

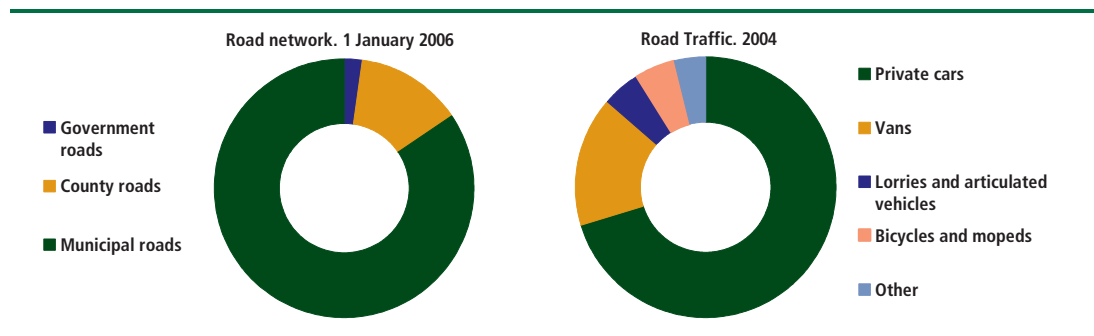
Transport

1. Infrastructure

Extension of motorways and dual-carriageways

There are 72,362 km of public roads in Denmark on 1 January 2006, and 84 per cent of these were municipal roads. 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). Since 1996, the motorway network has been extended by 29 per cent to 1,032 km in 2006. The new motorways have especially been constructed in the counties of Nordjyllands and Ribe Amt. The length of the dual-carriageways has also increased considerably to 362 km, 25 per cent more than in 1996.

Figure 1 Distribution of road network and traffic performance



See table 331 and 338.

Almost a quarter of the rail network is electrified

The length of the total rail network was 2,644 km on 1 January 2006, the same as the previous year. Viewed in relation to the total area of Denmark, there is 61 km of railway per 1,000 km², of which the greatest part of the rail network is operated by the National Railway Agency. The regional railways are responsible for operating almost 500 km of rail network and Copenhagen Metro for 17 km. Since 1990, the rail network has been decreased by 200 km, mainly because of closures of sections of the goods railway on the National Railway Agency's rail network. 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 extent of the Danish rail network is slightly smaller. At the beginning of 2006, almost a quarter of the rail network was electrified. This is three times more than in 1990.

Transport

Goods transport by ship is concentrated at 30 sea ports

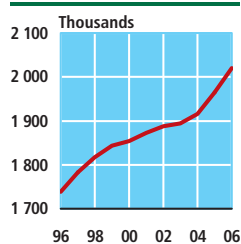
In 2005, there were 117 Danish ports. One fourth of the sea ports dispatch more than 500,000 tonnes of goods annually, and account for 9/10 of the total goods transport by sea. In terms of goods carried, the sea ports of Fredericia and Århus are the greatest sea ports in Denmark handling, with 17 per cent and 11 per cent, respectively, of total goods carried.

Ferry and passenger ship traffic is concentrated at 40 sea ports

74 sea ports are engaged in transport of passengers, of which half of them load and unload 250,000 passengers every year and account for more than 90 per cent of passengers transported by sea. The greatest sea port is Helsingør accounting for 23 per cent of all passengers, followed by Rødby Færgehavn with 14 per cent of all passengers in 2005.

2. Means of transport

Figure 2
Stock of passenger cars



See table 335.

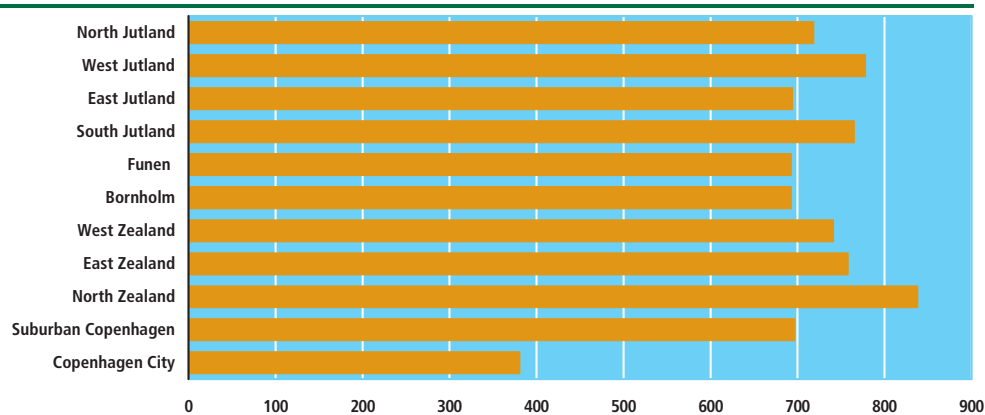
Three out of four motor vehicles are passenger cars

On 1 January 2007, there were a total of 2,728,700 motor vehicles – new as well used motor vehicles – in Denmark. 74 per cent of motor vehicles were passenger cars, 17 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries. The increase of 272,000 or 11 per cent in the stock of motor vehicles from 2003 to 2007 was mainly dominated by passenger cars and delivery vans. Furthermore, there has been a sharp increase in the number of motorbikes. The number of busses and lorries has remained unchanged over the period.

More cars available

In 2007, there were 689 passenger cars per 1,000 families, compared to 649 in 2002. The largest stock of passenger cars is in North Zealand with 838 passenger cars per 1,000 families, while Copenhagen City score lowest with 381 passenger cars per 1,000 families.

Figure 3
Stock of passenger cars per 1,000 families by county. 2007



See table 342.

