

Transport

1

Infrastructure

Extension of motorways and dual-carriageways

There were 73,574 km of public roads in Denmark on 1 January 2010. After the restructuring of the administrative regions as from 2007 the new municipalities have taken over the administration of the earlier locally oriented county roads, while the state has taken over the administration of the other primary roads of the former counties.

The state road network now comprises 5 per cent of the public road network. The other 95 per cent are administered by the new municipalities.

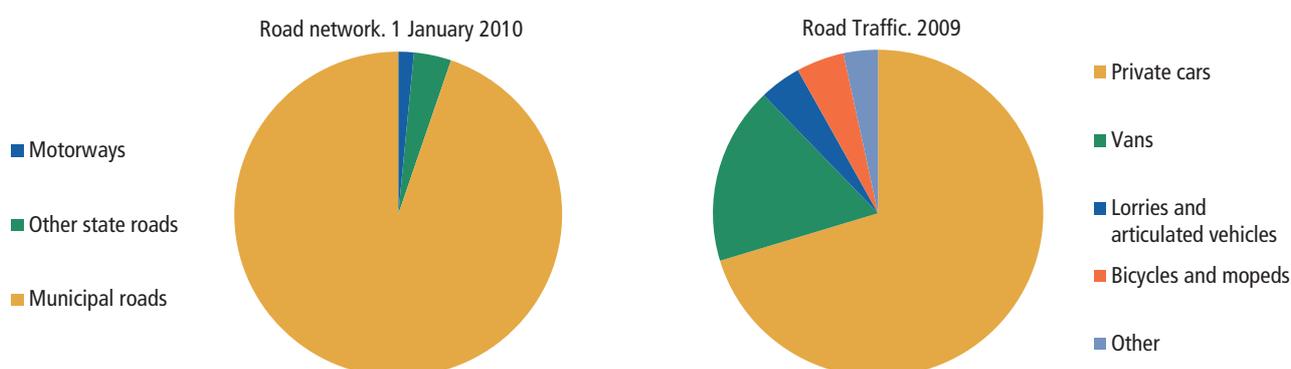
The majority of the public road network (65 per cent) is in Jutland, while the rest is distributed between the Region Hovedstaden (9 per cent) and the remaining part of the islands (27 per cent).

The public road network has increased by nearly 2,000 km over the past ten years, mainly because of more municipal roads. Simultaneously the principal road network has been enlarged.

Since 2000, the motorway network has been extended by 22 per cent to 1,130 km in 2010, and the length of the dual-carriageways has increased by 8 per cent to 379 km in 2010.

Figure 1

Distribution of road network and of road traffic



www.statbank.dk/vej11 and vej20

Almost a quarter of the rail network is electrified

The length of the total rail network was 2,667 km on 1 January 2010, the same as the previous year. Viewed in relation to the total area of Denmark, there is 62 km of railway per 1,000 km². The main part of the rail network is operated by the state-owned Rail Net Denmark.

The regional railways are responsible for operating 514 km of rail network and Copenhagen Metro for 21 km. Since 1990, the rail network has decreased by nearly 200 km, mainly due to closure, by Rail Net Denmark, of sections carrying goods.

Compared to Sweden and Norway, the railway density for the Danish state-owned rail network is two and four times greater, respectively, but compared to most other European countries, the density of the Danish rail network is slightly smaller.

At the beginning of 2010, almost a quarter of the rail network was electrified. This is three times more than in 1990.

Goods transport by ship is concentrated at 24 sea ports

In 2009, there were 116 Danish ports handling freight. The 24 largest ports each handled more than 1 million tonnes of goods annually, and accounted for 87 per cent of the total goods transport by sea.

In terms of throughput of goods, the ports of Fredericia and Aarhus are the greatest Danish ports handling, respectively, 15 per cent and 10 per cent of total throughput of goods in sea.

Ferry and passenger ship traffic is concentrated at 35 ports

75 ports are engaged in transport of passengers, of which 35 of them have more than 200,000 arriving and departing passengers every year and account for 91 per cent of passengers in Danish ports.

The greatest Danish ferry port is Helsingør accounting for 22 per cent of all sea passengers, followed by Rødby Færgehavn with 15 per cent of all passengers in 2009.

2

Means of transport

Three out of four motor vehicles are passenger cars

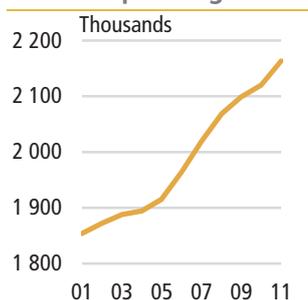
On 1 January 2011, there were a total of 2,868,000 motor vehicles in Denmark. 75 per cent were passenger cars, 15 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries.

The increase of 140,000 or 5 per cent in the stock of motor vehicles from 2007 to 2011 was due to 174,000 more passenger cars and motorbikes and a decrease in the number of lorries, delivery vans, buses and 45-mopeds. The number of delivery vans has decreased by 18,000 in the past year.

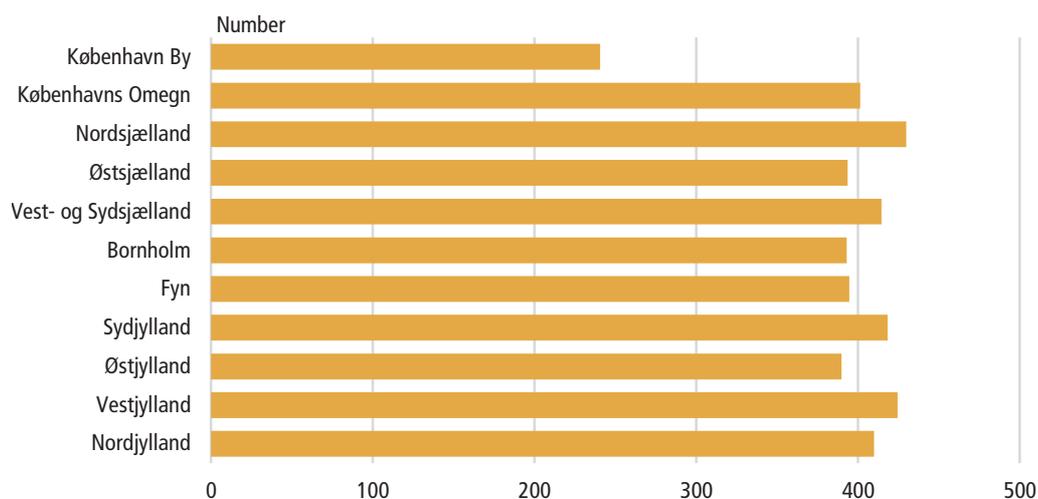
More cars available

In 2011, there were 389 passenger cars per 1,000 inhabitants. The largest stock of passenger cars is in Nordsjælland with 430 passenger cars per 1,000 inhabitants, while Copenhagen City have the lowest number with 241 passenger cars per 1,000 inhabitants.

