

## Transport

1

### Infrastructure

#### Extension of motorways and dual-carriageways

There are 73,331 km of public roads in Denmark on 1 January 2009. After the restructuring of the administrative regions as from 2007 the new municipalities have taken over the responsibilities for 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.

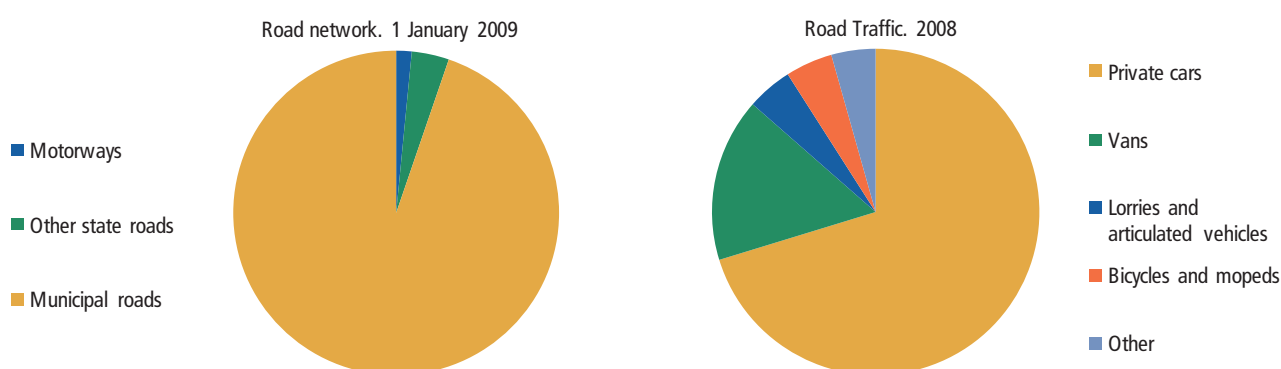
The majority of the public road network (64 per cent) is in Jutland, while the rest is distributed between the Region Hovedstaden (9 per cent) and the residual part of the islands (27 per cent).

The public road network has increased by more than 1,800 km over the past ten years, mainly because of more municipal roads. Simultaneously the principal road network has been enlarged.

Since 1999, the motorway network has been extended by 25 per cent to 1,128 km in 2009, and the length of the dual-carriageways has increased by 17 per cent to 379 km in 2009.

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 2009, the same as the previous year. Viewed in relation to the total area of Denmark, there is 62 km of railway per 1,000 km<sup>2</sup>. The greatest 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 because of closures of sections of the goods railways of Rail Net Denmark.

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 2009, almost a quarter of the rail network was electrified. This is three times more than in 1990.

### Goods transport by ship is concentrated at 26 sea ports

In 2008, there were 115 Danish ports handling freight. The 26 major sea ports each handled more than 1 million tonnes of goods annually, and accounted for almost nine tenths of the total goods transport by sea.

In terms of throughput of goods, the sea ports of Fredericia and Århus are the greatest Danish sea ports handling, respectively, 14 per cent and 11 per cent of total throughput of goods in sea.

### 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 have more than 200,000 arriving and departing passengers every year and account for more than 90 per cent of passengers in Danish sea ports.

The greatest Danish ferry port is Helsingør accounting for 24 per cent of all sea passengers, followed by Rødby Færgehavn with 15 per cent of all passengers in 2008.

## 2

## Means of transport

### Three out of four motor vehicles are passenger cars

On 1 January 2010, there were a total of 2,849,000 motor vehicles in Denmark. 74 per cent of motor vehicles were passenger cars, 16 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries.

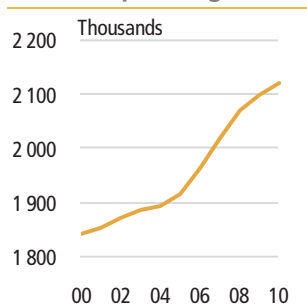
The increase of 227,000 or 9 per cent in the stock of motor vehicles from 2006 to 2010 was mainly dominated by passenger cars and delivery vans. Furthermore, there has been a sharp increase in the number of motorbikes.

The number of busses and lorries has remained unchanged over the period. The number of vans has decreased by 20.000 in the past year.