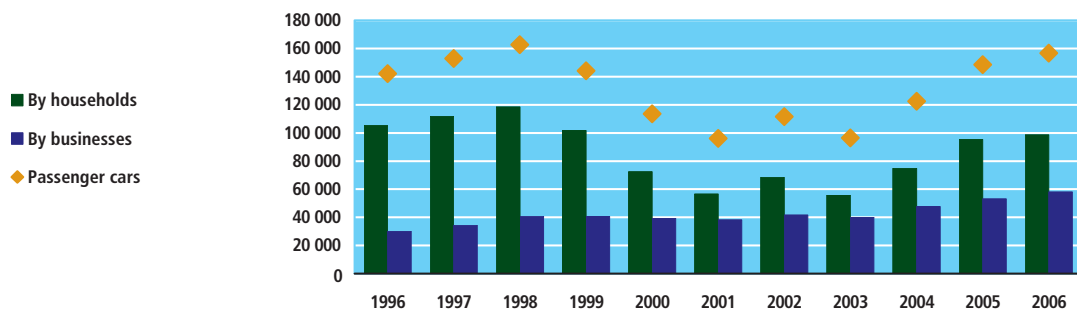
Transport

Another increase in the number of new private cars registered

The number of new private cars registered was considerably lower in the period 2000-2003, compared to the period 1994 to 1999, but has again increased in 2006. The increase in 2006 is accounted for by private households as well as by industries.

Figure 4

New private cars registered by industries and by private households



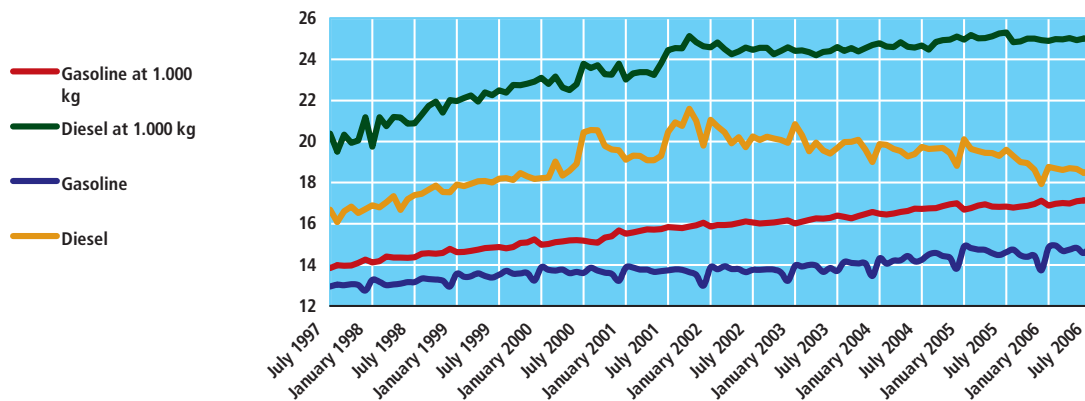
See table 333.

Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered cars registered in 2006 was on average 15.7 km/l compared to 13.3 km/l for cars registered in 1998. This is equivalent to an increase of 17.8 per cent. For cars purchased by private households, the corresponding figures are 15.9 km/l and 13.6 km/l, while for cars purchased by the industries figures are 15.1 km/l and 12.6 km/l.

Figure 5

Energy efficiency for new private cars registered



Transport

Fewer locomotives, more train units and markedly less goods waggons

While there are a falling number of locomotives, the number of train units has increased. In the beginning of 2006, the number of train units was 600, more than 70 per cent more than in 1990, while the number of section locomotives has been halved. There were 139,000 seats in trains which is the same as the previous year, but 28 per cent more than in 1990. One third of the seats are in S-trains.

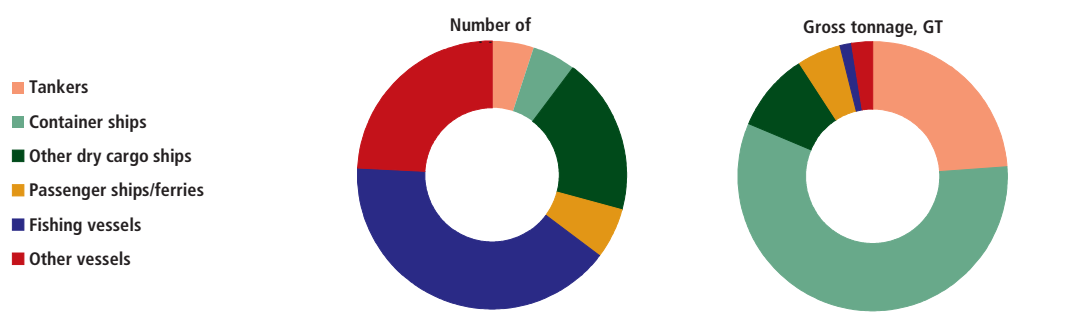
Foreign goods waggons handle most of the transportation of goods by train. In the beginning of 2006, the rail way companies owned only 141 goods waggons, compared to 4,700 in 1990.

More than half of the gross tonnage of Danish ships is now made of container ships

On 1 January 2007, there were 1,755 Danish ships of at least 20 gross tonnage (GT), which is 2 per cent less than the previous year. 41 per cent of the ships were fishing vessels and 29 per cent were cargo vessels. The total gross tonnage was 8.7 million. This is an increase of 0.6 million compared to the previous year, and the highest ever. Especially, containerships, dry cargo vessels in general and chemical tankers have seen an increase. At the beginning of 2007, the gross tonnage of containerships was 5.0 million GT. This is more than twice the figure 10 years ago.

Figure 6

Danish ships by type of use. 1 January 2007



See table 336.

Young ships represent the greatest part of the total tonnage

At the beginning of 2007, 77 per cent of the total tonnage was represented by ships younger than ten years. 12 per cent of the gross tonnage was between 10 and 14 years old. For tankers, 90 per cent of the GT was represented by ships less than ten years old and less than 0.5 per cent of the total tonnage for ships more than 25 years old.

Danish merchant navy is the 18th largest in the world

The Danish merchant navy is made up by cargo and passenger ships of at least 100 GT. At the beginning of 2007, the number of ships was 452, representing 8.3 million GT. The Danish merchant navy had 1.2 per cent of the total world GT. This was the 7th largest in the EU and the 18th largest in the world in October 2006.

Transport

3. Traffic

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

In 2004, vehicles drove 46 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds. Motor vehicles alone drove 44 billion of these kilometres. Since 1990, traffic by bicycles has largely been decreasing, while traffic by motor vehicles has had an average annual increase of 1 per cent. The increased number of kilometres driven is a consequence of the growth in the number of passenger cars. 70 per cent of the total traffic performance was made of passenger cars.