Figure 2
Stock of passenger cars



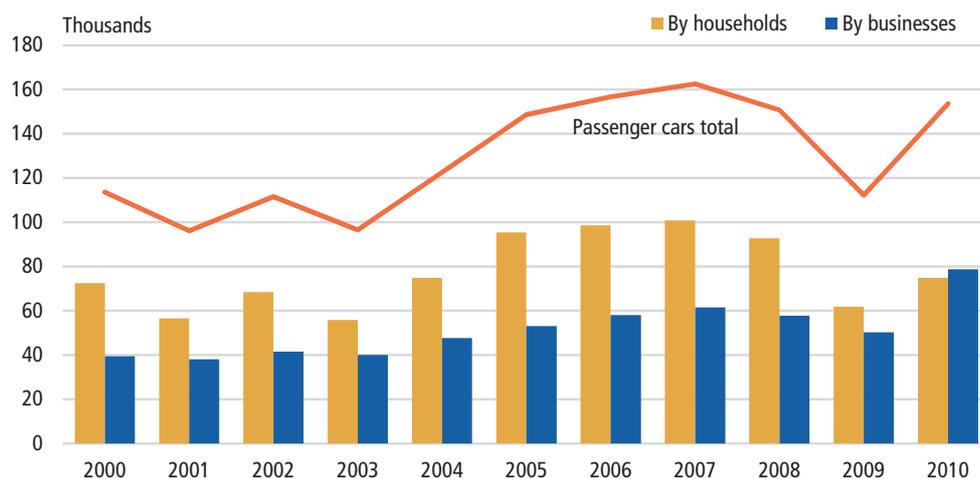
www.statbank.dk/bil10

Figure 3 Stock of passenger cars per 1,000 inhabitants by province. 1 January 2011

www.statbank.dk/folk1 and bil707

The number of new private cars registered regained the 2005-2008 level

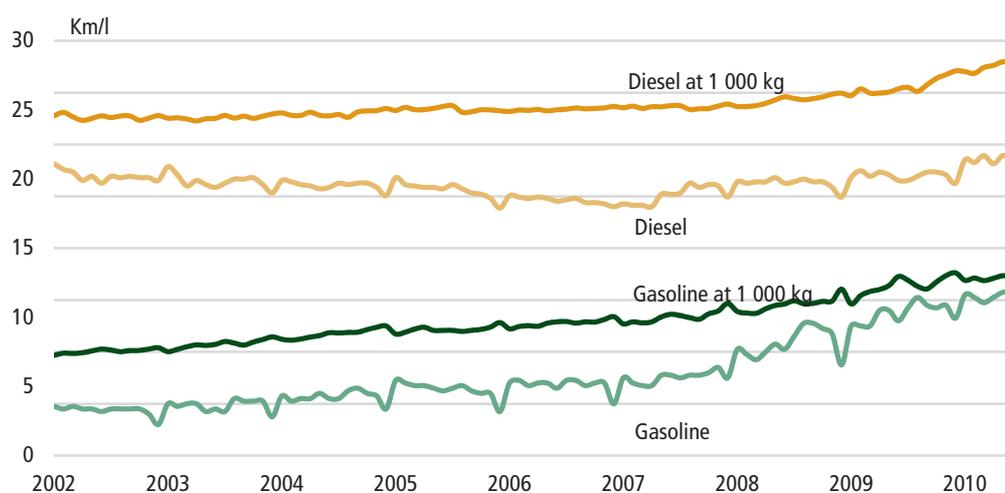
With 154,000 new private cars registered in 2010 the high level of registrations in the period 2005-2008 has been regained upon a poor sale in 2009. As the part registered by industries has been stable at 35-42 percentages in the period 2000-2008, the industries in 2010 count for approximately 50 percent of the registrations. The main explanation is the growth in the number of leasing arrangements, where 52,000 new registrations by industries were for leasing. 9,400 of these were leased by private households.

Figure 4 New private cars registered by industries and by private households

www.statbank.dk/bil5

Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered passenger cars registered in 2009-2010 was on average 19.3 km/l compared to 13.1 km/l for cars registered in 1997-1998. This is equivalent to an increase of 46.6 per cent. For cars purchased by private households, the corresponding figures are 19.5 km/l and 13.4 km/l, while for cars purchased by the industries figures are 19.0 km/l and 12.5 km/l.

Figure 5 Energy efficiency for new private cars registered

www.statbank.dk/ee1

Fewer locomotives, more train sets and a considerable reduction of the number of goods wagons

While the number of section locomotives has fallen by 32 percent since 2000, the number of train sets has increased by 33 percent. At the beginning of 2010, the number of train sets was 613 with 139,000 seats, an increase by 35 per cent compared to year 2000. 28 per cent of the seats are in S-trains.

Foreign goods wagons now handle all of the transportation of goods by train as there are no Danish owned goods wagons left in 2009 compared to 2,500 in 2000. Moreover, in 2009 transit traffic accounts for 79 percent of the rail transport.

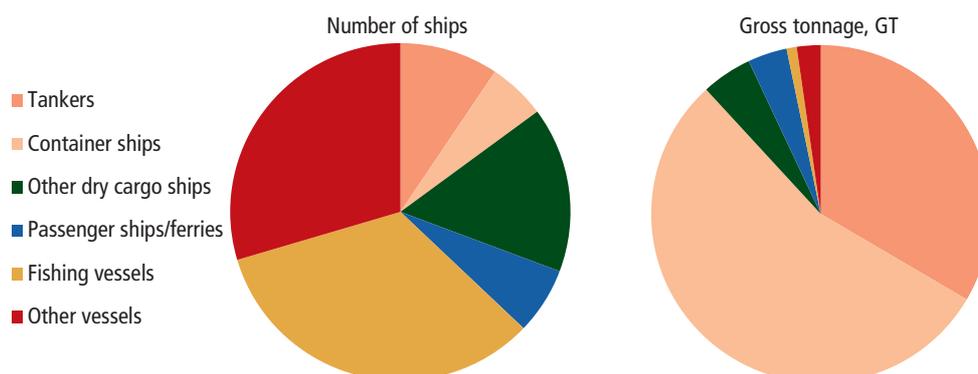
Container ships now account for almost six tenths of the gross tonnage of Danish cargo vessels

On 1 January 2011, there were 1,768 Danish ships of at least 20 gross tonnage (GT), which is unchanged in compared to 2010. 33 per cent of the ships were fishing vessels and 31 per cent were cargo vessels.

The total gross tonnage was 11.8 million. This is an increase of 0.8 million compared to the previous year, and the highest ever. The increase has been evenly distributed among tankers and container ships.

At the beginning of 2011 the gross tonnage of container ships was 6.5 million. This corresponds to 59 per cent of the gross tonnage of all Danish cargo vessels and more than twice the figure of 2001.

Figure 6 Danish ships by type of use. 1 January 2011



www.statbank.dk/skib11

Newer ships represent the greatest part of the total gross tonnage

At the beginning of 2011, 69 per cent of the total gross tonnage was represented by ships newer than 10 years. 21 per cent of the gross tonnage was on ships between 10 and 14 years old. For tankers, 81 per cent of the GT was represented by ships less than 10 years old, while it for bulk carriers was 68 per cent.

Danish flagged merchant navy is the 17th largest in the world

The Danish merchant fleet is made up by cargo and passenger ships of at least 100 GT. In July 2010, the number of ships was 416, representing 10.8 million GT. In July 2010 the Danish flagged merchant fleet accounted for 1.2 per cent of the total world GT, and was the 7th largest in the EU and the 17th largest in the world.

3

Traffic

Increase in traffic by motor road vehicles and fall in bicycle traffic

Danish vehicles drove more than 48 billion kilometres on Danish roads in 2009, including traffic by bicycles/mopeds, and about 2.5 billion km abroad. Assuming that the traffic of Danish road vehicles abroad corresponds to the traffic of foreign vehicles in Denmark, the total traffic of Danish and foreign vehicles in Denmark is estimated to 51 billion km, of which motor road vehicles accounted for 48 billion km.

Since 2000, traffic by bicycles has decreased by 6 per cent. On the other hand traffic by motor vehicles has had an average annual increase of 1.4 per cent per year. It's a little less than the growth rate in the number of motor vehicles of 2.4 per cent. Passenger cars accounted for three fourth of the total traffic performance.

Increase in traffic by cars and trains across the Great Belt

In 2009 between 60,000 and 104,000 cars drove every day on the most trafficked roads into Copenhagen, while the less trafficked motorways on Lolland and north of Limfjorden carried in the region of 7,000 cars every day.

