

Transport

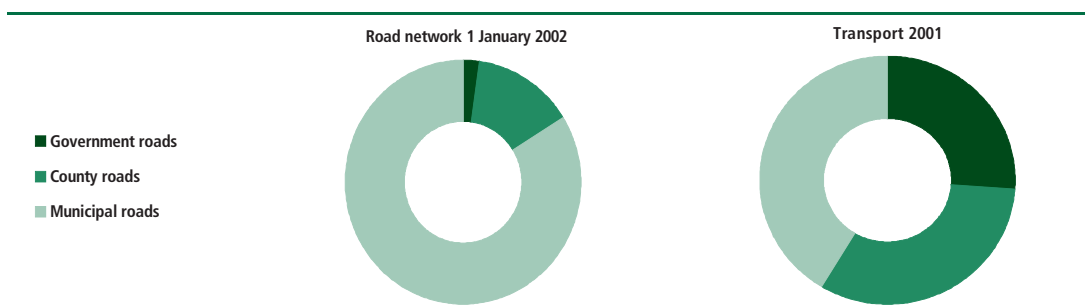
Transport

1. Road transport

The road network

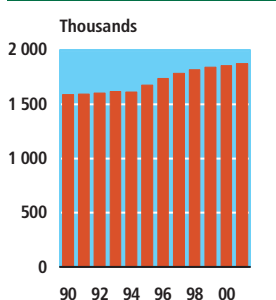
There are 71,888 km of public roads in Denmark (1 January 2002) and 84 per cent of these are municipal roads. The length of the public road network has been increased by about 1,100 km since 1990. This increase is mainly due to extension of municipal roads.

Figure 1 Distribution of road network and transport



At the same time, the overall road network has also been extended. The motorway system was extended by 360 km or 59 per cent to make up 971 km and another 49 km were added to the dual-carriageway network thus making up 330 km. The majority of the public road network (65 per cent) is in Jutland, while the rest is distributed between the Islands (25 per cent) and the Greater Copenhagen Region (10 per cent).

Figure 2 Stock of passenger cars 1990-2000



Increase in km's driven by cars and fall in km's driven by bicycles

In 2001 vehicles drove 48.8 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds. This is an increase of 9 per cent compared to 1996. This increase is particularly due to the km's driven by lorries, delivery vans and passenger cars, which accounted for an increase of 19 and 10 per cent, respectively. This increase is both a result of the rise in the number of passenger cars and also the opening of the Great Belt Link in July 1998. In 2001 almost 25 per cent of all transport was carried out on government roads. During the 1990's transport performance by bicycles/mopeds has been falling. In 2001, 2.2 million kilometres were driven by bicycles/mopeds. This is a fall of 18 per cent compared to 1996.

Three out of four motor vehicles are passenger cars

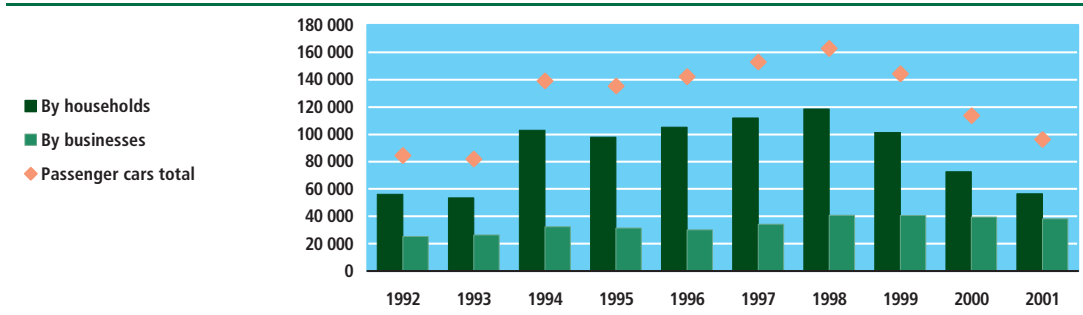
On 1 January 2002 there were a total of 2,425,000 motor vehicles, corresponding to 8 per cent more than on 1 January 1998. 77 per cent of motor vehicles were passenger cars, 14 per cent delivery vans, 6 per cent were motorbikes and mopeds, and the rest were busses and lorries. The growth in the number of motor vehicles from 1998 to 2002 was completely dominated by passenger cars and delivery vans, which accounted for 48 per cent and 24 per cent of the growth, respectively. Furthermore, there has been a sharp increase in the number of motorbikes and mopeds. The number of busses and lorries has on the whole remained unchanged over the period.

Transport

Substantial fall in the number of new cars registered

Since 1998 the number of registrations of new passenger cars has fallen significantly. In 2001 the number of new registrations was at the lowest level since 1993. The fall applies predominantly to the acquisition of new cars by households, while there was only a modest fall in the number of new registrations of motor vehicles by businesses.

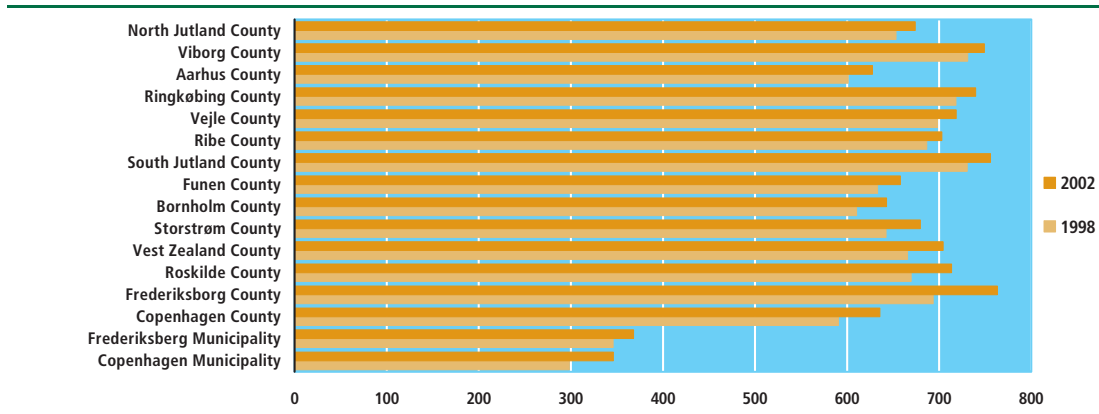
Figure 3 New passenger cars registered, by type of ownership