Increase in traffic by cars and trains across the Great Belt

Between 70,000 and 105,000 cars drive every day on the most trafficked roads into Copenhagen, while the less trafficked motorways north of Limfjorden carried less than 10,000 cars every day. In 2005, more than 25,000 cars crossed the Great Belt every day; this is an increase of 34 per cent compared to the first year when the bridge was opened, while the ferries between East and West Denmark carried 2,900 cars every day, compared to 12,700 in the year before the bridge was opened for road traffic. Train traffic has also increased considerably after the opening of the bridge across the Great Belt.

Ten sections of railway lines carry over 200 trains every day

In 2005, ten 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 more than 400 trains every day from Monday to Friday, while the section Nykøbing Falster-Gedser still is the least trafficked with only three trains every day. For all other sections, there were more than 20 trains every day. The most trafficked section carrying goods was Taulov-Lunderskov with 54 goods trains every day.

4. Passenger transport

Every Dane travels 39 km a day

On average, every Dane covered a distance of more than 14,000 km in 2004, corresponding to 39 kilometres a day. In the recent years, there has primarily been a considerable increase in passenger car transport, but also in transport by train. Possible explanations are the increase in the number of cars, the extension of especially the motorways and increased distances between the home and work/education.

Transport

Figure 7 Passenger transport. 2004



See table 339.

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 performance by bicycles/mopeds has markedly fallen in the recent years, but has increased again from 2002. In 2005, every person has cycled 425 km a year.

Increase in national transport by train

The recent years, there has been a considerable increase in national transport by train. In 2005, there was on average almost 171,000 train journeys every day, of which 97,000 east of the Great Belt and 21,000 across the Great Belt. In addition, there was more than 17,000 train journeys across the Oresund.

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, the latest figures for 2004 seem to indicate that the decline has now stopped.

Steady increase in the number of passengers on international flights

The number of departing passengers on international flights has been steadily increasing, except for a temporary slowing down in 2003 caused by the war in Iraq, the outbreak of SARS etc. Three out of four departing flight passengers from Danish airports now travel on international flights.

5. Goods transport

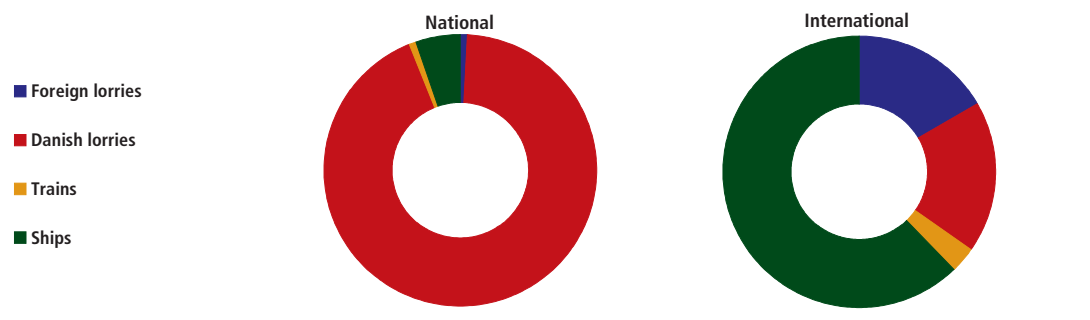
National goods are mainly transported by lorries – international goods by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 204 million tonnes of goods were carried in 2005. Lorries are by far the most commonly used means of transport accounting for 94 per cent of all goods transport. 5 per cent were carried by ship and 1 per cent by train.

Transport

However, in the international transport of goods, i.e. transport between Denmark and abroad, ships are the most dominant means of transport. In 2005, international goods transport accounted for 87 million tonnes of goods, of which 62 per cent were carried by cargo ships, 18 per cent by Danish lorries and 17 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8 Amount of goods – national and international traffic. 2005



See table 341.

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

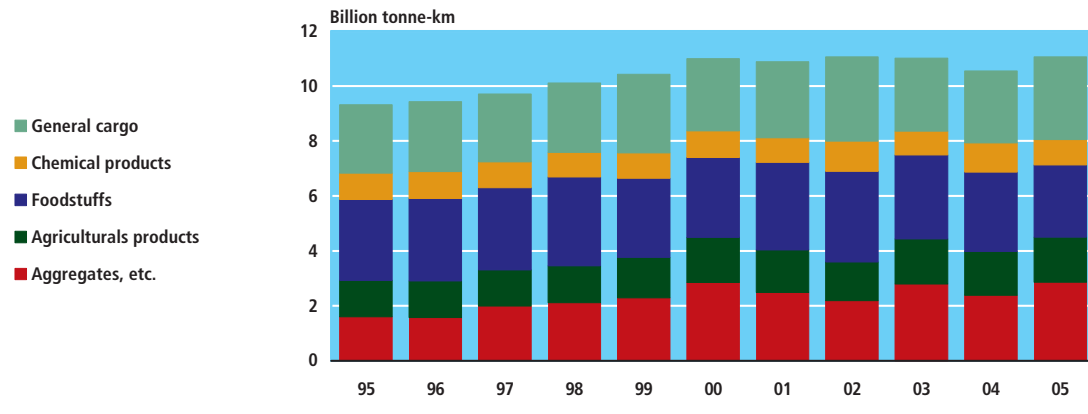
During the second half of the 1990s, the total amount of goods transported by car increased, but from 2000 it has remained almost constant in the region of 11 billion tonne-km. Haulage contractors carry out most of the transport. The share of the transportation by haulage contractors has been increasing at the expense of the business' own transport of goods. Overall, the share of the transportation by haulage contractors has been increasing from 73 per cent in 1990 to 86 per cent in 2005 due to more business' outsourcing service activities, including transport services.

Increase in amount of goods transported in connection with increased activity in construction

Almost half of the goods were stone, gravel, sand, cement and soil, but as transport in connection with construction work typically covers short distances, the transport of stone, gravel, sand, cement and soil only accounted for about one fifth of the total amount of goods transported. Food, agricultural products and general cargo represented more than one third of the goods transported, but accounted for more than half of all goods transport. 4 per cent of the goods were classified as hazardous goods, i.e. gasoline.

