3
1995	45.4	39.6	1.7	0.8	11.2	0.4	7.0	8.3	0.1	6.4	0.1	2.2	1.6	0.7	0.4	1.3	3.3
1996	46.5	40.6	1.7	0.8	11.2	0.5	7.3	8.6	0.1	6.4	0.1	2.4	1.6	0.7	0.4	1.4	3.3
1997	47.6	41.5	1.7	0.9	11.3	0.5	7.8	8.9	0.1	6.4	0.1	2.4	1.6	0.8	0.4	1.4	3.4
1998	49.2	43.0	1.7	0.9	11.4	0.5	8.3	9.3	0.1	6.5	0.1	2.4	1.6	1.3	0.5	1.4	3.4
1999	:	:	:	0.9	11.5	:	:	:	:	:	0.1	:	:	:	0.5	:	:

Source: Eurostat (New Cronos); ECMT; UNECE; national sources

4.1.3 Length of railway network, 1980 - 1998

Total

(1 000 km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1980	151.4	117.1	4.0	2.5	28.5	2.5	13.5	34.4	2.0	16.1	0.3	2.8	5.8	3.6	6.1	11.4	18.0
1985	147.9	114.7	3.6	2.5	27.4	2.5	12.7	34.6	1.9	16.0	0.3	2.8	5.8	3.6	5.9	11.3	17.0
1986	:	114.9	3.7	2.5	27.5	2.5	12.7	34.7	1.9	16.0	0.3	2.8	5.7	3.6	5.9	:	17.0
1987	147.8	114.6	3.6	2.5	27.4	2.5	12.7	34.6	1.9	16.0	0.3	2.8	5.7	3.6	5.9	11.2	17.0
1988	147.1	114.2	3.6	2.5	27.3	2.5	12.6	34.6	1.9	16.0	0.3	2.8	5.6	3.6	5.9	11.1	17.0
1989	146.1	113.3	3.5	2.3	27.0	2.5	12.6	34.5	1.9	16.0	0.3	2.8	5.6	3.1	5.9	11.0	16.9
1990	145.5	112.9	3.5	2.3	27.0	2.5	12.6	34.3	1.9	16.1	0.3	2.8	5.6	3.1	5.9	10.8	16.9
1991	159.5	126.8	3.5	2.3	41.1	2.5	12.6	34.0	1.9	16.1	0.3	2.8	5.6	3.1	5.9	11.0	16.9
1992	157.9	126.5	3.4	2.3	40.8	2.5	13.0	33.6	1.9	16.1	0.3	2.8	5.6	3.1	5.9	9.8	16.8
1993	155.9	124.5	3.4	2.3	40.4	2.5	12.6	32.6	1.9	15.9	0.3	2.8	5.6	3.1	5.9	9.7	16.9
1994	156.9	125.3	3.4	2.3	41.4	2.5	12.6	32.3	1.9	16.0	0.3	2.8	5.6	3.1	5.9	9.7	17.1
1995	156.2	124.7	3.4	2.3	41.7	2.5	12.3	32.0	1.9	16.0	0.3	2.7	5.7	2.9	5.9	9.7	17.0
1996	156.6	123.7	3.4	2.3	40.8	2.5	12.3	31.9	1.9	16.0	0.3	2.7	5.7	2.9	5.9	10.9	17.1
1997	152.9	121.4	3.4	2.2	38.4	2.5	12.3	31.8	1.9	16.0	0.3	2.8	5.7	3.0	5.9	9.8	17.0
1998	152.6	120.9	3.4	2.2	38.1	2.5	12.3	31.8	1.9	16.0	0.3	2.8	5.6	2.8	5.9	10.1	17.0

Electrified lines

(1 000 km)

1980	53.7	42.8	1.4	0.1	11.0	–	5.5	10.0	–	8.7	0.1	1.8	3.0	0.4	0.9	7.1	3.7
1985	:	47.2	1.9	0.2	11.4	–	6.2	11.5	0.0	9.1	0.2	1.8	3.1	0.5	1.4	:	4.0
1986	:	47.1	2.0	0.2	11.4	–	6.2	11.5	0.0	8.9	0.2	1.8	3.1	0.5	1.4	:	3.8
1987	59.1	47.7	2.0	0.2	11.5	–	6.3	11.7	0.0	9.1	0.2	1.9	3.1	0.5	1.4	7.0	4.2
1988	59.9	48.4	2.1	0.2	11.7	–	6.3	11.9	0.0	9.0	0.2	2.0	3.2	0.5	1.6	7.0	4.3
1989	61.1	49.4	2.3	0.2	11.6	–	6.4	12.2	0.0	9.4	0.2	2.0	3.2	0.5	1.6	7.0	4.5
1990	61.9	50.0	2.3	0.2	11.7	–	6.4	12.5	0.0	9.5	0.2	2.0	3.2	0.5	1.7	7.0	4.7
1991	67.6	55.1	2.3	0.3	16.3	–	6.4	12.7	0.0	9.8	0.2	1.9	3.2	0.5	1.7	7.3	4.9
1992	68.4	56.0	2.3	0.4	16.3	–	6.9	12.9	0.0	9.9	0.2	2.0	3.2	0.5	1.7	7.2	4.9
1993	70.0	57.4	2.4	0.4	16.8	–	6.9	13.6	0.0	10.0	0.3	2.0	3.3	0.5	1.7	7.2	5.1
1994	71.4	59.0	2.4	0.4	17.7	–	7.0	13.7	0.0	10.1	0.3	2.0	3.3	0.5	2.0	7.2	4.9
1995	72.4	59.7	2.4	0.4	18.2	–	6.9	13.8	0.0	10.2	0.3	2.0	3.4	0.5	2.1	7.3	5.0
1996	73.7	60.7	2.5	0.4	18.5	–	6.9	14.2	0.0	10.3	0.3	2.0	3.4	0.6	2.1	7.4	5.2
1997	74.4	61.2	2.5	0.6	18.7	–	6.9	14.2	0.0	10.4	0.3	2.1	3.4	0.7	2.1	7.4	5.2
1998	74.8	61.7	2.5	0.4	18.9	–	7.0	14.2	0.0	10.5	0.2	2.1	3.4	0.9	2.2	7.5	5.2

Percentage electrified

(%)

1980	35.4	36.5	34.6	5.5	38.7	–	40.4	29.1	–	53.8	53.0	63.8	50.5	12.0	15.2	62.1	20.6
1985	:	41.2	52.9	6.2	41.7	–	48.9	33.3	1.9	56.8	60.0	65.5	54.0	12.7	24.5	:	23.7
1986	:	41.0	54.3	6.2	41.5	–	48.7	33.1	1.9	55.7	60.0	65.4	54.3	12.7	24.5	:	22.1
1987	40.0	41.7	55.7	8.1	41.9	–	49.7	33.6	1.9	57.0	60.0	68.8	54.4	12.8	24.6	62.5	24.6
1988	40.7	42.4	58.4	9.3	42.8	–	50.3	34.4	1.9	56.3	59.6	69.6	56.6	12.8	27.8	63.2	25.3
1989	41.8	43.6	64.5	9.8	42.9	–	51.1	35.3	1.9	58.9	72.4	69.6	57.4	14.7	27.8	63.5	26.4
1990	42.6	44.3	65.9	9.8	43.4	–	51.1	36.5	1.9	59.1	72.7	70.4	57.7	14.7	28.3	64.8	27.9
1991	42.4	43.5	66.1	14.5	39.6	–	51.1	37.3	1.9	61.3	81.2	69.7	57.7	14.8	28.3	66.1	29.0
1992	43.3	44.3	66.8	15.6	40.0	–	52.9	38.4	1.9	61.7	80.0	72.2	57.9	15.1	28.3	73.6	29.2
1993	44.9	46.1	69.3	15.8	41.6	–	54.7	41.7	1.9	62.9	95.3	72.2	58.4	15.1	29.1	73.7	30.2
1994	45.5	47.1	69.6	15.8	42.9	–	55.3	42.6	1.9	63.3	95.3	72.2	58.7	15.0	33.2	74.3	28.6
1995	46.3	47.9	70.4	18.5	43.5	–	55.8	43.2	1.9	63.8	95.3	72.7	60.3	18.3	34.9	75.7	29.2
1996	47.0	49.0	72.8	16.5	45.2	–	55.8	44.5	1.9	64.4	95.3	72.7	60.3	21.9	35.0	68.1	30.2
1997	48.6	50.4	74.2	28.0	48.6	–	56.4	44.6	1.9	64.7	95.3	73.4	60.3	24.1	35.1	75.4	30.5
1998	49.0	51.1	74.3	20.1	49.5	–	56.6	44.5	1.9	65.5	84.3	73.5	60.0	31.3	37.4	74.3	30.4

Source: Eurostat (New Cronos); ECMT; UNECE; UIC; national sources

4.1.4 Length of railway network by number of tracks, 1980 - 1998

(1 000 km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Single track																	
1980	93.9	74.4	1.4	1.7	16.2	2.3	11.3	18.8	1.5	10.8	0.1	1.1	4.3	3.2	5.6	10.2	5.3
1985	:	:	1.1	1.7	15.4	2.3	10.2	19.2	1.4	10.7	0.1	1.1	:	3.2	:	:	5.1
1986	:	:	1.1	1.6	15.3	2.3	10.1	19.2	1.4	10.5	0.1	1.1	:	3.2	:	:	5.1
1987	:	:	1.0	1.6	15.2	2.2	10.1	19.1	1.4	10.4	0.1	1.0	:	3.2	5.4	10.0	5.2
1988	:	:	1.0	1.6	14.9	2.2	9.9	19.1	1.4	10.4	0.1	1.0	:	3.2	5.4	9.9	5.1
1989	88.1	69.4	0.9	1.4	14.7	2.2	9.9	18.9	1.4	10.3	0.1	1.0	4.0	2.7	5.4	9.8	5.1
1990	87.1	68.7	0.9	1.4	14.6	2.2	9.9	18.5	1.4	10.3	0.1	1.0	4.0	2.7	5.4	9.6	5.1
1991	:	78.0	0.9	1.4	24.2	2.2	9.9	18.2	1.4	10.3	0.1	1.0	3.9	2.7	5.4	9.7	:
1992	:	:	0.9	1.5	23.9	2.2	9.9	16.2	1.4	:	0.1	1.0	3.9	2.6	5.4	8.5	:
1993	:	:	0.8	1.5	23.2	2.2	9.3	16.5	1.5	:	0.1	1.0	3.9	2.6	5.4	8.4	:
1994	:	75.0	0.8	1.5	24.2	2.2	9.4	16.2	1.5	10.0	0.1	1.0	3.9	2.6	5.4	8.3	:
1995	:	74.1	0.8	1.4	24.1	2.2	9.0	16.0	1.5	10.0	0.1	0.9	3.9	2.4	5.4	8.3	:
1996	:	:	0.8	:	23.1	2.2	8.9	15.9	1.5	10.0	0.1	1.0	:	2.6	5.4	8.4	:
1997	:	:	:	:	21.0	:	:	15.9	1.4	9.9	:	1.0	:	2.6	5.4	8.3	:
1998	:	:	:	:	20.7	:	:	15.8	:	9.9	:	:	:	2.3	5.4	:	:
Double track or more																	
1980	57.1	42.3	2.6	0.8	12.3	0.2	2.3	15.1	0.5	5.3	0.2	1.6	1.5	0.4	0.5	1.2	12.8
1985	:	:	2.6	0.8	12.2	0.2	2.5	15.5	0.5	5.5	0.2	1.7	:	0.4	:	:	12.0
1986	:	:	2.6	0.9	12.2	0.2	2.6	15.5	0.5	5.5	0.2	1.7	:	0.4	:	:	11.9
1987	:	:	2.6	0.9	12.2	0.2	2.6	15.5	0.5	5.6	0.2	1.8	:	0.4	0.5	1.2	11.8
1988	:	:	2.6	0.9	12.4	0.2	2.6	15.5	0.5	5.6	0.2	1.8	:	0.4	0.5	1.2	11.8
1989	58.0	43.9	2.6	0.9	12.4	0.2	2.6	15.5	0.5	5.7	0.2	1.8	1.6	0.4	0.5	1.2	11.8
1990	58.6	44.5	2.6	0.9	12.4	0.2	2.7	16.0	0.5	5.8	0.1	1.8	1.7	0.4	0.5	1.2	11.8
1991	:	49.1	2.6	0.9	16.9	0.2	2.7	16.1	0.5	5.8	0.1	1.8	1.7	0.4	0.5	1.3	:
1992	:	:	2.6	0.9	16.9	0.2	3.2	15.7	0.5	:	0.1	1.8	1.7	0.4	0.5	1.2	:
1993	:	:	2.6	0.9	17.2	0.2	3.3	16.0	0.5	:	0.1	1.8	1.7	0.5	0.5	1.3	:
1994	:	50.3	2.6	0.9	17.2	0.3	3.3	16.1	0.5	6.0	0.1	1.8	1.7	0.5	0.5	1.3	:
1995	:	50.6	2.6	1.0	17.6	0.3	3.3	16.0	0.4	6.0	0.1	1.8	1.8	0.5	0.5	1.4	:
1996	:	:	2.6	:	17.8	0.3	3.3	16.0	0.4	6.0	0.1	1.9	:	0.5	0.5	1.5	:
1997	:	:	:	:	17.4	:	:	16.0	0.5	6.1	:	1.9	:	0.5	0.5	1.5	:
1998	:	:	:	:	17.4	:	:	15.9	:	6.1	:	:	:	0.5	0.5	:	:

Source: Eurostat (New Cronos); UIC; national sources

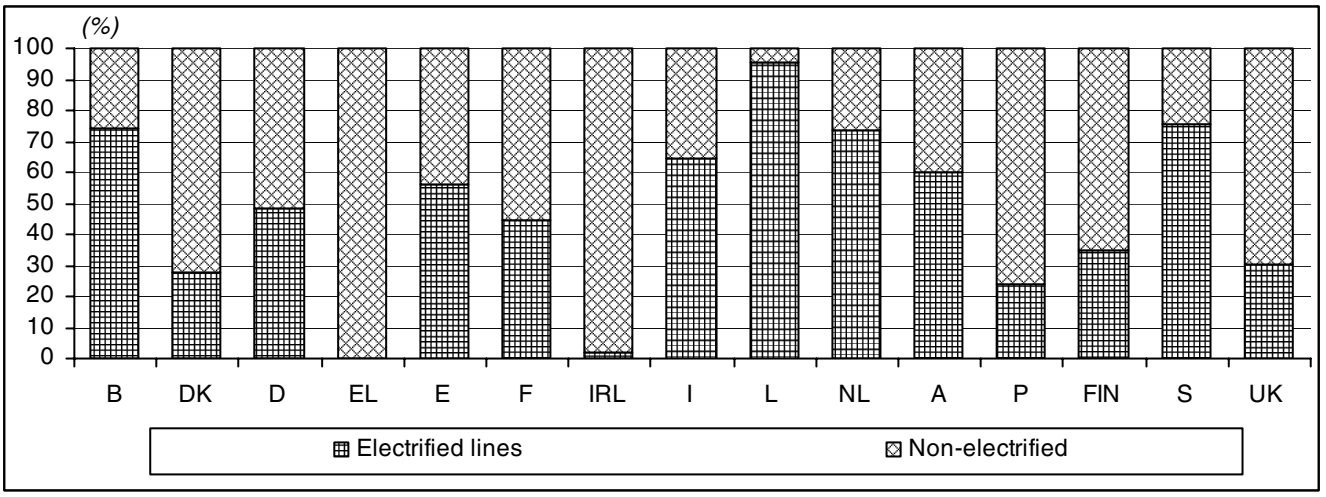


Figure 4.2: Length of electrified and non-electrified railway lines, 1997

4.1.5 Length of regularly used navigable inland waterways network, 1980 - 1998

(1 000 km)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
								Total									
1980	27.9	26.2	1.5	–	4.5	–	–	6.6	–	2.3	0.0	4.8	0.4	–	6.1	–	1.6
1985	26.6	25.0	1.5	–	4.5	–	–	6.3	–	1.4	0.0	4.8	0.4	–	6.1	–	1.6
1990	26.9	25.2	1.5	–	4.5	–	–	6.2	–	1.4	0.0	5.0	0.4	–	6.2	–	1.6
1991	29.1	27.9	1.5	–	7.4	–	–	6.0	–	1.4	0.0	5.0	0.4	–	6.2	–	1.2
1992	29.0	27.8	1.5	–	7.4	–	–	5.9	–	1.5	0.0	5.0	0.4	–	6.2	–	1.2
1993	29.1	27.9	1.5	–	7.5	–	–	5.8	–	1.5	0.0	5.0	0.4	–	6.2	–	1.2
1994	:	:	:	–	7.5	–	–	5.7	–	:	0.0	5.0	0.4	–	6.2	–	:
1995	28.5	27.3	1.5	–	6.7	–	–	6.0	–	1.5	0.0	5.0	0.4	–	6.2	–	1.2
1996	28.3	27.1	1.5	–	6.8	–	–	5.7	–	1.5	0.0	5.0	0.4	–	6.2	–	1.2
1997	28.6	27.4	1.5	–	6.7	–	–	6.1	–	1.5	0.0	5.0	0.4	–	6.2	–	1.2
1998	:	:	:	–	6.7	–	–	:	–	:	:	:	0.4	–	6.2	–	:
								Canals									
1980	:	:	0.9	–	1.4	–	–	3.9	–	:	–	3.5	0.0	–	0.1	–	:
1985	:	10.1	0.9	–	1.4	–	–	3.8	–	0.4	–	3.5	0.0	–	0.1	–	:
1990	10.6	10.2	0.9	–	1.4	–	–	3.7	–	0.3	–	3.7	0.0	–	0.1	–	0.4
1991	11.1	10.8	0.9	–	1.8	–	–	3.9	–	0.3	–	3.7	0.0	–	0.1	–	0.3
1992	10.6	10.4	0.9	–	1.8	–	–	3.8	–	0.1	–	3.7	0.0	–	0.1	–	0.2
1993	10.7	10.5	0.9	–	1.8	–	–	3.8	–	0.1	–	3.7	0.0	–	0.1	–	0.2
1994	:	:	:	–	1.8	–	–	3.7	–	:	–	3.7	0.0	–	0.1	–	0.3
1995	:	:	0.9	–	:	–	–	4.0	–	:	–	3.7	0.0	–	0.1	–	:
1996	:	:	0.9	–	:	–	–	3.7	–	:	–	3.7	0.0	–	0.1	–	:
1997	11.1	10.9	0.9	–	1.7	–	–	4.2	–	0.2	–	3.7	0.0	–	0.1	–	0.2
1998	:	:	:	–	:	–	–	:	–	:	–	:	:	–	0.1	–	:
								Rivers and lakes									
1980	:	:	0.7	–	3.1	–	–	2.7	–	:	0.0	1.3	0.4	–	6.0	–	:
1985	:	14.9	0.7	–	3.0	–	–	2.5	–	1.0	0.0	1.3	0.4	–	6.0	–	:
1990	16.3	15.0	0.7	–	3.0	–	–	2.5	–	1.0	0.0	1.3	0.4	–	6.2	–	1.3
1991	18.0	17.1	0.7	–	5.5	–	–	2.0	–	1.0	0.0	1.3	0.4	–	6.2	–	0.9
1992	18.4	17.4	0.7	–	5.5	–	–	2.1	–	1.3	0.0	1.3	0.4	–	6.1	–	1.0
1993	18.4	17.5	0.7	–	5.6	–	–	2.0	–	1.3	0.0	1.3	0.4	–	6.1	–	1.0
1994	:	:	:	–	5.6	–	–	2.0	–	:	0.0	1.3	0.4	–	6.1	–	:
1995	:	:	0.7	–	:	–	–	2.0	–	:	0.0	1.3	0.4	–	6.1	–	:
1996	:	:	0.7	–	:	–	–	2.0	–	:	0.0	1.3	0.4	–	6.1	–	:
1997	18.2	17.2	0.7	–	5.6	–	–	1.9	–	1.3	0.0	1.3	0.4	–	6.1	–	1.0
1998	:	:	:	–	:	–	–	:	–	:	:	:	0.4	–	6.1	–	:

Source: Eurostat (New Cronos); UNECE; national sources

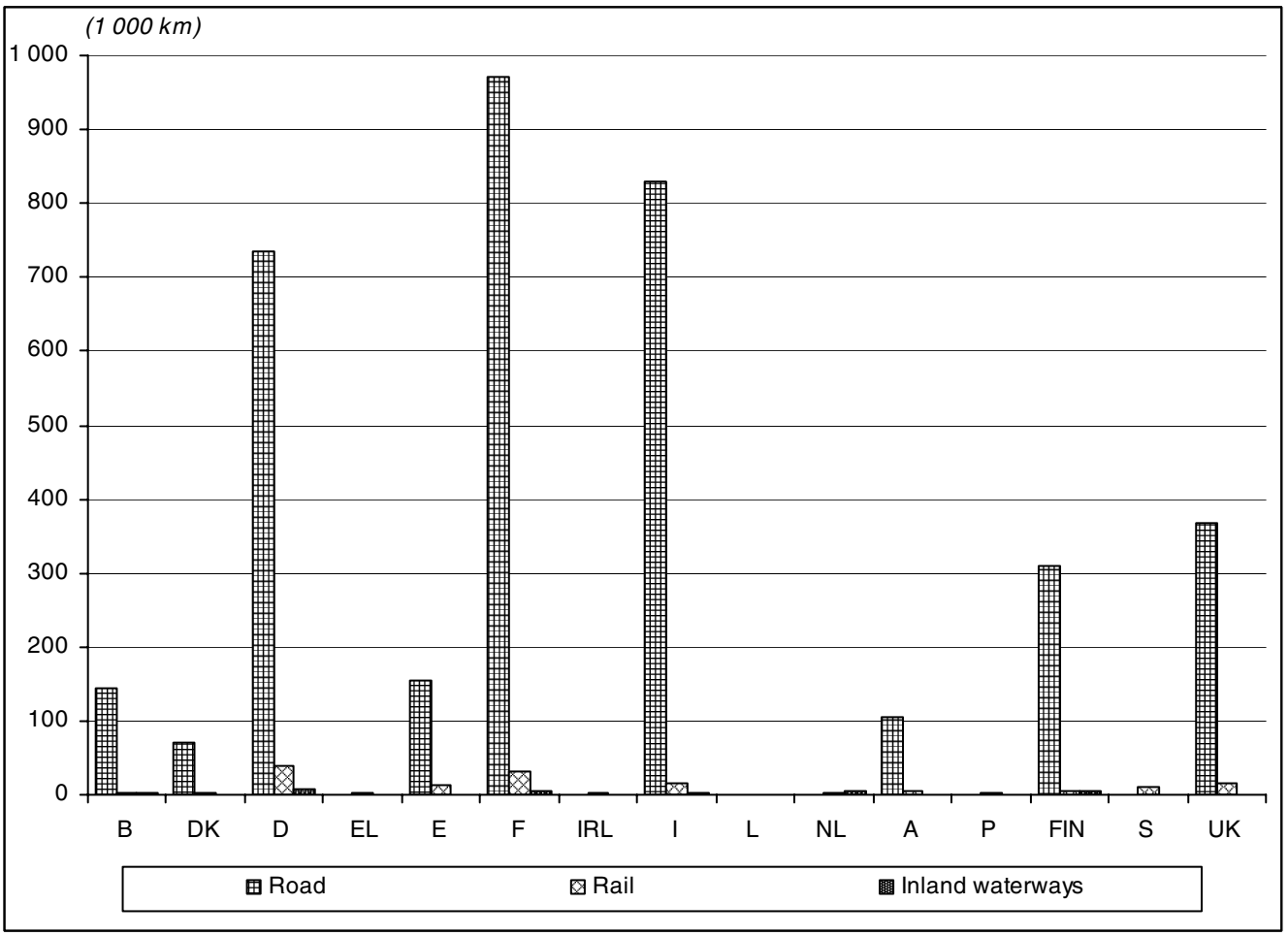


Figure 4.3: Modal comparison of infrastructure lengths, 1997/1998

4.2 Investment in transport infrastructure

4.2.1 Investment in inland transport infrastructure as a percentage of GDP, 1975 - 1995

(% of GDP)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1975	1.4	1.5	1.9	1.3	1.8	0.6	1.5	1.3	0.6	1.0	2.2	1.5	3.2	0.8*	1.8	1.1	1.0
1976	1.3	1.4	2.0	1.3	1.7	0.6	1.4	1.3	0.4	0.8	1.9	1.4	3.3	0.5*	1.8	1.0	0.8
1977	1.2	1.3	2.0	1.2	1.6	0.5	1.3	1.1	0.6	0.7	2.2	1.2	3.3	0.4*	1.7	0.9	0.6
1978	1.1	1.2	1.8	1.2	1.6	0.4	0.8	1.0	0.6	0.6	2.2	1.1	3.5	0.3*	1.6	1.0	0.6
1979	1.1	1.2	1.9	1.0	1.6	0.4	0.8	0.9	0.6	0.6	2.2	1.1	3.4	0.3*	1.5	0.9	0.6
1980	1.1	1.3	1.9	0.7	1.6	0.3	0.8	1.2	0.7	0.6	1.6	1.2	3.3	0.3*	1.5	0.7	0.7
1981	1.1	1.2	1.8	0.6	1.5	0.4	0.8	1.2	0.8	0.7	1.8	1.1	3.1	0.3*	1.5	0.7	0.7
1982	1.1	1.1	1.7	0.6	1.3	0.4	0.9	1.1	0.9	0.8	2.2	1.1*	2.7	0.4*	1.4	0.6	0.7
1983	1.0	1.1	1.3	0.6	1.2	0.5	1.1	1.1	0.9	0.9	1.8	1.1*	2.6	0.5*	1.2	0.7	0.7
1984	1.0	1.1	1.1	0.5	1.2	0.5	0.9	1.0	0.8	0.9	1.5	0.9*	2.5	0.5*	1.1	0.6	0.7
1985	0.9	1.0	1.0	0.5	1.2	0.6	0.7	1.0	0.9	0.9	1.3	0.9	1.7*	0.5	1.1	0.5	0.7
1986	0.9	1.0	0.9	0.5	1.2	0.6	0.7	1.0	0.8	0.9	1.2	0.7	1.7*	0.6	1.1	0.5	0.7
1987	1.0	1.0	0.8	0.5	1.1	0.4	0.9	1.0	0.6	1.1	1.2	0.8	0.9	0.6	1.1	0.5	0.9
1988	1.0	1.0	0.9	0.5	1.0	0.4	1.1	1.1	0.5	1.2	1.2	0.7	0.9	0.6	1.1	0.6	0.9
1989	1.0	1.0	0.7	0.4	1.0	0.5	1.3	1.1	0.6	1.1	1.2	0.7	0.9	0.6	1.0	0.7	1.1
1990	1.0	1.1	0.6	0.5	0.9	0.4	1.6	1.2	0.7	1.1	1.1	0.7	1.0	0.8	1.1	0.7	1.1
1991	1.1	1.2	0.7	0.4	1.2	0.5	1.6	1.3	0.7	1.1	1.4	0.7	0.9	0.8	1.3	0.7	1.1
1992	1.2	1.2	0.8	0.5	1.3	0.5	1.5	1.2	0.8	1.1	1.6	0.8	0.8	1.0	1.3	0.8	1.2
1993	1.1	1.1	0.9	0.5	1.2	0.7*	1.5	1.2	1.0	1.0	1.5	0.8	0.8	1.0	1.2	1.1	1.1
1994	1.1	1.1	1.0	0.5	1.2	0.6*	1.4	1.1	0.7	0.8	1.3	0.8	0.7	1.1	1.2	1.3	1.0
1995	1.0	1.0	0.9	0.5	1.2	0.7*	1.2	1.0	0.8	0.6	1.1*	0.8	0.5	1.3	1.0	1.3	0.9*