More cars available

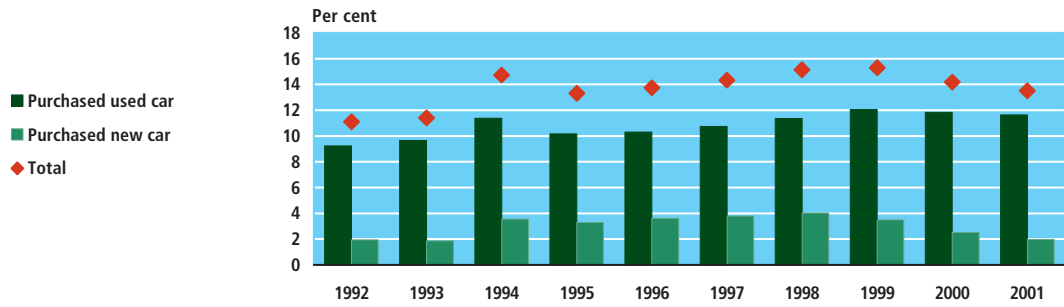
The average relative car availability has increased significantly. On 1 January 1998 there were 618 passenger cars per thousand families whilst on 1 January 2002 there were 649 passenger cars. However, this increase is not the same for all parts of the country. The largest increase was in the Greater Copenhagen Region, particularly in Copenhagen Municipality. This development does not, however, change the fact that the Copenhagen Municipality is characterized by its low car-availability rate of a mere 346 cars per thousand families in 2002.

Figure 4 Passenger cars per thousand families broken down by county (1 January)



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Figure 5 Purchase of cars per hundred families



2. Passenger transport

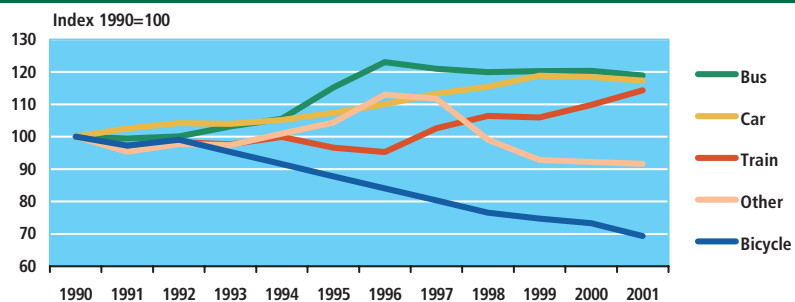
Increase in passenger km by more than 14 pct. compared to 1990

On average every Dane covered a distance of approximately 14,300 km in 2001, corresponding to a total passenger transport performance of 76,710 million passenger km. This is a 14 per cent increase compared to 1990 and it is mainly due to the considerable increase in transport performance by private car. Since 1990, there has also been a substantial increase of 75 per cent and of 15 per cent in passenger transport performance by motorcycles and trains, respectively. This development may be explained by the greater number of cars, and by especially the expansion of the motorway network and the opening of the Great Belt Link and the Oresund Link.

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (77 per cent), 12 per cent by bus and 7 per cent by train. Transport performance by bicycles has fallen sharply since 1992 and it was in 2001 31 per cent less than in 1990. Only 3 per cent of total passenger transport, corresponding to about 420 km per person, was by bicycle/moped.

Figure 6 Developments in passenger transport



Transport

The purpose of passenger transport

In 2001, 33 per cent of passenger transport performance is transport to and from the home and the workplace. 39 per cent was to and from home and recreational activities. However, the two different types of transport take place at very different times during the week.

While transport to and from the home and the workplace makes up 44 per cent of all transport from Monday to Friday, this type of transport only makes up 8 per cent of transport at the weekend. In contrast, transport between the home and recreational activities only makes up 27 per cent of transport on weekdays, but as much as 70 per cent of all transport at the weekend. As opposed to this, transport to and from the home and shops makes up 16 per cent of all transport on weekdays and 14 per cent at the weekend.

Figur 7

Private passenger transport of 10-84 year olds, by purpose. 2001



3. Traffic accidents

Fall in number of personal injuries in traffic registered by the police from 1990 to 2001

In 2000 the number of traffic accidents leading to personal injury and which have been recorded by the police was 25 per cent lower than it was in 1990. The number of traffic accidents fell from 9,155 in 1990 to 6,861 in 2001. The number of people killed in traffic accidents fell 32 per cent from 634 in 1990 to 431 in 2001. In the same period the number of serious and minor injuries fell from 10,653 injured persons to 8,465, corresponding to a 21 per cent drop.

Alcohol accidents accounted for 17 per cent of all traffic accidents and for 27 per cent of all people killed in traffic accidents. Alcohol accidents involve at least one driver or pedestrian having an alcohol count of over 0.5.