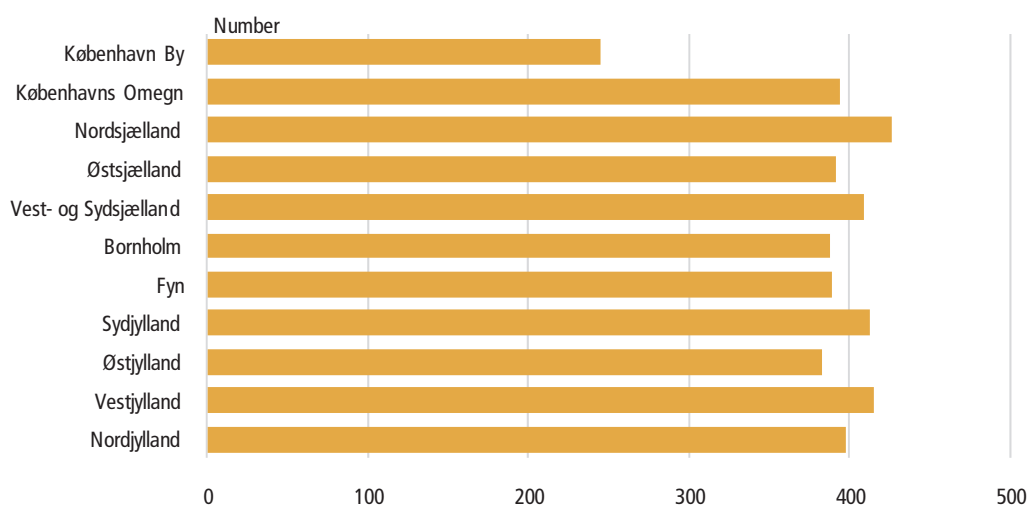
### More cars available

In 2009, there were 383 passenger cars per 1,000 inhabitants. The largest stock of passenger cars is in Nordsjælland with 425 passenger cars per 1,000 inhabitants, while Copenhagen City score lowest with 244 passenger cars per 1,000 inhabitants.

**Figure 2**  
**Stock of passenger cars**



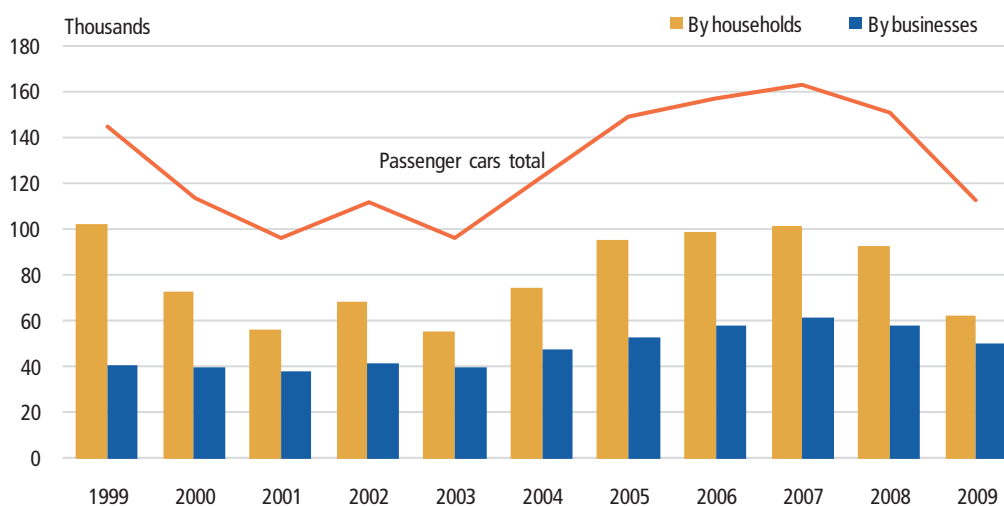
[www.statbank.dk/bil10](http://www.statbank.dk/bil10)

**Figure 3 Stock of passenger cars per 1,000 inhabitants by province. 1 January 2010**


www.statbank.dk/folk1 and bil707

### Minor decrease in the number of new private cars registered

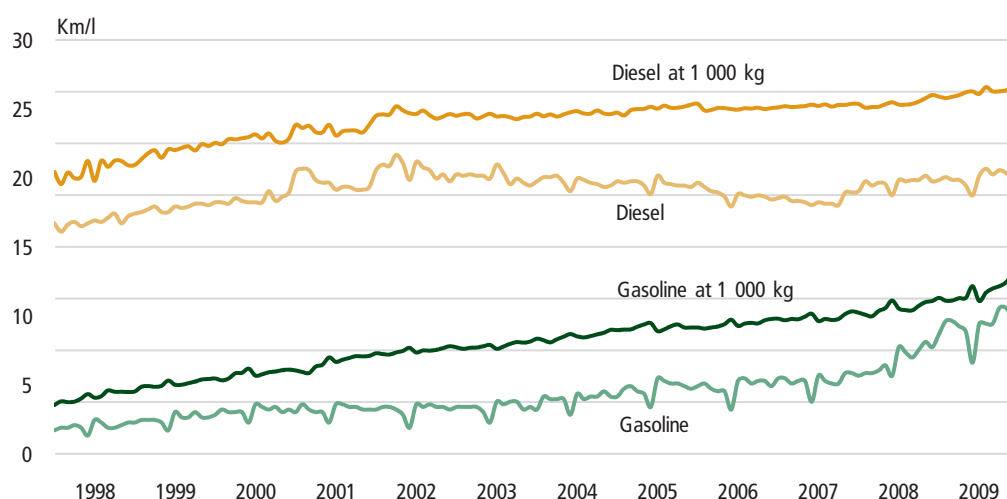
The number of new private cars registered in 2009 was 27 percent less than the period 2005-2008 in average where the car sales were very high. However, the part registered by industries has been stable on 36-38 percentages the latest eight to nine years.