Transport

Figure 9 National goods transport by commodity groups



Goods by lorries are mainly transported within the same region

A majority of all goods is transported within the same county, and the majority of the goods transported are carried across the county border to a neighbouring county. Only a small amount of goods was transported between the different regions of Denmark. The length of a journey was on average 76 km.

International goods transport by Danish lorries is carried out by 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. Following a decline in 2001, Danish haulage contractors have again seen an increase during the recent years. In 2005, the transport performance was 12.2 billion tonne-km.

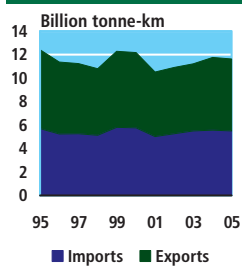
Germany and Sweden are the greatest consignees and consignors of goods

50 per cent of all goods carried were transported from Denmark to abroad and 45 per cent from abroad to Denmark. The rest was transport between foreign places of loading and unloading. Goods transport between Denmark and abroad was mainly carried out to Germany and Sweden as countries of unloading or countries of loading. The average journey involving transport of goods was 737 km in 2005. More than two fifths of the journeys were shorter than 500 km while one fourth exceeded 1,000 km.

The market share of Danish lorries reached 52 per cent

Foreign lorries accounted for 48 per cent of all goods carried by lorries between Denmark and abroad in 2005, compared to 36 per cent in 2000. Among foreign lorries there was a majority of German and Dutch lorries. The development is, among other things, due to Danish business' moving to other countries plus the expanded common market in EU.

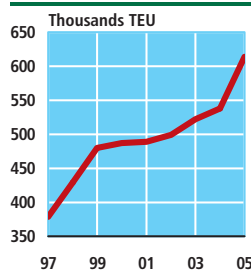
Figure 10 International transport by Danish lorries



See table 340.

Transport

Figure 11
Goods carried by containers at the five largest ports (TEU, container unit of 20 feet)



Majority of goods carried by sea are transported to foreign countries

Danish sea ports loaded and unloaded almost 86 million tonnes of goods in 2005, slightly less than in 2004 and 15 million tonnes less than in 1997. The decline is partly due to a fall in imports of coal and partly due to the opening of the Great Belt Link and the Oresund Link. A majority of the goods carried by sea was transported to foreign countries. Less than a fifth of the goods could be attributed to domestic transport between Danish sea ports or the sea and Danish ports. Transport by sea is mainly concentrated at the largest sea ports, as half of the goods carried can be attributed to the six largest sea ports. Two thirds of the goods are solid bulk cargo, especially coal, stone, sand, gravel, chalk, cement, foodstuffs, and liquid bulk cargo such as crude oil and mineral oil products. A fourth is ferry goods, especially goods transported by lorries.

Steady growth in goods carried by containers

Goods carried by containers have increased steadily to more than 4 million tonnes in 2005. The majority of goods transported by containers take place at the sea port of Århus, which handled about two thirds of all containers.

Figure 12

Goods transport by rail

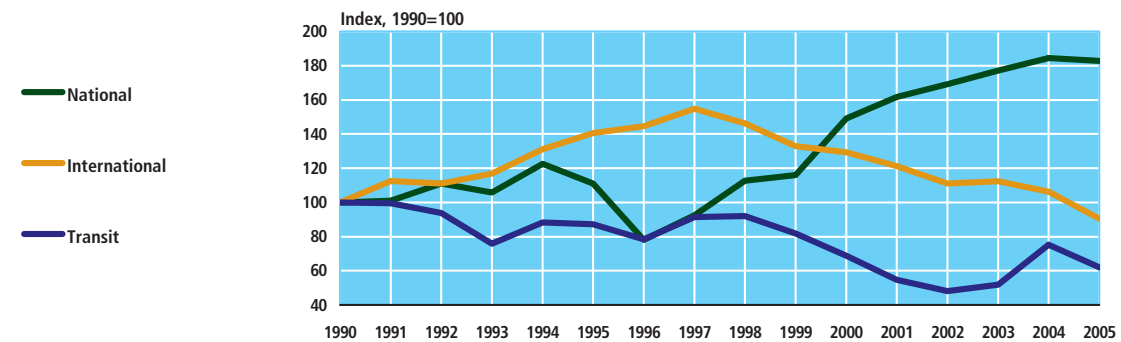
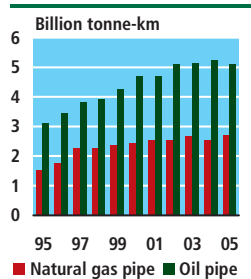


Figure 13
Goods transport via pipelines



Increase in goods transport by trains in transit through Denmark

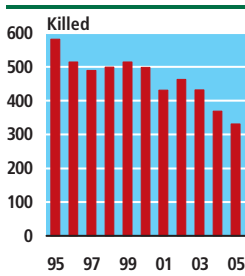
During the last ten years, goods transports by rail has accounted for about 2 billion tonne-km. However, there are major disparities within the different types of transport. Since 1997, national and international goods transport has steadily fallen. However, goods transport in transit through Denmark has risen markedly since 1996. Half of all transport services are now covered by trains.

More 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 more than a third of total domestic transport. Transport via pipelines has grown considerably over the last ten years. In 2005, transport of almost 8 billion tonne-km was performed. That is 50 per cent more than in 1996. Of this, a third was accounted for by natural gas and the rest by oil from the North Sea.

6. Road traffic accidents

Figure 14
Persons killed in road traffic accidents



See table 352.