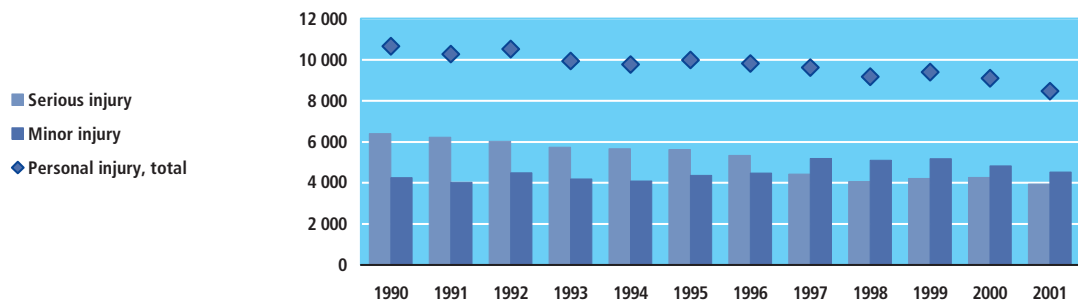
Significant underreported figures in the statistics on road traffic accidents

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. Since 1996, the annual surveys conducted by Statistics Denmark have therefore included nationwide information on persons treated by casualty wards as the result of a traffic accident in order to analyse the so-called underreported figures. The surveys have shown that the total number of personal injuries in traffic is almost 5 times higher than the number registered by the police. However, the statistical coverage with respect to the number of persons killed in traffic is almost 100 per cent. The greatest underreported figures for casualties appear among one-man accidents, cyclists and children and young people under 15 years. For these groups, only about 10 per cent of the personal injuries are re-

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corded by the police. The survey results are published annually in the publication *Færdselsuheld* (Road traffic accidents).

Figure 8 Personal injuries registered by the police



Note: There is a break in the relative distribution of minor and serious injuries from 1997 due to a new definition of type of injury.

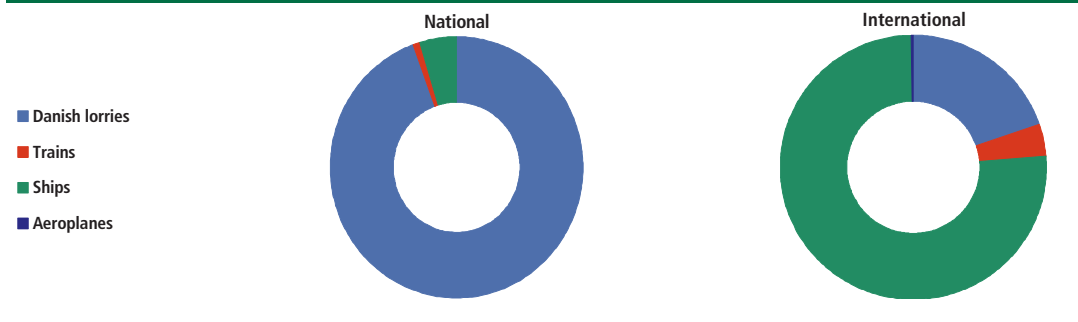
4. Goods transport

How are goods transported?

Total domestic goods transport, i.e. transport where loading and unloading takes place in Denmark, was approximately 201 million tonnes in 2001. Lorries are by far the most commonly used form of transport and are used for 94 per cent of all goods transport. 5 per cent of goods were transported by cargo ship and 1 per cent by train.

With regard to international traffic, i.e. transport between Denmark and foreign countries, transport by ship is the most commonly used mode of transport. In 2001 almost 76 per cent of all goods weighing approximately 71 million tonnes were transported by ship, whilst only 21 per cent were transported by Danish lorries. The rest were mainly transported by train.

Figure 9 Amount of goods – national and international traffic 2001



Transport

National goods transport by lorries

The total amount of goods transported within Denmark has been going up since 1994. The stagnation in the early 1990s was caused by the general economic recession in Denmark at this time. However, due to increased activity in construction in the second half of the 1990s, the total amount of goods transported has gone up again. In particular this increasing activity can be seen in the transport carried out by haulage contractors, while businesses' own transport of goods (i.e. transport paid by the hour on the businesses' own account) has fallen slightly throughout the 1990s. This should be seen as an indication of a growing tendency to outsource service activities, including transport services.

Figure 10

Goods transported by Danish companies and transport of goods within Denmark, analysed by group of goods

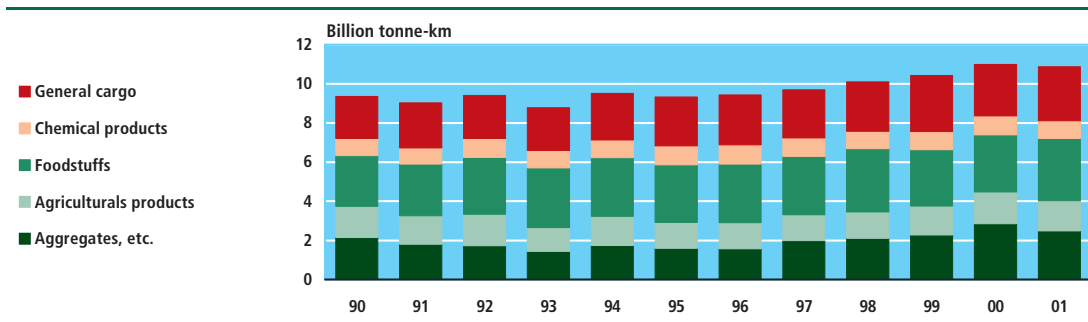
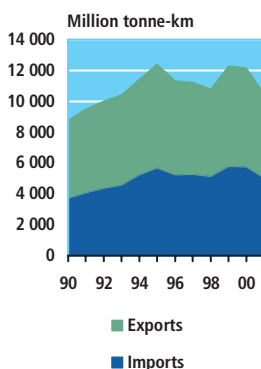


Figure 11
International transport
by Danish lorries
1990-2001



Domestic transport of goods by lorry includes in particular gravel, sand, cement, stone, etc. (37 per cent), foodstuffs (13 per cent), animal feed (13 per cent) and general cargo (10 per cent). In 2001, hazardous goods accounted for 4 per cent of the total amount of goods transported. The hazardous goods comprised especially inflammable, fluid substances, e.g. petrol.