Source: ECMT; Eurostat

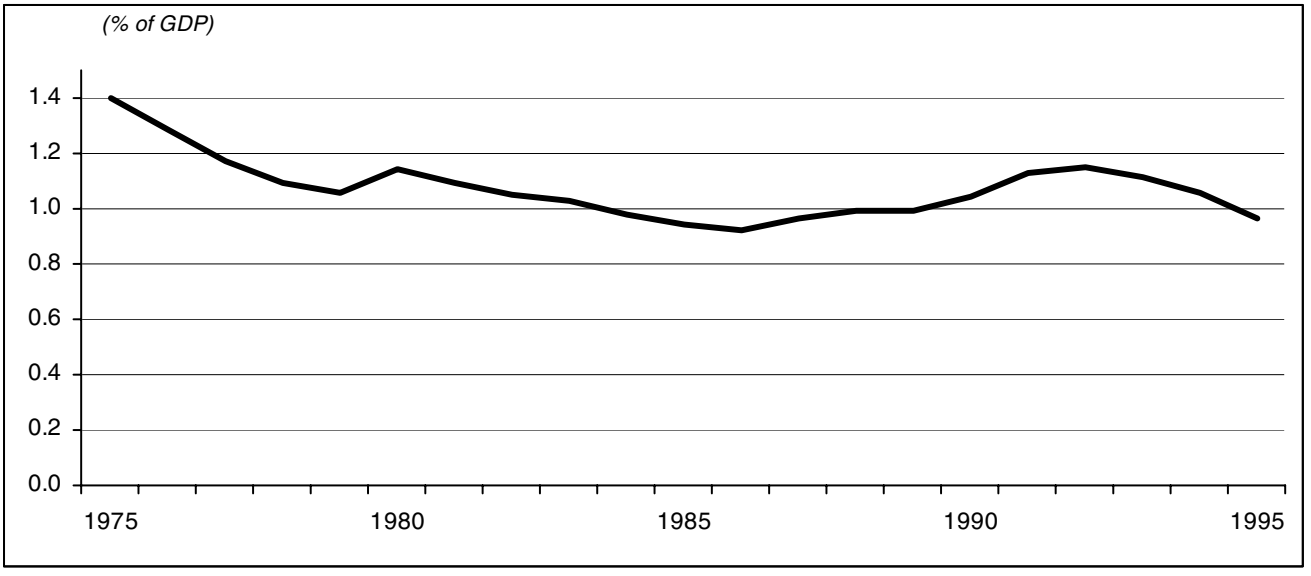


Figure 4.4: Investment in inland transport infrastructure as a percentage of GDP, 1975 - 1995 – EU-15

4.2.2 Investment in transport infrastructure in constant 1990 ecu by mode, 1975 - 1995

(mio ecu, 1990 prices)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Road infrastructure																	
1975	:	:	1 464	808	10 247	242	2 693	7 468	98	4 719	104	1 777	2 219	:	896	1 205	4 349
1976	:	:	1 619	795	9 585	258	2 734	7 263	71	3 808	98	1 649	2 396	:	829	1 134	3 911
1977	:	:	1 515	774	9 517	227	2 712	6 637	101	3 383	99	1 513	2 491	:	801	1 018	2 894
1978	:	:	1 322	788	10 286	209	1 763	5 702	123	2 990	104	1 456	2 689	:	777	1 094	2 805
1979	:	:	1 395	723	11 011	223	1 308	5 150	139	3 067	98	1 518	2 710	:	822	1 095	3 091
1980	:	:	1 517	443	10 977	136	1 252	6 491	148	3 295	74	1 528	2 676	:	896	853	3 641
1981	:	:	1 298	362	9 648	202	1 257	6 300	172	3 776	89	1 392	2 583	:	868	728	3 483
1982	:	:	1 153	357	8 333	193	1 580	5 952	188	4 105	112	:	2 254	:	846	665	3 826
1983	:	:	887	321	7 756	231	1 948	5 650	209	4 405	101	:	2 145	:	800	804	3 874
1984	:	:	811	298	7 543	259	1 568	5 317	204	4 314	84	:	2 135	:	756	698	3 823
1985	:	:	699	313	7 661	307	1 655	5 508	235	4 867	74	1 225	:	143	815	540	3 852
1986	:	:	674	281	7 723	269	1 760	5 642	236	5 373	64	1 037	:	173	853	523	3 945
1987	30 350	24 644	546	246	7 549	193	2 068	5 791	155	5 425	71	1 214	674	198	952	565	4 701
1988	33 571	27 401	758	258	7 600	218	2 895	6 815	143	6 222	73	1 109	646	208	932	602	5 092
1989	35 379	28 397	670	234	7 673	263	3 701	6 859	193	6 357	72	1 144	584	213	933	705	5 780
1990	38 004	30 784	635	181	7 592	227	4 704	7 000	232	7 394	67	1 235	590	293	1 040	731	6 081
1991	41 626	34 778	698	169	10 873	231	4 980	7 183	246	7 607	108	1 183	501	316	1 084	632	5 817
1992	42 730	35 561	766	181	11 571	312	4 730	7 370	274	7 648	129	1 212	490	378	993	741	5 934
1993	41 646	34 110	785	213	11 015	383	4 970	7 382	362	6 580	126	1 231	400	378	881	1 083	5 857
1994	40 629	33 250	883	266	10 939	300	4 796	7 534	288	5 678	110	1 297	403	447	876	1 081	5 732
1995	:	:	760	289	10 650	403	4 113	7 294	334	4 064	:	1 274	374	479	775	1 122	5 114
Railway infrastructure																	
1975	7 348	6 273	203	133	3 000	33	1 077	566	20	544	14	152	196	202	298	193	716
1976	7 010	6 084	221	134	2 971	23	788	589	16	673	3	155	267	94	306	212	557
1977	6 926	5 966	254	128	2 846	24	766	638	19	577	24	223	274	77	269	195	612
1978	6 863	5 836	306	141	2 679	15	459	804	17	756	23	200	306	43	242	197	674
1979	6 762	5 816	332	96	2 395	20	684	827	11	695	30	207	375	31	229	199	631
1980	8 099	7 187	431	85	2 887	42	803	1 348	12	736	24	318	404	18	205	125	659
1981	7 899	7 038	471	89	2 608	18	838	1 398	12	813	20	314	334	29	201	217	539
1982	7 707	6 848	430	110	2 462	39	800	1 253	7	969	18	324	351	49	186	258	451
1983	8 285	7 422	297	145	2 398	30	1 082	1 227	6	1 418	11	365	421	44	154	279	410
1984	8 860	7 879	257	131	2 608	34	902	1 145	9	2 102	13	336	351	24	132	301	515
1985	:	:	257	143	2 880	47	439	1 058	7	1 564	17	375	:	43	130	249	544
1986	:	:	236	149	3 110	66	519	1 173	5	1 426	19	319	:	62	144	235	565
1987	11 327	9 678	249	206	2 896	58	878	1 725	15	3 209	19	181	329	49	129	305	1 080
1988	11 524	9 589	179	201	2 374	56	960	1 990	14	3 263	23	196	394	73	124	296	1 383
1989	11 441	9 091	146	197	2 097	71	1 010	2 179	14	2 739	26	208	469	72	134	360	1 721
1990	12 528	9 838	149	307	2 052	53	1 364	3 081	16	2 006	23	242	680	72	154	477	1 853
1991	14 896	11 979	183	286	3 851	74	1 464	3 659	14	1 600	20	329	610	102	148	547	2 009
1992	14 843	11 931	270	325	4 061	60	1 093	3 290	20	1 967	18	375	521	102	213	593	1 934
1993	:	10 957	466	342	4 051	:	895	2 249	30	1 826	16	443	689	106	187	677	1 394
1994	:	10 233	446	278	4 581	:	798	1 570	34	1 375	14	491	557	124	243	1 052	1 346
1995	:	:	550	239	4 531	:	738	1 301	35	1 451	:	411	373	147	252	1 117	1 066

4.2.2 Investment in transport infrastructure in constant 1990 ecu by mode, 1975 - 1995 (continued)

(mio ecu, 1990 prices)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Urban and suburban railway, metro and tramway infrastructure																	
1975	:	:	278	–	927	:	177	423	–	12	–	:	236	13	36	156	102
1976	:	:	339	:	932	:	165	879	–	31	–	:	248	8	48	74	88
1977	:	:	387	:	882	:	166	593	–	28	–	:	267	19	59	89	74
1978	:	2 656	393	26	960	:	113	565	–	182	–	157	225	14	48	79	66
1979	2 860	2 717	395	30	1 067	0	180	549	–	107	–	149	202	7	62	68	46
1980	3 991	3 818	333	30	1 145	0	177	1 400	6	333	–	175	183	5	60	30	112
1981	3 817	3 625	322	21	1 127	1	154	1 269	23	314	–	163	156	19	79	26	144
1982	4 030	3 829	382	28	1 011	1	181	1 498	28	330	–	205	102	23	70	33	138
1983	3 793	3 557	275	30	927	2	176	1 476	12	352	–	176	81	32	51	19	184
1984	3 270	2 989	154	20	847	2	191	1 183	0	350	–	91	99	32	43	17	242
1985	:	:	131	23	769	4	212	1 661	–	340	–	77	:	32	12	21	261
1986	:	:	126	18	783	3	116	1 107	–	350	–	40	:	34	18	17	273
1987	2 607	2 117	152	21	753	5	164	907	–	79	–	21	8	20	14	50	413
1988	2 548	2 032	156	22	690	9	170	865	–	73	–	28	8	25	16	94	391
1989	2 653	2 007	81	20	825	6	141	717	–	132	–	58	9	34	10	107	513
1990	:	:	47	–	760	–	:	781	–	228	–	61	8	61	7	99	775
1991	3 158	2 455	58	–	922	–	222	980	–	150	–	62	10	37	14	87	617
1992	4 025	3 027	84	–	1 264	–	290	1 110	–	114	–	54	10	65	36	139	860
1993	4 096	3 152	108	–	987	–	317	1 404	–	173	–	73	10	53	27	92	852
1994	4 167	3 015	76	–	859	–	311	1 328	–	225	–	99	11	71	35	107	1 045
1995	4 307	2 963	84	–	849	–	216	1 360	–	187	–	100	11	119	37	83	1 260
Inland waterways infrastructure																	
1975	:	:	168	–	628	–	–	234	–	16	0	140	:	–	15	–	9
1976	1 159	1 152	180	–	628	–	–	137	–	15	0	130	45	–	17	–	8
1977	1 197	1 189	214	–	624	–	–	164	–	23	0	108	41	–	13	–	9
1978	1 034	1 028	178	–	533	–	–	124	–	36	0	102	42	–	13	–	7
1979	932	923	183	–	430	–	–	128	–	36	0	90	42	–	14	–	9
1980	956	943	197	–	489	–	–	79	–	23	0	100	39	1	16	–	13
1981	931	919	233	–	438	–	–	86	–	30	0	74	42	1	15	–	11
1982	:	:	204	–	443	–	–	85	–	27	0	:	45	1	16	–	11
1983	:	:	217	–	452	–	–	70	–	32	0	:	49	0	14	–	10
1984	:	:	197	–	494	–	–	62	–	24	0	:	41	0	11	–	10
1985	:	:	195	–	495	–	–	67	–	15	0	41	:	–	15	–	9
1986	:	:	182	–	511	–	–	108	–	25	0	58	:	–	10	–	9
1987	842	834	129	–	481	–	–	80	–	47	0	84	9	1	2	–	8
1988	820	812	154	–	448	–	–	77	–	32	0	89	9	–	3	–	8
1989	791	783	128	–	442	–	–	75	–	25	0	96	7	5	4	–	8
1990	:	:	157	–	424	–	–	87	–	26	:	103	7	–	11	–	8
1991	:	:	151	–	493	–	–	98	–	18	:	117	8	–	18	–	13
1992	:	:	138	–	444	–	–	96	–	27	:	113	9	–	16	–	12
1993	:	:	131	–	508	–	–	107	–	17	:	118	15	–	2	–	:
1994	:	:	164	–	480	–	–	105	–	11	:	115	18	–	3	–	:
1995	:	:	125	–	494	–	–	104	–	6	:	118	3	–	1	–	:

4.2.2 Investment in transport infrastructure in constant 1990 ecu by mode, 1975 - 1995 (continued)

(mio ecu, 1990 prices)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Maritime port infrastructure																	
1975	:	:	184	:	424	12	279	1 633	6	:	–	:	–	64	43	153	281
1976	:	:	179	:	493	10	286	605	4	:	–	:	–	25	41	124	217
1977	:	:	203	57	459	17	273	478	4	330	–	:	–	31	43	99	349
1978	:	:	274	62	371	20	252	362	3	312	–	:	–	326	32	77	229
1979	:	:	331	83	419	18	199	318	12	409	–	:	–	72	38	74	203
1980	2 735	2 378	623	49	482	30	268	212	43	473	–	65	–	171	41	111	166
1981	2 633	2 321	712	33	481	18	256	164	33	440	–	85	–	114	36	120	140
1982	2 530	2 245	676	53	467	7	230	164	23	504	–	83	–	55	43	97	128
1983	2 282	1 991	426	37	418	4	271	137	13	532	–	118	–	37	41	98	151
1984	2 146	1 853	410	30	398	5	253	120	13	547	–	34	–	33	45	104	155
1985	2 155	1 823	325	43	319	12	295	100	17	579	–	88	–	51	50	89	188
1986	1 984	1 709	290	40	341	20	290	88	10	488	–	86	–	73	41	72	143
1987	1 710	1 478	192	62	225	11	237	175	4	434	–	62	–	27	122	49	109
1988	1 756	1 485	166	82	247	17	283	232	2	378	–	50	–	24	103	37	136
1989	2 020	1 702	134	80	312	14	305	239	4	508	–	80	–	16	104	51	172
1990	2 256	1 939	129	78	341	10	535	304	4	423	–	106	–	34	64	48	182
1991	2 229	1 948	148	78	399	10	437	322	15	461	–	67	–	46	52	43	150
1992	1 998	1 749	152	78	413	14	378	260	12	344	–	86	–	28	76	23	133
1993	1 999	1 731	148	67	402	19	378	267	17	337	–	96	–	34	52	32	149
1994	:	1 670	128	:	342	6	364	289	28	237	–	164	–	31	88	32	143
1995	:	1 923	126	:	404	15	384	285	35	285	–	284	–	19	101	42	192
Airport infrastructure																	
1975	:	:	34	9	322	32	213	273	6	193	:	:	55	:	20	147	215
1976	:	:	39	8	296	35	153	157	5	353	:	:	69	14	24	195	186
1977	:	:	37	16	270	164	122	136	5	258	:	:	70	7	27	144	143
1978	:	:	51	14	357	20	121	169	4	292	:	:	39	8	22	74	111
1979	:	:	51	20	365	56	104	214	5	239	:	:	55	8	23	64	194
1980	:	:	69	31	373	15	124	180	6	214	:	43	36	16	27	23	232
1981	:	:	59	26	370	33	149	169	13	275	:	51	25	26	27	21	252
1982	:	:	62	29	248	28	190	144	11	279	:	29	26	24	32	43	298
1983	:	:	38	45	246	29	263	111	8	162	:	45	15	19	27	71	351
1984	:	:	22	21	236	14	208	84	4	155	:	34	12	25	20	56	371
1985	:	:	41	47	324	19	183	102	2	144	:	46	:	16	20	36	:
1986	:	:	20	44	431	14	165	113	8	180	:	97	:	35	21	40	:
1987	2 093	1 470	46	43	523	13	170	255	15	256	2	100	53	29	20	146	420
1988	2 353	1 622	6	59	654	14	173	278	33	261	3	123	38	35	19	186	472
1989	2 891	2 060	24	55	910	24	229	314	23	330	3	106	55	41	25	180	572
1990	3 789	2 692	34	41	1 213	20	314	448	29	363	1	127	82	39	41	226	810
1991	4 038	3 304	96	56	1 599	14	225	574	41	415	1	168	96	35	54	62	602
1992	3 845	3 209	154	33	1 373	20	173	658	24	461	1	174	103	18	71	44	539
1993	3 323	2 622	153	30	1 094	28	153	588	34	290	1	141	101	13	54	32	610
1994	:	:	136	102	818	22	315	487	:	371	1	127	78	20	40	34	761
1995	:	:	73	88	812	21	480	479	:	284	:	130	:	25	55	48	677

4.2.2 Investment in transport infrastructure in constant 1990 ecu by mode, 1975 - 1995 (continued)

(mio ecu, 1990 prices)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Pipeline infrastructure																	
1975	:	:	:	–	39	–	63	:	:	74	–	:	47	–	5	:	:
1976	:	:	:	–	76	–	35	:	:	35	–	:	61	–	1	:	:
1977	:	:	:	–	51	–	267	:	:	6	–	:	10	–	1	:	:
1978	:	:	:	–	49	–	153	:	59	25	–	:	173	–	1	:	:
1979	:	:	:	–	54	–	169	:	1	20	–	:	70	–	1	:	:
1980	:	:	2	–	51	–	141	:	13	30	–	1	5	–	:	:	335
1981	:	:	1	–	49	–	144	:	9	9	–	7	2	–	:	:	514
1982	:	:	0	–	136	–	95	:	81	12	–	1	2	–	:	13	592
1983	:	:	–	–	57	–	76	:	16	10	–	1	1	–	:	37	408
1984	:	:	0	–	56	–	48	:	17	10	–	2	3	–	:	32	598
1985	:	:	1	–	66	–	60	:	10	14	–	3	:	–	:	60	311
1986	:	:	0	–	80	–	169	:	34	8	–	14	:	–	:	33	282
1987	:	:	0	–	78	–	234	:	14	11	–	6	:	–	:	46	270
1988	:	:	0	–	93	–	186	:	41	22	–	10	:	–	:	2	276
1989	:	:	2	–	91	–	60	:	25	:	–	9	:	–	:	0	513
1990	:	:	3	–	97	–	59	:	:	:	–	:	:	–	:	:	:
1991	:	:	2	–	122	–	54	:	:	:	–	:	:	–	:	:	:
1992	:	:	0	–	120	–	51	:	:	:	–	:	:	–	:	:	:
1993	:	:	0	–	137	–	28	:	:	:	–	:	:	–	:	:	:
1994	:	:	0	–	134	–	15	:	:	:	–	:	:	–	:	:	:
1995	:	:	0	–	131	–	8	:	:	:	–	:	:	–	:	:	:

Source: ECMT; Eurostat

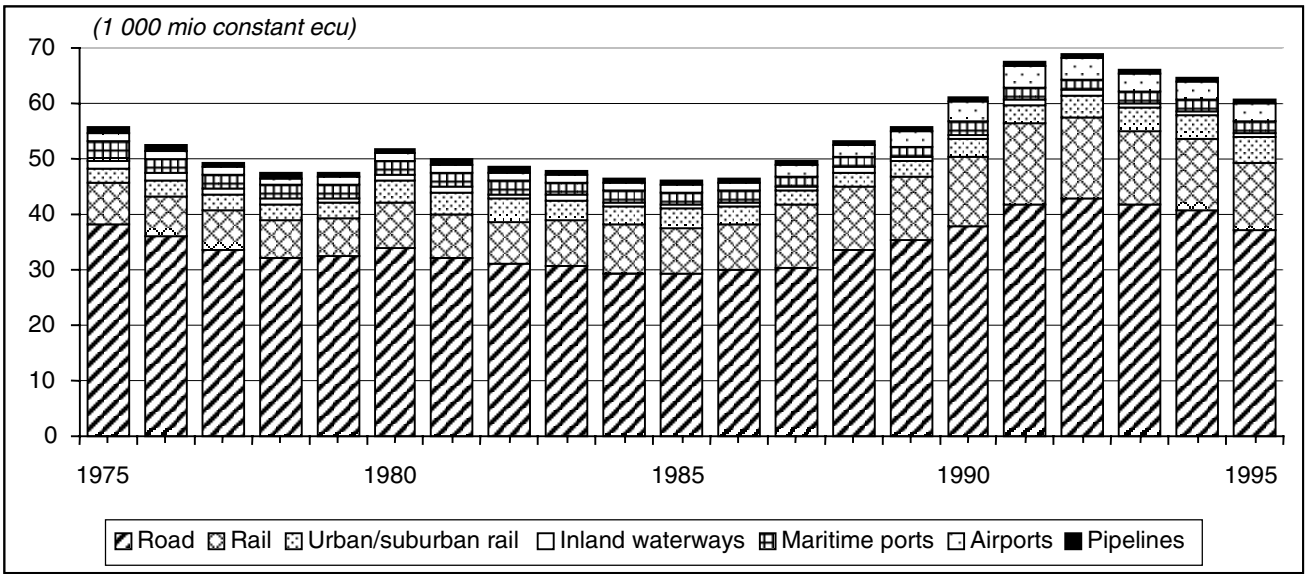


Figure 4.5: Evolution of infrastructure investment by mode, 1975 - 1995 – EU-15

NOTES TO CHAPTER 4

4.1 Length of infrastructure

Source: Eurostat, ECMT, UNECE, UIC and national publications.
D includes former DDR from 1991.
Road: Total presented includes state, provincial and communal roads. Motorways are included under state roads.

4.2 Investments in transport infrastructure

Source: ECMT. Figures in national currency were taken from the following publications:
Investment in transport infrastructure in ECMT countries (1975-1979 data);
Investment in transport infrastructure in the 1980s (1980-1986 data);
Investment in transport infrastructure 1985-1995 (1986-1995 data).
Readers are referred to these publications for further notes and explanatory text.
There are inconsistencies in the data presented in these three publications, and in some cases original data in national currency may be in constant rather than current prices.
Figures were converted from national currency to constant 1990 ecu by Eurostat. Estimates for missing data from some countries were made based on simple interpolation or exponential growth for Table 4.2.1 and Figures 4.4 and 4.5. In Table 4.2.1 and Figure 4.4, "inland transport" refers to roads, railways (including urban and suburban railways, metros and tramways) and inland waterways.

CHAPTER 5: PRICE SIGNALS

PRICE SIGNALS

Prices play an important role as a signal for consumers and are an important determinant of consumer behaviour.

5.1 Passenger prices (Harmonised consumer price indices)

Although dipping below the general "all items" index in 1998, transport prices have risen slightly faster than the general index for the European Union as a whole since 1996. In Portugal and the UK, transport has risen substantially faster, although in Greece rather slower, than the overall index.

Of the three major sub-categories, the prices of vehicles, have remained relatively constant since 1996 in most countries, with the exception of Portugal, where prices have risen faster than the general index. In Greece, prices rose substantially in 1998, and then fell below 1996 levels in 1999. Vehicle prices have also fallen slightly in France and Sweden. In the UK, although the vehicle price index has fallen, this has been largely due to relatively large reductions in motorcycle and bicycle prices. The other two major sub-categories; operating costs and the price of transport services, have risen above the rate of the general index. Within operating costs, fuel prices, and maintenace and repair costs, have risen sharply, particularly so in the UK. Spare parts and accessories remain close to 1996 prices, except in Greece and Ireland where prices have risen more slowly than the general index, and the UK, where increases are more or less in line with the general index. Prices for other services, which includes garage hire, parking, tolls, driving lessons and vehicle hire, have risen steadily, although far more steeply in Belgium and Greece. The remaining sub-category, transport services, has seen the most dramatic increases. Again, Greece and the UK have experienced especially large increases. In Spain and Portugal, the major increases have been in air travel, although the cost of waterborne travel in Spain has also risen rapidly. The price of waterborne travel also rose steeply in several other countries during 2000. In Sweden rail prices rose sharply in 1998.

5.2 Fuel prices and taxes

The prices of petroleum products are subject to short-term fluctuations and changes in road fuel price in excess of 20% are not uncommon over a period of six months. Prices in current ecu reflect the prices actually paid, and are not suitable for comparisons between countries or for analysing the development over time. A price differential exists between unleaded petrol and diesel: diesel being substantially cheaper in all Member States except the UK. A smaller differential also exists between unleaded petrol and leaded petrol (data not provided in this edition) or petrol with lead substitute.

Prices in constant ecu take inflation into account and make it possible to compare the real change in price over time. Real prices have only experienced relatively minor fluctuations between 1990 and the beginning of 1999, except for an upward trend in the Netherlands and the UK. However, since mid-1999 prices have risen appreciably across the European Union.

It is interesting to also compare the prices in terms of purchasing power standard. These prices indicate the price relative to other products, and are useful for comparing prices in different countries. Expressed in these terms, prices show less variation between countries than when expressed in ecu. This is especially the case for unleaded petrol. For diesel, the price in the UK still stands above that in other countries, but by a reduced amount.

Taxes on road fuels include VAT and excise duties. VAT is levied as a percentage of the net price, whereas excise duties are fixed. In some countries (Luxembourg and UK) VAT is lower on LPG than on petrol, and in Luxembourg VAT is highest on diesel. However, excise duties are lower on diesel in most countries. Taxes, as a proportion of sales price, vary between Member States and between fuels. Diesel is taxed less heavily in all Member States, although in the UK the level of taxation is about the same as for unleaded petrol. Overall, Luxembourg and Austria have the lowest tax rates, and France and the UK have the highest. In general, because excise duties are fixed, if prices increase the proportion of tax tends to fall.

5.3 Household expenditure on transport

The proportion of expenditure on transport reflects changes in income and consequent changes in lifestyle, as well as price increases. Household expenditure on transport has grown steadily since 1980. Nevertheless, in Belgium there has been little change in the proportion of total household income devoted to transport. In Denmark, Germany and the UK, the proportion has risen, but in France, Ireland and the Netherlands it has

fallen. Despite missing data for some countries, it is clear that Greece and Portugal have also seen increases in the share of expenditure on transport due to an increasing proportion spent on purchase of vehicles which has not been entirely compensated for by a fall in the proportion spent on purchased transport. It should be borne in mind that the rate of motorisation is increasing fastest in these two countries.

A table is also provided providing a split of expenditure between household types for one year.