Fall in the number of persons killed in road traffic accidents

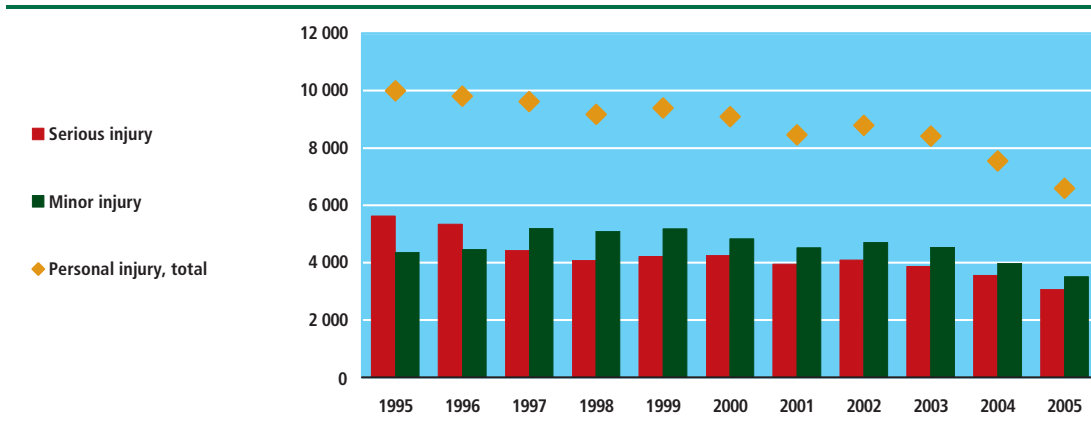
From 1995 to 2005, the number of traffic accidents leading to personal injury has decreased by 35 per cent. In 1995, the number of traffic accidents leading to personal injury was 8,373, and this had fallen to 5,412 in 2005. In the same period, the number of people killed in traffic accidents fell from 582 to 331, corresponding to a fall of 43 per cent. The number of serious and minor injuries has also fallen by 34 per cent. From 2004 to 2005, the number of road traffic accidents fell by 13 per cent and the number of persons killed by 10 per cent. In 2005, alcohol accidents accounted for 16 per cent of all traffic accidents and for 26 per cent of all people killed in traffic accidents.

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 almost five 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.

Figure 15

Persons injured in traffic accidents



Note: There is a break in the relative distribution of serious and minor injuries from 1997 due to a new definition.
See table 353.

Persons injured in railway accidents

In the ten year period from 1996 to 2005, there has been ten seriously injured persons and nine killed persons in railway accidents.

Table 331 **Infrastructure for transport**

1 January	2005	2006
	km	
Road network, total	72 257	72 362
Of which motorways	1 032	1 032
State roads	1 660	1 660
County roads	9 702	9 695
Municipality roads	60 894	61 006
Railway network, total	2 644	2 644
Of which private railways	495	495
	number	
Stations and halts	532	537
Sea ports	119	118
Airports	23	23

For further information visit www.statbank.dk/vej1, bane41 and skib1

Table 332 **Infrastructure for transport, expenditure**

	2004	2005
	DKK mio.	
Road network¹	10 868	12 601
Construction expenditure	5 415	6 913
Operation and maintenance	5 453	5 688
State railway network¹	1 819	1 204
New investments	793	386
Reinvestments	1 001	793
Other investments	25	25
Private railways	50	44
Sea ports	738	...
Constructions	234	...
Buildings	504	...
Airports	188	...
Great Belt Link	26	29
Øresund Link	0	1
Copenhagen Metro	646	517

¹ Figures do not include the Great Belt Link.

For further information visit www.statbank.dk/vej2, bane42 and flyv2

Table 333 **New registrations of vehicles**

	2005	2006
	number	
Vehicles, total	221 676	238 244
Private cars, total	148 578	156 715
Of Which in households	95 456	98 661
Of Which in business and industry	53 122	58 054
Petrol	111 689	113 053
Diesel ¹	36 887	43 659
Buses	649	709
Motor cycles	5 781	7 578
Moped-45 45	4 917	4 462
Vans, total²	55 762	62 774
Under 2,001 kg	56	30
2,001-3,000 kg	45 061	48 901
3,001-3,500 kg	10 645	13 843
Lorries, total²	2 933	3 211
3,501-6,000 kg	169	122
over 6,000 kg	2 764	3 089
Tractors for semi-trailers	3 056	2 795

¹ Includes gas and electricity etc. ² Total weight.

For further information visit www.statbank.dk/bil5 and [bil6](http://www.statbank.dk/bil6)

Table 334 **Vans and lorries etc.**

	2006	2007
	number	
Fleet (start of year)		
Vans, total¹	421 203	459 082
Under 2,001 kg	48 558	44 668
2,001-3,000 kg	253 357	289 446
3,001-3,500 kg	119 288	124 968
Lorries, total¹	34 546	35 154
3,501-6,000 kg	3 449	3 265
Over 6,000 kg	31 097	31 889
Tractors for semi-trailers	13 774	14 538
Trailers over 2,000 kg	26 300	30 764
Semi-trailers	30 562	33 826

¹ Total weight.

For further information visit www.statbank.dk/bil7 and [bil9](http://www.statbank.dk/bil9)

Table 335

Private cars, buses and motorcycles etc.

	2006	2007
Fleet (start of year)	number	
Private cars, total	1 964 682	2 020 013
Of which in households	1 824 067	1 873 984
Of which in business and industry	140 523	146 029
Petrol	1 745 927	1 759 679
Diesel ¹	218 502	260 166
Age:		
0- 3 years	453 353	497 514
4- 7 years	482 901	438 332
8-11 years	516 146	532 720
12-15 years	263 129	305 331
16-19 years	163 018	145 862
over 19 years	86 135	100 254
Average age in years	9.1	9.1
Buses, total	14 402	14 552
In scheduled service	5 057	5 194
Tourist coaches	9 345	9 358
Caravans	126 011	131 708
Motor cycles	105 264	118 752
Moped-45	66 653	65 284

¹ Includes gas and electricity etc.

For further information visit www.statbank.dk/bil6 and [bil8](http://www.statbank.dk/bil8)

Table 336

Ships of at least 20 GT

1 January	2006	2007
	number	
Danish ships, total	1 789	1 755
Tankers	92	89
Container ships	89	89
Other dry cargo ships	340	332
Passenger ships/ferries	105	108
Fishing vessels	759	715
Other ships	404	422
	thousand GT	
Ship tonnage, total	8 104	8 692
Tankers	1 862	2 076
Container ships	4 790	4 986
Other dry cargo ships	675	829
Passenger ships/ferries	425	459
Fishing vessels	141	136
Other ships	211	206

Note: Incl. ships based in Greenland.