The total transport has also increased since the mid-1990s. In 2001 total transport was calculated at 10.9 billion tonne-km and of these 80 per cent was transport carried out by haulage contractors. Especially transport of general cargo and gravel, etc. has increased heavily and accounts for 25 per cent and 23 per cent, respectively.

There is no clear connection in the changes in the amount of goods transported and the number of kilometres driven. This is because, for example, the distances that aggregates for construction are transported are typically relatively short, whilst increased specialisation of production of goods has led to longer distribution distances for, for example, general cargo.

Goods are mainly transported within the same region

A majority of all goods is transported within the same county, and is predominantly transported across the county border to a neighbouring county. Only a small amount of goods was transported between the different regions. Thus, 94 per cent of all goods loaded in Jutland were also unloaded in Jutland in 2000. For Zealand, etc. the proportion of goods was also 95 per cent, while for Funen the proportion reached 71 per cent. 2.5 per cent of goods crossed the Great Belt or

Transport

Kattegat in 2001, and of these 54 per cent was transported from western Denmark to eastern Denmark.

International goods transport by Danish lorries

International road transport of goods by Danish lorries rose steadily until 1995, however in 1996 this development turned. 1999 saw again a heavy increase in transport of goods; this increase continued to a smaller extent in 2000, but fell again in 2001. Total international goods transport by Danish lorries was calculated at 11.3 billion tonne-km in 2001, of which transport by haulage contractors makes up almost 100 per cent. 49 per cent of all goods transport was carried out from Denmark to foreign countries and 43 per cent from foreign countries to Denmark. 7 per cent was carried out between foreign places of loading and unloading.

Goods transport to and from Denmark and foreign countries consisted of general cargo, processed goods, semi-finished products, etc., and loading and unloading primarily took place in Germany.

5. Carriage by sea

Danish ships

On 1 January 2002 there were 1,878 Danish ships of at least 20 gross tonnes, of which 175 belonged to Greenland. This is an increase of 81 ships compared with 2001. 67 per cent of these ships are motorised, while the remainder are predominantly sailing ships with a servomotor. 45 per cent of vessels are fishing vessels, whilst almost 31 per cent are used as cargo ships. 28 per cent of the ships, while 95 per cent of the gross tonnage were recorded in the Danish International Shipping Register.

Total gross tonnage (GT) was 6.9 billion on 1 January 2002, which is an increase of 7 per cent compared to the year before. Container ships account for an increase in gross tonnage, so that they make up 52 per cent of the total gross tonnage at the beginning of 2002. There is also a small increase in gross tonnage of tankers, thus representing 25 per cent of the total Danish gross tonnage. Ships under 10 years of age made up 65 per cent of the total gross tonnage at the beginning of 2002.

Figure 12

Danish ships by use 1 January 2000

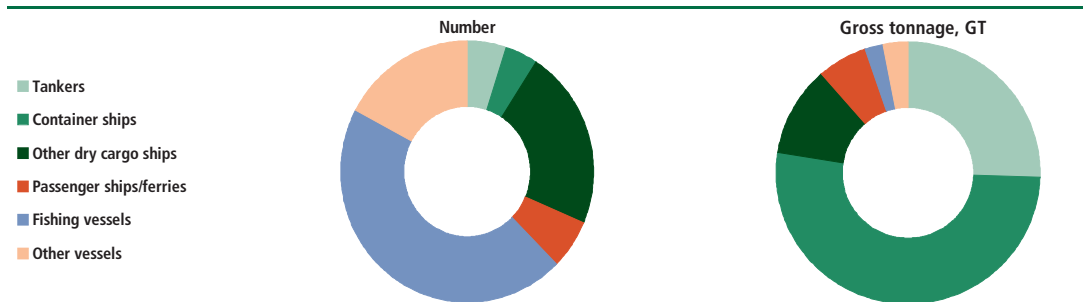


Table 341

Infrastructure for transport

	2000	2001
	km	
Road network, total	71 663	71 888
Of which motorways	953	971
Main government roads	1 659	1 660
County roads	9 986	9 988
Municipality roads	60 018	60 240
Railway network, total	2 547	...
Of which private railways	495	...
	number	
Stations and goods terminals	291	...
Sea ports	129	124
Airports	23	23

Table 342

Infrastructure for transport, expenditure

	2000	2001
	DKK mio.	
Road network¹	7 755	8 509
Construction expenditure	3 388	3 704
Operation and maintenance	4 367	4 805
State railway network¹	1 385	...
Investments	360	...
Reinvestments	956	...
Other investments	69	...
Private railways	97	...
Sea ports	424	...
Buildings	147	...
Constructions	277	...
Airports	879	...
Great Belt Link	29	23
Øresund Link	566	4
Copenhagen Metro	1 391	1 141

¹ Figures do not include the Great Belt Link.

Table 343

Private cars, buses and motorcycles etc.

	2001	2002
Fleet (start of year)	number	
Private cars, total¹	1 854 060	1 872 631
Of which in households	1 709 554	1 729 031
Of which in business and industry	134 182	133 630
Petrol	1 747 961	1 751 905
Diesel	105 836	120 490
Age:		
0- 3 years	550 893	494 268
4- 7 years	471 426	538 817
8-11 years	306 996	310 239
12-15 years	361 166	323 053
16-19 years	114 144	157 218
over 19 years	49 435	49 036
Average age in years	7.8	8.1
Buses, total	13 968	13 954
In scheduled service	4 660	4 697
Tourist coaches	9 308	9 257
Caravans	108 924	110 995
Motor cycles	73 695	78 390
Moped-45	64 615	67 975
Standard mopeds	-	-

¹ Incl. cars where owner is not known.