5.1 Passenger prices (harmonised consumer price indices)

5.1.1 Annual harmonised consumer price indices, 1995 - 2000

(1996 = 100)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All items																	
1995	97.6	:	98.3	98.0	98.8	92.7	96.6	:	97.9	96.2	98.8	98.6	:	97.2	98.9	99.2	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	101.7	101.6	101.5	101.9	101.5	105.4	101.9	101.3	101.2	101.9	101.4	101.9	101.2	101.9	101.2	101.9	101.8
1998	103.0	102.7	102.4	103.3	102.1	110.2	103.7	102.0	103.4	103.9	102.4	103.7	102.0	104.2	102.6	102.9	103.4
1999	104.3	103.8	103.6	105.4	102.8	112.6	106.0	102.5	106.0	105.7	103.4	105.8	102.5	106.4	103.9	103.4	104.8
2000	106.4	106.3	106.4	108.3	104.9	115.8	109.7	104.4	111.5	108.4	107.3	108.2	104.5	109.4	107.0	104.8	105.6
Transport																	
1995	:	:	96.6	97.4	97.6	94.8	95.9	:	97.2	95.9	98.6	99.4	:	95.9	97.0	98.4	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	102.1	101.5	102.1	102.2	101.6	105.2	102.5	101.1	103.2	101.5	101.1	101.2	101.2	103.6	100.5	101.3	104.9
1998	102.8	101.8	101.4	102.9	101.5	108.2	102.4	101.1	104.1	102.8	100.0	101.4	100.8	107.2	102.1	101.2	107.4
1999	104.9	103.8	104.4	107.2	104.0	106.5	104.8	102.2	106.4	105.0	101.7	104.2	101.9	110.2	104.5	102.8	109.6
2000	110.0	109.4	112.2	111.9	110.0	113.3	112.1	106.8	115.6	109.3	109.4	110.9	107.8	115.5	110.7	107.6	112.7

Source: Eurostat (New Cronos)

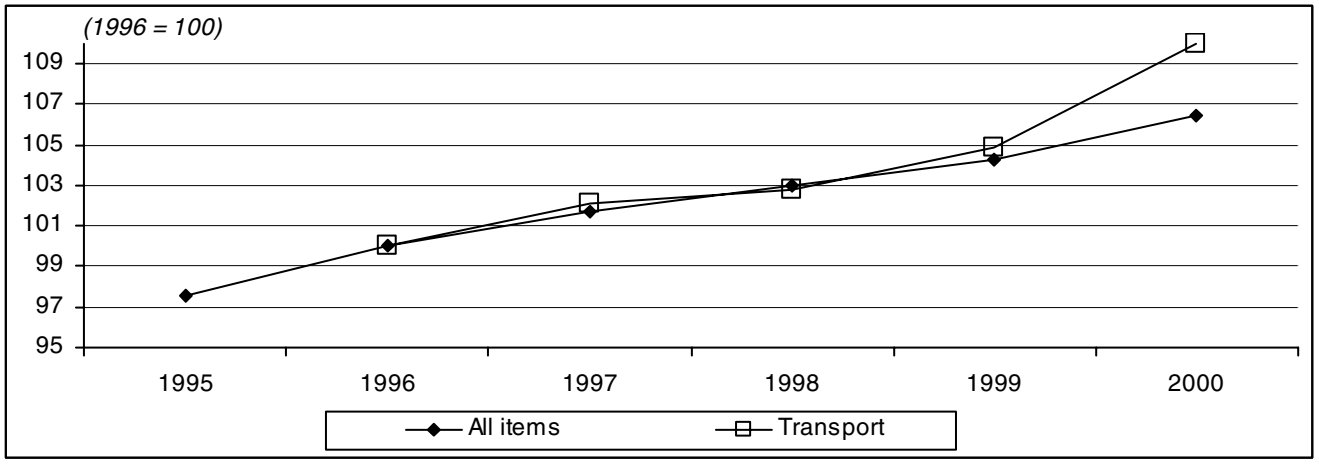


Figure 5.1: Annual harmonised consumer price indices – All items and transport – EU-15

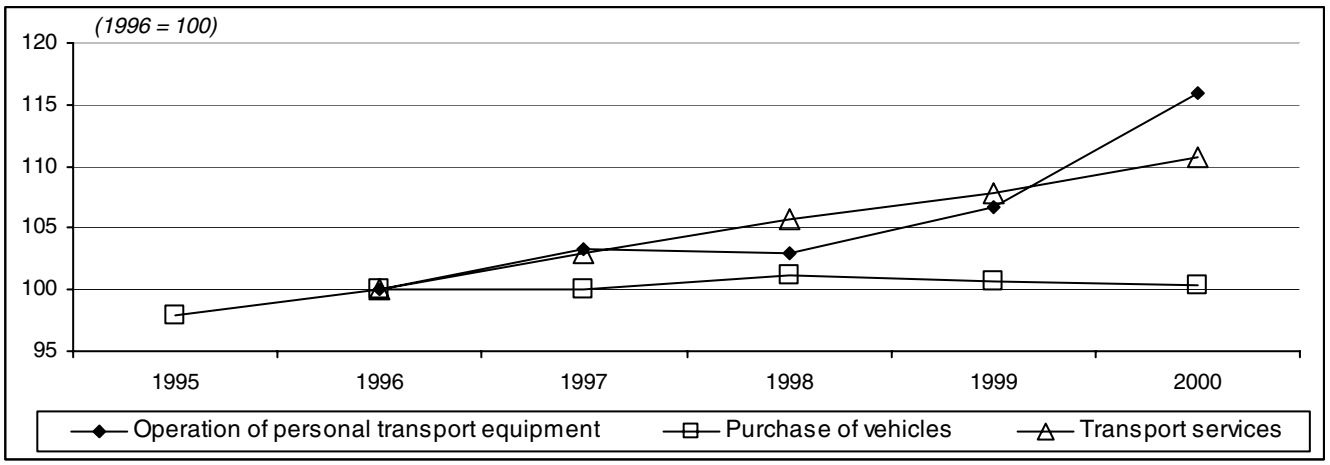


Figure 5.2: Annual harmonised consumer price indices – Transport categories – EU-15

5.1.2 Annual harmonised consumer price indices, 1995 - 2000 – Purchase of vehicles

(1996 = 100)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Purchase of vehicles																	
1995	97.9	98.3	99.6	99.8	99.1	98.7	96.2	:	99.1	95.7	100.5	102.0	:	97.8	102.3	101.4	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	100.0	99.5	99.5	100.4	99.7	102.0	101.8	97.6	100.2	99.3	99.5	99.9	99.6	101.8	99.7	96.9	102.1
1998	101.1	101.0	100.7	102.8	101.1	106.3	102.6	98.5	100.7	102.5	99.3	100.4	99.9	105.0	101.7	95.8	101.3
1999	100.7	101.5	102.2	105.0	101.8	96.3	103.3	97.4	102.5	103.3	100.2	101.1	100.0	108.8	101.4	94.2	98.0
2000	100.4	102.6	104.0	104.0	102.7	90.1	105.1	97.6	103.6	105.3	101.8	103.1	101.1	111.7	100.1	92.2	93.1
Motor cars																	
1995	:	98.3	99.7	99.9	99.1	98.9	96.1	:	99.0	95.5	100.4	102.3	:	97.8	102.5	101.4	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	100.0	99.4	99.4	100.4	99.7	101.9	102.0	97.5	100.1	98.9	99.6	99.7	100.1	101.7	99.6	96.6	102.2
1998	101.2	101.0	100.5	102.7	101.2	106.4	102.7	98.4	100.4	102.4	99.3	100.1	100.6	105.0	101.8	95.6	101.7
1999	100.7	101.5	102.1	105.1	101.9	96.0	103.4	97.4	102.3	103.0	100.1	101.0	100.8	108.8	101.5	94.1	98.3
2000	100.3	102.6	103.8	103.9	102.6	89.6	105.3	97.5	103.3	105.3	101.8	102.7	102.1	111.6	100.1	92.2	93.5
Motor cycles, bicycles and animal-drawn vehicles																	
1995	98.5	98.7	98.4	98.3	99.3	95.4	97.1	:	99.5	97.1	100.4	98.7	:	98.0	99.0	101.3	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	100.4	100.4	100.7	101.0	100.1	103.4	99.9	99.3	101.2	102.6	99.2	101.2	95.6	102.6	100.7	102.3	99.2
1998	100.4	101.0	103.0	103.0	100.7	105.4	100.3	99.2	106.0	103.3	99.4	102.4	94.2	104.5	101.1	103.4	92.5
1999	100.4	101.6	104.4	103.8	101.2	105.4	100.9	98.0	106.7	106.4	100.1	102.1	93.8	107.5	99.9	98.0	88.7
2000	101.7	103.1	106.8	105.2	103.0	106.8	101.8	99.6	110.8	105.7	102.5	106.1	94.1	111.7	100.8	94.8	88.7

Source: Eurostat (New Cronos)

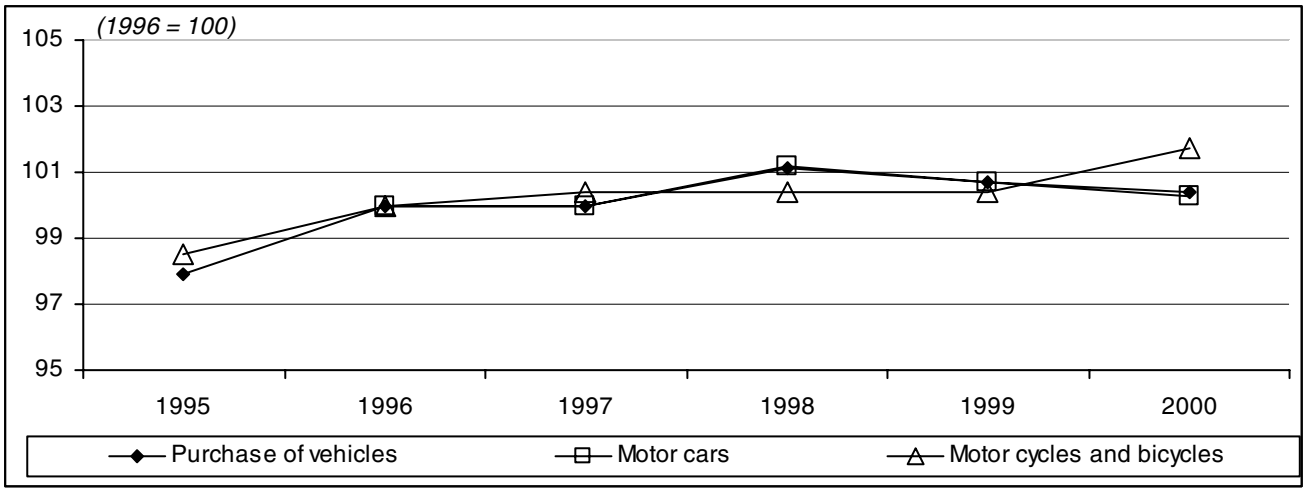


Figure 5.3: Annual harmonised consumer price indices – Purchase of vehicles – EU-15

5.1.3 Annual harmonised consumer price indices, 1995 - 2000 – Operation of personal transport equipment

(1996 = 100)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Operation of personal transport equipment																	
1995	:	:	93.8	95.0	97.0	92.2	95.8	:	95.0	96.0	96.8	97.1	:	94.1	92.6	97.2	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	103.2	102.3	104.2	103.0	102.3	106.8	102.7	102.0	106.3	102.4	102.8	101.9	102.3	105.4	100.5	102.7	107.4
1998	103.0	101.3	101.7	103.8	100.6	107.1	100.9	101.3	105.7	102.4	100.5	101.1	100.6	108.8	100.3	101.9	112.1
1999	106.7	104.4	106.2	110.4	104.4	109.2	104.5	103.4	108.2	105.4	103.5	105.5	102.1	111.4	105.1	105.2	119.2
2000	116.0	113.4	120.1	120.7	114.2	124.3	116.8	111.0	124.8	111.7	117.3	116.7	111.5	119.2	117.0	114.3	129.7
Spares parts and accessories for personal transport equipment																	
1995	:	:	98.6	98.9	99.4	94.1	99.8	:	99.5	94.9	99.8	98.9	:	98.5	102.3	100.2	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	100.0	99.7	100.2	101.2	99.9	102.1	97.6	99.7	101.3	100.9	99.1	98.7	99.0	101.5	98.9	95.5	102.5
1998	99.7	98.9	99.5	101.7	100.3	107.2	96.7	98.7	102.6	101.0	98.9	98.6	98.0	100.1	97.2	93.7	104.1
1999	99.9	99.0	99.7	102.6	100.8	105.7	96.1	98.9	104.0	99.8	98.6	99.1	97.8	98.4	96.7	93.4	105.3
2000	99.9	98.9	100.5	103.8	101.0	:	95.6	98.8	105.4	99.1	99.9	100.2	97.3	96.1	97.2	93.7	105.7
Fuels and lubricants for personal transport equipment																	
1995	:	:	90.9	91.8	95.9	92.6	95.4	:	94.0	96.6	95.2	94.9	:	96.1	89.4	96.3	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	104.3	103.2	106.0	103.0	103.0	104.5	103.4	103.5	107.6	101.3	104.2	106.4	102.6	103.6	100.6	104.4	109.9
1998	102.1	99.4	100.1	99.2	97.8	101.4	99.8	100.5	106.1	98.5	98.6	105.0	97.1	103.3	100.1	102.5	115.4
1999	107.8	104.6	104.2	110.8	104.6	103.2	105.1	104.6	108.1	102.7	105.0	111.1	98.7	102.7	106.6	106.1	125.2
2000	125.5	122.4	124.4	128.1	124.1	125.5	124.5	122.7	128.5	115.5	128.3	129.7	116.1	111.1	123.0	120.6	141.6
Maintenance and repair of personal transport equipment																	
1995	96.6	:	97.4	96.6	97.6	94.0	94.9	:	97.5	95.1	97.8	101.3	:	92.0	97.7	97.0	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	102.9	102.3	102.4	103.6	101.9	107.7	102.7	102.4	103.5	103.5	102.2	97.1	101.0	107.3	101.9	102.3	105.4
1998	105.4	104.4	106.0	108.4	103.6	114.1	104.1	104.6	105.7	105.9	102.7	96.2	102.8	115.6	104.6	104.7	110.3
1999	108.1	106.6	109.2	112.7	105.0	119.5	106.2	106.4	111.4	109.1	104.7	99.1	104.5	123.1	106.8	110.7	115.2
2000	111.2	109.3	114.3	119.9	106.5	:	108.6	108.5	120.0	112.4	108.9	102.5	107.3	133.4	109.1	114.4	120.8
Other services in respect of personal transport equipment																	
1995	97.6	98.1	102.3	96.9	98.4	80.4	98.2	:	94.6	97.7	98.9	96.9	:	96.6	100.8	94.4	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	102.7	101.8	99.2	103.1	101.6	134.1	101.1	102.0	102.6	103.2	102.2	97.4	107.7	101.6	101.0	111.1	104.8
1998	104.5	103.4	97.8	105.7	102.8	135.7	101.6	104.3	107.8	105.3	102.5	100.2	110.1	106.6	101.7	112.1	108.9
1999	106.5	105.1	129.4	108.6	103.9	137.4	100.4	105.7	111.0	108.0	102.5	104.1	112.0	110.3	104.0	113.9	113.1
2000	108.5	106.8	130.7	115.1	105.1	141.6	101.6	107.3	116.6	109.8	103.0	113.2	116.0	114.5	107.9	117.2	117.1

Source: Eurostat (New Cronos)

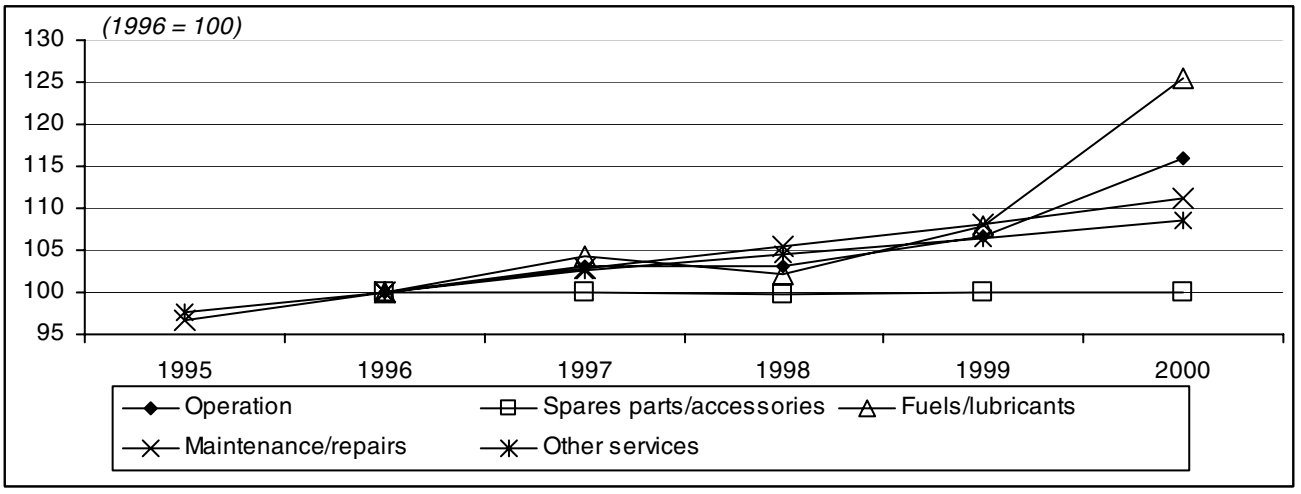


Figure 5.4: Annual harmonised consumer price indices – Operation of personal transport equipment – EU-15

5.1.4 Annual harmonised consumer price indices, 1995 - 2000 – Transport services

(1996 = 100)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport services																	
1995	:	:	98.0	98.6	96.5	96.2	95.8	:	99.4	96.4	95.3	98.7	:	97.0	98.3	98.0	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	103.0	102.6	102.8	103.6	102.7	106.9	104.1	102.4	100.4	102.8	101.5	102.4	101.0	102.7	102.0	103.5	104.0
1998	105.7	105.2	104.8	100.8	105.5	117.6	108.5	104.2	108.0	104.4	102.7	105.1	105.0	107.2	107.0	106.4	107.5
1999	107.8	106.9	105.8	103.4	107.6	122.0	111.7	104.9	111.2	106.3	103.3	107.3	107.8	109.6	108.2	108.6	111.3
2000	110.7	109.3	107.6	107.1	110.3	128.1	115.9	105.9	115.9	108.1	103.9	110.3	111.0	114.6	113.8	113.7	115.2
Passenger transport by railway																	
1995	:	:	98.3	97.1	95.2	94.5	94.3	:	98.7	99.0	95.6	98.5	:	96.4	96.3	98.5	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	102.0	101.8	103.5	108.1	101.8	101.2	100.1	100.5	101.4	104.9	103.8	102.1	100.6	102.8	103.6	104.9	102.3
1998	104.8	104.1	105.3	112.2	105.9	104.5	100.5	100.4	105.2	105.9	106.2	105.5	105.6	108.8	110.0	114.8	106.7
1999	106.9	105.8	105.6	115.4	108.5	104.5	103.1	101.3	109.0	106.0	107.0	108.2	107.7	113.9	113.6	115.7	110.5
2000	108.8	107.6	108.2	118.3	109.8	107.8	106.1	102.7	113.6	108.3	107.1	110.9	111.6	117.0	117.8	122.2	112.3
Passenger transport by road																	
1995	:	:	97.9	97.5	97.7	96.6	95.7	:	99.6	95.1	94.7	98.3	:	96.8	98.9	97.5	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	103.3	102.7	101.6	101.0	101.9	104.3	104.1	102.3	100.3	103.7	100.0	102.0	100.4	102.6	101.3	102.2	104.8
1998	106.2	105.5	103.3	96.8	103.5	108.5	108.9	104.3	110.9	105.1	100.0	103.2	103.1	107.0	106.0	105.6	108.3
1999	108.8	107.4	104.0	98.6	105.4	111.5	111.9	105.5	114.1	106.8	100.9	105.3	104.2	109.4	107.4	109.0	113.0
2000	112.2	109.7	105.2	101.3	107.2	117.6	116.0	106.3	118.4	108.5	101.1	111.0	106.1	114.2	113.1	113.8	118.1
Passenger transport by air																	
1995	:	:	:	102.1	97.0	97.4	97.8	:	98.3	99.6	100.2	101.5	:	98.7	95.2	98.6	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	102.6	102.1	:	111.3	100.6	105.2	109.2	102.9	103.5	98.3	104.0	103.4	:	105.7	101.0	103.1	103.4
1998	104.4	103.6	:	108.4	100.2	113.6	116.0	106.0	107.9	93.2	107.8	106.6	:	117.9	105.5	105.9	107.3
1999	105.6	104.3	102.3	109.1	100.2	120.5	121.3	105.2	111.7	96.8	110.4	107.1	:	118.3	108.9	108.3	109.0
2000	107.4	105.3	106.0	113.8	101.4	125.0	127.9	104.7	113.9	96.9	113.7	110.5	103.7	126.8	117.2	112.0	111.5
Passenger transport by sea and inland waterways																	
1995	95.7	98.3	:	101.3	100.8	88.4	100.9	:	100.7	95.0	:	91.8	:	96.9	100.7	96.0	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	104.4	103.9	:	103.2	101.8	111.2	108.1	112.2	88.4	106.4	:	102.0	:	109.9	104.2	99.5	107.4
1998	105.1	104.0	:	101.4	101.5	126.5	113.3	103.0	81.7	108.5	:	96.3	:	112.6	109.4	102.6	106.3
1999	108.4	107.1	:	104.6	105.9	127.4	120.6	103.6	92.4	109.7	:	108.9	:	110.2	105.4	106.9	108.2
2000	117.2	116.2	:	104.6	117.3	129.6	130.6	115.6	115.5	113.4	:	116.7	:	113.8	110.3	113.4	120.4
Other purchased transport services																	
1995	97.5	97.6	:	96.3	99.8	100.0	:	:	97.4	96.3	:	97.5	:	98.5	98.7	98.6	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	101.5	101.4	:	103.6	100.5	102.3	:	102.3	104.5	101.4	100.8	103.3	112.3	103.1	101.5	101.2	:
1998	105.4	105.1	:	107.0	101.4	113.2	:	105.0	104.8	107.2	100.8	105.5	112.3	106.4	106.9	103.4	:
1999	107.0	106.5	:	110.1	101.2	115.7	:	105.4	107.0	110.4	101.5	107.9	112.3	109.5	108.9	105.2	:
2000	109.3	108.7	:	118.2	101.8	:	:	106.4	112.4	114.4	104.4	111.5	112.3	115.3	115.2	111.9	:
Combined tickets																	
1995	96.0	95.8	97.6	97.7	96.2	98.0	:	:	99.9	94.9	92.4	:	:	96.7	100.8	98.1	:
1996	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1997	103.5	103.4	102.8	101.2	104.0	112.3	:	103.6	100.4	102.3	100.0	101.9	102.1	102.0	100.8	104.9	:
1998	106.8	106.7	105.8	96.3	107.4	134.5	:	106.8	101.3	105.0	100.0	104.9	107.0	105.3	105.8	105.8	:
1999	108.8	108.6	107.7	100.3	109.3	142.4	:	108.0	101.9	107.4	100.0	106.9	112.9	107.4	106.9	107.0	:
2000	111.9	111.4	108.2	106.0	112.4	157.3	:	109.7	108.2	110.2	100.0	:	116.0	112.1	109.9	112.4	:

Source: Eurostat (New Cronos)

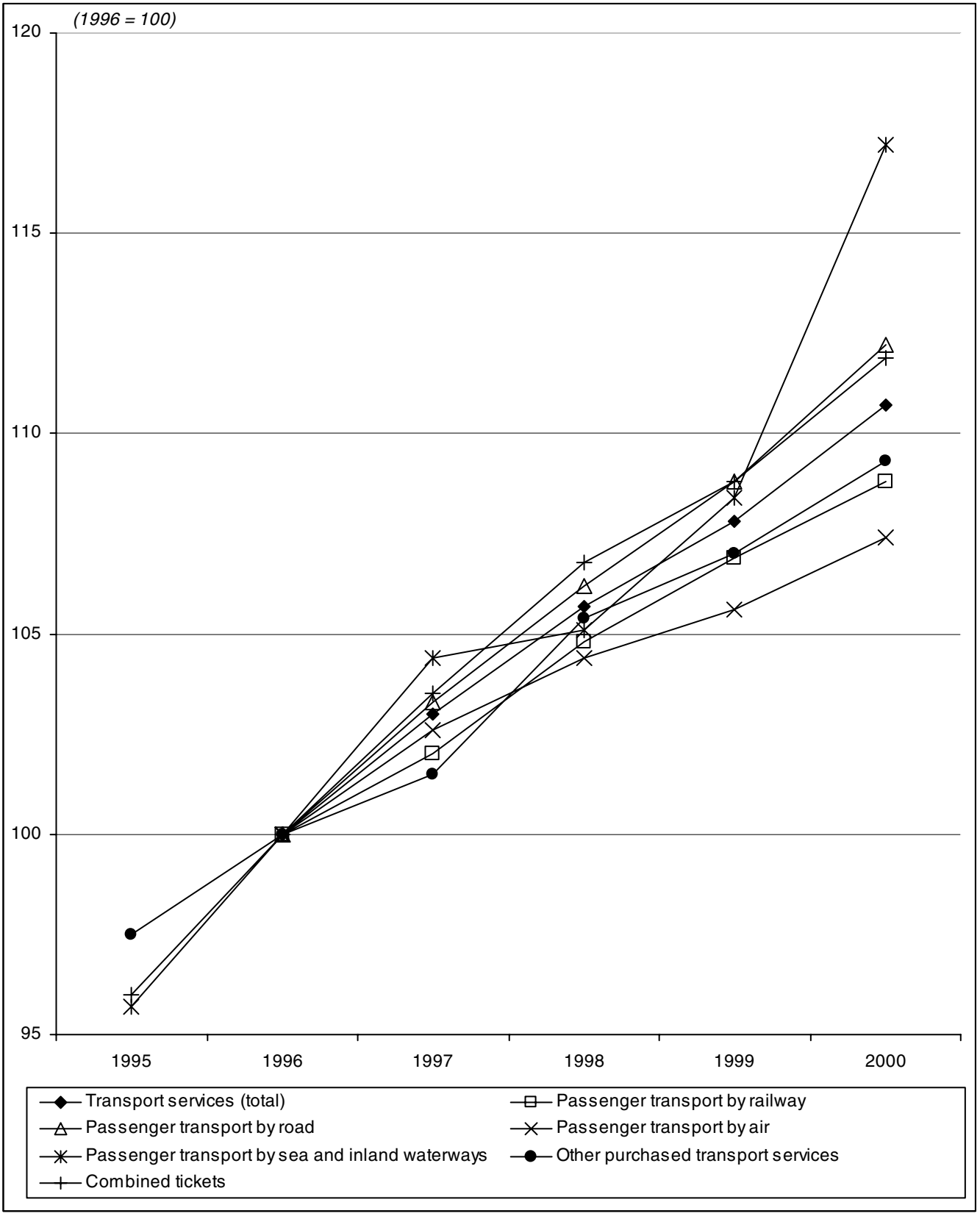


Figure 5.5: Annual harmonised consumer price indices – Transport services – EU-15

5.2 Fuel prices and taxes

5.2.1 Sales price of major road transport fuels in current euro, 15 July 2000

(euro per 1 000 litres)

B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Unleaded petrol														
1 054	1 132	1 047	820	841	1 140	928	1 120	863	1 184	979	888	1 167	1 157	1 352
Leaded petrol														
•	•	•	865	899	•	•	1 165	•	•	•	•	•	•	•
Petrol with lead substitute														
1 136	:	:	•	•	1 212	1 069	•	917	1 280	:	928	:	:	1 417
Diesel														
747	845	762	658	679	829	839	880	669	826	754	624	791	859	1 330
Liquefied petroleum gas (LPG)														
362	:	:	:	398	520	:	534	366	435	:	•	•	•	•

Source: Eurostat (New Cronos)

5.2.2 Sales price of major road transport fuels in purchasing power standard, 15 July 2000

(purchasing power standard per 1 000 litres)

B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Unleaded petrol														
1 086	909	980	1 089	1 041	1 093	911	1 228	820	1 146	923	1 290	1 079	917	1 189
Leaded petrol														
•	•	•	1 149	1 113	•	•	1 278	•	•	•	•	•	•	•
Petrol with lead substitute														
1 170	:	:	•	•	1 162	1 050	•	872	1 238	:	1 348	:	:	1 246
Diesel														
770	679	714	874	840	795	824	965	636	799	711	906	731	681	1169
Liquefied petroleum gas (LPG)														
373	:	:	:	493	498	:	586	348	421	:	•	•	•	•

Source: Eurostat (New Cronos)

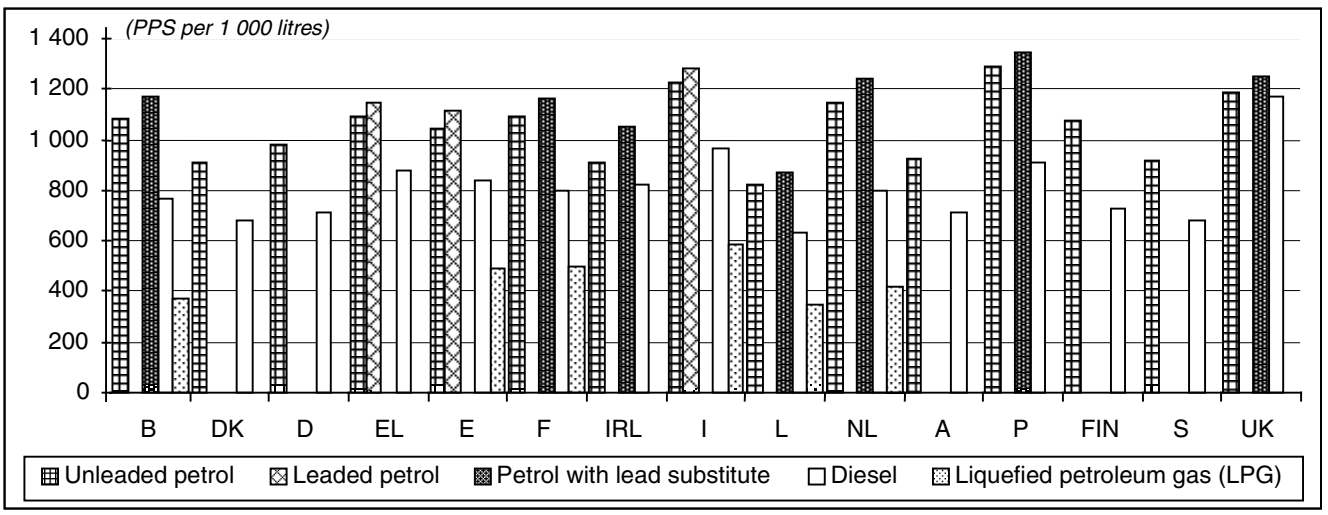


Figure 5.6 Sales price of major road transport fuels in purchasing power standard, 15 July 2000

5.2.3 Net price (without taxes) of major road transport fuels in current euro, 15 July 2000

(euro per 1 000 litres)

B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Unleaded petrol														
361	360	329	390	350	358	388	406	389	392	393	470	408	361	376
Leaded petrol														
:	:	:	381	370	:	:	408	:	:	:	:	:	:	:
Petrol with lead substitute														
445	:	:	:	:	365	420	:	440	473	:	504	:	:	400
Diesel														
328	353	285	314	322	303	364	351	336	359	341	287	386	349	356
Liquefied petroleum gas (LPG)														
299	:	:	:	311	375	:	301	291	306	:	:	:	:	:

Source: Eurostat (New Cronos)

5.2.4 Tax as percentage of sales price of major road transport fuels, 15 July 2000

(%)

B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Unleaded petrol														
65.8	68.2	68.6	52.4	58.4	68.6	58.2	63.7	54.9	66.9	59.9	47.1	65.0	68.8	72.2
Leaded petrol														
:	:	:	56.0	58.8	:	:	65.0	:	:	:	:	:	:	:
Petrol with lead substitute														
60.8	:	:	:	:	69.9	60.7	:	52.0	63.0	:	45.7	:	:	71.8
Diesel														
56.1	58.2	62.6	52.3	52.6	63.4	56.7	60.1	49.9	56.5	54.7	54.0	51.2	59.3	73.2
Liquefied petroleum gas (LPG)														
17.3	:	:	:	21.9	27.9	:	43.7	20.5	29.6	:	:	:	:	:

Source: Eurostat (New Cronos)

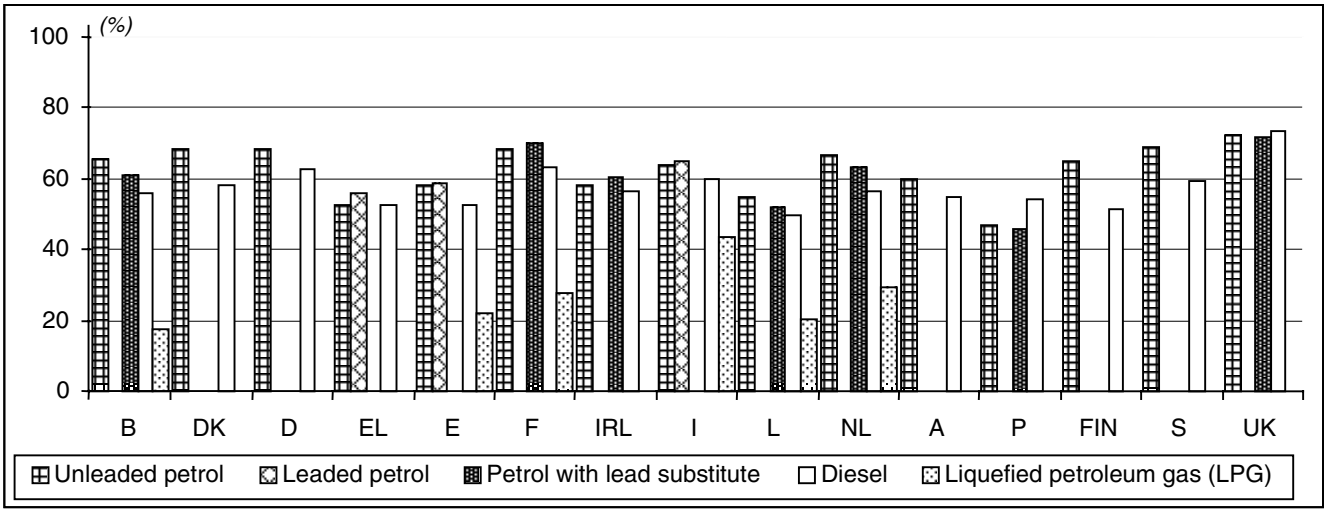


Figure 5.7 Tax as percentage of sales price of major road transport fuels, 15 July 2000

5.2.5 Sales price of major road transport fuels in constant 1990 ecu, 1990 - 2000

(constant 1990 ecu per 1 000 litres)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Unleaded petrol															
1990/1	:	:	:	:	:	:	:	:	:	693	:	:	:	:	529
1990/2	644	635	545	:	:	:	759	997	491	691	:	:	:	:	582
1991/1	661	656	553	559	609	755	772	891	454	694	:	674	:	:	550
1991/2	671	670	671	540	626	729	784	900	469	802	:	674	:	:	619
1992/1	602	604	596	474	623	675	724	870	437	726	:	601	:	:	560
1992/2	614	624	613	491	653	685	726	894	463	740	:	614	:	:	597
1993/1	617	613	582	606	672	654	733	837	454	707	:	609	:	:	563
1993/2	626	633	596	594	632	710	681	876	464	717	:	601	:	:	622
1994/1	611	620	638	543	645	686	646	854	442	729	:	574	:	:	629
1994/2	643	641	650	540	665	697	669	855	501	752	:	595	:	:	601
1995/1	613	651	620	497	623	716	661	863	478	711	592	576	:	861	658
1995/2	617	675	636	490	638	728	679	865	487	731	674	582	890	816	626
1996/1	674	701	642	472	628	747	632	827	485	744	651	554	1 013	839	612
1996/2	686	742	651	492	638	766	682	895	501	764	664	565	1 039	887	607
1997/1	736	728	675	478	648	786	684	872	503	778	675	586	1 055	892	631
1997/2	718	720	653	478	644	763	693	869	491	806	672	568	994	914	717
1998/1	703	713	632	486	624	779	648	827	482	785	655	553	1 028	926	686
1998/2	689	696	643	468	621	754	635	814	468	782	631	550	1 016	908	713
1999/1	649	707	612	396	575	727	590	777	439	748	596	530	913	818	637
1999/2	709	780	688	446	638	778	615	860	514	813	615	530	1 061	932	768
2000/1	733	790	727	436	657	837	640	859	531	823	656	516	1 106	951	849
2000/2	808	894	797	533	738	918	729	963	618	921	739	570	1 216	1 100	948
Petrol with lead substitute															
2000/1	753	:	:	•	•	883	752	•	549	865	:	:	:	:	822
2000/2	870	:	:	•	•	976	840	•	657	996	:	596	:	:	994
Diesel															
1990/1	507	587	519	197	447	525	722	614	364	471	:	469	:	:	539
1990/2	452	528	429	247	458	460	642	597	327	410	:	462	:	:	538
1991/1	583	623	514	288	522	535	730	681	368	494	:	496	:	:	565
1991/2	530	566	508	278	490	491	682	681	327	486	:	495	:	:	582
1992/1	497	531	462	337	490	465	633	665	336	446	:	442	:	:	556
1992/2	536	548	465	375	507	473	651	677	365	459	:	451	:	:	579
1993/1	521	586	456	441	538	460	678	664	391	509	:	448	:	:	562
1993/2	522	584	454	419	509	474	635	696	397	504	:	435	:	:	614
1994/1	505	539	476	391	522	516	635	679	389	527	:	416	:	:	640
1994/2	510	527	468	381	508	505	624	661	407	521	:	406	:	:	601
1995/1	484	538	454	370	490	497	631	684	386	499	486	393	:	816	663
1995/2	488	546	461	357	484	492	635	675	396	508	531	392	638	730	626
1996/1	509	547	492	372	506	531	627	667	401	542	523	384	682	718	625
1996/2	510	549	473	364	499	534	652	693	403	538	514	399	697	733	616
1997/1	554	591	525	385	545	589	676	710	436	585	555	413	758	739	641
1997/2	511	554	478	351	511	543	658	678	403	559	531	403	680	746	726
1998/1	495	539	462	363	498	557	625	655	403	545	533	390	715	706	689
1998/2	469	518	460	324	482	522	595	628	373	522	490	380	669	699	723
1999/1	456	497	426	318	467	516	555	608	356	507	460	362	662	638	647
1999/2	504	574	504	353	519	559	574	677	394	557	477	362	699	727	798
2000/1	559	649	577	402	545	649	605	719	453	608	553	352	799	767	876
2000/2	573	667	580	428	595	668	659	757	480	643	569	400	823	817	932
Liquefied petroleum gas (LPG)															
2000/1	:	:	:	:	:	392	:	437	262	330	:	•	•	•	•
2000/2	277	:	:	:	349	419	:	459	262	339	:	•	•	•	•

Source: Eurostat (New Cronos)

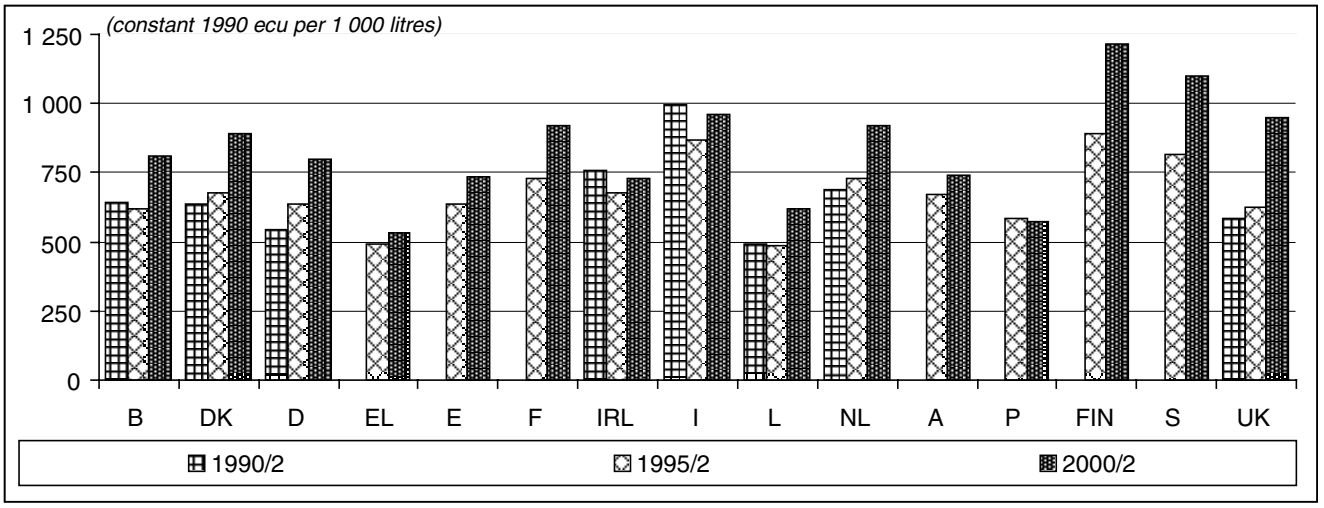


Figure 5.8: Sales price of unleaded petrol in constant 1990 ecu

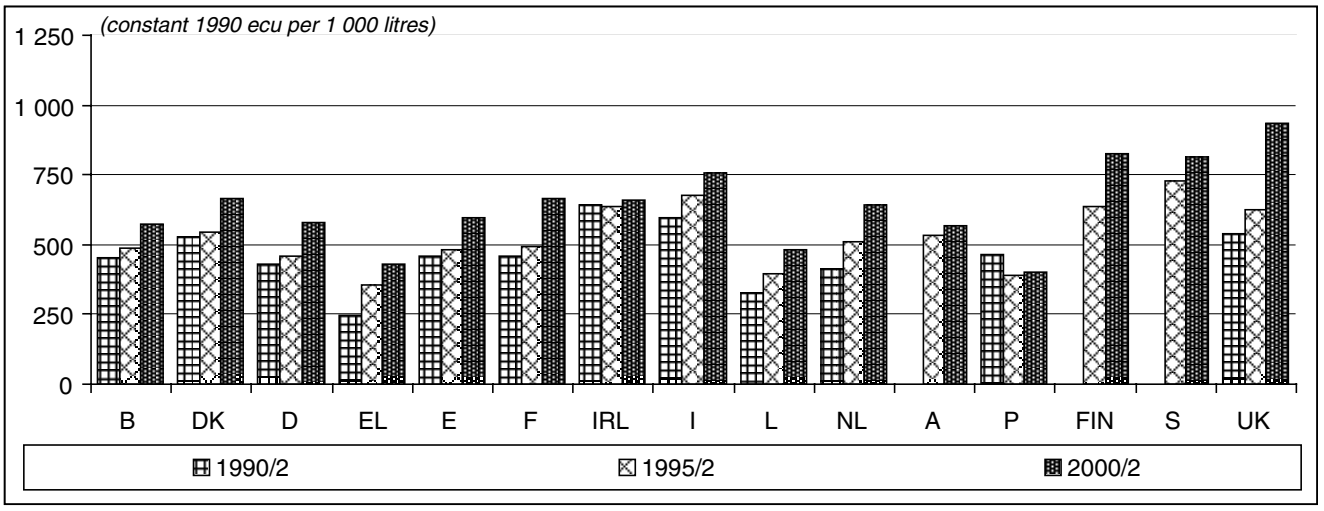


Figure 5.9: Sales price of diesel in constant 1990 ecu

5.3 Household expenditure on transport

5.3.1 Per capita household expenditure on transport, constant ecu, 1980 - 1997

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
							Per capita expenditure								*(constant ecu)*
1980	957	1 190	1 114*	:	478*	1 282	626*	770	:	938*	:	:	:	1 304*	847*
1981	928	1 139	1 076*	:	461*	1 296	652*	812	:	893*	:	:	:	1 318*	860*
1982	929	1 172	1 067*	:	467*	1 369	519*	799	:	870*	:	:	:	1 384*	874*
1983	927	1 341	1 124*	:	472*	1 357	465*	781	:	877*	:	:	:	1 331*	956*
1984	946	1 470	1 146*	:	474*	1 313	481*	785	:	862*	:	:	:	1 353*	968
1985	955	1 613	1 179*	:	492*	1 309	489*	827	:	898*	:	:	:	1 401*	1 016
1986	971	1 703	1 279*	:	:	1 356	541*	860	:	957*	:	:	:	1 537*	1 106
1987	1 003	1 575	1 341*	:	:	1 408	540*	901	:	958*	:	:	:	1 708*	1 179
1988	1 062	1 427	1 385*	:	:	1 454	591	963	:	915*	:	:	:	1 788*	1 294
1989	1 105	1 390	1 441*	:	:	1 499	664	1 013	:	926*	:	:	:	1 717*	1 349
1990	1 166	1 378	1 549*	:	:	1 511	701	1 028	:	973*	:	:	:	1 597*	1 316
1991	1 182	1 391	1 539*	:	:	1 461	684	1 024	:	990*	:	:	:	1 557*	1 212
1992	1 210	1 405	1 533*	:	:	1 480	724	1 071	:	1 028*	:	:	:	1 465*	1 196
1993	1 121	1 408	1 394*	:	:	1 409	714	965	:	1 016*	:	:	:	1 373*	1 251
1994	1 153	1 800	1 423*	:	:	1 464	803	979	:	1 053*	:	:	:	1 427*	1 276
1995	1 139	1 745	1 453*	:	:	1 478	846	999	:	1 070*	:	:	:	1 445*	1 276
1996	1 184	1 808	1 510*	:	:	1 530	911	1 025	:	1 100*	:	:	:	1 467*	1 309
1997	1 201	:	1 525*	:	:	1 482	989*	1 140	:	1 134*	:	:	:	:	:
							Percentage of total household expenditure								*(%)*
1980	11.6	13.2	12.3*	:	9.0*	15.4	13.4*	10.6	:	12.2*	:	:	:	14.4*	13.9*
1981	11.3	12.8	11.9*	:	8.8*	15.5	13.9*	11.1	:	12.0*	:	:	:	14.6*	14.2*
1982	11.1	12.9	12.0*	:	8.9*	15.9	12.0*	10.8	:	11.8*	:	:	:	15.1*	14.3*
1983	11.1	14.4	12.4*	:	9.0*	15.6	10.7*	10.5	:	11.9*	:	:	:	14.8*	14.9*
1984	11.2	15.2	12.3*	:	9.0*	15.0	10.9*	10.3	:	11.5*	:	:	:	14.8*	14.9
1985	11.1	16.0	12.4*	:	9.2*	14.8	10.6*	10.6	:	11.7*	:	:	:	15.0*	15.1
1986	11.1	16.2	13.0*	:	:	14.9	10.7*	10.6	:	12.3*	:	:	:	15.8*	15.5
1987	11.3	15.3	13.3*	:	:	15.1	10.3*	10.7	:	12.1*	:	:	:	16.8*	15.8
1988	11.6	14.0	13.4*	:	:	15.4	10.7	11.0	:	11.5*	:	:	:	17.2*	16.2
1989	11.6	13.7	13.6*	:	:	15.5	11.2	11.2	:	11.3*	:	:	:	16.5*	16.5
1990	12.0	13.6	13.9*	:	:	15.3	11.6	11.2	:	11.4*	:	:	:	15.5*	16.0
1991	11.8	13.5	15.0*	:	:	14.8	11.1	10.9	:	11.4*	:	:	:	15.1*	15.2
1992	11.9	13.4	14.7*	:	:	14.8	11.4	11.3	:	11.6*	:	:	:	14.5*	15.0
1993	11.3	13.3	13.5*	:	:	14.2	10.9	10.4	:	11.4*	:	:	:	13.9*	15.3
1994	11.5	16.0	13.7*	:	:	14.6	11.6	10.5	:	11.7*	:	:	:	14.3*	15.3
1995	11.3	15.3	13.8*	:	:	14.6	11.8	10.5	:	11.7*	:	:	:	14.4*	15.1
1996	11.6	15.6	14.2*	:	:	14.9	12.1	10.7	:	11.7*	:	:	:	14.5*	15.0
1997	11.5	:	14.2*	:	:	14.4	12.5	11.7	:	11.8*	:	:	:	:	:

Source: Eurostat (New Cronos)

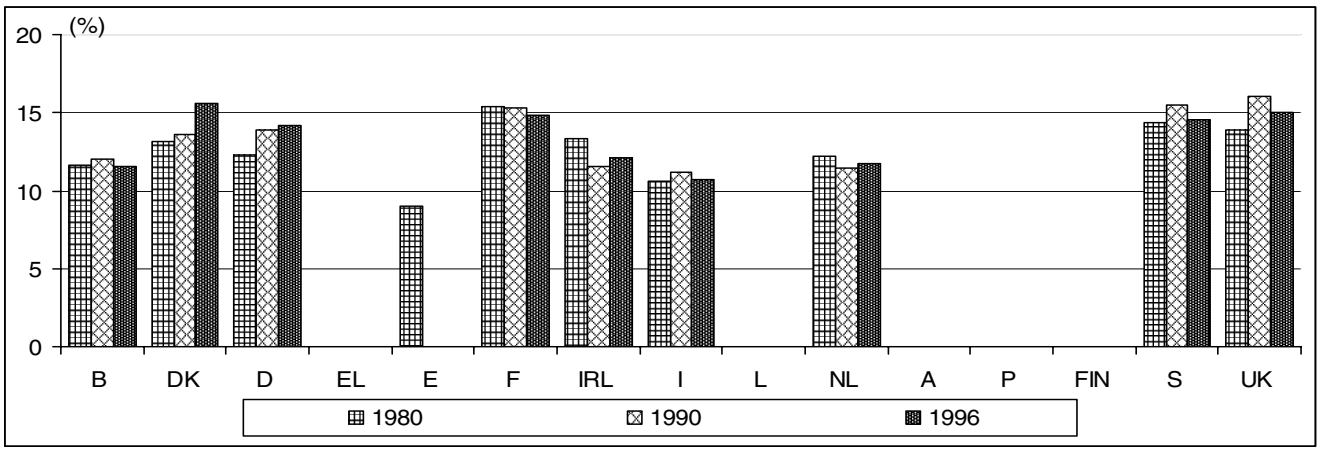


Figure 5.10: Percentage of household expenditure spent on transport

5.3.2 Per capita household expenditure on purchase of personal transport equipment (vehicles), constant ecu, 1980 - 1997

Per capita expenditure

(constant ecu)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1980	371	258	378*	94*	122*	320	246*	237	:	343*	933*	148*	:	303*	273*
1981	327	266	363*	108*	106*	319	269*	250	:	323*	886*	190*	:	304*	278*
1982	332	317	352*	189*	112*	368	177*	247	:	314*	885*	198*	1 022	355*	287*
1983	338	459	400*	162*	115*	366	139*	231	:	342*	986*	187*	1 004	315*	354*
1984	355	561	394*	187*	108*	327	145*	246	:	333*	926*	163*	1 041	305*	334
1985	360	668	403*	287*	119*	323	155*	272	:	359*	951*	191*	1 159	326*	350
1986	372	714	518*	251*	:	354	153*	295	:	388*	951*	202*	1 216	411*	383
1987	386	547	555*	193*	:	384	142*	328	:	368*	946*	233*	1 290	523*	406
1988	418	395	544*	203*	:	402	172	368	:	309*	995*	407	1 432	564*	476
1989	438	360	545*	273*	:	428	219	400	:	314*	1 084*	402	1 510	482*	514
1990	482	366	589*	353*	:	430	245	403	:	338*	1 125*	419	1 389	357*	463
1991	487	392	612*	460*	:	382	198	391	:	332*	1 186*	448	1 172	347*	382
1992	506	387	601*	489*	:	390	208	420	:	342*	1 189*	489	1 035	271*	357
1993	422	381	503*	460*	:	333	198	300	:	321*	1 119*	466	935	228*	389
1994	436	691	521*	392*	:	375	244	302	:	341*	1 067*	476	985	274*	414
1995	403	649	541*	402*	:	366	259	305	:	343*	1 057*	483	1 034	282*	420
1996	448	696	591*	424*	:	407	296	307	:	350*	1 100*	:	1 090	308*	445
1997	452	:	586*	436*	:	340	337*	404	:	355*	1 038*	:	1 147	:	:

Percentage of total household expenditure

(%)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1980	4.5	2.9	4.2*	2.4*	2.3*	3.9	5.2*	3.3	:	4.5*	12.3*	6.2*	:	3.3*	4.5*
1981	4.0	3.0	4.0*	2.7*	2.0*	3.8	5.7*	3.4	:	4.4*	11.6*	7.8*	:	3.4*	4.6*
1982	4.0	3.5	4.0*	4.7*	2.1*	4.3	4.1*	3.3	:	4.3*	11.3*	8.0*	12.3	3.9*	4.7*
1983	4.0	4.9	4.4*	4.0*	2.2*	4.2	3.2*	3.1	:	4.6*	12.1*	7.6*	11.8	3.5*	5.5*
1984	4.2	5.8	4.2*	4.6*	2.1*	3.7	3.3*	3.2	:	4.5*	11.5*	6.8*	11.9	3.3*	5.1
1985	4.2	6.6	4.2*	6.8*	2.2*	3.6	3.4*	3.5	:	4.7*	11.6*	7.9*	12.9	3.5*	5.2
1986	4.3	6.8	5.3*	5.8*	:	3.9	3.0*	3.7	:	5.0*	11.5*	7.0*	13.1	4.2*	5.4
1987	4.3	5.3	5.5*	4.4*	:	4.1	2.7*	3.9	:	4.6*	11.2*	7.5*	13.2	5.1*	5.4
1988	4.6	3.9	5.3*	4.5*	:	4.3	3.1	4.2	:	3.9*	11.4*	12.2	14.0	5.4*	6.0
1989	4.6	3.6	5.1*	5.9*	:	4.4	3.7	4.4	:	3.8*	11.9*	11.6	14.3	4.6*	6.3
1990	4.9	3.6	5.3*	7.6*	:	4.4	4.0	4.4	:	4.0*	11.9*	11.4	13.3	3.5*	5.6
1991	4.9	3.8	5.9*	9.9*	:	3.9	3.2	4.1	:	3.8*	12.3*	11.7	11.7	3.4*	4.8
1992	5.0	3.7	5.8*	10.3*	:	3.9	3.3	4.4	:	3.9*	12.3*	12.3	10.8	2.7*	4.5
1993	4.2	3.6	4.9*	9.7*	:	3.4	3.0	3.2	:	3.6*	11.7*	11.8	10.0	2.3*	4.8
1994	4.3	6.1	5.0*	8.1*	:	3.7	3.5	3.2	:	3.8*	11.2*	11.8	10.3	2.8*	5.0
1995	4.0	5.7	5.1*	8.2*	:	3.6	3.6	3.2	:	3.7*	11.0*	11.8	10.5	2.8*	5.0
1996	4.4	6.0	5.5*	8.5*	:	4.0	4.0	3.2	:	3.7*	11.3*	:	10.7	3.1*	5.1
1997	4.3	:	5.5*	8.5*	:	3.3	4.3	4.1	:	3.7*	10.6*	:	10.8	:	:

Source: Eurostat (New Cronos)

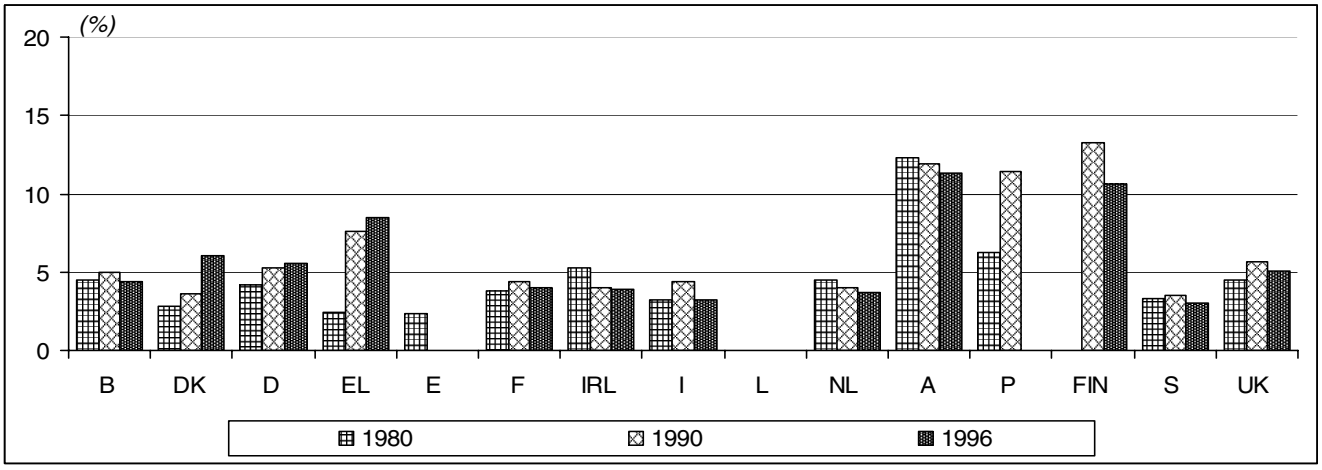


Figure 5.11: Percentage of household expenditure spent on purchase of personal transport equipment

5.3.3 Per capita household expenditure on operation of personal transport equipment, 1980 - 1997

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Per capita expenditure															*(constant ecu)*
1980	469	646	562*	:	295*	772	279*	413	:	463*	:	:	:	750*	370*
1981	483	599	543*	:	292*	784	283*	430	:	434*	:	:	:	750*	377*
1982	483	589	553*	:	291*	806	246*	421	:	424*	:	:	:	763*	386*
1983	480	610	564*	:	294*	796	236*	428	:	408*	:	:	:	768*	395*
1984	480	632	589*	:	302*	790	236*	414	:	403*	:	:	:	793*	419
1985	485	665	612*	:	308*	785	225*	418	:	407*	:	:	:	813*	442
1986	494	689	603*	:	:	803	275*	426	:	432*	:	:	:	851*	479
1987	508	714	628*	:	:	822	271*	433	:	448*	:	:	:	883*	509
1988	535	709	674*	:	:	843	278	448	:	456*	:	:	:	904*	539
1989	557	712	724*	:	:	856	278	464	:	461*	:	:	:	914*	551
1990	574	710	782*	:	:	864	290	474	:	474*	:	:	:	906*	566
1991	585	698	751*	:	:	869	313	477	:	482*	:	:	:	892*	554
1992	593	719	755*	:	:	878	337	495	:	493*	:	:	:	856*	553
1993	588	730	718*	:	:	872	336	506	:	493*	:	:	:	833*	572
1994	605	799	729*	:	:	883	356	516	:	504*	:	:	:	836*	565
1995	621	787	738*	:	:	913	375	527	:	510*	:	:	:	839*	549
1996	620	796	744*	:	:	912	388	547	:	525*	:	:	:	824*	548
1997	628	:	760*	:	:	926	403*	565	:	542*	:	:	:	:	:
Percentage of total household expenditure															*(%)*
1980	5.7	7.1	6.2*	:	5.6*	9.3	6.0*	5.7	:	6.0*	:	:	:	8.3*	6.1*
1981	5.9	6.7	6.0*	:	5.6*	9.4	6.0*	5.9	:	5.8*	:	:	:	8.3*	6.2*
1982	5.7	6.5	6.2*	:	5.5*	9.3	5.7*	5.7	:	5.7*	:	:	:	8.3*	6.3*
1983	5.7	6.5	6.2*	:	5.6*	9.2	5.5*	5.7	:	5.5*	:	:	:	8.5*	6.2*
1984	5.7	6.5	6.3*	:	5.7*	9.0	5.4*	5.4	:	5.4*	:	:	:	8.7*	6.4
1985	5.7	6.6	6.4*	:	5.8*	8.9	4.9*	5.3	:	5.3*	:	:	:	8.7*	6.6
1986	5.7	6.6	6.1*	:	:	8.8	5.4*	5.3	:	5.5*	:	:	:	8.7*	6.7
1987	5.7	6.9	6.2*	:	:	8.8	5.2*	5.2	:	5.6*	:	:	:	8.7*	6.8
1988	5.8	7.0	6.5*	:	:	8.9	5.0	5.1	:	5.7*	:	:	:	8.7*	6.8
1989	5.9	7.0	6.8*	:	:	8.9	4.7	5.2	:	5.6*	:	:	:	8.8*	6.7
1990	5.9	7.0	7.0*	:	:	8.8	4.8	5.1	:	5.6*	:	:	:	8.8*	6.9
1991	5.9	6.8	7.3*	:	:	8.8	5.1	5.1	:	5.5*	:	:	:	8.7*	6.9
1992	5.9	6.9	7.2*	:	:	8.8	5.3	5.2	:	5.6*	:	:	:	8.5*	7.0
1993	5.9	6.9	7.0*	:	:	8.8	5.1	5.5	:	5.5*	:	:	:	8.4*	7.0
1994	6.0	7.1	7.0*	:	:	8.8	5.2	5.5	:	5.6*	:	:	:	8.4*	6.8
1995	6.2	6.9	7.0*	:	:	9.0	5.2	5.5	:	5.6*	:	:	:	8.4*	6.5
1996	6.1	6.9	7.0*	:	:	8.9	5.2	5.7	:	5.6*	:	:	:	8.2*	6.3
1997	6.0	:	7.1*	:	:	9.0	5.1	5.8	:	5.6*	:	:	:	:	:

Source: Eurostat (New Cronos)

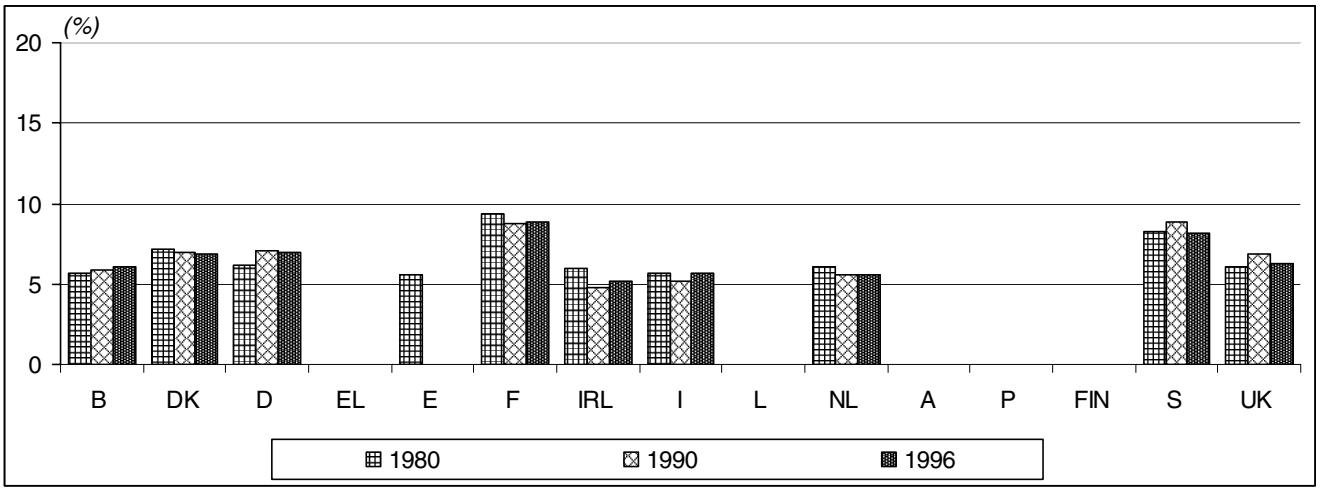


Figure 5.12: Percentage of household expenditure spent on operation of personal transport equipment

5.3.4 Per capita household expenditure on purchased transport, 1980 - 1997

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Per capita expenditure															*(constant ecu)*
1980	118	286	174*	214*	62*	189	101*	121	:	132*	151*	106*	:	252*	204*
1981	118	274	170*	203*	63*	193	101*	132	:	136*	152*	107*	:	264*	206*
1982	114	265	162*	202*	63*	195	96*	131	:	132*	153*	104*	259	266*	201*
1983	109	273	160*	196*	63*	196	90*	122	:	127*	149*	100*	260	247*	206*
1984	110	277	163*	205*	64*	197	100*	126	:	126*	152*	101*	258	255*	216
1985	110	280	164*	215*	65*	201	109*	138	:	133*	156*	100*	266	262*	224
1986	105	300	159*	205*	:	200	113*	138	:	137*	155*	92	251	276*	244
1987	108	314	158*	210*	:	202	127*	139	:	142*	161*	94	250	302*	264
1988	109	323	167*	216*	:	209	141	146	:	150*	158*	97	253	320*	279
1989	110	318	173*	224*	:	215	167	149	:	151*	167*	98	259	320*	284
1990	111	303	178*	223*	:	216	167	151	:	161*	174*	99	256	334*	287
1991	109	301	176*	212*	:	210	173	156	:	176*	177*	98	242	318*	276
1992	111	299	177*	215*	:	212	179	156	:	193*	190*	99	235	338*	287
1993	110	297	173*	215*	:	205	180	158	:	202*	198*	94	242	311*	290
1994	112	310	174*	217*	:	207	202	161	:	208*	207*	96	236	317*	297
1995	114	309	174*	219*	:	199	213	166	:	217*	224*	95	250	324*	307
1996	115	315	175*	222*	:	211	227	171	:	225*	241*	:	258	335*	316
1997	120	:	180*	221*	:	216	249*	171	:	237*	261*	:	265	:	:
Percentage of total household expenditure															*(%)*
1980	1.4	3.2	1.9*	5.5*	1.2*	2.3	2.2*	1.7	:	1.7*	2.0*	4.5*	:	2.8*	3.4*
1981	1.4	3.1	1.9*	5.1*	1.2*	2.3	2.1*	1.8	:	1.8*	2.0*	4.4*	:	2.9*	3.4*
1982	1.4	2.9	1.8*	5.0*	1.2*	2.3	2.2*	1.8	:	1.8*	1.9*	4.2*	3.1	2.9*	3.3*
1983	1.3	2.9	1.8*	4.9*	1.2*	2.3	2.1*	1.6	:	1.7*	1.8*	4.1*	3.0	2.8*	3.2*
1984	1.3	2.9	1.7*	5.0*	1.2*	2.3	2.3*	1.7	:	1.7*	1.9*	4.3*	3.0	2.8*	3.3
1985	1.3	2.8	1.7*	5.1*	1.2*	2.3	2.4*	1.8	:	1.7*	1.9*	4.1*	3.0	2.8*	3.3
1986	1.2	2.9	1.6*	4.8*	:	2.2	2.2*	1.7	:	1.8*	1.9*	3.2	2.7	2.8*	3.4
1987	1.2	3.1	1.6*	4.8*	:	2.2	2.4*	1.7	:	1.8*	1.9*	3.0	2.6	3.0*	3.5
1988	1.2	3.2	1.6*	4.8*	:	2.2	2.6	1.7	:	1.9*	1.8*	2.9	2.5	3.1*	3.5
1989	1.2	3.1	1.6*	4.9*	:	2.2	2.8	1.7	:	1.8*	1.8*	2.8	2.4	3.1*	3.5
1990	1.1	3.0	1.6*	4.8*	:	2.2	2.8	1.6	:	1.9*	1.8*	2.7	2.5	3.2*	3.5
1991	1.1	2.9	1.7*	4.5*	:	2.1	2.8	1.7	:	2.0*	1.8*	2.6	2.4	3.1*	3.5
1992	1.1	2.9	1.7*	4.5*	:	2.1	2.8	1.6	:	2.2*	2.0*	2.5	2.5	3.4*	3.6
1993	1.1	2.8	1.7*	4.6*	:	2.1	2.7	1.7	:	2.3*	2.1*	2.4	2.6	3.2*	3.6
1994	1.1	2.8	1.7*	4.5*	:	2.1	2.9	1.7	:	2.3*	2.2*	2.4	2.5	3.2*	3.6
1995	1.1	2.7	1.7*	4.5*	:	2.0	3.0	1.7	:	2.4*	2.3*	2.3	2.5	3.2*	3.6
1996	1.1	2.7	1.6*	4.4*	:	2.1	3.0	1.8	:	2.4*	2.5*	:	2.5	3.3*	3.6
1997	1.2	:	1.7*	4.3*	:	2.1	3.2	1.8	:	2.5*	2.7*	:	2.5	:	:

Source: Eurostat (New Cronos)

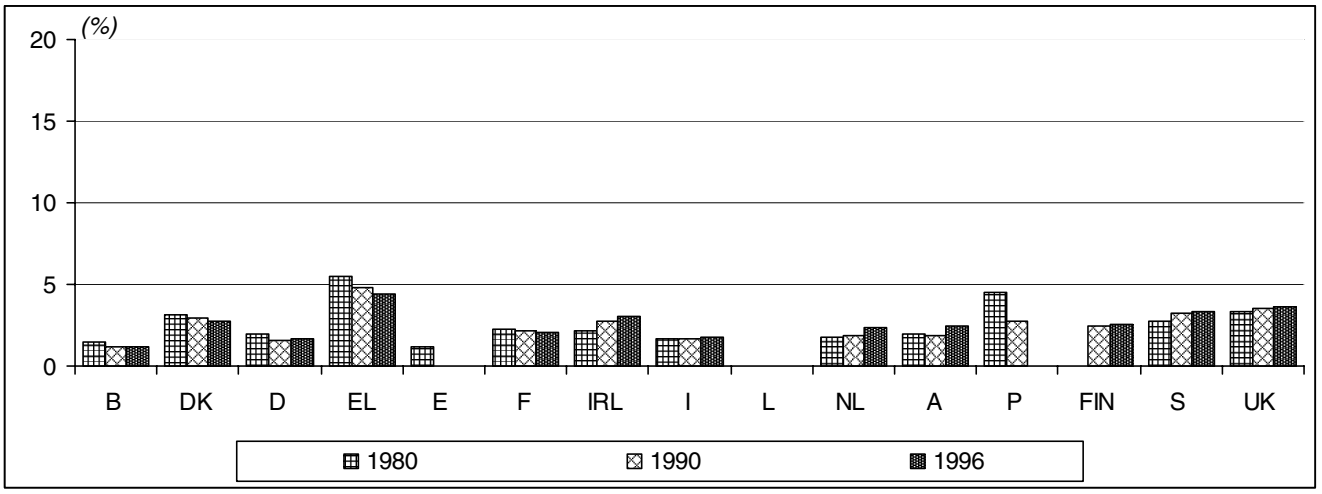


Figure 5.13: Percentage of household expenditure spent on purchased transport

5.3.5 Household expenditure on transport in purchasing power parities, 1994

(Mean by household in PPS)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Total expenditure (all items and services)															
Retired: one person or couple aged 65 years or older	16 965	13 251	15 014	9 646	10 688	16 121	11 007	13 492	26 020	14 776	16 398	7 863	10 480	14 644	12 771
Other household with one person or couple without children	20 012	16 750	18 412	15 230	16 997	18 494	16 495	19 764	32 811	18 230	20 364	13 483	13 134	15 317	19 241
Couple or single parent with children upto 16 years	26 950	25 437	24 589	20 899	20 793	27 372	24 075	25 623	43 217	25 077	28 181	19 959	22 012	23 097	22 648
Other household	27 203	28 275	28 786	20 870	22 581	27 534	28 943	27 577	45 020	26 498	31 530	20 140	21 701	25 075	29 203
Total transport expenditure															
Retired: one person or couple aged 65 years or older	1 125	1 243	1 358	481	490	1 595	832	832	1 860	1 030	1 757	764	847	1 367	1 084
Other household with one person or couple without children	2 253	2 590	2 770	1 416	2 375	2 782	2 404	2 830	4 651	1 844	3 515	1 895	1 879	2 152	2 456
Couple or single parent with children upto 16 years	3 164	4 484	3 742	2 156	2 594	4 112	3 302	3 565	6 056	2 374	4 870	3 384	3 221	3 112	2 440
Other household	3 354	4 997	4 674	2 001	2 657	4 415	3 753	3 848	6 732	2 782	5 974	3 375	3 158	3 771	3 657
Purchase of vehicles															
Retired: one person or couple aged 65 years or older	327	497	497	200	168	836	394	152	994	310	796	357	383	452	465
Other household with one person or couple without children	878	1 026	1 206	551	808	1 251	1 230	678	2 610	636	1 844	807	782	781	995
Couple or single parent with children upto 16 years	1 338	2 174	1 809	836	867	1 933	1 777	831	3 458	907	2 417	1 760	1 418	1 194	893
Other household	1 426	1 784	2 142	779	766	1 883	1 630	886	3 784	1 100	2 867	1 545	1 234	1 263	1 118
Motor cars (all)															
Retired: one person or couple aged 65 years or older	318	480	483	200	166	832	394	151	987	275	764	356	379	440	465
Other household with one person or couple without children	854	919	1 129	551	788	1 201	1 228	674	2 505	547	1 702	792	759	731	968
Couple or single parent with children upto 16 years	1 253	2 033	1 678	836	842	1 848	1 774	821	3 234	737	2 184	1 724	1 308	1 095	864
Other household	1 370	1 656	1 957	779	743	1 783	1 622	880	3 552	981	2 641	1 462	1 162	1 156	1 063

5.3.5 Household expenditure on transport in purchasing power parities, 1994 (continued)

(Mean by household in PPS)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Motor cars (new)															
Retired: one person or couple aged 65 years or older	237	480	357	200	134	596	254	75	987	-25	:	305	270	206	293
Other household with one person or couple without children	751	919	691	551	680	730	576	337	2 505	179	:	686	315	300	248
Couple or single parent with children upto 16 years	962	2 033	848	836	730	939	824	411	3 234	175	:	1 173	281	486	110
Other household	935	1 656	1 017	779	596	990	662	440	3 552	321	:	954	432	543	149
Motor cars (used)															
Retired: one person or couple aged 65 years or older	81	–	126	–	33	236	140	75	–	300	:	51	110	234	172
Other household with one person or couple without children	103	–	438	–	108	471	652	337	–	368	:	106	444	431	720
Couple or single parent with children upto 16 years	291	–	830	–	112	909	949	411	–	562	:	551	1 027	609	754
Other household	435	–	940	–	147	793	960	440	–	660	:	508	730	613	914
Motorcycles															
Retired: one person or couple aged 65 years or older	3	10	3	–	2	3	–	1	7	35	16	1	–	7	0
Other household with one person or couple without children	2	52	36	–	20	39	1	4	106	89	71	14	2	29	20
Couple or single parent with children upto 16 years	22	57	40	–	25	62	2	10	224	170	117	25	31	16	17
Other household	17	34	107	–	23	81	4	5	232	119	113	78	28	59	48
Bicycles															
Retired: one person or couple aged 65 years or older	5	6	11	–	–	2	–	–	–	–	16	0	4	5	0
Other household with one person or couple without children	22	55	40	–	–	11	1	–	–	–	71	2	21	22	7
Couple or single parent with children upto 16 years	62	84	90	–	–	23	2	–	–	–	117	12	79	82	12
Other household	38	93	79	–	–	19	4	–	–	–	113	5	45	48	6

Source: Eurostat (Household Budget Survey, 1994)

NOTES TO CHAPTER 5

5.1 Annual harmonised consumer price indices

Eurostat's harmonised consumer price indices provide information on how prices vary over time. They are available in annual and monthly series, beginning in 1996, and for some countries 1995. The harmonised indices of consumer prices are produced and published monthly by Eurostat. Technical notes are provided in Eurostat News Release 21/97 of 5 March 1997 and Memo 8/98 of 4 May 1998.

5.2 Fuel prices and taxes

Price information in national currency is supplied to the Commission by the Member States as being the most frequently encountered. It is published regularly in the *Oil bulletin* published by the Directorate-General responsible for energy and transport (http://europa.eu.int/comm/energy/en/oil/bulletin_en.html) and in Eurostat's publication *Energy prices.*

The purchasing power standard is a reference unit for which the ratios between the different national currencies are proportional to the purchasing power parities between those currencies. It is an indication of the amount of a national currency required to buy in each country the same basket of goods and services. It therefore provides an indication of the price of fuel relative to other goods in each country.

5.3 Household expenditure

Household expenditure data are taken from national accounts (final consumption of households). They represent final consumption of both resident and non-resident households. They are published annually by Eurostat in *National accounts ESA: Detailed tables by branch.*

Purchase of vehicles includes purchases through financial leasing arrangements and the trade margin on the sale of second-hand vehicles. Purchases of recreational vehicles such as camper vans, caravans, trailers, aeroplanes and boats are not covered.

Operation of personal transport equipment covers spare parts and accessories, fuels and lubricants, maintenance and repairs and other services such as hire of garages or parking, tolls, driving lessons and vehicle hire.

Transport services covers passenger transport by rail, road, air, sea and inland waterways, as well as funicular, teleferic and cable-car transport, moving and storage of household goods, services of porters and left-luggage and luggage-forwarding offices, and travel agents' commissions.

Household expenditure on transport by type of household

Source: Eurostat, Household Budget Survey, 1994.

CHAPTER 6: EFFICIENCY OF USE

EFFICIENCY OF USE

The environmental consequences of transport are determined by how efficiently transport systems are used. Efficiency is reflected in many factors such as the energy consumption or emissions produced per kilometre travelled, how many people are carried in a particular vehicle, whether a car is fitted with a catalytic converter, what fuel it uses, and how old it is. It is the aim of this section to provide data on some of these aspects.

6.1 Uptake of cleaner fuels

The use of different fuels can produce different amounts of pollution. Diesel cars produce more particulates, nitrogen oxides, volatile organic compounds and sulphur oxides than petrol cars, but less carbon dioxide and carbon monoxide. In the past petrol cars were a major source of lead emissions. Unleaded petrol is an example of a cleaner fuel, and data are provided here on the uptake of unleaded petrol. Over recent years inland deliveries of petrol have stabilised, whilst the share of unleaded petrol has increased. By 1 January 2000, leaded petrol had been phased out in all EU countries, except Greece, Spain and Italy, where a further two years may be needed. Figures are also given for two alternative fuels (i.e. alternatives to the conventional petrol and diesel), liquefied petroleum gas and natural gas. Information is also provided on the number of road and rail vehicles using a particular energy source.

6.2 Vehicles by energy source

Background data are provided on the energy source used by the different means of transport.

6.3 Conformance with environmental standards

Average age of the vehicle fleet
The age profile of the vehicle fleet is also a factor in the production of emissions. Older vehicles were less fuel-efficient and were not fitted with catalytic converters. Furthermore, as vehicles get older the efficiency of their emission-reduction systems deteriorate. Several Member States have used scrappage schemes in order to reduce the numbers of older cars on the roads. Estimates of the average age of the passenger car fleet are presented here. The oldest fleet is in Portugal, and the youngest in Luxembourg. The effects of scrappage schemes are apparent in the figures for Greece, Ireland and Italy. It should be borne in mind that although a young fleet is desirable from the point of view of air quality, a high rate of fleet turnover is accompanied by more waste.

Proportion of the vehicle fleet meeting certain emission standards
In some countries the fitting of catalytic converters was encouraged by tax incentives as long ago as 1988. However, it only became mandatory for all new passenger cars in the EU to be fitted with catalytic converters in 1993. Estimates of the percentage of petrol-engined passenger cars fitted with a catalytic converter are provided.

6.4 Occupancy rates of passenger transport

An indication of how efficiently different means of transport are being used is given by the ratio of passenger-kilometres to vehicle-kilometres. This indicator represents the average number of passengers per vehicle over a distance of one kilometre, which is a measure of occupancy rate. In every country for which data are available, the average occupancy of passenger cars has decreased since 1970. In the case of buses and coaches, for some countries occupancy rates have increased (Belgium, Denmark, and Greece), in others it has remained rather stable (Spain, Netherlands and Finland), and in othes it has decreased (Germany, Italy, Austria, Sweden and the UK). For trains, the picture is less clear, but suggests a tendency to reduced occupancies in all countries. However, for aircraft the utilization of capacity (as measured by the ratio of actual passenger-kilometres to avaialble passenger-kilometres) has increased.

6.5 Load factors for freight transport

For freight transport, the ratio of tonne-kilometres to vehicle-kilometres has been used, representing the average tonnes carried over a distance of one kilometre, and giving an indication of the loading factor. Increases have been apparent for both road and rail. In the case of road transport, a contributory factor has been the tendency towards larger vehicles capable of carrying heavier loads. The different structure of the road freight fleet in different countries explains to some extent the wide variation between countries. Improvements have also been seen in the overall load factors for aircraft (the ratio of actual tonne-kilometres to available tonne-kilometres),

although it should be borne in mind that these figures include the weight of passengers and their luggage as well as mail and freight.

6.1 Uptake of cleaner fuels

6.1.1 Inland deliveries of petrol, 1985 - 1999

Total inland deliveries of petrol

(1 000 t)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	:	:	2 503	1 530	23 641	1 794	5 917	18 035	840	11 872	309	3 397	:	855	:	:	20 379
1986	:	:	2 724	1 532	24 671	1 866	6 405	18 562	867	11 971	307	3 481	:	938	:	:	21 477
1987	:	:	2 838	1 533	25 525	2 002	6 698	18 566	833	12 235	328	3 407	:	1 059	:	:	22 182
1988	:	:	2 937	1 555	26 480	2 143	7 333	18 855	848	12 437	329	3 357	:	1 161	:	:	23 249
1989	:	:	2 878	1 528	26 430	2 329	7 763	18 525	881	12 896	377	3 419	:	1 261	:	:	23 931
1990	113 182	80 664	2 731	1 609	27 317	2 435	7 994	18 255	885	13 668	411	3 479	2 572	1 367	1 985	4 168	24 306
1991	119 028	86 549	2 742	1 702	31 618	2 502	8 334	17 909	905	14 823	485	3 451	2 815	1 482	1 985	4 253	24 022
1992	121 322	88 654	2 905	1 788	31 718	2 578	8 924	17 642	971	15 950	522	3 648	2 692	1 691	1 991	4 354	23 948
1993	119 358	87 156	2 843	1 831	31 558	2 647	8 855	15 770	953	16 616	525	3 795	2 590	1 775	1 876	4 138	23 586
1994	117 883	86 217	2 843	1 894	30 267	2 699	9 162	15 170	993	16 971	544	3 912	2 488	1 829	2 038	4 174	22 899
1995	116 213	85 397	2 834	1 914	30 145	2 851	8 878	14 161	1 038	17 574	514	4 024	2 391	1 882	1 956	4 262	21 789
1996	115 819	84 592	2 741	1 929	29 996	2 940	9 101	13 680	1 097	17 278	520	4 199	2 217	1 931	1 832	4 203	22 155
1997	115 493	84 064	2 537	1 975	29 902	3 039	8 979	13 609	1 173	17 254	542	4 139	2 136	1 919	1 874	4 127	22 288
1998	117 628	86 538	2 512	2 031	30 427	3 156	9 018	14 577	1 306	18 044	541	4 107	2 129	2 040	1 837	4 019	21 884
1999	116 729	85 935	2 396	2 018	30 331	3 215	8 938	14 533	1 409	17 656	565	4 148	2 047	2 060	1 852	3 964	21 597

Inland deliveries of unleaded petrol

(1 000 t)

1985	:	:	–	–	–	–	–	–	–	–	–	–	:	–	:	:	–
1986	:	:	–	153	704	–	1	–	–	–	–	–	:	–	:	:	–
1987	:	:	–	443	6 393	–	4	–	–	–	0	688	:	–	:	:	14
1988	:	:	14	499	11 570	–	13	48	–	89	33	870	:	–	:	:	259
1989	:	:	442	613	15 197	–	28	442	56	270	77	1 283	:	4	:	:	4 648
1990	38 461	26 960	685	910	18 517	44	70	2 640	166	659	123	1 682	1 313	24	1 080	2 291	8 256
1991	50 022	36 514	1 026	1 079	24 340	182	258	4 480	223	998	217	2 063	1 636	127	1 146	2 436	9 811
1992	58 669	43 206	1 364	1 244	26 634	424	549	6 018	293	2 097	302	2 536	1 791	221	1 401	2 577	11 218
1993	67 615	50 040	1 631	1 384	28 235	606	1 197	6 968	367	3 915	362	2 848	2 516	371	1 630	3 318	12 267
1994	73 957	54 005	1 842	1 856	27 935	745	2 032	7 579	483	5 528	411	3 129	2 483	548	2 035	4 150	13 201
1995	78 046	57 321	1 946	1 913	28 497	893	2 283	7 864	585	7 318	408	3 398	2 391	678	1 953	4 263	13 656
1996	82 717	60 689	2 029	1 929	29 185	1 107	3 154	8 391	712	8 084	436	3 845	2 217	804	1 832	4 203	14 789
1997	86 847	63 469	2 011	1 975	29 859	1 311	3 645	8 898	868	8 646	477	4 136	2 136	919	1 874	4 129	15 963
1998	91 271	66 547	2 085	2 031	30 376	1 516	4 286	8 891	1 105	10 158	486	4 097	2 130	1 096	1 837	4 019	17 158
1999	93 643	67 176	1 859	2 016	27 879	1 737	4 823	10 281	1 297	10 756	556	4 136	2 047	1 692	1 850	3 964	18 750

Share of unleaded petrol in total petrol deliveries

(%)

1985	:	:	–	–	–	–	–	–	–	–	–	–	:	–	:	:	–
1986	:	:	–	10.0	2.9	–	0.0	–	–	–	–	–	:	–	:	:	–
1987	:	:	–	28.9	25.0	–	0.1	–	–	–	0.1	20.2	:	–	:	:	0.1
1988	:	:	0.5	32.1	43.7	–	0.2	0.3	–	0.7	10.1	25.9	:	–	:	:	1.1
1989	:	:	15.4	40.1	57.5	–	0.4	2.4	6.4	2.1	20.4	37.5	:	0.3	:	:	19.4
1990	34.0	33.4	25.1	56.6	67.8	1.8	0.9	14.5	18.8	4.8	30.0	48.3	51.0	1.8	54.4	55.0	34.0
1991	42.0	42.2	37.4	63.4	77.0	7.3	3.1	25.0	24.6	6.7	44.7	59.8	58.1	8.6	57.7	57.3	40.8
1992	48.4	48.7	47.0	69.6	84.0	16.4	6.2	34.1	30.2	13.1	57.9	69.5	66.5	13.1	70.4	59.2	46.8
1993	56.6	57.4	57.4	75.6	89.5	22.9	13.5	44.2	38.5	23.6	69.0	75.0	97.1	20.9	86.9	80.2	52.0
1994	62.7	62.6	64.8	98.0	92.3	27.6	22.2	50.0	48.6	32.6	75.6	80.0	99.8	30.0	99.9	99.4	57.6
1995	67.2	67.1	68.7	99.9	94.5	31.3	25.7	55.5	56.4	41.6	79.4	84.4	100.0	36.0	99.8	100.0	62.7
1996	71.4	71.7	74.0	100.0	97.3	37.7	34.7	61.3	64.9	46.8	83.8	91.6	100.0	41.6	100.0	100.0	66.8
1997	75.2	75.5	79.3	100.0	99.9	43.1	40.6	65.4	74.0	50.1	88.0	99.9	100.0	47.9	100.0	100.0	71.6
1998	77.6	76.9	83.0	100.0	99.8	48.0	47.5	61.0	84.6	56.3	89.8	100.0	100.0	53.7	100.0	100.0	78.4
1999	80.2	78.2	77.6	100.0	91.9	54.0	54.0	70.7	92.1	60.9	98.4	100.0	100.0	82.1	100.0	100.0	86.8

Source: Eurostat (New Cronos)