For further information visit www.statbank.dk/skib11

Table 337

Civil aircraft

1 January	2005		2006	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish aircraft	1 073	•	1 039	•
Jet, 3-4 engines	12	1 676	11	1 905
Jet, 2 engines	129	14 437	122	13 739
Turbo-prop, 4 engines	6	325	6	325
Turbo-prop, 2 engines	80	2 761	71	2 358
Propeller, 2 engines	66	446	58	387
Propeller, 1 engine ¹	723	2 587	705	2 514
Helicopters	57	473	66	485
Seats	•	22 705	•	21 713
1- 2	215	391	208	390
3- 5	523	2 132	530	2 159
6- 9	114	791	94	654
10-99	138	4 144	126	3 693
100 or more	83	15 247	81	14 817

¹ This category also includes a few turbo-prop aircrafts with one engine.

Source: Civil Aviation Administration.

For further information visit www.statbank.dk/flyv11

Table 338 Road traffic, railways and airports

	2004	2005
	mio. vehicle km	
Road traffic, total	44 837	...
Private cars ¹	32 938	...
Motocycles	590	...
Vans	7 032	...
Lorries	1 361	...
Articulated vehicles	834	...
Scheduled buses	355	...
Tourist coaches etc.	245	...
Bicycles/Mopeds max. 30 km/h	2 353	...
Mopeds max. 45 km/h	95	...
	mio. train km	
S-trains	15.1	15.8
Copenhagen Metro	3.4	3.4
Passenger trains on Banedanmark's network	44.6	47.0
Goodstrains on Banedanmark's network	4.6	4.1
Other railway networks	7.8	8.1
	thousand calls	
Passenger ships and ferries	516	517
Cargo ships	27	26
	thousand take-offs	
Domestic flights	99	97
International flights	271	267

¹ Incl. vans up to 2 tonnes and taxis.

For further information visit www.statbank.dk/vej20, bane31 and skib22

Table 339 Passenger transport

	2004	2005
	mio. passenger-km	
Passenger transport in Denmark	77 358	...
Cars	60 305	...
Motor cycles	799	891
Buses in scheduled service	2 873	3 516
Tourist coaches	4 428	...
Bicycles/mopeds	2 230	2 322
Moped 45s	94	...
Metropolitan trains	1 289	1 299
Other trains	4 785	4 833
Ferries	247	226
Aircraft ¹	308	316
	thousand passengers	
Domestic ferries, total	10 314	10 348
Of which east/west Denmark	2 797	2 674
International ferries, total	27 722	27 000
Of which: Denmark-Sweden	14 904	14 115
Denmark-Germany	8 519	8 603
Denmark-Norway	4 020	4 009
Scheduled and charter flights, total	11 364	11 952
Scheduled, domestic	1 482	1 537
Scheduled, international:	8 678	9 044
Charters	1 204	1 371

¹ Includes only passenger transport for domestic flights.

For further information visit www.statbank.dk/pkm1, bane21 and skib31

Table 340

Road transport of goods by lorries over 6 tons total weight

	2004	2005
	— mio. tonnes —	
National road transport of goods, total	174.5	189.8
Transport for hire or reward	138.6	159.0
Transport on own account	35.9	30.9
	— mio. tonne-km —	
National road transport of goods, total	10 538	11 058
Transport for hire or reward	8 671	9 468
Transport on own account	1 868	1 590
	— mio. tonnes —	
International road transport of goods, total	17.0	16.6
From Denmark	8.5	8.1
To Denmark	7.4	7.6
Third country	0.6	0.5
Cabotage	0.6	0.4
	— mio. tonne-km —	
International road transport of goods, total	12 575	12 241
From Denmark	6 190	6 155
To Denmark	5 556	5 494
Third country	575	463
Cabotage	254	128

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.

For further information visit www.statbank.dk/nvg1 and [ivg4](http://www.statbank.dk/ivg4)

Table 341

Goods transport by train, ship, and aircraft

	2004	2005
	— thousand tonnes —	
Goods carried by train	8 167	7 706
National	2 010	1 792
To Denmark	1 917	1 694
From Denmark	1 069	1 076
In transit	3 171	3 144
	— mio. tonne-km —	
Transport performance by train	2 169	1 976
National	520	420
To Denmark	365	297
From Denmark	210	193
In transit	1 075	1 066
	— thousand tonnes —	
Goods carried by cargo vessel	67 670	65 202
National	10 447	10 999
To Denmark	32 074	29 902
From Denmark	25 149	24 302
Goods carried by ferry	19 909	20 970
National	4 440	4 784
International	15 469	16 186
Goods carried by aircraft	115	106
National	2	4
International	112	102

For further information visit www.statbank.dk/bane1, [skib41](http://www.statbank.dk/skib41) and [flyv41](http://www.statbank.dk/flyv41)

Table 342**Families with use of cars. 2005**

1 January	Families	No car total	With car total	One car	Two cars or more
		per cent of families			
All Denmark	2 916 979	44.7	55.3	45.1	10.2
Copenhagen Municipality	325 140	73.3	26.7	24.2	2.4
Frederiksberg Municipality	58 852	64.8	35.2	31.6	3.7
Copenhagen County	331 111	48.0	52.0	41.9	10.1
Frederiksborg County	191 945	37.8	62.2	46.7	15.6
Roskilde County	121 202	37.5	62.5	47.6	14.8
West Zealand County	161 208	38.4	61.6	49.0	12.6
Storstrøm County	142 763	39.6	60.4	49.1	11.3
Bornholm Municipality	23 521	41.4	58.6	50.1	8.5
Funen County	255 936	42.0	58.0	48.1	9.9
South Jutland County	130 009	34.2	65.8	54.0	11.8
Ribe County	114 854	37.2	62.8	52.5	10.2
Vejle County	186 119	37.5	62.5	49.4	13.0
Ringkøbing County	139 039	34.7	65.3	54.7	10.6
Århus County	353 950	45.6	54.4	44.2	10.2
Viborg County	119 781	34.4	65.6	54.3	11.3
North Jutland County	261 599	40.7	59.3	49.3	10.0