In 2009, more than 30,000 cars crossed the Great Belt every day; this is an increase of 61 per cent compared to the first year when the bridge was opened, while the ferries between east and west Denmark carried 2,200 cars every day, compared to 12,700 in the year before the bridge was opened for road traffic.

Train traffic between east and west Denmark has also increased considerably after the opening of the bridge across the Great Belt.

Eleven sections of railway lines carry over 200 trains every day

In 2010, eleven sections of railway lines carried over 200 trains every day, of which seven of the sections were located in the Copenhagen region. The most trafficked section is København H – Østerport with 501 trains every day from Monday to Friday, while traffic on the section Nykøbing Falster-Gedser was finally cancelled at the end of 2009.

For almost all other sections, there were more than 20 trains every day. 137 passenger trains and 51 goods trains crossed the Great Belt every working day.

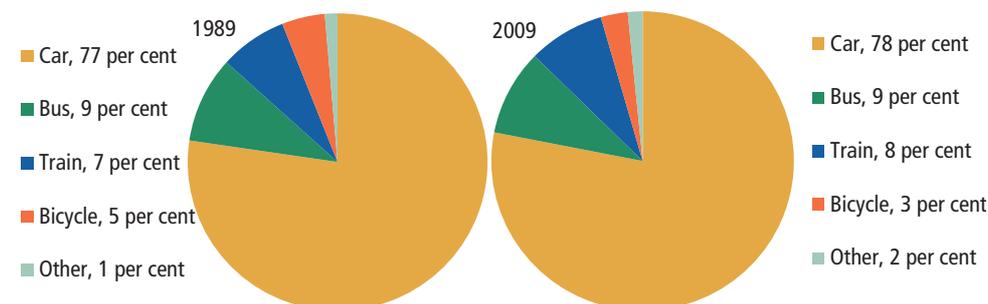
4

Passenger transport

Every Dane travels 39 km a day

On average, every Dane covered a distance of almost 14,000 km in 2009, corresponding to 39 kilometres a day. Even if there was a slight decline from 2008 to 2009, there has in the recent years primarily been a considerable increase in transport by passenger cars, including vans, but also in transport by train.

Figure 7 Passenger transport performance



www.statbank.dk/pkm1

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (78 per cent), 9 per cent by bus and 8 per cent by train. Transport by bicycles/mopeds has fallen markedly in recent years. In 2009 every person on average cycled 408 km.

Increase in national transport by train and in journeys across the Sound

The recent years, there has been a considerable increase in national transport by train. In 2009, there was on average 190,000 train journeys every day, of which 110,000 east of the Great Belt, 57,000 west of the Great Belt and 22,000 across the Great Belt. In addition, there were more than 30,000 train journeys across the Sound, 6 per cent more than in the previous year.

Decline in domestic air traffic after the opening of the Great Belt Link

The number of passengers in domestic flights has fallen since the opening of the Great Belt Link. From 1996 to 2003, the number of domestic passengers has almost been halved. However, since 2004 there has been an increase in the number of domestic passengers with a temporary decline in 2008.

Increase in the number of passengers on international flights

The number of departing passengers on international flights has increased, except for a temporary slowdown in 2003 caused by the war in Iraq etc. The economic crises also here led to a slowing down in 2008 and 2009. Three out of four departing flight passengers from Danish airports now travel on international flights.

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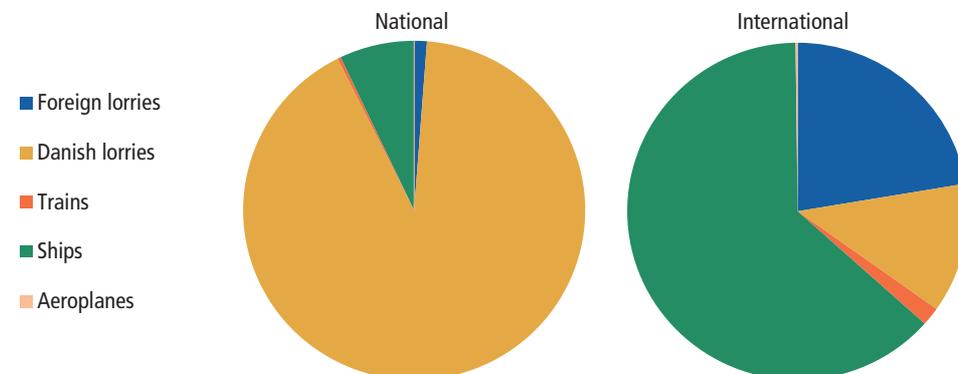
Goods transport

National transport of goods is mainly by lorries – international transport of goods is predominantly by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 151 million tonnes of goods were carried in 2009 compared to 196 million tonnes in 2008. Lorries are by far the most commonly used means of transport accounting for 93 per cent of all goods transport. 7 per cent were carried by cargo vessels and less than 1 per cent by trains.

However, in the international transport of goods, i.e. transport between Denmark and abroad, ships are the most dominant means of transport. In 2009, international goods transport accounted for 79 million tonnes against 90 million tonnes in 2008. 63 per cent of the goods in 2009 were carried by cargo vessels, 12 per cent by Danish lorries and 22 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8 Volume of goods in national and international traffic. 2009



www.statbank.dk/uvg1, nvg1, ivg41, bane1, bane401, skib41 and flyv41

Increase in the share of national road goods transport carried out by haulage contractors

Since year 2000, the total transport performance by road vehicles has remained in the region of 11 billion tonne-km. In 2009, however, the transport performance decreased to 10.0 billion tonne-km as a consequence of the general recession. The decline has notably taken place within road haulage for hire or reward, but haulage contractors still account for most of the transport performance.

The share of the transport performance by haulage contractors has increased at the expense of the businesses' own transport of goods from 73 per cent in 1990 to 81 per cent in 2009 due to more businesses' outsourcing service activities, including transport services.

Increase in volume of goods transported in connection with construction works

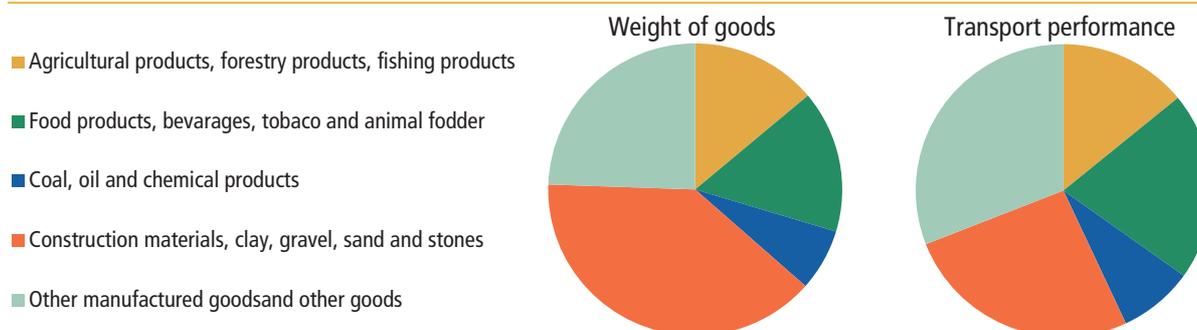
In 2009, 39 per cent of the volume of goods was construction materials, stone, gravel, sand, cement and soil, but as transport in connection with construction work typically covers short distances, this type of transport only accounted for 26 per cent of the total transport performance.

Agricultural products, forestry products and fishery products and general cargo represented 14 per cent of the volume goods transported and of the transport performance.

Food products, animal fodder and other manufactured products apart from oil and chemical products accounted for 40 per cent of the volume of goods transported and 52 per cent of the transport performance. 5 per cent of the goods were classified as hazardous goods, notable as flammable liquefied goods like gasoline.