Table 344**Vans and lorries etc.**

	2001	2002
Fleet (start of year)	number	
Vans, total¹	335 690	343 450
Under 2,001 kg	63 568	60 603
2,001-3,000 kg	163 574	170 528
3,001-3,500 kg	108 548	112 319
Lorries, total¹	37 603	36 801
3,501-6,000 kg	4 628	4 356
6,001-15,000 kg	10 483	10 247
Over 15,000 kg	22 492	22 198
Tractors for semi-trailers	11 557	12 009
Trailers over 5,000 kg	12 975	12 770
Semi-trailers	24 233	25 310

¹ Total weight.

Table 345**New registrations of vehicles**

	2000 ¹	2001
	number	
Private cars	113 633	96 130
Petrol	98 315	78 960
Diesel	15 282	17 153
Buses	736	552
Motor cycles	3 300	2 418

¹ Revised figures.

Table 346**New registrations of vans and lorries etc.**

	2000 ¹	2001
	number	
Vans²		
Under 2,001 kg	1 098	491
2,001-3000 kg	19 215	21 506
3,001-3,500 kg	11 137	8 970
Lorries¹		
3,501-6,000 kg	325	213
over 6,000 kg	2 311	2 241
Tractors for semi-trailers	2 151	2 197

¹ Revised figures. ² Total weight.

Table 347**Ships of at least 20 GT**

Per 31 December	2000	2001
	number	
Danish ships, total	1 797	1 878
Tankers	95	96
Container ships	87	78
Other dry cargo ships	467	413
Passenger ships/ferries	129	118
Fishing vessels	714	850
Other ships	305	323
	thousand GT	
Ship tonnage, total	6 472	6 918
Tankers	1 543	1 763
Container ships	3 177	3 600
Other dry cargo ships	991	770
Passenger ships/ferries	436	425
Fishing vessels	132	144
Other ships	192	215

Note. Incl. ships based in Greenland.

Table 348

Road traffic, railways and airports

	2000	2001
	mio. vehicle km.	
Road traffic, total	48 739	48 770
Private cars	38 186	38 036
Motor cycles	483	518
Vans 2-6 tons total weight	5 452	5 685
Solo trucks over 6 tons total weight	725	780
Lorries and trailers	360	318
Lorries – Semi trailers	442	486
Busses in scheduled service	297	295
Tourist coaches	332	330
Bicycles/Mopeds	2 355	2 229
Moped 45s	107	93
	mio. train km.	
Metropolitan trains	14.4	14.4
Private railways	7.5	7.6
Other passenger trains	40.6	41.9
Goods trains	5.8	5.3
	thousand calls	
Ferries in domestic service	435	431
Ferries in international service	95	84
Cargo ships	30	29
	thousand take-offs	
Domestic flights	87	73
International flights	296	288

Table 349

Passenger transport

	2000	2001
	mio. person-km.	
Passenger transport in Denmark	77 261	76 710
Cars	59 124	58 589
Motor cycles	604	647
Buses in scheduled service	2 880	2 866
Tourist coaches	6 253	6 165
Bicycles/mopeds	2 355	2 229
Moped 45s	107	93
Metropolitan trains	1 182	1 168
Other trains	4 147	4 380
Ferries	246	235
Aircraft ¹	363	338
	thousand passengers	
Domestic ferries, total	10 277	10 047
Of which east/west Denmark	2 524	2 545
International ferries	31 203	27 745
Denmark-Sweden	19 673	15 818
Denmark-Germany	7 320	7 778
Denmark-Norway	3 912	3 807
Scheduled and charter flights, total	11 073	10 991
Scheduled, domestic	1 854	1 743
Scheduled, international	7 852	7 999
Charters	1 366	1 249

¹ Includes only passenger transport for domestic flights.

Table 350

Road transport of goods by lorries over 6 tons total weight

	2000	2001
	mio. tonnes	
National road transport of goods, total	206,9	190,0
Transport for hire or reward	159,4	144,6
Transport on own account	47,5	45,4
	mio. tonne-km	
National road transport of goods, total	11 000	10 887
Transport for hire or reward	8 926	8 752
Transport on own account	2 074	2 135
	mio. tonnes	
International road transport of goods, total	16,9	15,2
From Denmark	8,4	7,4
To Denmark	7,2	6,5
Third country	0,6	0,6
Cabotage	0,7	0,7
	mio. tonne-km	
International road transport of goods, total	13 021	11 269
From Denmark	6 426	5 487
To Denmark	5 742	5 023
Third country	607	573
Cabotage	248	187

Note. Third country is transport of goods where loading and unloading is in separate foreign countries. Cabotage is where loading and unloading are in the same foreign country.