For further information visit www.statbank.dk/bil80

Table 343**The 20 most sold private car makes. 2006**

	Numbers	Share in per cent
New registrations, total	156 708	100.00
Peugeot	18 053	11.52
Volkswagen	14 489	9.25
Suzuki	14 285	9.12
Toyota	13 313	8.50
Citroën	11 227	7.16
Ford	11 096	7.08
Skoda	9 581	6.11
Opel	8 060	5.14
Hyundai	7 020	4.48
Fiat	6 296	4.02
Mazda	5 137	3.28
Renault	4 938	3.15
Audi	4 740	3.02
Kia	4 372	2.79
Volvo	3 755	2.40
BMW	3 098	1.98
Chevrolet	2 847	1.82
Nissan	2 317	1.48
Seat	2 196	1.40
Mitsubishi	2 145	1.37
Others	7 743	4.94

For further information visit www.statbank.dk/12

Table 344

Families with purchase of cars – correction

	Families, 1 January		Purchased new car	
	2005	2006	2004	2005
All Denmark	2 905 845	2 916 979	79 687	101 590
	per cent of families			
All Denmark			2.7	3.5
Copenhagen Municipality	325 499	325 140	1.1	1.5
Frederiksberg Municipality	58 831	58 852	1.6	2.1
Copenhagen County	330 606	331 111	3.1	3.9
Frederiksborg County	190 665	191 945	4.1	5.0
Roskilde County	120 162	121 202	3.9	4.9
West Zealand County	160 121	161 208	3.3	4.1
Storstrøm County	142 145	142 763	3.3	4.0
Bornholm Municipality	23 467	23 521	2.2	2.7
Funen County	254 624	255 936	2.2	2.8
South Jutland County	130 036	130 009	2.8	3.6
Ribe County	114 676	114 854	2.6	3.5
Vejle County	184 657	186 119	2.9	3.8
Ringkøbing County	138 476	139 039	2.9	3.7
Århus County	351 791	353 950	2.6	3.4
Viborg County	119 184	119 781	2.8	3.5
North Jutland County	260 954	261 599	2.8	3.6

For further information visit www.statbank.dk/bil60 and [bil61](http://www.statbank.dk/bil61)

Table 345

Families with purchase of cars by county

	Families, 1 January		Purchased new car	
	2005	2006	2004	2005
All Denmark	2 905 845	2 916 979	79 687	101 590
	per cent of total			
All Denmark	100.0	100.0	100.0	100.0
Copenhagen Municipality	11.2	11.1	4.5	4.8
Frederiksberg Municipality	2.0	2.0	1.2	1.2
Copenhagen County	11.4	11.4	12.8	12.7
Frederiksborg County	6.6	6.6	9.8	9.5
Roskilde County	4.1	4.2	5.9	5.9
West Zealand County	5.5	5.5	6.6	6.4
Storstrøm County	4.9	4.9	5.9	5.6
Bornholm Municipality	0.8	0.8	0.7	0.6
Funen County	8.8	8.8	7.2	7.1
South Jutland County	4.5	4.5	4.6	4.7
Ribe County	3.9	3.9	3.8	3.9
Vejle County	6.4	6.4	6.8	7.0
Ringkøbing County	4.8	4.8	5.1	5.1
Århus County	12.1	12.1	11.5	12.0
Viborg County	4.1	4.1	4.2	4.1
North Jutland County	9.0	9.0	9.3	9.2

For further information visit www.statbank.dk/bil60 and [bil61](http://www.statbank.dk/bil61)

Table 346

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

		2004	2005
European road sections		ave. no. of cars per 24 hours	
E20	Øresund Bridge	10 800	12 400
	Amager Motorway	79 300	82 000
	Øresund Motorway, west of Englandsvej	50 900	54 600
	Holbæk Motorway, at Vallensbæk Mose	80 200	83 300
	West Motorway, at Roskilde-West Zealand	33 800	36 700
	Great Belt Link	23 700	25 400
	Funen Motorway, north of Nyborg	24 200	26 000
	Funen Motorway, south of Odense	40 100	42 300
	The New Little Belt Bridge	52 400	54 100
	Mid-Jutland Motorway, at Herslev	24 100	25 400
	Esbjerg Motorway, west of Kolding	22 400	24 100
	Esbjerg-Kolding, at Holsted	15 200	15 700
	Gammelby Ringvej in Esbjerg	10 300	10 600
E45	National border, Kruså	13 100	13 100
	South Jutland Motorway, west of Haderslev	26 900	27 700
E20/45	South Jutland Motorway, north of Kolding	59 100	60 900
E45	Vejle Fjord Bridge	56 300	58 500
	Central Jutland Motorway, at Stilling	43 700	46 000
	Central Jutland Motorway, at Løsning	42 700	43 900
	North Jutland Motorway, north of Århus	33 800	35 600
	NorthJutland Motorway, south of Aalborg	28 700	29 800
	Limfjord Tunnel	56 900	57 600
	Frederikshavn Motorway, at Vodskov	15 400	15 700
	Frederikshavn Motorway, at Sæby	8 100	8 100
E39	Hirtshals Motorway, at Hjørring	4 800	6 100
	Hirtshals Motorway, east of Hjørring	8 000	9 000
	Hirtshals Motorway, south of Hjørring	9 700	10 900
E47/55	Helsingør Motorway, at Nærum	73 800	73 800
	Motorring 3, at Husum	75 300	75 400
E20/47/55	Køgebugt Motorway, at Hundige	100 000	102 300
	Køgebugt Motorway, at Ølby	83 600	86 500
E47/55	South Motorway, at Tappernøje	21 500	22 800
	South Motorway, south of Algestrup	33 000	34 400
	Farø Bridges, north of Farø	20 100	20 800
	Guldborgsund Tunnel	11 400	11 900
E47	South Motorway, south of Rødby	6 400	6 600
E55	Ørslev-Gedser	13 600	14 000
Other bridges			
	Alssund Bridge	22 400	22 600
	Svendborgsund Bridge	15 700	15 800
	Oddesund Bridge	5 500	4 700
	Vilsund Bridge	7 900	8 300
	Sallingsund Bridge	9 700	10 100
	Frederik IX's Bridge	20 600	20 800
	Rømø Dam	3 700	4 200
	Limfjord Bridge	28 500	29 800
	Storstrøm Bridge	4 900	4 900
	Bispeengbuen	50 300	44 900
	Knippels Bridge, Copenhagen	30 000	30 200
	Lange Bridge, Copenhagen	60 700	60 500
	Zealand Bridge, Copenhagen	51 500	52 500

Source: Road Directorate.