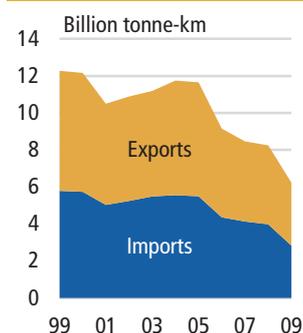
Figure 9

National goods transport by Danish lorry, performance by commodity groups. 2009



www.statbank.dk/nvg23

Figure 10
International transport
by Danish lorries



www.statbank.dk/ivg4 and ivg41

Goods by lorries are mainly transported locally

A majority of all goods is transported locally within the same sub-region, and the majority of the goods transported between sub-regions are carried to a neighbouring sub-region.

At regional level nearly four fifths of the volume of goods was moved within the same region. In 2009, the length of a journey was on average 91 km against 77 km in the previous year.

International goods transport by Danish lorries is carried out by haulage contractors

International transport of goods by Danish lorries is predominantly carried out by road haulage contractors. Since the beginning of the 1990s, international road transport of goods carried out by Danish lorries has fluctuated between 10 and 13 billion tonne-km.

With the extension of EU in the middle of 2004 a downward trend began. From 2004 to 2009 the transport performance by Danish lorries went down by 45 per cent to 6.9 billion tonne-km.

In the same period, however, total road transport between Denmark and abroad only decreased by 12 per cent thus further underlining the reduced market share of Danish haulage contractors.

The market share of Danish lorries reduced to 33 per cent

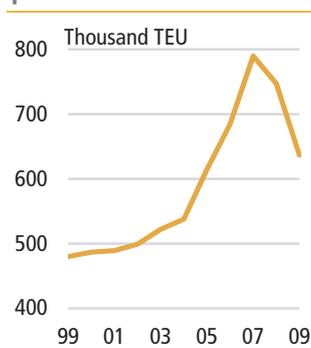
Foreign lorries accounted for 67 per cent of all goods carried by lorries between Denmark and abroad in 2009, compared to 62 per cent of the transport performance in 2008 and 36 per cent in 2000.

Among the foreign lorries there was a majority of German and Polish vehicles with 43 per cent and 21 per cent of the transport performance respectively. The development is, among other things, due to Danish business' moving to other countries plus the expanded common market in EU.

Germany and Sweden are the greatest consignees and consignors of goods

Goods transport between Denmark and abroad mainly have Germany and Sweden as partner countries. The average journey involving transport of goods was 556 km in 2009 compared to 579 km in 2008. Half of the loaded journeys were shorter than 500 km while just one sixth exceeded 1,000 km.

Figure 11
Throughput of containers in the five largest ports



Note: TEU, container unit of 20 feet

www.statbank.dk/skib49

Sharp decline in goods carried by sea

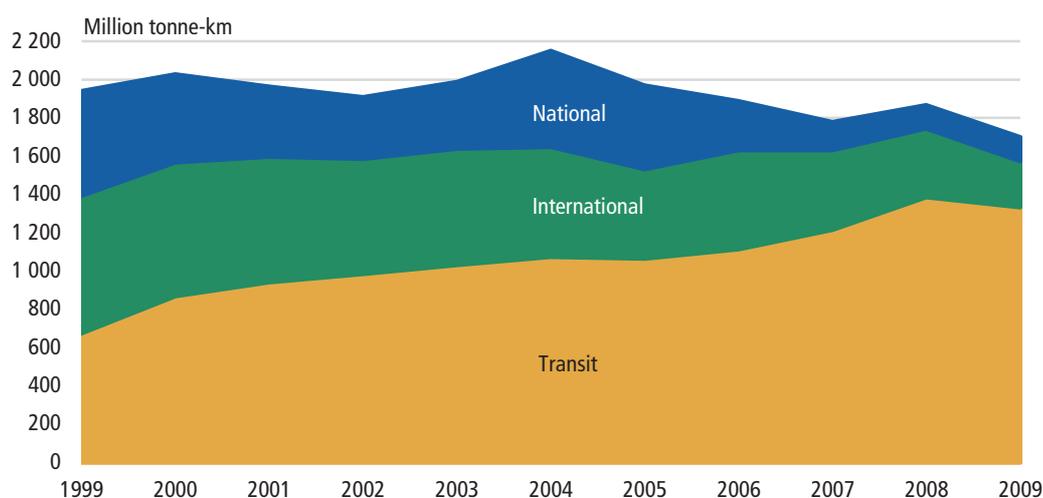
Danish ports handled 79 million tonnes of goods in 2009 which was a relatively sharp decline from 91 million tonnes in 2008. The volume of goods in maritime transport via Danish ports fluctuates with the import of coal and the redistribution of coal from the coal depots.

The greater part of the throughput of goods in Danish sea ports – 80 per cent – is goods carried by sea to and from foreign countries. Just a fifth of the goods could be attributed to domestic transport between Danish ports or between the sea and Danish ports.

Transport by sea is mainly concentrated at the largest ports, as half of the goods carried can be attributed to the six largest sea ports. Almost two thirds of the goods are either solid bulk, especially coal, stone, sand, gravel, chalk, cement, foodstuffs, or liquid bulk such as crude oil and mineral oil products. A fourth is ferry goods, especially goods transported by road vehicles.

Sharp decline in goods carried by containers

Containerized goods in maritime transport declined sharply from 2008 to 2009. In 2009 Danish ports handled 384,000 containers (2008: 451,000) corresponding to 637,000 20-foot units (TEU) (2008: 747,000). The port of Århus handled more than 60 per cent of all seaborne containers.

Figure 12 Transport performance of goods transported by rail

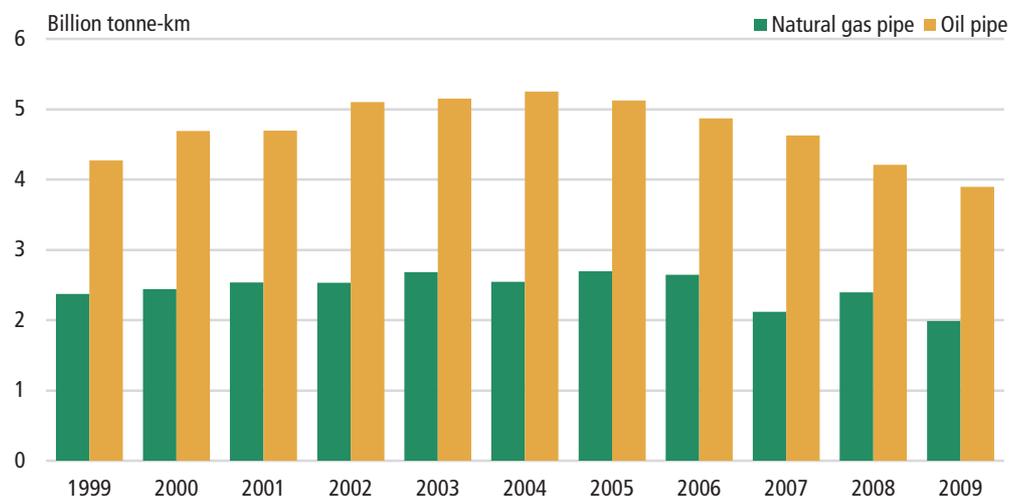
www.statbank.dk/bane1

Increase in goods transport by trains in transit through Denmark

During the latest ten years, goods transport by rail has accounted for about 2 billion tonne-km but in 2009 it fell to 1.7 billion tonne-km. However, there are major disparities within the different types of rail transport. National and international goods transport has steadily fallen from 66 per cent of the transport performance in 1999 to 21 per cent in 2009, whereas goods transport in transit through Denmark has risen markedly, and now amounts for more than three fourths of all rail transport performance in Denmark.