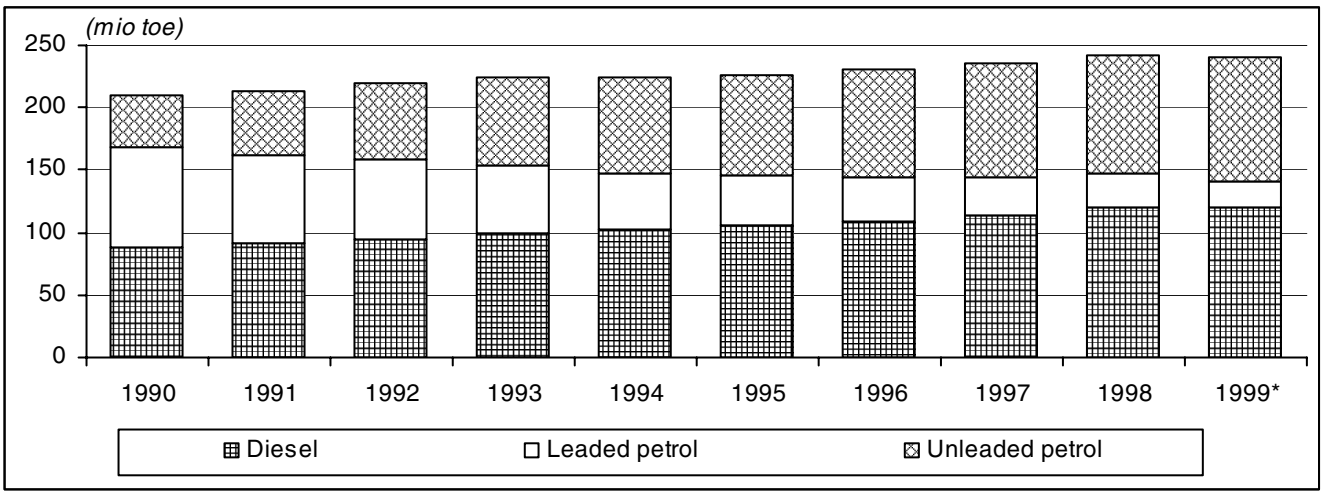


Figure 6.1: Consumption of conventional road transport fuels, 1990 - 1998 – EU-15

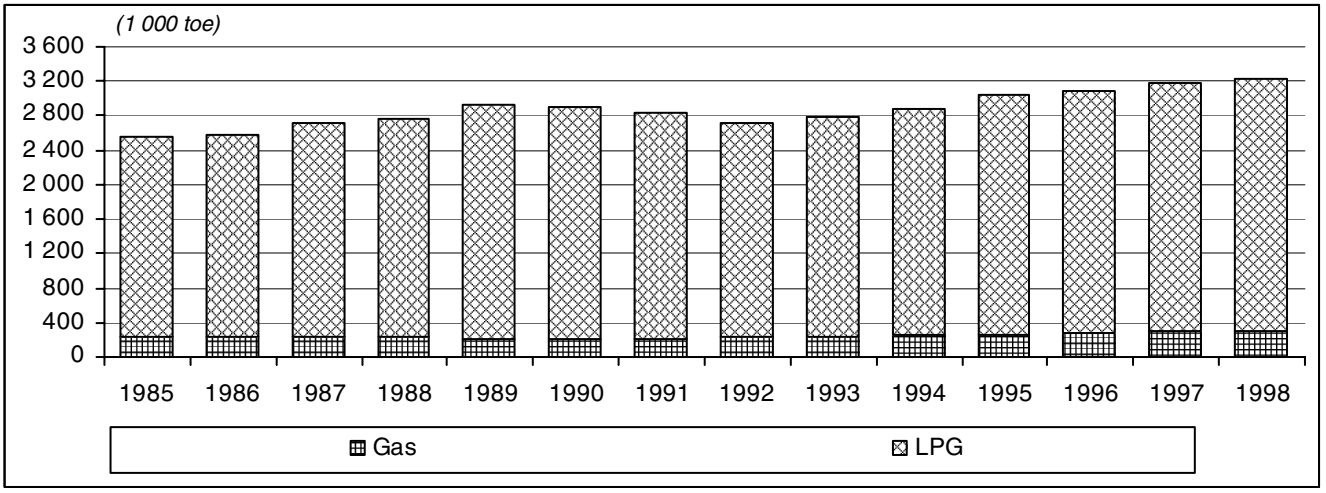


Figure 6.2: LPG and natural gas consumption of road transport – EU-15

6.1.2 Consumption of alternative fuels by road transport, 1985 - 1998

Consumption of LPG by road transport

(1 000 toe)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	2 311	2 220	75	64	14	20	76	69	25	1 055	8	883	15	–	–	7	–
1986	2 341	2 280	76	36	8	21	68	65	27	1 094	7	923	12	–	–	4	–
1987	2 485	2 437	75	24	7	22	57	63	10	1 307	7	900	12	–	–	2	–
1988	2 535	2 483	59	23	18	24	42	60	11	1 340	7	934	12	–	–	4	–
1989	2 704	2 659	62	14	5	29	27	59	16	1 455	5	1 020	9	–	–	2	–
1990	2 686	2 640	62	11	3	33	29	55	7	1 474	4	998	9	–	–	2	–
1991	2 614	2 565	52	7	3	41	44	52	8	1 421	4	969	13	–	–	1	–
1992	2 482	2 429	49	5	5	46	55	44	8	1 304	3	947	13	–	–	1	–
1993	2 559	2 502	44	8	4	49	66	38	7	1 422	3	903	14	–	–	–	–
1994	2 625	2 574	57	7	4	44	71	34	8	1 523	4	858	14	–	–	–	–
1995	2 769	2 719	66	5	66	44	81	29	8	1 624	3	831	12	–	–	–	–
1996	2 810	2 768	70	3	69	40	84	49	7	1 659	2	815	12	–	–	–	–
1997	2 886	2 849	80	5	69	31	88	99	8	1 681	1	810	14	–	–	–	–
1998	2 906	2 866	103	10	3	30	93	169	7	1 692	2	797	–	–	–	–	–

Consumption of natural gas by road transport

(1 000 toe)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	241	241	–	–	–	–	–	1	–	239	–	–	–	–	–	–	–
1986	243	243	–	–	–	–	–	1	–	242	–	–	–	–	–	–	–
1987	242	242	–	–	–	–	–	0	–	242	–	–	–	–	–	–	–
1988	223	223	–	–	–	–	–	0	–	222	–	–	–	–	–	–	–
1989	212	212	–	–	–	–	–	0	–	212	–	–	–	–	–	–	–
1990	208	208	–	–	–	–	–	0	–	208	–	–	–	–	–	–	–
1991	213	213	–	–	–	–	–	0	–	213	–	–	–	–	–	–	–
1992	236	236	–	–	–	–	–	0	–	214	–	–	21	–	–	–	–
1993	239	239	–	–	–	–	–	1	–	215	–	–	22	–	–	–	–
1994	250	250	–	–	–	–	–	1	–	227	–	–	22	–	–	–	–
1995	267	267	–	–	–	–	–	0	–	243	–	–	24	–	–	–	–
1996	289	289	–	–	–	–	–	0	–	263	–	–	25	–	–	–	–
1997	298	298	–	–	–	–	5	0	–	278	–	–	15	–	–	–	–
1998	312	312	–	–	–	–	6	0	–	286	–	–	21	–	–	–	–

Share of LPG and natural gas in energy consumption of road transport

(%)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1985	1.5	1.9	1.5	2.3	0.0	0.6	0.6	0.2	1.8	5.2	1.5	11.8	0.4	–	–	0.1	–
1986	1.4	1.8	1.3	1.3	0.0	0.6	0.6	0.2	1.9	5.0	1.2	13.1	0.3	–	–	0.1	–
1987	1.5	1.9	1.3	0.9	0.0	0.6	0.4	0.2	0.8	5.7	1.1	12.5	0.3	–	–	0.0	–
1988	1.4	1.8	0.9	0.8	0.0	0.7	0.3	0.2	0.8	5.5	1.1	12.4	0.3	–	–	0.1	–
1989	1.4	1.8	0.9	0.5	0.0	0.8	0.2	0.2	1.1	5.6	0.7	12.8	0.2	–	–	0.0	–
1990	1.4	1.7	1.0	0.3	0.0	0.8	0.2	0.2	0.4	5.5	0.5	12.4	0.2	–	–	0.0	–
1991	1.3	1.7	0.8	0.2	0.0	1.0	0.2	0.1	0.5	5.3	0.4	12.0	0.3	–	–	0.0	–
1992	1.2	1.5	0.7	0.2	0.0	1.1	0.3	0.1	0.4	4.7	0.3	11.3	0.7	–	–	0.0	–
1993	1.2	1.6	0.6	0.2	0.0	1.1	0.3	0.1	0.4	4.9	0.3	10.5	0.7	–	–	–	–
1994	1.3	1.6	0.8	0.2	0.0	1.0	0.4	0.1	0.4	5.3	0.4	9.9	0.7	–	–	–	–
1995	1.3	1.7	0.9	0.2	0.1	1.0	0.4	0.1	0.4	5.5	0.3	9.3	0.7	–	–	–	–
1996	1.3	1.7	1.0	0.1	0.1	0.8	0.4	0.1	0.3	5.6	0.2	8.6	0.7	–	–	–	–
1997	1.3	1.7	1.1	0.1	0.1	0.6	0.4	0.3	0.3	5.7	0.1	8.4	0.5	–	–	–	–
1998	1.4	1.7	1.4	0.3	0.0	0.6	0.4	0.5	0.2	5.4	0.2	8.3	0.4	–	–	–	–

Source: Eurostat (New Cronos)

6.2 Vehicles by energy source

6.2.1 Passenger cars by energy source, 1980 - 1998

(1 000 units)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All energy sources																	
1980	101 636	80 882	3 159	1 389	23 192	863	7 557	19 130	738	17 686	129	4 550	2 247	1 269	1 226	2 883	15 619
1985	117 200	93 547	3 343	1 501	25 845	1 263	9 274	21 090	715	22 495	152	4 852	2 531	1 702	1 548	3 151	17 737
1990	139 902	111 490	3 864	1 590	30 685	1 736	11 996	23 550	796	27 416	192	5 509	2 991	2 552	1 939	3 601	21 485
1995	159 888	130 423	4 273	1 679	40 404	2 205	14 212	25 100	990	30 301	232	5 664	3 594	3 751	1 901	3 631	21 951
1996	163 340	132 788	4 339	1 739	40 988	2 339	14 754	25 500	1 057	30 467	237	5 810	3 690	4 003	1 943	3 655	22 819
1997	166 664	135 229	4 415	1 783	41 372	2 500	15 297	26 090	1 134	30 742	244	5 931	3 783	4 273	1 948	3 702	23 450
1998	:	:	4 492	1 817	41 674	2 676	16 050	26 810	:	31 371	:	:	3 887	4 587	2 021	3 791	23 886
1999	:	:	4 584	1 843	42 324	2 929	:	:	:	31 417	:	:	4 010	:	2 083	:	:
Petrol																	
1980	:	:	:	1 354	22 043	:	:	18 240	:	:	:	3 798	2 168	:	1 164	2 770	:
1985	:	:	2 659	1 434	23 483	:	:	19 068	:	:	:	3 742	2 391	:	1 419	3 023	:
1990	:	:	2 744	1 510	26 553	:	10 775	19 775	:	22 502	:	4 030	2 582	:	1 768	3 494	:
1995	:	:	2 828	1 600	34 855	:	12 153	18 162	854	25 769	:	4 682	2 767	:	1 742	3 534	19 533
1996	:	:	2 828	1 659	35 352	2 308	12 362	:	908	25 640	:	4 802	2 733	:	1 776	3 549	20 052
1997	:	:	2 815	1 702	35 599	2 469	12 491	:	974	25 829	:	4 904	2 703	:	1 772	3 572	20 385
1998	:	:	2 784	:	36 181	2 645	12 681	:	:	26 234	:	:	2 680	:	1 829	3 629	20 591
Diesel																	
1980	:	:	:	21	1 138	:	:	890	:	:	:	159	79	:	62	113	:
1985	:	:	546	53	2 341	:	:	1 872	:	:	:	334	140	:	127	128	:
1990	:	:	1 015	77	4 122	:	1 221	3 775	:	3 600	:	576	409	:	155	105	:
1995	:	:	1 394	78	5 545	29	2 059	6 938	135	3 099	:	623	827	:	143	96	1 891
1996	:	:	1 458	79	5 631	29	2 391	7 470	149	3 195	:	636	957	:	152	105	2 215
1997	:	:	1 541	80	5 587	29	2 807	8 029	160	3 382	:	663	1 080	:	163	128	2 475
1998	:	:	1 643	:	5 487	29	3 369	8 609	:	3 686	:	:	1 207	:	179	161	2 693
Electricity																	
1980	:	:	:	–	0.1	:	:	:	:	:	:	–	:	:	–	:	:
1985	:	:	0.0	–	0.2	:	:	:	:	:	:	–	0.0	:	–	:	:
1990	:	:	0.0	–	0.3	:	:	:	:	0.2	:	–	0.0	:	0.0	:	:
1995	:	:	–	0.1	2.0	–	–	:	:	0.2	:	–	0.1	:	–	–	–
1996	:	:	–	:	2.0	–	–	:	:	0.3	:	–	0.1	:	–	–	–
1997	:	:	–	:	3.0	–	–	:	:	0.4	:	–	0.1	:	–	:	:
1998	:	:	–	:	3.0	–	–	:	:	0.4	:	:	0.2	:	–	:	:
Other sources of energy																	
1980	:	:	:	15.0	10.2	:	:	:	:	:	:	:	:	:	0.2	:	:
1985	:	:	137.9	13.7	:	:	:	:	:	:	:	524.4	:	:	0.7	:	:
1990	:	:	105.0	3.0	:	:	:	:	:	:	:	590.4	:	:	0.0	1.5	:
1995	:	:	51.0	0.6	3.0	3.0	–	:	1.4	:	:	360.0	:	:	–	1.0	3.0
1996	:	:	53.0	0.4	3.0	2.0	–	:	1.2	:	:	372.0	:	:	–	1.0	4.0
1997	:	:	59.0	0.3	2.0	2.0	–	:	0.9	:	:	364.0	:	:	–	1.0	6.0
1998	:	:	64.0	0.3	3.0	2.0	–	:	:	:	:	:	:	:	–	1.0	10.0

Source: Eurostat; national sources

6.2.2 Motor coaches, buses, and troley buses by energy source, 1980 - 1998

(1 000 units)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All energy sources																	
1980	413.3	296.9	19.6	7.4	70.5	18.0	42.6	65.0	2.7	58.1	0.6	11.2	9.0	8.5	9.0	12.8	78.3
1985	507.2	319.3	16.8	8.0	69.4	18.2	41.6	71.0	3.3	76.3	0.7	11.6	9.2	10.4	9.0	13.7	148.0
1990	533.4	332.3	15.6	8.1	70.4	21.4	45.8	75.0	4.0	77.7	0.8	12.1	9.4	12.1	9.3	14.6	157.0
1995	568.6	357.7	14.7	13.7	86.3	24.6	47.4	81.8	5.3	77.1	0.9	11.5	9.8	15.0	8.1	14.6	158.0
1996	:	:	14.7	13.8	85.0	25.1	48.4	82.1	5.5	83.2	:	11.0	9.7	15.7	8.2	14.8	163.0
1997	587.5	367.3	14.7	13.8	84.0	25.6	50.0	82.0	5.8	84.2	0.9	11.0	9.7	16.4	8.5	14.8	166.0
1998	:	:	14.6	13.9	83.3	26.3	51.8	85.0	:	84.8	0.9	11.0	9.7	17.5	9.0	14.9	166.0
Petrol																	
1980	:	:	:	0.2	2.0	:	:	:	:	:	:	0.1	:	:	0.0	1.1	:
1985	:	:	1.6	0.1	1.2	:	:	:	:	:	:	0.1	:	:	0.0	0.6	:
1990	:	:	0.8	0.1	0.7	:	0.9	2.7	:	:	:	0.0	0.0	:	0.0	0.9	:
1995	:	:	0.3	1.6	0.8	2.5	0.9	1.6	0.2	:	:	0.0	0.0	:	0.0	1.0	:
1996	:	:	0.3	1.6	0.6	2.5	0.9	1.3	0.2	:	:	0.0	0.0	:	0.0	0.9	45.0
1997	:	:	:	1.6	0.5	2.5	0.9	0.3	0.2	:	:	0.0	0.0	:	0.0	0.8	41.0
1998	:	:	0.2	1.6	0.4	2.6	0.9	1.7	:	:	:	:	0.0	:	0.0	0.7	36.0
Diesel																	
1980	:	:	:	7.1	68.3	:	:	:	:	:	:	9.8	:	:	8.9	11.7	:
1985	:	:	15.1	7.9	68.1	:	:	:	:	:	:	10.5	:	:	9.0	13.6	:
1990	:	:	14.8	8.0	69.6	:	0.9	71.0	:	:	:	11.5	9.3	:	9.3	13.6	:
1995	:	:	14.1	12.0	85.2	23.4	46.4	80.2	5.1	:	:	11.4	9.6	:	8.0	13.4	:
1996	:	:	14.2	12.2	84.0	22.2	47.5	80.8	5.4	:	:	11.1	9.6	:	8.2	13.4	113.0
1997	:	:	:	12.1	83.1	22.7	49.9	81.7	5.6	:	:	10.7	9.6	:	8.4	13.4	119.0
1998	:	:	14.1	12.1	82.4	23.4	50.9	82.8	:	:	:	:	9.5	:	9.0	13.5	125.0
Electricity																	
1980	:	:	:	–	0.2	:	:	:	:	:	:	–	:	:	:	–	:
1985	:	:	0.0	–	0.2	:	:	:	:	:	:	–	:	:	:	:	:
1990	:	:	–	–	0.1	:	:	0.2	:	:	:	–	0.1	:	–	:	:
1995	:	:	:	–	0.1	0.4	46.4	0.1	:	:	:	:	0.1	:	:	–	:
1996	:	:	:	–	0.1	0.4	47.5	:	:	:	:	:	0.1	:	:	–	–
1997	:	:	:	–	0.1	0.4	–	:	:	:	:	:	0.1	:	–	:	:
1998	:	:	0.0	–	0.1	0.4	-	:	:	:	:	:	0.1	:	–	:	:
Other sources of energy																	
1980	:	:	:	0.1	0.0	:	:	:	:	:	:	0.0	:	:	:	–	:
1985	:	:	0.1	0.0	0.0	:	:	:	:	:	:	0.0	:	:	:	:	:
1990	:	:	0.1	0.0	0.0	:	:	:	:	:	:	0.1	:	:	:	0.1	:
1995	:	:	0.2	0.0	0.1	:	–	:	:	:	:	0.1	:	:	0.0	0.3	:
1996	:	:	0.2	0.0	0.2	:	–	:	0.0	:	:	0.1	:	:	0.0	0.4	–
1997	:	:	:	0.1	0.3	:	–	:	0.0	:	:	0.1	:	:	0.0	0.5	:
1998	:	:	0.2	0.2	0.4	:	–	0.4	:	:	:	:	:	:	0.0	0.7	:

Source: Eurostat (New Cronos)

6.2.3 Lorries by energy source, 1980 - 1996

(1 000 units)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All energy sources																	
1980	10 199	7 535	217	248	1 277	383	1 338	2 515	65	1 284	9	314	184	183	149	182	1 852
1985	12 460	9 495	273	253	1 281	585	1 529	3 001	93	2 192	9	370	207	361	180	218	1 909
1990	15 325	11 656	285	287	1 389	743	2 333	3 568	143	2 349	11	507	253	555	264	310	2 330
1995	:	:	421	333	2 215	876	2 937	3 597	142	2 709	16	578	290	:	252	303	2 462
1996	:	:	417	340	2 273	906	:	3 554	147	2 944	:	597	294	:	259	307	:
1997	:	:	435	346	2 315	:	:	3 453	158	3 088	17	635	301	:	267	316	2 542
1998	:	:	453	358	2 371	:	:	4 985	:	2 820	18	684	310	:	281	262	2 656
Petrol																	
1980	:	:	:	:	539	:	:	1 677	:	:	:	4	:	:	58	:	:
1985	:	:	103	:	455	:	:	1 847	:	:	:	2	:	:	45	117	:
1990	:	:	92	87	340	:	843	1 502	:	:	:	1	80	:	61	195	:
1995	:	:	78	97	345	715	917	763	10	:	:	1	56	:	52	198	840
1996	:	:	80	97	330	741	906	623	8	:	:	1	51	:	51	199	862
1997	:	:	72	96	316	:	891	495	7	:	:	1	46	:	48	195	787
1998	:	:	67	104	305	:	878	1 038	:	:	:	:	42	:	47	184	708
Diesel																	
1980	:	:	:	:	737	:	:	835	:	:	:	76	:	:	92	:	:
1985	:	:	158	:	824	:	:	1 138	:	:	:	77	:	:	135	97	:
1990	:	:	240	196	1 047	:	1 490	2 051	:	:	:	83	173	:	200	114	:
1995	:	:	311	236	1 868	160	2 020	2 829	131	:	:	82	234	:	197	104	1 576
1996	:	:	328	243	1 942	166	2 151	2 925	138	:	:	82	243	:	205	108	1 612
1997	:	:	349	249	1 997	:	2 315	2 951	151	:	:	81	255	:	216	121	1 747
1998	:	:	371	254	2 063	:	2 515	3 928	:	:	:	:	267	:	230	78	1 936
Electricity and other sources of energy																	
1980	:	:	:	:	1.8	:	:	:	:	:	:	:	:	:	:	:	:
1985	:	:	11.6	:	1.8	:	:	:	:	:	:	:	:	:	:	:	:
1990	:	:	:	0.6	1.6	:	:	:	:	:	:	0.1	0.0	:	0.0	0.3	:
1995	:	:	12.9	0.6	2.1	:	:	5.5	0.2	:	:	0.1	0.0	:	0.1	0.2	9.0
1996	:	:	8.5	0.4	2.0	:	:	5.3	0.2	:	:	0.1	0.0	:	0.1	0.2	:
1997	:	:	14.3	0.3	2.0	:	:	6.8	0.2	:	:	0.0	0.0	:	0.2	0.2	8.0
1998	:	:	14.7	0.2	2.3	:	:	19.0	:	:	:	:	0.0	:	0.2	0.4	12.0

Source: Eurostat (New Cronos)

6.2.4 Locomotives by energy source, 1980 - 1998

(units)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All energy sources																	
1980	27 817	22 323	1 178	392	7 096	194	1 206	6 059	192	3 724	82	574	1 217	253	742	1 375	3 533
1985	:	:	1 147	:	6 602	214	1 385	5 858	153	3 337	85	582	1 202	332	:	1 249	2 793
1990	23 938	20 120	1 040	328	5 952	233	1 287	5 654	126	3 225	80	522	1 232	320	682	1 015	2 242
1995	:	22 549	977	277	8 985	234	1 081	5 295	114	3 224	76	526	1 333	275	663	671	:
1996	:	22 086	967	148	8 814	234	981	5 246	114	3 146	76	495	1 327	272	648	636	:
1997	:	21 708	959	143	8 589	324	978	5 157	113	3 110	65	495	1 328	260	654	583	:
1998	:	:	:	143	7 897	350	955	5 125	110	3 067	62	361	:	251	640	613	:
Electricity																	
1980	9 834	8 776	249	–	2 715	–	445	2 463	–	1 950	19	112	691	48	84	751	307
1985	10 114	9 141	332	6	2 614	–	625	2 411	–	2 120	19	158	705	47	110	718	249
1990	9 813	8 896	381	10	2 533	–	593	2 298	–	2 037	19	146	725	54	110	629	278
1995	:	:	376	22	3 563	–	501	2 210	–	2 033	19	:	760	81	111	426	:
1996	:	9 869	376	22	3 675	–	483	2 219	–	1 957	19	186	759	82	113	395	:
1997	:	:	:	22	3 747	–	479	2 151	–	1 924	19	178	758	82	124	370	:
1998	:	:	:	22	3 773	–	463	2 126	–	1 876	21	178	:	82	129	376	:
Diesel																	
1980	17 729	13 299	929	386	4 381	194	761	3 596	192	1 579	63	462	501	177	658	624	3 226
1985	:	:	815	417	3 988	214	760	3 447	153	1 164	66	424	497	274	:	531	2 544
1990	14 079	11 178	659	318	3 417	233	694	3 356	126	1 162	61	376	489	266	572	386	1 964
1995	:	:	601	255	5 356	234	580	3 085	114	1 168	57	:	539	194	552	245	:
1996	:	12 126	591	126	5 108	234	498	3 027	114	1 165	57	309	532	190	535	241	:
1997	:	:	:	121	4 820	234	499	3 006	113	1 164	46	317	530	178	530	213	:
1998	:	:	:	121	4 071	260	492	2 999	110	1 168	41	183	525	169	511	237	:
Steam																	
1980	254	248	–	6	–	–	–	–	–	195	–	–	25	28	–	–	–
1985	:	64	–	:	–	–	–	–	–	53	–	–	–	11	–	–	–
1990	44	44	–	–	–	–	–	–	–	26	–	–	18	–	–	–	–
1995	88	88	–	–	31	–	–	–	–	23	–	–	34	–	–	–	–
1996	91	91	–	–	31	–	–	–	–	24	–	–	36	–	–	–	–
1997	174	84	–	–	22	90	–	–	–	22	–	–	40	–	–	–	–
1998	206	116	–	–	53	90	–	–	–	23	–	–	40	–	–	–	–

Source: Eurostat (New Cronos); UIC; national sources

6.2.5 Railcars by energy source, 1980 - 1998

(units)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
All energy sources																	
1980	14 278	8 489	616	410	2 404	119	654	1 555	–	1 782	14	683	233	270	278	383	4 877
1985	13 465	8 802	730	495	2 177	117	723	1 637	40	1 753	16	689	281	272	484	324	3 727
1990	13 787	8 468	687	546	2 171	168	785	1 768	40	1 627	19	722	321	228	100	289	4 316
1995	:	9 138	597	506	2 774	196	762	1 921	57	1 410	34	645	520	318	100	352	:
1996	:	9 133	601	523	2 688	196	787	1 952	57	1 362	34	718	511	323	100	353	:
1997	:	:	620	:	2 722	192	786	2 007	57	1 361	32	:	496	322	102	359	:
1998	:	:	651	:	2 733	282	775	2 078	48	1 364	32	:	:	330	102	341	:
Electricity																	
1980	8 368	5 026	529	277	1 833	–	477	632	–	606	6	572	145	130	96	165	2 900
1985	7 878	5 509	666	283	1 779	–	504	830	40	657	8	571	201	153	100	176	1 910
1990	8 750	5 727	663	299	1 684	–	635	1 013	40	643	13	604	225	107	100	189	2 535
1995	:	:	577	319	1 915	–	626	1 188	40	572	32	:	338	190	100	281	:
1996	:	6 113	581	337	1 821	–	659	1 221	40	529	32	596	339	195	100	277	:
1997	:	:	600	:	1 794	–	654	1 269	40	529	30	:	332	195	102	281	:
1998	:	:	634	:	1 772	–	634	1 337	40	550	30	:	:	204	102	281	:
Diesel																	
1980	5 910	3 463	87	133	571	119	177	923	–	1 176	8	111	88	140	182	218	1 977
1985	5 587	3 293	64	212	398	117	219	807	–	1 096	8	118	80	119	384	148	1 817
1990	5 037	2 741	24	247	487	168	150	755	–	984	6	118	96	121	–	100	1 781
1995	:	:	20	187	859	196	136	733	17	838	2	:	182	128	–	71	:
1996	:	3 020	20	186	867	196	128	731	17	833	2	122	172	128	–	76	:
1997	:	:	20	:	928	192	132	738	17	832	2	:	164	127	–	78	:
1998	:	:	17	:	961	282	141	741	8	814	2	:	163	126	–	60	:

Source: Eurostat (New Cronos); UIC; national sources

6.3 Conformance with environmental standards

6.3.1 Estimated average age of passenger cars, 1980 - 1999

(years)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1980	6.1	6.1	4.4	6.5	5.3	7.4	6.7	5.6	4.7	7.2	3.6	4.8	5.6	7.7	6.7	6.6	5.7
1981	6.0	6.1	4.6	6.8	5.5	7.8	7.1	5.6	4.6	7.2	3.6	5.1	5.8	7.5	6.9	6.8	5.6
1982	6.1	6.0	4.7	7.0	5.6	8.0	7.5	5.6	4.3	7.2	3.6	5.3	5.9	7.5	7.0	7.0	6.0
1983	6.1	6.1	4.8	7.1	5.7	8.3	7.8	5.6	4.7	7.4	3.5	5.5	5.8	7.7	7.1	7.2	5.9
1984	6.3	6.3	5.0	6.9	5.8	8.5	8.0	5.9	5.0	7.5	3.5	5.6	6.0	8.1	7.1	7.3	5.8
1985	6.4	6.4	5.1	6.9	5.9	8.7	8.5	6.1	5.3	7.9	3.4	5.6	6.0	8.3	7.2	7.4	5.5
1986	6.4	6.5	5.1	6.7	6.0	9.0	8.6	6.2	5.6	8.0	3.3	5.5	6.0	8.5	7.2	7.4	5.5
1987	6.4	6.5	5.1	6.8	6.0	9.5	8.5	6.2	6.0	7.8	3.2	5.5	6.1	8.4	7.1	7.3	5.3
1988	6.4	6.5	5.1	7.1	6.0	9.9	8.3	6.2	6.3	7.8	3.2	5.7	6.2	8.6	7.0	7.9	5.3
1989	6.4	6.5	5.1	7.5	6.4	10.1	8.1	6.2	6.3	7.6	3.3	5.9	6.3	8.8	6.8	7.6	5.3
1990	6.4	6.5	5.1	7.8	6.4	10.3	8.1	6.2	6.3	7.6	3.2	6.0	6.2	9.0	7.2	7.6	5.4
1991	6.5	6.5	5.0	8.0	6.4	9.0	8.2	6.2	6.3	7.6	3.1	6.1	6.2	9.2	7.4	8.2	5.6
1992	6.5	6.5	4.9	8.3	6.4	8.1	8.2	6.3	6.5	7.6	3.2	6.1	6.2	9.3	7.9	8.3	5.7
1993	6.7	6.7	5.1	8.6	6.6	8.3	8.4	6.5	6.9	7.8	3.5	6.1	6.4	9.5	8.2	8.9	5.8
1994	7.1	6.9	5.3	8.3	6.8	8.8	8.4	6.6	7.1	8.1	3.7	6.3	6.6	9.8	8.7	9.2	6.0
1995	7.2	7.1	5.5	8.3	6.8	9.2	8.6	6.7	7.2	8.2	3.9	6.5	6.7	10.1	9.1	9.6	6.1
1996	7.3	7.2	5.6	8.3	6.8	9.6	8.8	6.7	7.2	8.3	4.1	6.7	6.8	10.4	9.4	9.7	6.3
1997	7.4	7.2	5.8	8.2	6.8	9.9	8.8	7.0	7.0	8.2	4.3	6.8	6.9	10.6	9.6	9.8	6.3
1998	7.3	7.3	5.8	7.9	6.6	10.2	8.7	7.2	6.8	8.1	4.3	6.8	7.1	10.8	9.8	9.5	6.3
1999	7.6*	7.5*	5.7	7.8	6.6	:	:	:	:	:	4.2	:	7.2	:	:	9.2	:

Source: Eurostat estimates

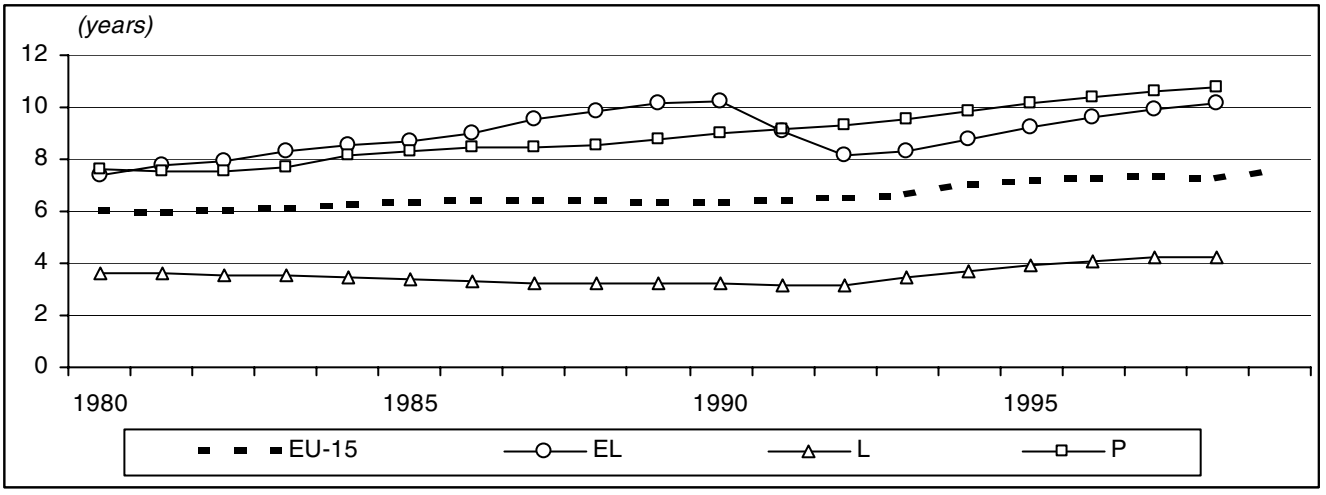


Figure 6.3: Estimated average age of the passenger car fleet – selected Member States

6.3.2 Estimated share of petrol-engined cars fitted with catalytic converter, 1990 - 1999

(%)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1990	13	15	3	2	38	9	4	3	5	3	5	32	36	1	2	26	3
1991	17	19	7	4	45	18	5	5	14	6	12	40	38	3	5	31	5
1992	21	23	11	6	52	29	7	8	21	9	17	47	40	5	7	35	7
1993	28	31	20	12	57	35	11	15	27	15	30	56	49	9	12	39	14
1994	35	37	29	23	63	39	15	23	34	21	41	62	56	13	17	43	20
1995	41	43	37	32	68	43	18	30	40	27	52	68	63	16	23	46	27
1996	46	49	45	41	72	46	22	38	48	33	62	73	71	19	29	51	33
1997	52	55	53	50	77	50	26	43	56	41	70	78	77	22	37	56	40
1998	58	60	61	60	82	54	30	49	63	49	78	82	83	25	44	61	46
1999	63*	66*	69	69	85	:	:	:	:	:	86	:	89	:	:	67	:

Source: Eurostat estimates

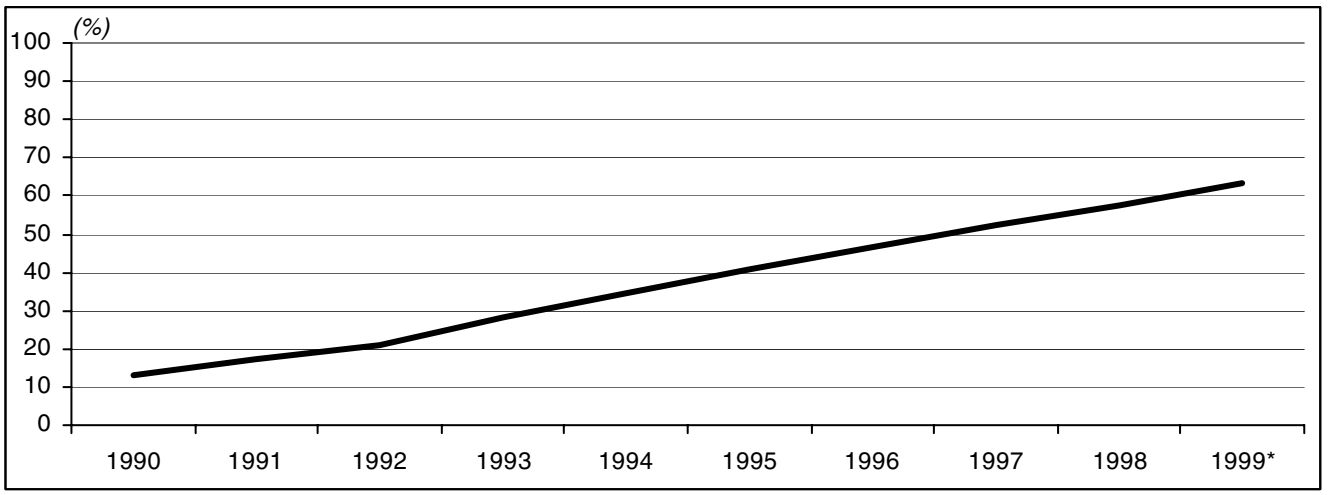


Figure 6.4: Estimated share of petrol-engined cars fitted with catalytic converter – EU-15

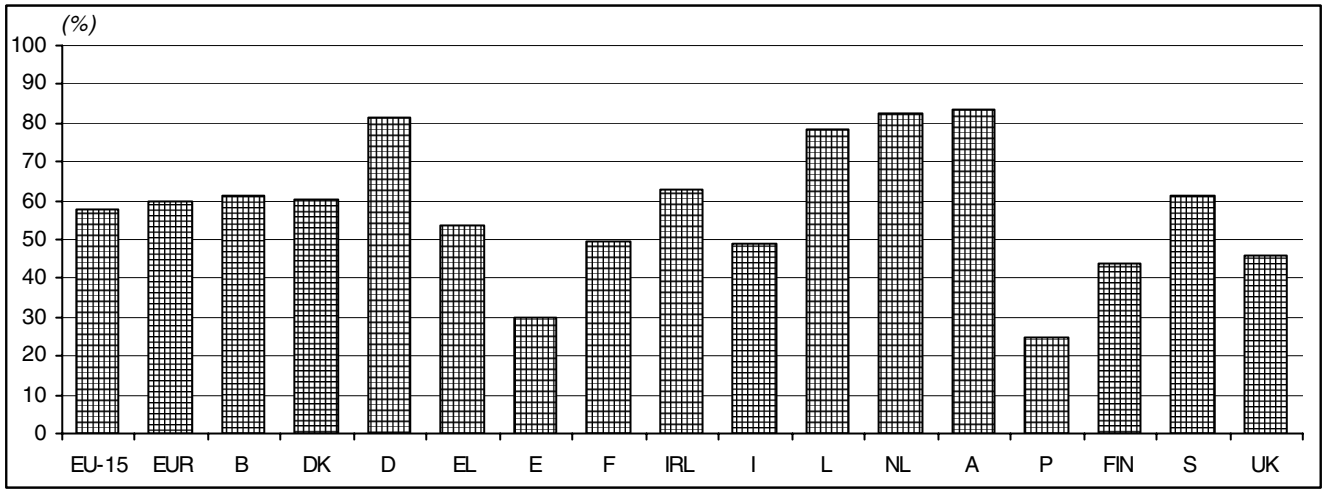


Figure 6.5: Estimated share of petrol-engined cars fitted with catalytic converter, 1998

6.4 Occupancy rates of passenger transport

6.4.1 Occupancy rates of passenger cars, 1970 - 1998

(pkm/vkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	:	:	2.0	1.8	2.0	1.3	:	1.8	:	1.7	1.6	1.9	1.5	2.5	1.7	1.8	1.9
1975	:	:	1.9	1.8	1.9	1.5	:	1.8	:	1.8	1.6	1.9	2.1	2.4	1.6	1.7	1.8
1980	:	1.9	1.8	2.0	1.8	:	:	1.8	1.2	1.7	1.4	1.7	2.0	2.4	1.5	1.5	1.9
1985	:	:	1.6	1.8	1.8	:	:	1.9	:	1.7	1.5	1.8	1.8	2.4	1.5	1.5	1.8
1990	:	1.8	1.5	1.7	1.6	:	:	1.9	:	1.9	1.3	1.8	2.0	2.5	1.5	1.6	1.8
1991	:	1.7	1.4	1.7	1.4	:	2.9	1.8	:	1.9	1.3	1.8	2.2	2.5	1.5	1.7	1.7
1992	:	:	1.4	1.7	1.4	:	:	1.9	:	1.9	:	1.7	2.1	2.4	1.4	1.6	1.7
1993	:	:	:	1.7	1.4	:	3.0	1.9	:	:	:	1.6	:	2.5	1.4	1.7	1.5
1994	:	:	1.1	1.7	1.4	:	3.0	1.9	:	:	:	1.6	:	2.5	1.4	1.5	1.5
1995	:	:	:	1.7	1.4	:	:	1.8	:	:	:	1.6	:	2.6	1.4	1.5	1.5
1996	:	:	:	1.7	1.4	:	:	1.9	:	:	:	1.6	:	2.5	1.4	1.6	1.5
1997	:	:	:	1.7	1.4	:	:	1.8	:	:	:	1.6	:	2.5	1.4	1.7	1.5
1998	:	:	:	1.7	:	:	:	1.8	:	:	:	:	:	2.4	1.4	1.7	1.5

Source: European Comission DG TREN (transport in figures statistical pocketbook 2000), Eurostat (New Cronos), UNECE, ECMT; national sources

6.4.2 Occupancy rates of buses and coaches, 1970 - 1998

(pkm/vkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	:	:	25.3	15.3	30.8	12.8	25.8	:	:	23.5	:	24.7	27.0	21.8	12.3	:	16.7
1975	:	:	24.2	19.0	30.4	13.4	25.8	28.6	:	25.2	:	21.9	23.9	23.6	12.5	:	19.4
1980	:	:	23.3	18.3	28.1	:	25.6	27.1	15.0	19.6	:	24.3	22.0	18.5	13.3	13.0	17.0
1985	:	:	23.2	17.6	22.8	:	25.5	26.0	:	18.2	:	22.8	20.3	:	12.8	:	13.4
1990	:	:	:	19.1	22.1	35.2	25.4	27.4	15.2	16.5	9.8	21.6	18.7	17.2	12.5	11.8	9.9
1991	17.9	19.9	27.9	19.4	19.3	36.4	25.4	26.9	16.8	16.3	9.4	23.1	19.6	17.4	12.5	13.3	9.6
1992	:	:	28.8	19.9	19.6	36.9	25.4	25.0	15.1	16.3	:	22.6	20.2	18.0	12.5	13.3	9.3
1993	:	:	:	20.2	19.7	:	25.8	25.2	15.1	:	:	22.1	:	17.9	12.5	8.7	9.0
1994	:	:	:	20.4	19.4	:	25.4	25.6	15.0	:	:	22.3	:	18.5	12.7	8.6	8.8
1995	:	:	:	20.5	19.1	:	:	25.3	14.6	:	:	22.5	:	:	12.9	8.1	8.9
1996	:	:	:	19.8	:	:	:	25.5	13.4	:	:	22.3	:	:	12.9	8.5	8.6
1997	:	:	:	19.5	:	:	:	:	:	:	:	23.3	:	:	12.9	8.4	8.6
1998	:	:	:	19.3	:	:	:	:	:	:	:	:	:	:	13.0	:	8.6

Source: European Comission DG TREN (transport in figures statistical pocketbook 2000), Eurostat (New Cronos), UNECE, ECMT; national sources

6.4.3 Occupancy rates of passenger trains, 1970 - 1998

(pkm/vkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	124	135	132	107	106	102	188	170	109	176	80	99	121	158	95	75	93
1975	130	143	118	93	108	113	211	189	126	184	83	92	120	199	118	102	88
1980	132	143	97	115	112	121	157	188	122	187	87	93	126	215	126	120	89
1985	137	148	91	119	124	128	167	206	110	171	77	89	116	184	132	109	92
1990	134	147	92	111	110	148	139	200	124	205	62	105	116	206	137	105	89
1991	130	142	94	99	98	144	128	196	134	208	62	142	108	194	131	101	87
1992	128	139	94	94	93	151	132	195	126	211	53	143	101	192	120	91	87
1993	124	134	93	96	93	116	132	181	131	206	47	136	102	183	119	99	83
1994	127	139	92	101	103	92	138	181	131	209	50	134	100	183	123	99	81
1995	128	140	95	96	108	96	137	180	129	205	49	127	110	163	127	101	81
1996	128	140	94	98	107	100	136	175	117	206	48	127	118	142	130	97	87
1997	129	139	97	100	105	113	143	178	126	205	48	128	93	145	125	98	92
1998	127*	136*	95	103	97	118	150	185	124	198	47	126	90	:	125	108	95

Source: Eurostat (New Cronos); UIC; national sources

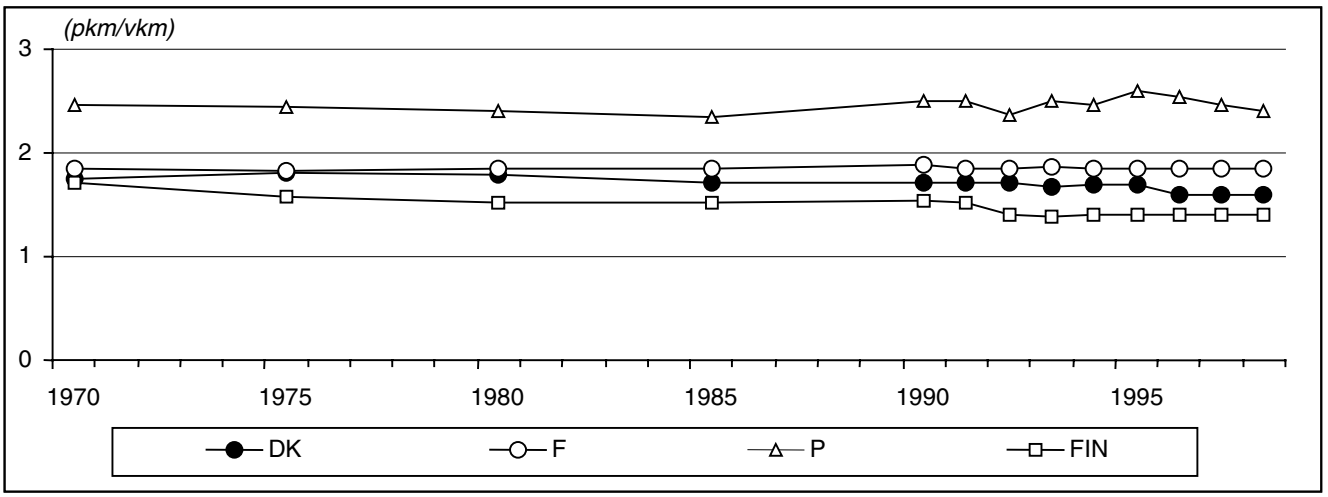


Figure 6.6: Occupancy rates of passenger cars – selected Member States

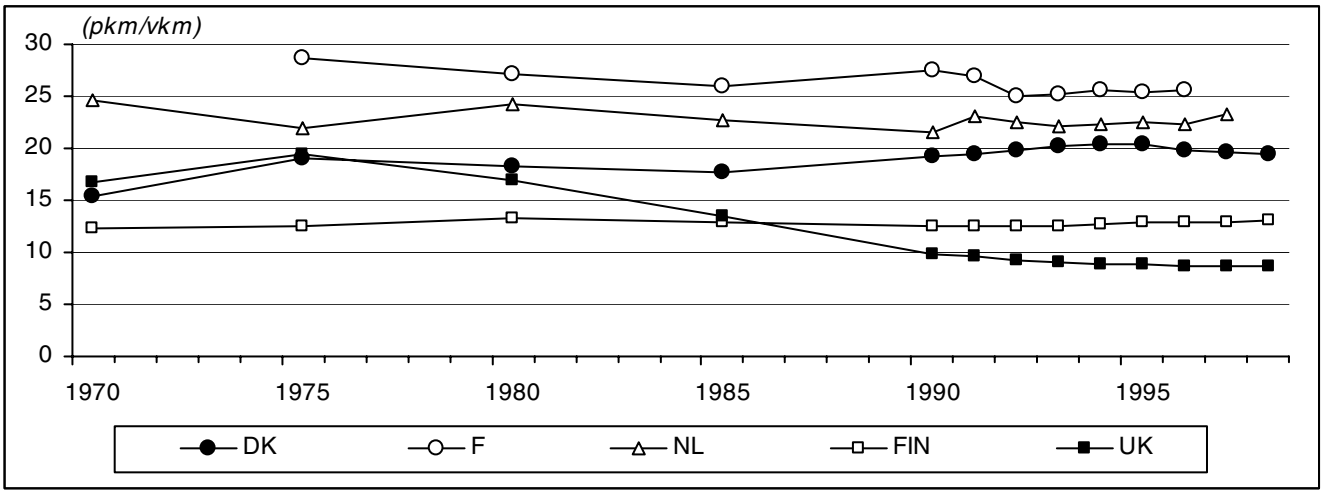


Figure 6.7: Occupancy rates of buses – selected Member States

6.4.4 Percentage occupancy rates of major European air carriers, 1980 - 1999

(% utilisation of available pkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1975	57	56	54	53	55	56	55	59	63	58	:	53	47	51	46	53	60
1980	60	60	59	60	59	64	59	62	67	59	:	58	48	58	54	60	62
1985	66	65	66	67	62	66	66	68	69	65	51	67	49	69	59	67	67
1990	68	67	64	65	65	64	69	69	71	65	59	70	60	70	60	65	72
1991	65	64	61	63	61	60	62	67	68	61	58	72	55	68	57	63	69
1992	66	66	57	63	63	61	66	68	70	65	54	71	57	69	55	63	70
1993	67	67	56	63	66	61	67	68	70	65	55	71	58	70	58	63	70
1994	69	69	60	66	68	64	69	73	71	69	55	72	61	69	63	66	71
1995	71	70	63	65	70	66	70	71	72	70	54	74	60	69	66	65	73
1996	71	71	59	64	69	65	70	76	73	69	53	75	59	66	66	64	73
1997	72	73	66	65	72	68	73	75	75	72	57	79	65	71	68	65	72
1998	72	73	67	66	74	65	71	75	74	69	55	77	68	70	69	66	71
1999	71	73	66	64	74	62	69	76	74	67	50	77	66	68	62	64	70

Source: AEA (Association of European Airlines)

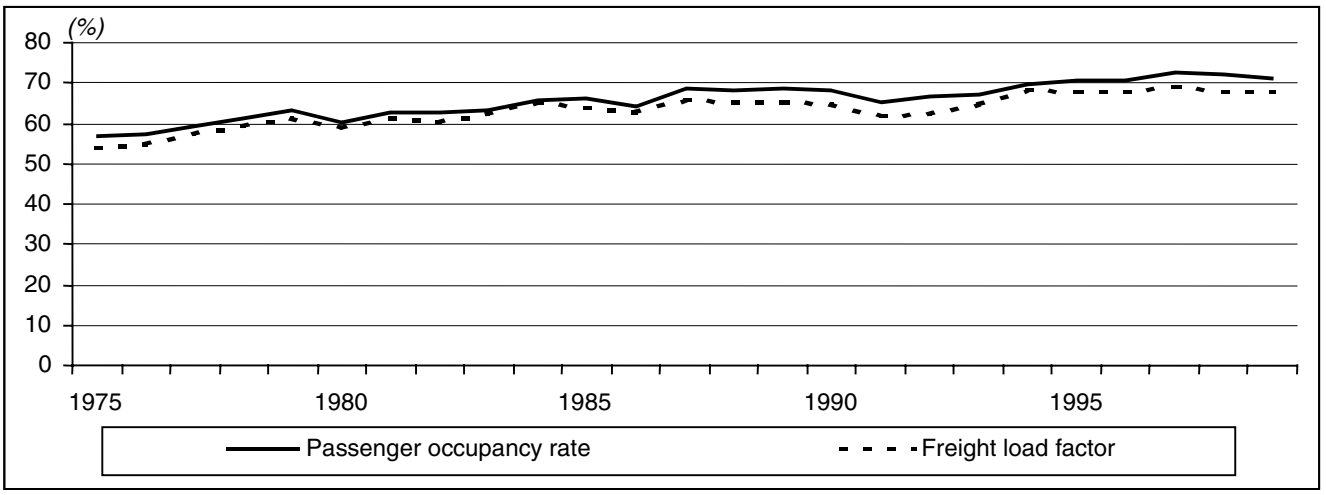


Figure 6.8: Occupancy rate and freight load factor for major European airlines

6.5 Load factors for freight transport

6.5.1 Load factors for road freight transport, 1970 - 1998

(tkm/vkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	:	:	4.3	2.3	3.4	4.7	2.7	:	:	2.6	:	:	1.7	3.4	:	3.6	2.2
1975	:	:	4.7	2.6	4.2	4.7	2.9	:	:	2.6	:	:	1.2	2.6	4.0	4.3	2.2
1980	:	4.0	5.1	2.1	4.3	:	2.9	:	4.0	3.6	1.9	2.8	1.7	2.4	4.7	3.9	2.2
1985	:	4.0	5.5	2.2	4.3	:	3.1	:	4.4	3.6	1.6	2.7	1.7	1.7	4.5	3.6	2.1
1990	:	:	:	2.2	4.5	:	3.1	:	:	3.7	:	2.5	1.6	5.4	4.7	3.2	2.0
1991	:	:	:	1.5	4.6	:	:	:	:	3.7	:	:	1.6	4.5	4.6	3.0	2.0
1992	:	:	:	2.3	4.4	:	3.2	:	2.5	3.7	:	2.5	1.5	6.4	4.4	2.9	1.9
1993	:	:	:	2.1	4.3	:	3.1	:	2.5	:	:	2.3	:	:	4.4	3.2	4.5
1994	:	:	:	2.3	4.4	:	3.2	:	2.3	:	:	2.4	:	:	4.5	3.3	4.6
1995	:	:	:	2.3	4.3	:	:	:	2.8	:	:	2.3	:	:	4.0	3.6	4.8
1996	:	:	:	2.2	4.5	:	:	:	2.7	:	:	2.3	:	4.7	4.1	3.8	4.7
1997	:	:	:	2.2	4.6	:	:	:	:	:	:	2.3	:	4.6	4.2	3.9	4.6
1998	:	:	:	2.2	:	:	:	:	:	:	:	:	:	4.8	4.3	3.8	5.0

Source: Eurostat, European Commission DG TREN Pocketbook, ECMT, UNECE and national publications

6.5.2 Load factors for rail freight transport, 1970 - 1998

(tkm/vkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	301	313	349	227	347	171	225	300	120	277	446	215	310	136	320	391	202
1975	194	184	317	237	346	224	252	293	153	28	435	195	280	137	362	384	232
1980	375	399	348	184	592	285	258	309	126	321	435	235	297	153	431	422	201
1985	383	402	371	200	592	269	242	306	140	297	438	260	325	157	423	425	230
1990	372	377	390	262	515	298	239	310	135	293	399	265	309	233	498	480	266
1991	343	341	395	277	395	250	228	321	145	292	383	261	322	244	495	490	280
1992	331	320	409	275	350	246	210	311	153	305	395	250	279	248	537	560	314
1993	330	324	406	262	354	237	209	312	143	306	417	254	274	232	590	558	266
1994	327	320	446	287	309	191	246	327	138	317	402	292	298	241	599	509	273
1995	337	328	440	267	318	188	260	337	129	315	366	321	311	260	600	496	337
1996	341	330	414	252	331	193	270	324	131	308	393	388	325	260	565	498	379
1997	378	364	414	225	380	187	286	346	125	330	540	401	415	288	579	567	458
1998	388*	383*	412	302	391	245	293	350	112	338	515	833	324	:	569	560	511

Source: Eurostat (New Cronos), European Commission DG TREN Pocketbook, ECMT

6.5.3 Overall percentage load factors of major European air carriers, 1975 - 1999

(% utilisation of available tkm)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1975	54	54	57	53	55	45	47	56	60	58	:	54	43	45	39	53	56
1980	59	59	62	58	60	55	56	60	63	60	:	59	44	50	48	58	60
1985	64	65	72	64	62	50	65	66	68	65	50	69	46	60	53	64	63
1990	65	65	70	62	66	48	61	64	68	67	56	71	53	62	52	62	65
1991	62	62	66	60	64	47	54	59	65	65	55	71	49	59	50	60	63
1992	62	63	62	59	65	46	56	61	66	66	50	70	48	59	47	59	63
1993	65	66	64	59	70	47	57	65	67	66	51	72	52	61	52	59	63
1994	68	71	68	62	72	50	61	74	69	70	51	74	57	61	55	62	65
1995	68	70	73	61	72	52	57	71	71	69	51	73	57	60	57	61	64
1996	68	70	66	59	70	53	62	73	70	69	80	72	55	58	55	59	65
1997	69	71	66	60	72	55	59	73	71	72	76	78	61	63	58	60	65
1998	68	70	67	60	71	52	60	70	68	69	86	75	61	60	58	60	63
1999	68	70	66	64	72	50	57	71	69	68	85	76	67	57	53	64	62

Source: AEA (Association of European Airlines)