Table 351

Goods transport by train, ship, and aircraft

	2000	2001
	thousand tonnes	
Goods carried by train	7 874	7 173
National	2 049	1 592
To Denmark	1 995	1 822
From Denmark	1 252	962
In transit	2 578	2 797
	mio. tonne-km	
Goods carried by train	2 025	2 091
National	456	362
To Denmark	425	442
From Denmark	274	215
In transit	870	1 072
	thousand tonnes	
Goods carried by cargo vessel	64 933	63 527
National	9 072	9 767
To Denmark	30 984	30 543
From Denmark	24 876	23 217
Goods carried by ferry	20 480	18 240
National	3 737	3 951
International	16 743	14 289
Goods carried by aircraft	132	117
National	9	4
International	123	113

Table 352
Families with use of cars 2001

Per 1 january	Familier 2001	No car total	With car total	One car	Two cars or more
		per cent			
All Denmark	2 885 212	46.3	53.7	43.7	10.0
Copenhagen Municipality	326 257	74.5	25.5	23.2	2.3
Frederiksberg Municipality	58 945	66.0	34.0	30.5	3.5
Copenhagen County	330 631	49.9	50.1	41.0	9.2
Frederiksborg County	189 104	40.2	59.8	45.4	14.4
Roskilde County	118 543	39.7	60.3	46.7	13.7
West Zealand County	156 613	40.2	59.8	47.6	12.2
Storstrøm County	140 779	41.5	58.5	47.5	11.0
Bornholm County	23 599	43.4	56.6	48.5	8.1
Funen County	252 460	43.2	56.8	46.7	10.1
South Jutland County	129 606	35.7	64.3	52.2	12.1
Ribe County	114 294	39.0	61.0	50.0	11.0
Vejle County	181 299	39.1	60.9	48.3	12.6
Ringkøbing County	138 570	36.6	63.4	52.5	10.9
Århus County	344 460	47.1	52.9	43.1	9.9
Viborg County	119 442	35.8	64.2	52.2	12.0
North Jutland County	260 610	41.9	58.1	47.5	10.6

Table 353

The 20 most sold private car makes

	2000 ¹	2001
New registrations, total	113 633	96 130
Peugeot	13 910	15 175
Volkswagen	12 068	9 340
Citroën	8 378	9 244
Ford	8 850	9 041
Toyota	9 989	7 847
Opel	9 138	6 693
Skoda	5 373	5 506
Renault	4 957	5 062
Fiat	7 006	4 712
Suzuki	3 933	3 695
Hyundai	3 610	2 557
Audi	1 554	2 370
Nissan	3 380	2 044
SEAT	2 959	1 970
Mazda	4 926	1 941
Mitsubishi	1 732	1 448
Volvo	2 052	1 377
Mercedes-Benz	1 664	1 327
BMW	1 436	1 028
Honda	1 058	956

¹ Revised figures

Table 354

Families with purchase of cars

	Families		Purchased new car		Purchased used car		Purchased car, total ¹	
	2001	2002	2000	2001	2000	2001	2000	2001
All Denmark	2 885 212	2 887 329	72 683	57 556	341 440	336 430	409 319	390 082
	—per cent—							
All Denmark			2.5	2.0	11.8	11.7	14.2	13.5
Copenhagen Municipality	326 257	325 568	1.2	0.9	6.9	6.7	8.0	7.6
Frederiksberg Municipality	58 945	58 827	1.8	1.3	6.6	6.6	8.4	7.9
Copenhagen County	330 631	330 923	3.0	2.3	9.6	9.6	12.4	11.8
Frederiksborg County	189 104	189 656	3.6	3.0	12.4	12.4	15.7	15.2
Roskilde County	118 543	119 036	3.5	2.8	12.6	12.6	15.8	15.2
West Zealand County	156 613	157 336	2.8	2.4	14.0	13.8	16.6	16.0
Storstrøm County	140 779	140 881	2.9	2.5	12.9	13.1	15.6	15.3
Bornholm County	23 599	23 666	1.8	1.5	10.7	11.1	12.4	12.5
Funen County	252 460	252 136	2.1	1.7	12.1	11.7	14.1	13.2
South Jutland County	129 606	129 397	2.9	2.1	14.1	13.9	16.9	15.9
Ribe County	114 294	114 066	2.4	1.9	13.6	13.5	15.8	15.3
Vejle County	181 299	181 890	2.7	2.1	14.2	13.9	16.7	15.9
Ringkøbing County	138 570	138 622	2.6	2.1	13.9	13.8	16.3	15.8
Århus County	344 460	345 656	2.4	1.8	12.0	11.7	14.2	13.4
Viborg County	119 442	119 209	2.5	2.0	14.6	14.2	17.0	16.0
North Jutland County	260 610	260 460	2.5	1.9	13.0	12.7	15.3	14.4

¹ "Purchased car, total" is less than the sum of "Purchased new car" and "Purchased used car", as some families have purchased both new and used.

Table 355

Families with purchase of cars by county

	Families		Purchased new car		Purchased used car		Purchased car, total	
	2001	2002	2000	2001	2000	2001	2000	2001
All Denmark	2 885 212	2 887 329	72 683	57 556	341 440	336 430	409 319	390 082
	per cent							
All Denmark	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Copenhagen Municipality	11.3	11.3	5.3	5.2	6.6	6.5	6.4	6.3
Frederiksberg Municipality	2.0	2.0	1.5	1.4	1.1	1.2	1.2	1.2
Copenhagen County	11.5	11.5	13.4	13.1	9.3	9.4	10.0	10.0
Frederiksborg County	6.6	6.6	9.3	9.8	6.9	7.0	7.3	7.4
Roskilde County	4.1	4.1	5.7	5.9	4.4	4.5	4.6	4.7
West Zealand County	5.4	5.4	6.1	6.5	6.4	6.5	6.4	6.5
Storstrøm County	4.9	4.9	5.6	6.0	5.3	5.5	5.4	5.5
Bornholm County	0.8	0.8	0.6	0.6	0.7	0.8	0.7	0.8
Funen County	8.8	8.7	7.4	7.3	9.0	8.8	8.7	8.6
South Jutland County	4.5	4.5	5.2	4.8	5.4	5.3	5.3	5.3
Ribe County	4.0	4.0	3.8	3.8	4.5	4.6	4.4	4.5
Vejle County	6.3	6.3	6.7	6.7	7.6	7.5	7.4	7.4
Ringkøbing County	4.8	4.8	5.0	5.1	5.6	5.7	5.5	5.6
Århus County	11.9	12.0	11.2	10.9	12.1	12.0	12.0	11.8
Viborg County	4.1	4.1	4.1	4.2	5.1	5.0	5.0	4.9
North Jutland County	9.0	9.0	8.9	8.6	9.9	9.8	9.7	9.6