Decline in transport of oil and natural gas via pipelines

If transport of oil and gas via pipelines in connection with domestic transport is included, transport via pipelines covers 31 per cent of total domestic transport. Transport via pipelines has grown considerably up to 2005, but has been declining since. In 2009, the pipeline transport performance was 5.9 billion tonne-km, 11 per cent less than in the previous year. One third of the transport was accounted for by natural gas and the rest by oil from the North Sea.

Figure 13 Goods transport via pipelines

www.statbank.dk/ror11

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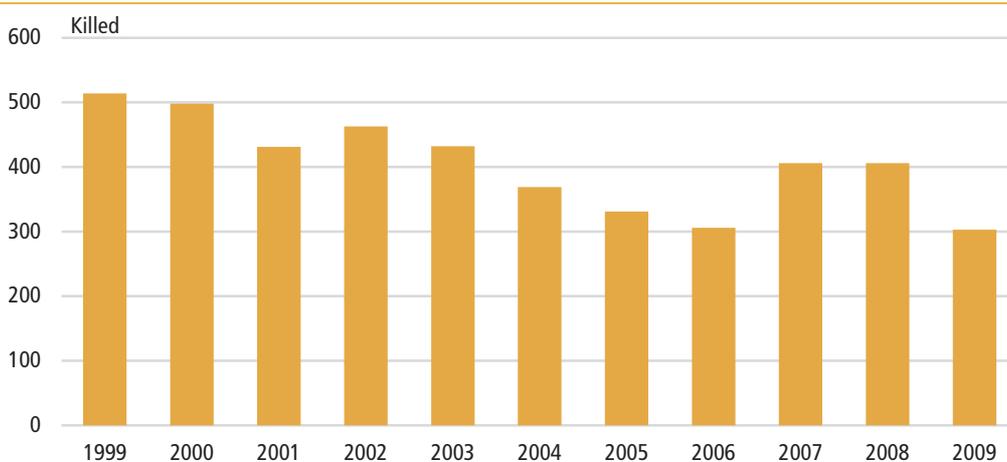
Road traffic accidents

Fall in the number of persons killed in road traffic accidents

From 1999 to 2009, the number of traffic accidents leading to personal injury has decreased by 45 per cent. In 1999, the number of traffic accidents leading to personal injury was 7,605, and this had fallen to 4,174 in 2009.

In the same period, the number of people killed in traffic accidents fell from 514 to 303, corresponding to a fall of 41 per cent. The number of serious and minor injuries has fallen by 47 per cent.

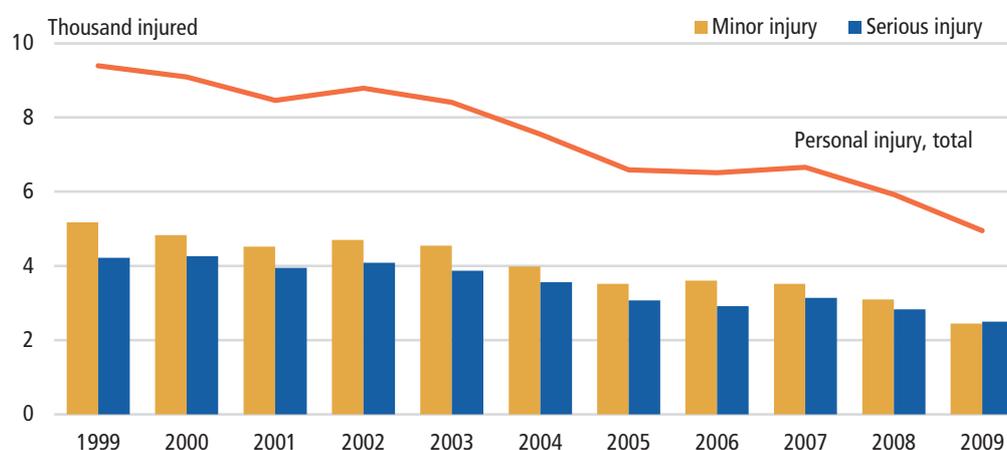
Figure 14 Persons killed in road traffic accidents



www.statbank.dk/uheld1 and uheld8

From 2008 to 2009, the number of road traffic accidents fell by 17 per cent and the number of persons killed by 25 per cent. In 2009, alcohol accidents accounted for 16 per cent of all traffic accidents and for 25 per cent of all people killed in traffic accidents.

Figure 15 Persons injured in traffic accidents



www.statbank.dk/uheld1 and uheld8

Significant underreported figures in the statistics on road traffic accidents

It is generally known that the official statistics on road traffic accidents based on data reported by the police only cover a limited proportion of the total number of personal injuries in traffic.

Surveys conducted by Statistics Denmark have shown that the total number of personal injuries in traffic is seven times higher than the number registered by the police. What are known as underreported figures – i.e. traffic accidents not recorded by the police – especially appear among one-man accidents, cyclists, children and young people. For these groups, only about 10 per cent of the personal injuries are recorded by the police.

Table 300		Infrastructure for transport	
1 January	2009	2010	
	km		
Road network, total	73 331	73 574	
Of which motorways	1 128	1 130	
State roads	3 790	3 787	
Municipality roads	69 500	69 745	
Railway network, total	2 667	2 667	
Of which Copenhagen Metro	21	21	
Of which private railways	514	514	
	number		
Stations and halts	547	549	
Sea ports	114	116	
Airports	23	23	

www.statbank.dk/vej11, bane41 and skib101

Table 301		Infrastructure for transport, expenditure	
	2008	2009	
	DKK mio.		
Road network	12 286	11 676	
Construction expenditure	6 976	5 225	
Operation and maintenance	5 309	6 451	
State railway network	2 037	2 097	
New investments	292	282	
Reinvestments	1 694	1 772	
Other investments	51	43	
Private railways	230	29	
Sea ports	527	...	
Constructions	458	...	
Buildings	68	...	
Airports	212	...	
Great Belt Link	62	77	
Øresund Link	10	5	
Copenhagen Metro	442	448	

www.statbank.dk/vej2, bane42, flyv2 and skib2

Table 302 New registrations of vehicles

	2009	2010
	number	
Vehicles, total	138 194	178 806
Private cars, total	112 249	153 604
Of which in households	61 890	74 858
in business and industry	50 359	78 746
Petrol	61 160	80 905
Diesel ¹	51 007	72 650
Buses	963	852
Motor cycles	3 743	2 639
Moped-45	2 767	2 692
Vans, total²	15 211	16 267
Under 2.001 kg	3 015	3 488
2.001-3.000 kg	8 211	8 878
3.001-3.500 kg	3 985	3 901
Lorries, total²	1 971	1 500
3.501-6.000 kg	102	89
over 6.000 kg	1 869	1 411
Tractors for semi-trailers	1 290	1 252

¹ Includes gas and electricity etc. ² Total weight.

www.statbank.dk/bil6

Table 303 Fuel efficiency of new registered private cars

	Petrol			Diesel			Total		
	2008	2009	2010:01-06	2008	2009	2010:01-06	2008	2009	2010:01-06
	— km per litre —								
Total	16.3	17.5	18.1	19.7	20.2	21.4	17.9	18.7	19.6
Households	16.9	18.1	18.4	20.3	20.9	22.1	18.2	19.1	19.7
Industries	15.2	16.4	17.7	19.1	19.6	21.0	17.4	18.1	19.6
	— kg —								
Total	1 090	1 061	1 038	1 302	1 326	1 313	1 187	1 178	1 162
Households	1 037	1 003	1 009	1 254	1 261	1 260	1 122	1 096	1 095
Industries	1 209	1 162	1 084	1 357	1 380	1 347	1 292	1 280	1 232

www.statbank.dk/EE1, EE2 and EE3

Table 304 Vans and lorries etc.