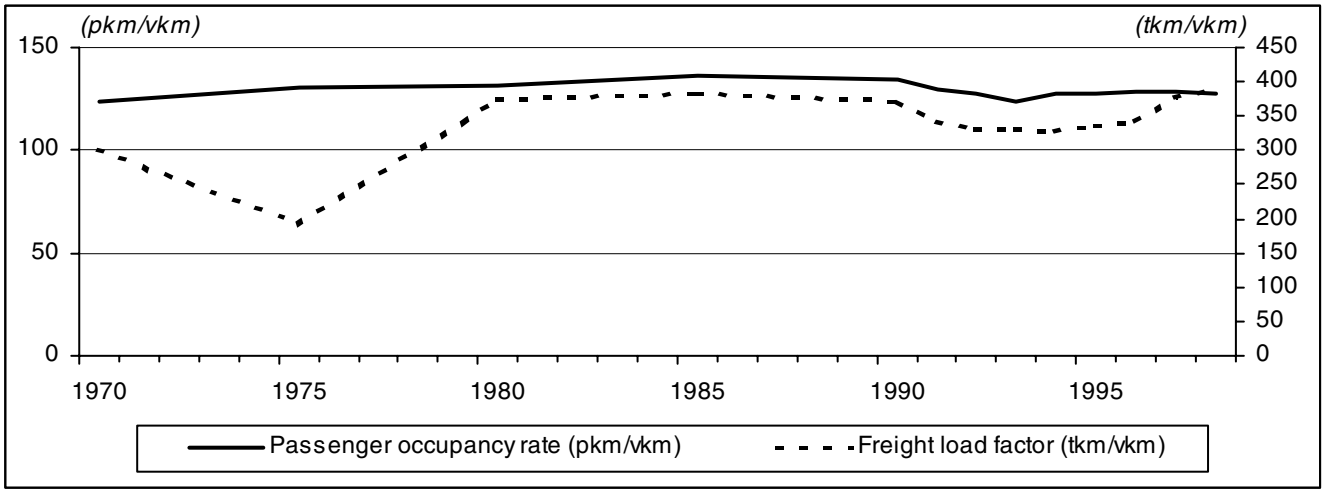


Figure 6.9: Occupancy rate and freight load factor for rail transport

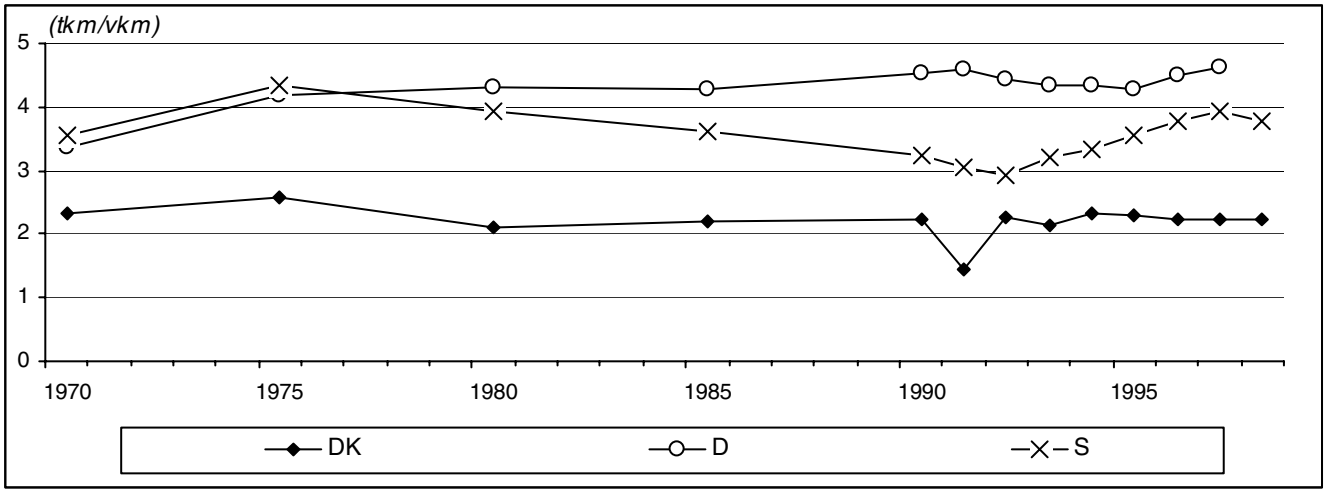


Figure 6.10: Freight load factors for road transport – selected Member States

NOTES TO CHAPTER 6

6.1 Uptake of cleaner fuels

Inland deliveries of petrol include all transport use. Less than 0.5% of the total is used by general aviation and inland waterways. Inland deliveries and consumption data for Germany, EU-15 and EUR include the former German Democratic Republic (DDR).

Figure 6.1 includes data on the consumption of diesel by road transport, which are not include in a table in this publication. Diesel is not considered as a cleaner fuel.

6.2 Vehicles by energy source

Some discrepancies occur in these figures. Additional data have been added from national publications and from the ECMT/UNECE/Eurostat pilot survey of the road vehicle fleet.

6.3 Conformance with environmental standards

- Average age of passenger cars
- Estimated share of petrol-engined cars fitted with catalytic converter

These series have been thoroughly revised for this edition and may differ from previously published results for some countries.

The simulation of survival and scrappage rates was carried out with the aid of a modified, two-parameter Weibull function. In order to produce lifetime functions an iterative process was applied using the new registrations over a period of time and assuming an age distribution for the starting year. The average age of a vehicle for the year in which it was first registered was considered to be 6 months.

The estimates are based on vehicle stocks at 31 December for all countries. The number of vehicles of less than one year old, and consequently the average age, is highly dependent on the reference date. For this reason, these estimates may differ slightly from published figures for countries which use a different reference date.

The age distribution from the lifetime functions were then used in conjunction with an emissions reduction technology matrix to estimate the percentage of petrol-engined vehicles fitted with catalytic converters.

Results for Germany should be interpreted with caution owing to uncertainties in the vehicle stock of the former DDR.

Revised data for Sweden have been supplied by the Swedish National Road Administration.

6.4 Occupancy rates of passenger transport

Road
Source: Eurostat, ECMT, UNECE, national statistics. Caution is advised in interpreting results, as both passenger-kilometre and vehicle-kilometre data for passenger transport are unreliable. Results which did not fall within the expected range (e.g. less than one, or more than three, passengers par car) were rejected. A series for motorbikes was rejected due to the poor quality of the results.

Rail
Source: Eurostat, ECMT, UNECE, UIC, national statistics.

Air
Source: AEA. Data are for principal carriers only (B: Sabena; DK 2/7 of SAS; D: Lufthansa; EL: Olympic Airlines; E: Iberian; F: Air France and UTA; IRL: Aer Lingus; I: Alitalia; L: Luxair; NL: KLM; A Austrian Airlines; P TAP; FIN: Finnair; S: 3/7 of SAS; UK: British Airways, British Caledonian and British Midlands) and included total schedule flights. No disaggregation of SAS data were possible, hence the same figures appear for DK and S.

6.5 Load factors for freight transport

Road and rail
Source: As for occupancy rates.

Air
Source: AEA. Data are for principal carriers only (B: Sabena; DK 2/7 of SAS; D: Lufthansa; EL: Olympic Airlines; E: Iberian; F: Air France and UTA; IRL: Aer Lingus; I: Alitalia; L: Luxair; NL: KLM; A Austrian Airlines; P TAP; FIN: Finnair; S: 3/7 of SAS; UK: British Airways, British Caledonian and British Midlands) and included total schedule flights. No disaggregation of SAS data were possible, hence the same figures appear for DK and S. These data include include the weight of passengers and their luggage, as well as mail and freight. Passenger tonne-kilometres are normally calculated on a standard basis of 90 kilogrammes average weight, including free and excess baggage.

CHAPTER 7: BACKGROUND STATISTICS

BACKGROUND STATISTICS

This chapter presents various tables of basic statistics that may prove useful to analysing the issues involved in TERM.

7.1 GDP

7.1.1 Gross domestic product at constant 1990 prices, 1970 - 2000

(1 000 mio euro)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	3 060	2 352	92	64	724	35	203	553	15	485	5	124	69	25	56	122	486
1975	3 536	2 741	109	71	806	45	264	653	19	555	5	145	84	31	68	139	540
1980	4 118	3 243	128	80	947	56	290	758	24	691	6	180	100	40	78	148	591
1985	4 432	3 468	133	92	1 002	59	313	811	27	744	7	192	107	42	90	162	651
1990	5 200	4 089	154	102	1 182	65	398	940	36	861	8	223	126	54	106	181	763
1991	5 375	4 278	157	103	1 338	67	407	947	37	871	9	228	130	56	99	179	748
1992	5 425	4 333	159	104	1 368	68	410	956	39	876	9	232	132	57	95	176	744
1993	5 392	4 288	157	105	1 352	67	405	942	40	866	10	234	132	56	94	172	760
1994	5 552	4 402	161	111	1 388	68	414	967	43	885	10	242	136	58	98	178	792
1995	5 683	4 500	165	115	1 405	69	426	987	48	911	10	247	138	59	103	185	814
1996	5 778	4 569	167	118	1 423	71	435	1 001	52	917	11	255	141	61	107	187	832
1997	5 931	4 683	172	122	1 455	73	450	1 023	58	930	11	264	144	63	113	191	861
1998	6 103	4 824	177	126	1 495	76	467	1 055	65	943	12	274	149	66	119	196	881
1999	6 231	4 930	180	128	1 521	79	483	1 080	71	959	12	280	152	68	124	201	891
2000	6 399*	5 063*	185*	130*	1 557*	81*	500*	1 109*	77*	981*	12*	288*	157*	70*	129*	206*	911*

Source: Eurostat (New Cronos)

7.2 Population

7.2.1 Mid year average population, 1970 - 1998

(mio persons)

	EU-15	EUR	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	340.2	262.8	9.6	4.9	77.7	8.8	33.8	50.8	3.0	53.8	0.3	13.0	7.5	8.7	4.6	8.0	55.6
1975	349.2	270.7	9.8	5.1	78.7	9.0	35.5	52.7	3.2	55.4	0.4	13.7	7.6	9.1	4.7	8.2	56.2
1980	355.3	275.9	9.8	5.1	78.3	9.6	37.4	53.9	3.4	56.4	0.4	14.1	7.5	9.8	4.8	8.3	56.3
1985	358.8	278.7	9.9	5.1	77.7	9.9	38.4	55.3	3.5	56.6	0.4	14.5	7.6	10.0	4.9	8.4	56.7
1990	364.5	283.1	10.0	5.1	79.4	10.2	38.9	56.7	3.5	56.7	0.4	15.0	7.7	9.9	5.0	8.6	57.6
1991	366.2	284.4	10.0	5.2	80.0	10.2	38.9	57.1	3.5	56.8	0.4	15.1	7.8	9.9	5.0	8.6	57.8
1992	368.0	285.8	10.0	5.2	80.6	10.3	39.0	57.4	3.6	56.9	0.4	15.2	7.9	9.9	5.0	8.7	58.0
1993	369.7	287.3	10.1	5.2	81.2	10.4	39.1	57.7	3.6	57.0	0.4	15.3	8.0	9.9	5.1	8.7	58.2
1994	370.9	288.2	10.1	5.2	81.4	10.4	39.1	57.9	3.6	57.2	0.4	15.4	8.0	9.9	5.1	8.8	58.3
1995	372.0	289.0	10.1	5.2	81.7	10.5	39.2	58.1	3.6	57.3	0.4	15.5	8.0	9.9	5.1	8.8	58.5
1996	373.1	289.8	10.2	5.3	81.9	10.5	39.3	58.4	3.6	57.4	0.4	15.5	8.1	9.9	5.1	8.8	58.7
1997	374.2	290.5	10.2	5.3	82.1	10.5	39.3	58.6	3.7	57.5	0.4	15.6	8.1	9.9	5.1	8.8	59.0
1998	374.8	291.0	10.2	5.3	82.0	10.5	39.4	58.9	3.7	57.6	0.4	15.7	8.1	10.0	5.2	8.9	59.1

Source: Eurostat (New Cronos)

7.3 Households

7.3.1 Number of households, 1992 - 1999

(1 000 persons)

	B	D	EL	E	F	IRL	I	L	NL	A	P	UK
1992	3 969	35 245	3 567	11 708	22 277	1 094	20 034	144	6 206	:	3 185	23 461
1993	4 026	35 747	3 636	11 867	22 511	1 099	20 187	152	6 319	:	3 219	23 902
1994	4 044	36 309	3 709	12 007	22 807	1 127	20 414	152	6 421	:	3 243	24 250
1995	4 067	36 412	3 755	12 112	23 125	1 146	20 365	144	6 424	3 119	3 274	24 452
1996	4 084	36 806	3 816	12 154	23 425	1 155	20 177	163	6 481	3 158	3 354	24 651
1997	4 136	36 815	3 875	12 302	23 699	1 192	20 156	160	6 609	3 170	3 397	24 976
1998	4 167	37 054	3 833	12 507	23 872	:	21 321	162	6 816	3 197	43 349	25 089
1999	4 233	37 308	3 836	12 771	24 076	:	21 466	163	6 793	3 235	3 357	25 429

Source: Eurostat (Labour Force Survey)

7.3.2 Average disposable income per household, 1994

(Mean by household in PPS)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Retired: one person or couple aged 65 years or older	19 233	13 800	18 200	9 892	10 722	18 455	12 074	15 459	28 938	16 006	15 269	9 282	14 333	15 752	13 209
Other household with one person or couple without children	21 804	19 389	23 624	14 017	17 393	20 653	18 222	21 563	33 943	19 724	17 420	15 929	15 741	16 899	23 254
Couple or single parent with children upto 16 years	28 918	31 063	32 299	19 855	19 404	31 053	25 531	27 086	43 504	27 893	22 354	21 558	26 341	26 670	28 380
Other household	28 150	36 225	39 103	21 748	22 250	29 912	29 089	30 141	47 839	29 013	28 948	22 754	27 583	29 954	34 958

Source: Eurostat (Household Budget Survey, 1994)

7.4 Employment

7.4.1 Persons in employment, 1970 - 1997

Total of branches

(1 000 persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
1970	3 641	2 284	26 560	3 294	12 539	20 900	1 053	19 949	140	4 709	:	3 362	:	:	24 848
1975	3 695	2 338	25 746	3 359	12 789	21 401	1 073	20 669	158	4 670	:	3 259	:	:	25 238
1980	3 700	2 442	26 980	3 541	11 683	21 847	1 156	22 063	158	4 916	3 276	3 863	2 257	4 234	25 506
1985	3 561	2 532	26 489	3 774	11 142	21 401	1 079	22 613	161	4 730	3 198	3 729	2 331	4 322	24 582
1990	3 764	2 564	28 479	3 844	14 298	22 478	1 160	23 327	188	5 203	3 322	4 536	2 351	4 550	26 827
1991	3 770	2 526	29 189	3 679	14 512	22 502	1 156	23 516	195	5 273	3 376	4 663	2 229	4 482	26 016
1992	3 753	2 510	29 457	3 733	14 288	22 338	1 165	23 272	200	5 328	3 390	4 587	2 073	4 282	25 488
1993	3 713	2 486	29 002	3 764	13 862	22 079	1 183	22 603	203	5 323	3 372	4 493	1 938	4 058	25 110
1994	3 676	2 481	28 656	3 834	13 831	22 063	1 221	22 290	208	5 305	3 375	4 446	1 916	4 009	25 524
1995	3 695	2 521	28 464	3 868	14 128	22 284	1 282	22 229	214	5 380	3 381	4 437	1 949	4 111	25 890
1996	3 710	2 548	28 156	3 917	14 352	22 337	1 329	22 240	219	5 486	3 366	4 464	1 963	4 058	25 982
1997	3 725	2 605	27 884	3 899	14 797	22 392	1 380	22 203	227	5 629	3 369	4 549	2 016	4 018	27 121

Total of transport-related services, including transport equipment

(1 000 persons)

1970	230	156	:	:	:	1 369	:	1 229	:	:	:	:	:	:	:
1975	251	155	:	:	:	1 474	:	1 355	:	:	:	:	:	:	:
1980	266	153	:	:	888	1 484	:	1 458	:	318	197	184	152	:	:
1985	239	162	:	:	815	1 431	46	1 430	:	304	203	164	153	:	:
1990	244	162	:	:	:	1 412	46	1 542	:	:	209	187	152	:	1 594
1991	245	163	:	246	:	1 412	47	1 538	:	:	210	187	142	:	1 554
1992	245	161	:	243	:	1 399	:	1 508	:	:	209	175	135	:	:
1993	238	:	:	243	:	1 372	:	1 466	:	339	209	169	129	:	:
1994	232	:	:	248	:	1 352	:	1 436	:	330	207	164	128	:	:
1995	236	:	:	253	836	1 367	:	1 423	:	334	202	168	131	:	:
1996	235	:	:	258	:	1 376	:	1 419	:	344	199	:	129	:	:
1997	:	:	:	253	:	1 371	:	1 413	:	349	:	:	130	:	:

Percentage of transport-related services, including transport equipment, in total

(%)

1970	6.3	6.8	:	:	:	6.6	:	6.2	:	:	:	:	:	:	:
1975	6.8	6.6	:	:	:	6.9	:	6.6	:	:	:	:	:	:	:
1980	7.2	6.3	:	:	7.6	6.8	:	6.6	:	6.5	6.0	4.8	6.7	:	:
1985	6.7	6.4	:	:	7.3	6.7	4.3	6.3	:	6.4	6.3	4.4	6.6	:	:
1990	6.5	6.3	:	:	:	6.3	3.9	6.6	:	:	6.3	4.1	6.5	:	5.9
1991	6.5	6.4	:	6.7	:	6.3	4.0	6.5	:	:	6.2	4.0	6.3	:	6.0
1992	6.5	6.4	:	6.5	:	6.3	:	6.5	:	:	6.2	3.8	6.5	:	:
1993	6.4	:	:	6.4	:	6.2	:	6.5	:	6.4	6.2	3.8	6.6	:	:
1994	6.3	:	:	6.5	:	6.1	:	6.4	:	6.2	6.1	3.7	6.7	:	:
1995	6.4	:	:	6.5	5.9	6.1	:	6.4	:	6.2	6.0	3.8	6.7	:	:
1996	6.3	:	:	6.6	:	6.2	:	6.4	:	6.3	5.9	:	6.6	:	:
1997	:	:	:	6.5	:	6.1	:	6.4	:	6.2	:	:	6.5	:	:

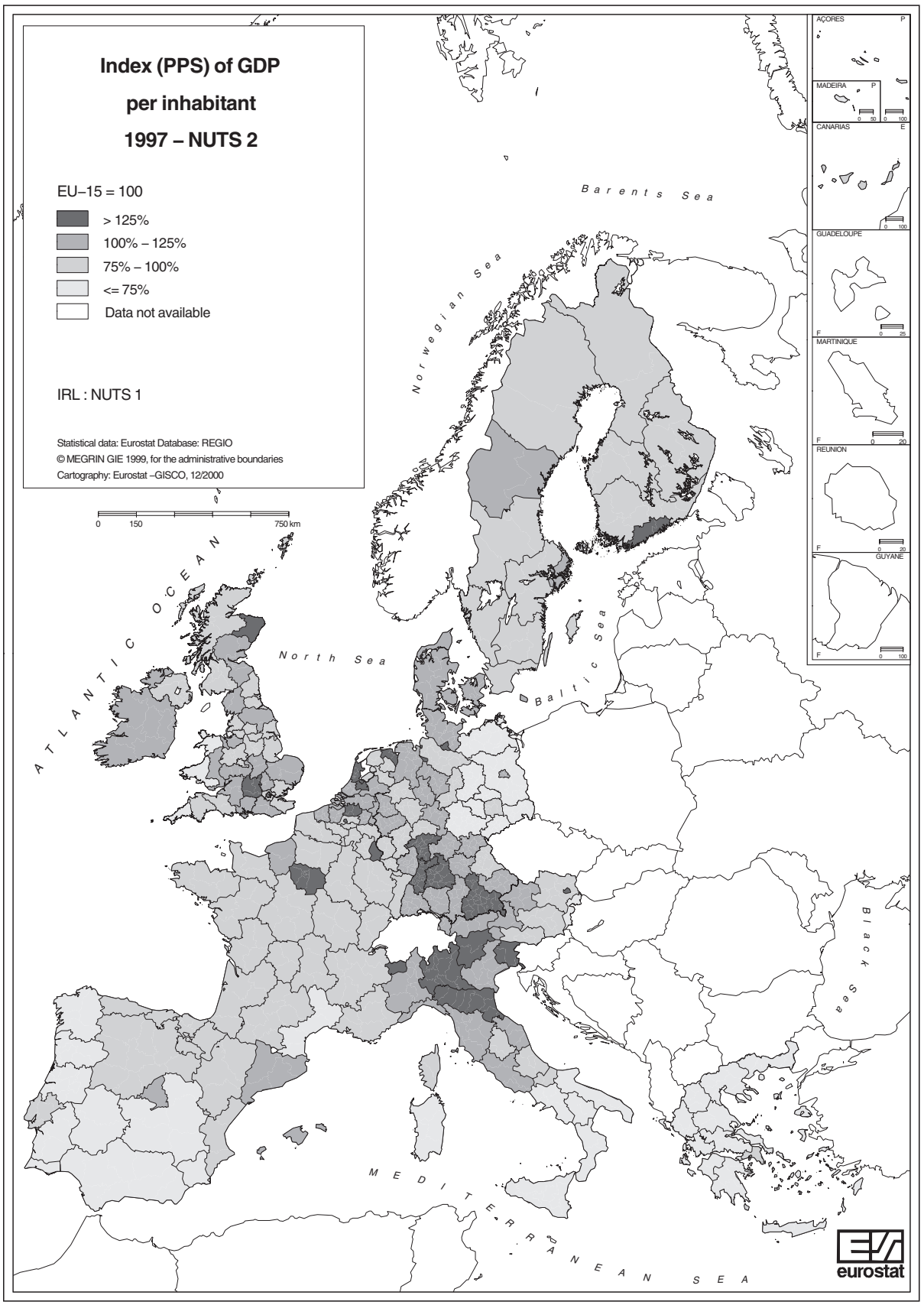
Source: Eurostat (SEC2: National accounts/Employment by branch)

7.4.2 Employment in transport by branch, 1970 -1997

(1 000 persons)

	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK
Transport equipment [Nace-Clio 28]															
1970	70.9	34.4	698	:	:	644.5	:	382.6	0.2	87	:	:	:	:	:
1975	72.0	36.7	675	:	:	720.9	14.1	426.6	0.8	88.0	:	:	:	:	:
1980	80.6	30.1	920	:	264.6	713.8	12.8	454.5	0.5	76.0	36.0	53.5	36.7	117.3	:
1985	73.5	30.7	931	:	242.5	634.3	6.9	353.8	0.3	64.0	34.0	41.1	37.2	119.7	:
1990	75.1	26.1	1 012	:	:	562.1	6.3	366.2	0.4	63.0	33.0	52.2	27.2	115.7	545.0
1991	74.9	26.5	1 018	33.5	:	554.6	6.5	355.0	0.4	62.0	33.0	52.7	25.5	106.7	511.0
1992	75.4	26.8	1 023	33.0	:	544.9	:	329.6	0.4	62.0	32.0	47.4	23.7	95.7	:
1993	74.6	:	947	29.6	:	528.6	:	297.8	0.3	55.0	31.0	44.3	22.7	85.9	:
1994	71.0	:	887	29.2	:	510.8	:	294.7	0.3	52.0	30.0	43.8	22.7	87.2	:
1995	70.9	:	880	29.1	233.3	508.0	:	290.7	0.3	53.0	29.0	49.8	23.2	93.4	:
1996	70.2	:	832	29.0	:	503.1	:	287.4	0.3	56.0	28.0	:	22.5	91.8	:
1997	:	:	:	28.2	:	494.4	:	282.9	0.3	57.0	:	:	22.5	:	:
Inland transport services [Nace-Clio 61]															
1970	107.0	73.9	:	:	:	528.7	:	623.6	6.9	:	:	:	:	:	:
1975	119.3	67.7	:	:	:	539.7	:	686.3	6.9	:	:	:	:	:	:
1980	124.6	72.5	:	:	486.0	536.5	:	739.8	7.1	153.8	135.0	94.0	80.3	:	:
1985	107.3	76.1	:	:	458.3	540.8	21.8	834.6	6.6	149.5	142.0	87.6	81.9	:	:
1990	108.9	77.2	:	:	:	565.9	22.7	936.1	8.0	:	145.0	93.5	87.1	:	624.0
1991	109.4	77.2	:	149.9	:	569.7	21.9	936.2	8.5	:	146.0	92.4	80.4	:	621.0
1992	109.0	75.3	:	147.8	:	569.3	:	932.8	8.7	:	145.0	88.3	75.8	:	:
1993	107.3	:	:	144.5	:	564.4	:	930.7	8.6	182.0	146.0	87.6	71.7	:	:
1994	105.1	:	:	144.5	:	567.3	:	911.5	8.7	178.0	145.0	84.8	70.3	:	:
1995	106.3	:	:	143.3	452.3	579.1	:	903.7	8.8	181.0	142.0	82.2	71.3	:	:
1996	107.2	:	:	147.9	:	587.6	:	903.4	9.2	186.0	140.0	:	70.1	:	:
1997	:	:	:	143.8	:	589.7	:	898.1	9.1	186.0	:	:	70.8	:	:
Maritime and air transport services [Nace-Clio 63]															
1970	12.2	28.3	:	:	:	62.0	:	79.0	:	44	:	:	:	:	:
1975	13.6	28.1	:	:	:	66.2	:	82.7	:	39.0	:	:	:	:	:
1980	14.5	28.4	:	:	60.8	70.2	:	80.0	:	37.0	4.0	16.5	18.1	:	:
1985	12.6	30.0	:	:	43.4	74.0	9.2	80.2	2.4	36.0	4.0	14.1	16.4	:	:
1990	12.5	31.0	:	:	:	80.0	7.8	76.4	3.2	:	5.0	10.0	16.4	:	107.0
1991	12.4	32.5	:	24.5	:	80.1	8.0	76.0	3.2	:	5.0	10.0	15.9	:	106.0
1992	11.4	32.1	:	23.9	:	79.8	:	74.3	3.3	:	5.0	8.9	15.7	:	:
1993	11.4	:	:	23.5	:	76.9	:	71.2	3.3	42.0	5.0	7.7	15.6	:	:
1994	11.1	:	:	26.2	:	73.7	:	69.2	3.4	40.0	5.0	7.3	15.6	:	:
1995	12.2	:	:	26.2	41.3	74.2	:	67.6	3.6	39.0	5.0	7.2	16.4	:	:
1996	11.8	:	:	26.0	:	74.9	:	66.0	3.8	42.0	5.0	:	16.1	:	:
1997	:	:	:	26.0	:	74.8	:	66.3	3.9	43.0	:	:	16.4	:	:
Auxiliary transport services [Nace-Clio 65]															
1970	40.0	19.8	:	:	:	134.2	:	143.4	:	:	:	:	:	:	:
1975	45.8	22.2	:	:	:	147.1	:	159.6	:	:	:	:	:	:	:
1980	46.6	22.0	:	:	76.4	163.0	:	183.3	:	51.2	22.0	20.3	16.6	:	:
1985	45.9	24.8	:	:	70.3	181.4	8.4	161.0	:	54.5	23.0	21.4	17.7	:	:
1990	47.2	27.6	:	:	:	204.0	8.7	163.0	:	:	26.0	31.6	21.6	:	318.0
1991	48.5	26.6	:	37.9	:	207.2	10.3	171.0	:	:	26.0	31.8	19.7	:	316.0
1992	48.8	26.5	:	38.6	:	204.8	:	170.8	:	:	27.0	30.0	19.5	:	:
1993	45.2	:	:	45.1	:	202.3	:	166.5	:	60.0	27.0	29.8	18.8	:	:
1994	45.1	:	:	47.6	:	199.8	:	160.6	:	60.0	27.0	28.5	19.8	:	:
1995	46.7	:	:	54.2	109.1	205.9	:	160.7	:	61.0	26.0	28.4	20.1	:	:
1996	46.2	:	:	54.7	:	210.7	:	162.3	:	60.0	26.0	:	20.4	:	:
1997	:	:	:	55.3	:	212.3	:	165.5	:	63.0	:	:	20.5	:	:

Source: Eurostat (SEC2: National accounts/Employment by branch)



Map 7.1: Index (PPS) of GDP per inhabitant, 1997 — EU-15=100