For further information visit www.statbank.dk/vej22

Table 347

Ships observed passing through the Sound and Belts

	2005	2006
	observations	
Øresund		
Northern observation point	32 789	33 401
Going north	15 335	15 532
Going south	17 454	17 869
Southern observation point	35 740	36 180
Going north	16 882	16 971
Going south	18 858	19 209
The Great Belt	18 367	18 726
Going north	10 389	10 554
Going south	7 978	8 172

Source: Admiral Danish Fleet.

For further information visit www.statbank.dk/skib24

Table 348

Accidents at sea and losses of Danish ships - correction

	Merchant ships		Fishing vessels		Total	
	2004	2005	2004	2005	2004	2005
	number					
Total	34	41	39	25	73	66
Of which shipwrecks	1	-	10	6	11	6
Of which passenger ships	8	19	•	•	8	19
Fire, explosions	3	8	7	4	10	12
Groundings	6	14	5	3	11	17
Collision	11	4	7	5	18	9
Head-on collision of ships	3	4	3	1	6	5
Contact-damage	8	7	1	-	9	7
Capsizing	-	-	-	3	-	3
Mechanical breakdown	1	3	3	-	4	3
other cause	2	1	13	9	15	10
Deaths ¹	-	-	4	-	4	-
Injuries ¹	-	-	7	2	7	2

¹ As result of the above.

Source: Danish Maritime Authority.

For further information visit www.statbank.dk/skib92 and [skib93](http://www.statbank.dk/skib93)

Table 349

Persons seriously injured or killed in railway accidents

	2004	2005	Annual average 1995-2005
	number of persons		
Passengers	5	6	5
Of which killed	0	1	1
Staff	3	1	3
Of which killed	1	0	1
Others	22	29	12
Of which killed	16	22	8

Note: Exclusive accidents on rail network not managed by Banedanmark.

For further information visit www.statbank.dk/bane91

Table 350

Road traffic accidents with casualties by accident situation. 2005

	Accident situation										Total
	0	1	2	3	4	5	6	7	8	9	10
Accidents, total	1 236	564	463	582	461	608	583	224	613	78	5 412
Accidents involving:											
Passenger cars	748	439	392	442	430	519	504	172	411	35	4 092
Vans	94	110	91	82	42	91	76	44	35	6	671
Lorries	21	75	67	67	29	39	30	33	30	2	393
Buses	5	18	14	13	3	20	6	7	30	1	117
Tractors	5	13	12	16	5	7	11	8	2	0	79
Motor cycles	88	38	20	31	53	25	34	3	5	9	306
Mopeds-45	29	12	10	9	13	13	21	16	6	4	133
Mopeds-30	194	53	54	180	77	101	78	47	38	14	836
Bicycles	58	150	75	261	158	236	268	85	44	12	1 347
Pedestrians	3	2	0	0	0	2	0	1	613	0	621

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.

For further information visit www.statbank.dk/uheld6

Table 351

Road traffic accidents causing casualties

	1990	1995	2005
Accidents, total	9 155	8 373	5 412
Of which:			
Alcohol accidents ¹	1 613	1 282	870
Casualties, total	11 287	10 573	6 919
Killed	634	582	331
Seriously injured	6 396	5 624	3 072
Slightly injured	4 257	4 367	3 516
Casualties in alcohol accidents	2 057	1 672	1 092
Killed	154	123	85
Seriously injured	1 176	893	458
Slightly injured	727	656	549

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 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.

For further information visit www.statbank.dk/uheld7 and [uheld9](http://www.statbank.dk/uheld9)

Table 352

Fatal casualties in road traffic accidents. 2005

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	122	20	7	17	3	23	29	30	251
0- 6 years	1	-	1	-	-	-	-	1	3
7-14 years	-	-	-	-	-	-	1	2	3
15-19 years	20	-	1	-	1	9	3	2	36
20-24 years	18	2	-	3	1	-	2	3	29
25-44 years	51	10	1	7	-	3	5	4	81
45-64 years	15	7	4	6	-	7	10	9	58
65 years +	17	1	-	1	1	4	8	9	41
Women, total	47	3	1	-	-	3	12	14	80
0- 6 years	2	-	-	-	-	-	-	-	2
7-14 years	3	-	-	-	-	-	2	-	5
15-19 years	2	-	-	-	-	1	1	1	5
20-24 years	1	1	-	-	-	-	-	-	2
25-44 years	13	1	-	-	-	-	3	3	2
45-64 years	10	1	-	-	-	2	3	1	17
65 years +	16	-	1	-	-	-	3	9	29

¹ Incl. bus and tractor.

For further information visit www.statbank.dk/uheld8

Table 353

Fatal and non-fatal casualties in road traffic accidents. 2005

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	1 951²	276	72	270	118	672	680	291	4 332³
0- 6 years	53	4	1	-	-	-	2	14	74
7-14 years	76	3	1	2	-	19	88	34	223
15-19 years	332	14	2	17	14	253	65	31	728
20-24 years	333	60	5	40	21	57	46	26	588
25-44 years	716	131	35	124	50	179	184	64	1 483
45-64 years	297	55	24	77	27	131	202	67	881
65 years +	143	9	4	10	6	33	93	55	354
Women, total	1 316	77	31	43	11	141	648	319	2 586
0- 6 years	47	-	2	1	-	-	1	14	65
7-14 years	59	5	1	2	-	6	52	34	159
15-19 years	172	5	2	2	4	67	71	30	353
20-24 years	163	13	1	1	2	11	80	20	291
25-44 years	433	28	11	26	4	26	203	57	788
45-64 years	291	25	10	11	1	27	164	48	577
65 years +	151	1	4	-	-	4	77	116	353
Not stated	1	-	-	-	-	-	-	-	1

¹ Incl. bus and tractor. ² Incl. 1 man with unknown age. ³ Incl. 2 horses with riders.

For further information visit www.statbank.dk/uheld8