	2010	2011
Fleet (start of year)	number	
Vans, total	462 359	441 455
Under 2.001 kg	79 190	79 214
2.001-3.000 kg	260 605	245 406
3.001-3.500 kg	122 564	116 835
Lorries, total	32 300	30 820
3.501-6.000 kg	2 568	2 340
Over 6.000 kg	29 732	28 480
Tractors for semi-trailers	13 202	12 891
Trailers over 2.000 kg	40 397	42 053
Semi-trailers	36 214	35 200

www.statbank.dk/bil707 and bil909

Table 305 Private cars, buses and motorcycles etc.

	2010	2011
Fleet (start of year)	number	
Private cars, total	2 120 322	2 163 676
Of which in households	1 965 124	1 994 745
Of which in business and industry	155 198	168 931
Petrol	1 686 330	1 661 702
Diesel ¹	433 743	501 653
Age:		
0-3 years	556 569	554 320
4-7 years	456 970	501 661
8-11 years	446 840	406 955
12-15 years	411 662	426 705
16-19 years	140 976	166 953
over 19 years	107 305	107 082
Average age in years	9.3	9.4
Buses, total	14 509	14 496
In scheduled service	5 637	5 873
Tourist coaches	8 872	8 623
Caravans	142 354	142 764
Motor cycles	147 373	148 766
Moped-45	57 866	54 842

¹ Includes gas and electricity etc.

www.statbank.dk/bil8 and bil10

Table 306 Ships of at least 20 GT

1 January	2010		2011
	number		
Danish ships, total	1 773		1 768
Tankers	145		166
Container ships	92		97
Other dry cargo ships	290		280
Passenger ships/ferries	113		113
Fishing vessels	633		589
Other ships	500		523
	thousand GT		
Ship tonnage, total	11 084		11 844
Tankers	3 563		3 964
Container ships	6 018		6 481
Other dry cargo ships	649		572
Passenger ships/ferries	491		444
Fishing vessels	123		113
Other ships	239		269

www.statbank.dk/skib11

Table 307 Civil aircraft

1 January	2009		2010	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish aircraft	1 122	•	1 152	•
Types of aircraft				
Jet, 3-4 engines	13	1 973	13	1 898
Jet, 2 engines	147	11 755	161	13 392
Turbo-prop, 4 engines	6	309	6	309
Turbo-prop, 2 engines	53	1 596	58	1 808
Propeller, 2 engines	51	313	54	327
Propeller, 1 engine	730	2 460	726	2 427
Helicopters	122	671	134	695
Seats	•	19 077	•	20 856
1-2	230	390	236	398
3-5	602	2 318	607	2 323
6-9	96	698	98	714
10-99	133	4 227	148	5 192
100 or more	61	11 444	63	12 229

Source: Danish Transport Authority

www.statbank.dk/flyv11

Table 308 Road traffic, railways, seaports and airports

	2007	2008	2009
	----- mio. vehicle km -----		
Road traffic, total	48 693	48 932	48 188
Private cars	34 076	34 325	34 373
Motor cycles	467	465	442
Vans	8 876	8 863	8 451
Lorries	1 284	1 177	1 019
Articulated vehicles	1 097	1 111	962
Scheduled buses	350	350	350
Tourist coaches etc.	250	250	250
Bicycles/Mopeds max. 30 km/h	2 204	2 303	2 258
Mopeds max. 45 km/h	89	87	83
	----- mio. train km -----		
Railway traffic, total	78.7	81.8	82.2
S-trains	14.9	15.3	15.5
Copenhagen Metro	4.5	5.0	5.1
Passenger trains on Banedanmark's network	47.5	49.9	49.7
Goodstrains on Banedanmark's network	3.1	3.1	3.2
Other railway networks	8.7	8.5	8.6
	----- mio. train km -----		
Seaport calls, total	545	552	541
Passenger ships and ferries	517	526	519
Cargo ships	28	26	22
	----- thousand calls -----		
Air traffic, total	357	365	330
Domestic flights	95	98	93
International flights	262	267	237

www.statbank.dk/vej20, bane31, skib221 and flyv21

Table 309 Passenger transport

	2008	2009
	— mio. passenger-km —	
Passenger transport in Denmark	78 709	78 120
Cars	61 445	60 992
Motor cycles	582	575
Buses in sceduled service	2 850	2 850
Tourist coaches	4 400	4 400
Bicycles/mopeds	2 303	2 258
Moped max 45 km/h	90	90
Metropolitan trains	1 279	1 312
Other trains	5 196	5 077
Ferries	202	187
Aircraft	362	379
	— thousand passengers —	
Domestic ferries, total	9 952	9 574
Of which: Kattegat lines	2 239	2 045
International ferries, total	26 463	24 005
Of which: Denmark-Sweden	13 829	12 163
Denmark-Germany	8 824	8 242
Denmark-Norway	3 507	3 313
Scheduled and charter flights, total	13 064	12 062
Scheduled, domestic	1 803	1 839
Scheduled, international	9 815	8 917
Charters	1 446	1 306

www.statbank.dk/pkm1, bane21, skib31, skib32 and flyv32

Table 310 Road transport of danish goods by lorries over 6 tons total weight

	2008	2009
	— mio. tonnes —	
National road transport of goods, total	179.2	137.8
Transport for hire or reward	144.6	107.5
Transport on own account	34.6	30.4
	— mio. tonne-km —	
National road transport of goods, total	10 718	10 002
Transport for hire or reward	8 839	8 074
Transport on own account	1 879	1 928
	— mio. tonnes —	
International road transport of goods, total	14.3	11.5
From Denmark	6.7	5.2
To Denmark	6.2	4.5
Crosstrade	0.4	0.5
Cabotage	1.1	1.2
	— mio. tonne-km —	
International road transport of goods, total	8 762	6 874
From Denmark	4 266	3 403
To Denmark	3 981	2 828
Crosstrade	260	386
Cabotage	254	257

Note: Crosstrade is transport of goods where loading and unloading take place in two separate foreign countries. Cabotage is where loading and unloading are in the same foreign country.

www.statbank.dk/hvg1 and ivg41

Table 311 Goods transport by train, ship and aircraft

	2008	2009
	— thousand tonnes —	
Goods carried by train	7 140	6 116
National	512	480
To Denmark	1 477	955
From Denmark	596	440
In transit	4 555	4 241
	— mio. tonne-km —	
Transport performance by train	1 867	1 698
National	122	123
To Denmark	268	176
From Denmark	90	64
In transit	1 387	1 335
	— thousand tonnes —	
Goods carried by cargo vessel	69 877	60 380
National	13 596	10 656
To Denmark	34 451	28 893
From Denmark	21 830	20 831
Goods carried by ferry	21 554	18 531
National	4 538	4 007
International	17 016	14 525
Goods carried by aircraft	202	160
National	7	6
International	195	154

www.statbank.dk/bane1,skib41 and flyv41

Table 312 Families with use of cars. 2010

1 January	Families	No car	With car	One car	Two cars or more
		per cent of families			
Denmark, total	2 827 449	40.7	59.3	46.0	13.3
Region Hovedstaden	911 138	53.0	47.0	37.8	9.3
Region Sjælland	408 570	33.8	66.2	49.7	16.5
Region Syddanmark	595 402	33.9	66.1	50.9	15.2
Region Midtjylland	622 006	36.4	63.6	48.8	14.7
Region Nordjylland	290 333	35.2	64.8	50.7	14.2
Province København by	416 069	68.8	31.2	27.8	3.4
Province Københavns omegn	260 942	45.5	54.5	43.9	10.6
Province Nordsjælland	212 032	32.6	67.4	48.3	19.0
Province Bornholm	22 095	37.0	63.0	51.9	11.1
Province Østsjælland	111 014	33.3	66.7	49.1	17.6
Province Vest- og Sydsjælland	297 556	34.0	66.0	50.0	16.0
Province Fyn	246 325	37.0	63.0	49.3	13.8
Province Sydjylland	349 077	31.7	68.3	52.0	16.3
Province Østjylland	417 653	39.8	60.2	46.0	14.2
Province Vestjylland	204 353	29.7	70.3	54.5	15.8
Province Nordjylland	290 333	35.2	64.8	50.7	14.2