Table 356

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

	2000	2001
	ave. no. cars per 24 hours	
E20 Amager Motorway	67 700	69 700
Holbæk Motorway, at Vallensbæk Mose	73 200	73 900
West Motorway, at Roskilde-West Zealand	30 100	30 500
The Funen Motorway, north of Nyborg	21 400	22 100
Great Belt Link	20 600	21 200
The Funen Motorway, south of Odense	36 500	37 200
The New Little Belt Bridge	48 400	48 100
Mid-Jutland Motorway, at Herslev	21 400	21 500
Esbjerg-Kolding, at Holsted	11 800	12 200
E45 National border, Kruså	11 500	12 000
South Jutland Motorway, at Hammelev	24 000	25 600
Vejle Fjord Bridge	51 000	51 300
Mid-Jutland Motorway, at Løsning	36 500	36 500
North-Jutland Motorway, north of Århus	28 300	28 100
Limfjord Tunnel	50 100	51 300
Aalborg-Frederikshavn	7 900	7 600
E39 Aalborg-Hirtshals	4 000	3 800
E47/E55 Helsingør Motorway, at Nærum	71 400	70 700
Motorring 3, at Husum	71 800	71 800
Køgebugt Motorway, at Ølby	74 200	75 200
South Motorway, at Tappernøje	17 600	18 200
Farø Bridges, north of Farø	17 400	17 300
Guldborgsund Tunnel	9 100	9 500
E47 South Motorway, south of Rødby	5 000	5 700
E55 Ørslev-Gedser	12 300	12 700
Other bridges		
Alssund Bridge	20 300	20 600
Svendborgsund Bridge	15 000	14 700
Oddesund Bridge	5 500	5 000
Vilsund Bridge	7 200	7 250
Sallingsund Bridge	9 200	9 100
Frederik IX's Bridge	19 000	19 900
Rømødæmningen	2 800	3 800
Limfjord Bridge	30 600	29 900
Storstrøm Bridge	4 400	4 600
Bispeengbuen	50 800	48 700

Source: Road Directorate.

Table 357**Ships observed passing through the Sound and Belts**

	2000	2001
	observations	
Øresund		
Northern observation point		
Going north	19 534	18 412
Going south	20 214	19 151
Southern observation point		
Going north	19 672	18 459
Going south	20 402	19 334
The Great Belt		
Going north	9 231	9 232
Going south	7 957	7 797
The Little Belt		
Going north	1 507	1 270
Going south	1 644	1 522

Source: Admiral Danish Fleet.

Table 358

Accidents at sea and losses of Danish ships 2001

	Merchant ships			Fishing vessels		Total	
	Sea accidents	Of which passenger ships	Deaths	Sea accidents	Deaths	Sea accidents	Deaths
	number						
Total	52	15	2	44	3	96	5
Of which shipwrecks	2	-	2	18	3	20	5
Groundings	17	5	-	8	-	25	-
Contact damage	9	6	2	2	-	11	2
Collisions	14	1	-	18	1	32	1
Capsizing	1	-	-	5	1	6	1
Mechanical breakdown	5	3	-	-	-	5	-
Fire, explosions	4	-	-	9	-	13	-
Other damage	2	-	-	2	1	4	1
Injuries ¹	-	-	•	12	•	12	•

¹ As result of on of the above.

Source: Danish Maritime Authority.

Table 359

Road traffic accidents with casualties by accident situation 2001

	Accident situation										Total ¹
	0	1	2	3	4	5	6	7	8	9	10
Accidents, total	1 507	814	588	738	580	718	774	243	790	96	6 861
Accidents involving:											
Passenger cars	892	620	489	577	533	611	662	169	494	33	5 091
Vans	125	129	122	103	61	108	94	56	69	7	876
Lorries	19	101	85	83	36	46	57	37	16	3	484
Buses	6	46	23	15	14	15	19	5	49	2	194
Tractors	2	21	14	30	6	7	10	10	9	1	110
Motor cycles ²	143	77	44	60	87	54	82	26	17	17	607
Mopeds	229	86	81	208	79	130	124	61	61	12	1 073
Bicycles	89	204	73	275	190	253	325	91	78	25	1 604
Pedestrians	•	•	•	•	•	•	•	•	790	•	813

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.

¹ Incl. accidents where the situation is either unspecified, or it cannot be described using one of the main types of accident situation. 13 such accidents are included in the total figures. ² Mopeds with registration max. speed 45 km p.h.

Table 360**Road traffic accidents causing casualties**

	1990	1995	2001
Accidents, total	9 155	8 373	6 861
Of which:			
Alcohol accidents ¹	1 613	1 282	1 140
Casualties, total	11 287	10 573	8 896
Killed	634	582	431
Seriously injured	6 396	5 624	3 946
Slightly injured	4 257	4 367	4 519
Casualties in alcohol accidents	2 057	1 672	1 441
Killed	154	123	115
Seriously injured	1 176	893	636
Slightly injured	727	656	690

Note. The table only includes traffic accidents causing personal injury which have come to the attention of the Police, and which took place on roads, streets or squares which are accessible by the public and which are being used by at least one of the traffic units involved in the accident, and at least one of the traffic units involved in the accident was driving. Therefore, accidents involving only pedestrians, railway accidents (except at level crossings), and accidents in yards, fields and garages, etc. do not count as traffic accidents. Deaths include deaths up to 30 days after the accident and as a consequence of the accident.