www.statbank.dk/bil800

Table 313 The 20 most sold private car makes. 2010

		Numbers	Share in per cent	Ranking in 2009
	New registrations, total	153 604	100.00	
1	Ford	17 295	11.26	(2)
2	Peugeot	13 907	9.05	(1)
3	Citroën	12 972	8.45	(4)
4	Toyota	12 125	7.89	(3)
5	Opel	10 456	6.81	(6)
6	Volkswagen	10 342	6.73	(8)
7	Chevrolet	7 913	5.15	(NEW)
8	Suzuki	7 771	5.06	(5)
9	Hyundai	7 680	5.00	(7)
10	Fiat	7 451	4.85	(10)
11	Skoda	6 790	4.42	(9)
12	Kia	5 333	3.47	(14)
13	Renault	5 276	3.43	(15)
14	Audi	4 904	3.19	(13)
15	Mazda	4 371	2.85	(11)
16	Nissan	3 176	2.07	(18)
17	BMW	2 807	1.83	(16)
18	Mercedes-Benz	2 775	1.81	(17)
19	Volvo	2 382	1.55	(NEW)
20	Seat	1 693	1.10	(20)
	Others	6 185	4.03	•

www.statbank.dk/12

Table 314 The most widespread passenger cars. 2011

		Number	Share as a percentage
	Total stock (start of year)	2 163 676	100.00
1	Volkswagen	243 440	11.25
2	Peugeot	220 983	10.21
3	Toyota	201 402	9.31
4	Ford	176 820	8.17
5	Opel	165 413	7.64
6	Citroën	148 698	6.87
7	Suzuki	98 735	4.56
8	Skoda	96 776	4.47
9	Fiat	95 051	4.39
10	Mazda	86 329	3.99
11	Hyundai	69 055	3.19
12	Audi	65 356	3.02
13	Volvo	62 976	2.91
14	Renault	60 020	2.77
15	Mercedes-Benz	48 568	2.24
16	Nissan	48 400	2.24
17	BMW	42 258	1.95
18	Kia	42 108	1.95
19	Mitsubishi	34 760	1.61
20	Seat	31 001	1.43
	Others	125 527	5.80

www.statbank.dk/12

Table 315 Families with purchase of cars

	Families, 1 January		Purchased new car	
	2008	2009	2008	2009
Denmark, total	2 809 760	2 827 449	92 828	61 506
	————— per cent of families —————			
Denmark, total			3.3	2.2
Region Hovedstaden	901 179	911 138	2.7	1.8
Region Sjælland	407 204	408 570	3.7	2.5
Region Syddanmark	593 905	595 402	3.4	2.2
Region Midtjylland	617 368	622 006	3.6	2.3
Region Nordjylland	290 104	290 333	3.6	2.4
Province København by	409 900	416 069	1.6	1.1
Province Københavns omegn	258 681	260 942	3.3	2.2
Province Nordsjælland	210 437	212 032	4.2	2.8
Province Bornholm	22 161	22 095	2.7	2.0
Province Østsjælland	110 246	111 014	4.2	2.8
Province Vest- og Sydsjælland	296 958	297 556	3.6	2.5
Province Fyn	245 636	246 325	3.2	2.1
Province Sydjylland	348 269	349 077	3.6	2.4
Province Østjylland	413 418	417 653	3.4	2.2
Province Vestjylland	203 950	204 353	3.9	2.5
Province Nordjylland	290 104	290 333	3.6	2.4

www.statbank.dk/bil600

Table 316 Families with purchase of cars by regions and provinces

	Families, 1 January		Purchased new car	
	2008	2009	2008	2009
All Denmark	2 809 760	2 827 449	92 828	61 506
	————— per cent of total —————			
All Denmark	100.0	100.0	100.0	100.0
Region Hovedstaden	32.1	32.2	26.5	26.6
Region Sjælland	14.5	14.5	16.3	16.9
Region Syddanmark	21.1	21.1	22.1	21.7
Region Midtjylland	22.0	22.0	23.7	23.4
Region Nordjylland	10.3	10.3	11.4	11.3
Province København by	14.6	14.7	7.2	7.1
Province Københavns omegn	9.2	9.2	9.1	9.2
Province Nordsjælland	7.5	7.5	9.5	9.6
Province Bornholm	0.8	0.8	0.7	0.7
Province Østsjælland	3.9	3.9	4.9	5.0
Province Vest- og Sydsjælland	10.6	10.5	11.4	11.9
Province Fyn	8.7	8.7	8.4	8.3
Province Sydjylland	12.4	12.3	13.6	13.4
Province Østjylland	14.7	14.8	15.3	15.1
Province Vestjylland	7.3	7.2	8.5	8.3
Province Nordjylland	10.3	10.3	11.4	11.3

www.statbank.dk/bil600

Table 317 Car traffic on Danish E-roads, selected roads and bridges etc.

		2008	2009
European road sections		——— ave. no. of cars per 24 hours ———	
E20	Øresund Bridge	19 367	19 462
	Amager Motorway, at Kalveboderne	87 299	87 336
	Øresund Motorway, west of Englandsvej	58 991	57 753
	West Motorway, east of Ringsted	41 895	42 283
	Great Belt Link	30 124	29 608
	Fyn Motorway, north of Nyborg	28 936	28 508
	Fyn Motorway, south of Odense	54 493	50 838
	The New Little Belt Bridge	62 736	59 286
	Fyn Motorway, at Taulov	35 877	33 758
	Esbjerg-Kolding, at Holsted	17 698	17 801
	Gammelby Ringvej in Esbjerg	12 211	11 943
E45	National border, Kruså	17 265	16 199
	Syddjylland Motorway, west of Haderslev	50 143	50 922
E20/45	Syddjylland Motorway, north of Kolding	64 517	63 660
E45	Vejle Fjord Bridge	64 390	63 547
	Midtjylland Motorway, at Horsens	43 678	42 548
	Midtjylland Motorway, at Stilling	52 359	52 012
	Midtjylland Motorway, at Randers	37 760	37 345
	Nordjylland Motorway, south of Aalborg	41 005	42 124
	Limfjord Tunnel	61 484	64 102
	Frederikshavn Motorway, at Vodskov	18 203	17 636
	Frederikshavn Motorway, at Sæby	8 179	8 713
	North of Sæby	14 618	14 509
E39	Hirtshals Motorway, between <9> and <10>	21 558	21 872
	Hirtshals Motorway, at Hjørring	6 710	7 046
E47/55	Flynderborgvej, Helsingør	7 338	6 584
	Helsingør Motorway, at Nærum	75 471	74 691
	Motorring 3, at Husum	63 456	62 518
E20/47/55	Køge Bugt Motorway, at Hundige	102 900	104 444
	Køge Bugt Motorway, at Ølby	92 608	92 550
E47/55	South Motorway, at Tappernøje	24 185	23 518
	South Motorway, south of Algestrup	37 313	35 950
	Farø Bridges, north of Farø	22 621	21 577
	Guldborgsund Tunnel	12 561	11 267
E47	South Motorway, south of Rødby	7 546	7 151
E55	Ørslev-Gedser	15 208	14 498
Other roads and bridges			
8	Alssund Bridge	24 219	24 268
9	Svendborg Motorway, north of <11>, Årslev	22 501	23 084
9	Svendborgsund Bridge	16 848	16 735
9	Frederik IX's Bridge	21 416	...
15	Herning Motorway, east of Kløverbladet	20 892	21 237
15	Herning Motorway, west of <40>	19 596	19 031
18	Midtjyske Motorway, south of <15>, Herning	15 622	16 606
21/23	Holbæk Motorway, west of Ring 3	75 024	81 616
21/23	Holbæk Motorway, east of Roskilde	52 886	52 269
04	Motorring 4, at Herstedvester	62 918	62 442
55	Limfjord Bridge	27 220	...
153	Storstrøm Bridge	5 060	...
53	Kronprins Frederiks Bridge, Frederikssund	19 778	19 340
16	Hillerød Motorway, Fiskebæk Bridge	50 143	50 922

Source: Road Directorate

www.statbank.dk/vej22

Table 318 Ships observed passing through the Sound and Belts

	2007	2008
	observations	
Øresund		
Northern observation point	31 449	29 959
Going north	15 086	14 218
Going south	16 363	15 741
Southern observation point	35 518	32 411
Going north	16 919	15 497
Going south	18 599	16 914
The Great Belt	19 614	18 482
Going north	10 953	10 083
Going south	8 661	8 399

Source: Admiral Danish Fleet

www.statbank.dk/skib24

Table 319 Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2008	2009	2008	2009	2008	2009
	number					
Total	71	61	32	15	103	76
Of which shipwrecks	1	-	4	7	5	7
Of which passenger ships	32	22	•	•	32	22
Fire, explosions	6	6	5	3	11	9
Groundings	17	20	6	4	23	24
Collission	9	3	6	4	15	7
Head-on collision of ships	3	2	1	-	4	2
Contact-damage	17	15	-	1	17	16
Capsizing	1	-	2	-	3	-
Mechanical breakdown	7	3	1	-	8	3
Other cause	11	12	11	3	22	15
Deaths	-	-	1	-	1	-
Injuries	1	-	-	-	1	-

Source: Danish Maritime Authority

www.statbank.dk/skib92 and skib93

Table 320 Persons seriously injured or killed in railway accidents

	2007	2008	2009
	number of persons		
Passengers	2	3	6
Of which killed	-	-	1
Staff	1	2	3
Of which killed	-	-	1
Others	16	16	21
Of which killed	8	12	13

www.statbank.dk/bane91

Table 321 Road traffic accidents causing casualties

	1980	1985	1990	1995	2000	2005	2009
Accidents, total	12 334	11 502	9 155	8 373	7 346	5 412	4 174
Of which:							
Alcohol accidents ¹	2 622	2 403	1 613	1 282	1 272	870	680
Casualties, total	15 751	14 627	11 287	10 573	9 590	6 919	5 250
Killed	690	772	634	582	498	331	303
Seriously injured	8 477	8 672	6 396	5 624	4 259	3 072	2 498
Slightly injured	6 584	5 183	4 257	4 367	4 833	3 516	2 449
Casualties in alcohol accidents	3 654	3 255	2 057	1 672	1 696	1 092	861
Killed	246	261	154	123	110	85	75
Seriously injured	2 004	1 923	1 176	893	738	458	421
Slightly injured	1 404	1 071	727	656	848	549	365

¹ Accidents with at least one driver or pedestrian involved having an alcohol count of over 0.5. Up to and including 1996, accidents where a driver or pedestrian had a count of exactly 0.5 are also included.

www.statbank.dk/uheldk7 and [uheld9](http://www.statbank.dk/uheld9)

Table 322 Road traffic accidents with casualties by accident situation. 2009

	Accident situations									Total	
											
	0	1	2	3	4	5	6	7	8	9	10
Van, total	958	471	347	411	376	395	510	157	484	65	4 174
Accidents, involving:											
Ordinary private car	615	387	291	337	340	344	451	130	333	31	3 259
Taxi	2	8	4	9	10	11	6	6	13	-	69
Vehicle, total weight											
0-3,500 kg signalling											
emergency call	5	6	2	1	-	3	2	-	1	-	20
Van, total weight											
0-2,000 kg	19	30	22	10	17	16	19	13	4	1	151
Van, total weight											
2,001-3,500 kg	34	52	39	31	24	30	37	18	14	2	281
Lorry, total weight											
over 3,500 kg	4	44	31	27	8	12	24	18	19	5	192
Bus on scheduled											
service	4	11	5	3	8	6	4	-	21	-	62
Bus, other	3	-	5	2	3	3	4	2	7	-	29
Tractor	2	8	10	8	4	4	5	5	1	1	48
Motor cycle	83	34	20	26	54	19	55	7	5	11	314
Moped with											
registration max.											
speed 45 km p.h.	18	16	3	10	7	10	15	9	4	3	95
Moped 30 with											
mechanical changes	20	5	10	15	9	19	10	6	11	3	108
Moped 30, other	137	53	39	116	44	57	81	32	24	9	592
Bicycle	14	95	45	174	118	144	208	50	28	6	882
Pedestrian	•	2	2	-	-	-	-	3	484	-	491

Note: Accident situations 0-9 include 0: Single-vehicle accidents, 1: Vehicles on same road going in same direction, 2: Vehicles on same road going in opposite directions, 3: Vehicles on same road going in same direction, turning into T junction, Y junction, crossroads, etc., 4: Vehicles on same road going in opposite directions, turning into T junction, Y junction, crossroads, etc., 5: Vehicles on different roads meeting in crossroads, without turning, 6: Vehicles on different roads meeting in T junction, Y junction, crossroads, etc. turning, 7: Accidents involving parked vehicles, etc., 8: Accidents involving vehicles and pedestrians, 9: Accidents involving animals, obstacles, etc. on roadway, 10: All accident situations.

www.statbank.dk/uheld6

Table 323 Fatal casualties in road traffic accidents. 2009

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	113	15	3	25	3	8	17	28	212
0- 6 years	-	-	-	-	-	-	-	2	2
7-14 years	2	-	-	-	-	-	1	-	3
15-19 years	19	1	-	-	-	3	2	2	27
20-24 years	17	1	-	2	2	-	-	1	23
25-44 years	42	4	2	15	-	3	3	10	79
45-64 years	17	7	1	8	-	1	5	6	45
65 years +	16	2	-	-	1	1	6	7	33
Women, total	51	1	-	2	-	4	8	24	91
0- 6 years	2	-	-	-	-	-	1	1	4
7-14 years	1	-	-	-	-	-	-	-	1
15-19 years	11	1	-	-	-	1	-	1	14
20-24 years	6	-	-	-	-	-	-	-	6
25-44 years	12	-	-	1	-	1	-	5	19
45-64 years	6	-	-	1	-	1	5	5	19
65 years +	13	-	-	-	-	1	2	12	28

¹ Incl. bus and tractor.www.statbank.dk/uheld8

Table 324 Fatal and non-fatal casualties in road traffic accidents. 2009

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	1 507	147	40	286	82	528	456	219	3 265
0- 6 years	29	-	-	-	-	1	7	12	49
7-14 years	42	-	-	2	4	11	50	20	129
15-19 years	275	17	2	16	17	188	32	22	569
20-24 years	275	27	-	48	10	39	51	15	465
25-44 years	526	57	19	129	28	138	118	61	1 076
45-64 years	240	35	15	80	22	121	143	54	710
65 years +	120	11	4	11	1	30	55	35	267
Women, total	1 066	29	18	38	11	128	414	274	1 981²
0- 6 years	33	-	-	-	-	-	3	7	43
7-14 years	46	1	2	-	-	6	29	30	114
15-19 years	159	5	2	4	2	56	50	26	305
20-24 years	141	5	1	3	-	11	41	19	221
25-44 years	325	7	6	16	5	29	120	45	554
45-64 years	212	10	2	15	3	19	124	49	435
65 years +	150	1	5	-	1	7	47	98	309
Not stated	2	-	-	-	-	-	1	1	4

¹ Incl. bus and tractor. ² Incl. 3 horses with riders.www.statbank.dk/uheld8