¹ Accidents with a 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.

Table 361

Fatal casualties in road traffic accidents 2001

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	195	12	12	31	38	26	314
0- 6 years	-	-	-	-	-	-	-
7-14 years	6	-	-	1	5	1	13
15-19 years	20	1	-	10	1	3	35
20-24 years	31	4	1	1	-	2	39
25-44 years	60	5	8	5	6	8	92
45-64 years	41	1	3	11	8	8	72
65 years +	37	1	-	3	18	4	63
Not stated	-	-	-	-	-	-	-
Women, total	76	-	-	-	18	23	117
0- 6 years	3	-	-	-	-	-	3
7-14 years	3	-	-	-	1	1	5
15-19 years	6	-	-	-	1	1	8
20-24 years	7	-	-	-	2	-	9
25-44 years	23	-	-	-	4	2	29
45-64 years	17	-	-	-	4	3	24
65 years +	17	-	-	-	6	16	39
Not stated	-	-	-	-	-	-	-

Note. The sum of the totals in the individual columns will not always add up to the total, as full information is not always available for all accidents.

¹ Incl. other vehicles which are not specified in the table, e.g. tractors, horse carts, etc.

Table 362

Fatal and non-fatal casualties in road traffic accidents 2001

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	2 935	274	255	874	779	383	5 505
0- 6 years	62	-	-	-	13	21	97
7-14 years	99	1	2	15	77	55	251
15-19 years	419	12	27	368	62	29	917
20-24 years	539	56	40	72	71	37	815
25-44 years	1 126	145	129	225	269	105	2 001
45-64 years	454	54	50	149	201	80	988
65 years +	225	6	7	45	86	55	424
Not stated	11	-	-	-	-	1	12
Women, total	1 944	42	38	145	790	430	3 391
0- 6 years	53	-	-	-	6	12	72
7-14 years	87	1	-	9	59	39	195
15-19 years	208	3	1	53	96	36	397
20-24 years	228	10	11	13	98	24	384
25-44 years	704	20	20	33	237	74	1 089
45-64 years	439	7	6	29	215	76	772
65 years +	225	1	-	8	79	169	482
Not stated	-	-	-	-	-	-	-

Note. The sum of the totals in the individual columns will not always add up to the total, as full information is not always available for all accidents.

¹ Incl. other vehicles which are not specified in the table, e.g. tractors, horse carts, etc.

Table 363**Rescue services**

	2000	2001
Operations of the coastal rescue service	596	624
Of which rescue operations	306	306
Operations of air rescue service	467	487
Of which assistance in coastal rescue service operations	176	176
Operations of the maritime rescue service	428	394
Operations for industrial activities	103	95
Operations for pleasure yachts	233	215
Unspecified operations ¹	105	82
Registered perished persons	21	27
Reports of oil-slip observations	457	332
Of which involving the maritime rescue service's environmental patrol ship	71	51

Note. Search and rescue on land is the responsibility of the Police.

¹ Incl. false alarms.

Source: Royal Danish Administration of Navigation and Hydrography, Tactical Air Command Denmark, and Admiral Danish Fleet

Table 364

Civil aircraft

	1999		2000	
	Aircraft	Seats	Aircraft	Seats
	number			
Aircraft	1 070	•	1 089	•
Jet, 3-4 engines	20	1 722	17	582
Jet, 2 engines	109	13 167	125	15 602
Turbo-prop, 4 engines	6	334	6	325
Turbo-prop, 2 engines	91	2 999	96	3 063
Turbo-prop, 1 engine	7	60	5	45
Propeller, 2 engines	80	553	76	517
Propeller, 1 engine	701	2 548	714	2 583
Helicopters	56	480	50	393
Seats	•	21 863	•	23 110
1-2	182	356	186	354
3-5	544	2 226	553	2 253
6-9	113	755	111	746
10-99	151	4 426	155	4 533
100 or more	80	14 100	84	15 224

Source: Civil Aviation Administration.

Table 365

Postal service

	2000	2001
Establishments	number	
Postal establishments, total	1 116	1 083
Post offices	100	94
Branch post offices	1 016	989
Letter boxes	9 806	9 837
Stamp selling establishments	5 847	5 830
Mail handled etc.	thousands	
Ordinary letters, total	1 444 200	1 414 700
Priority mail	1 143 500	1 083 200
Non-priority mail	300 700	331 500
Other mail items		
Registered and insured letters	1 985	1 832
Parcels	31 700	31 800
Cash-on-deliveries	2 833	2 487
Newspapers	437 876	408 180
Wrappers ¹	791	250
Unaddressed mail	913 410	911 247
Personnel, total	29 916	27 884

¹ Discontinued on July the 1st, 2001

Source: Post Denmark.

Table 366**Telephone service**

	2000	2001
	thousands	
Telephone subscribers	3 835	3 860
Per 100 inhabitants	72	72
Mobile telephone subscribers	3 364	3 960 ¹
Per 100 inhabitants	63	74 ¹
ISDN connection	376	407
	mio. minutes	
International fixed net traffic from Denmark	701	728
Outgoing mobile traffic	2 695	2 979
	DKK mio.	
Revenue	33 750	35 126
Investments	9 015	10 646 ²

¹ Including pre-paid cards that have been active within the last 12 months. A pre-paid card is defined as active if there has been outgoing calls from the telephone (the pre-paid card) or reloads of the pre-paid card within the last 12 months.

² Posted investments in UMTS-licenses not included for 2001.

Source: National Telecom Agency.