**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 2008-2009 was on average 18.5 km/l compared to 13.1 km/l for cars registered in 1997-1998. This is equivalent to an increase of 42.1 per cent. For cars purchased by private households, the corresponding figures are 19.0 km/l and 13.4 km/l, while for cars purchased by the industries figures are 17.8 km/l and 12.4 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 there are a falling number of locomotives, the number of train sets has increased. At the beginning of 2009, the number of train sets was 548, corresponding to 19 per cent more than in 1999, while the number of section locomotives has been reduced by 40 per cent.

There were 125,000 seats in trains which is 22 per cent more than ten years ago. One third of the seats are in S-trains.

Foreign goods wagons now handle most of the transportation of goods by train as most of the rail transport is in transit traffic. At the beginning of 2008, the Danish railway companies owned only 153 goods wagons, compared to 3,100 ten years ago.

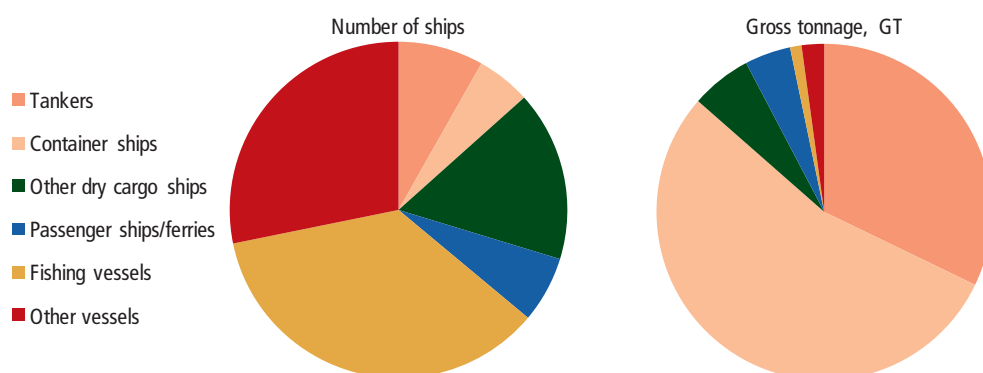
### Container ships now account for almost six tenths of the gross tonnage of Danish cargo vessels

On 1 January 2010, there were 1,773 Danish ships of at least 20 gross tonnage (GT), which is 2 per cent more than the previous year. 36 per cent of the ships were fishing vessels and 30 per cent were cargo vessels.

The total gross tonnage was 11.1 million. This is an increase of 0.8 million compared to the previous year, and the highest ever. Especially, tankers have seen an increase.

At the beginning of 2010 the gross tonnage of container ships was 6.0 million. This corresponds to 59 per cent of the gross tonnage of all Danish cargo vessels and more than twice the figure of 2000.

Figure 6 Danish ships by type of use. 1 January 2010



[www.statbank.dk/skib11](http://www.statbank.dk/skib11)

### Young ships represent the greatest part of the total gross tonnage

At the beginning of 2010, 76 per cent of the total gross tonnage was represented by ships younger than 10 years. 14 per cent of the gross tonnage was between 10 and 14 years old. For tankers, 92 per cent of the GT was represented by ships less than 10 years old, and less than 0.3 per cent of the GT by ships more than 25 years old.

### Danish flagged merchant navy is the 17th 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 2010, the number of ships was 462, representing 10.7 million GT. In July 2009 the Danish flagged merchant navy accounted for 1 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 49 billion kilometres on Danish roads in 2008, 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 52 billion km, of which motor road vehicles accounted for nearly 50 billion km.

Since 1990, traffic by bicycles has largely been decreasing. However, 2008 showed an increase. On the other hand traffic by motor vehicles has had an average annual increase of 1.7 per cent, which corresponds almost to the growth in the number of motor vehicles. Passenger cars accounted for three fourth of the total traffic performance.

#### 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 on Lolland and north of Limfjorden carried less than 10,000 cars every day.

In 2008, more than 30,000 cars crossed the Great Belt every day; this is an increase of 64 per cent compared to the first year when the bridge was opened, while the

ferries between east and west Denmark carried 2,400 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.

#### Nine sections of railway lines carry over 200 trains every day

In 2008, nine 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 445 trains every day from Monday to Friday, while the section Nykøbing Falster-Gedser is still the least trafficked with only two trains every day.

For almost all other sections, there were more than 20 trains every day. 124 passenger trains and 50 goods trains crossed the Great Belt every working day.

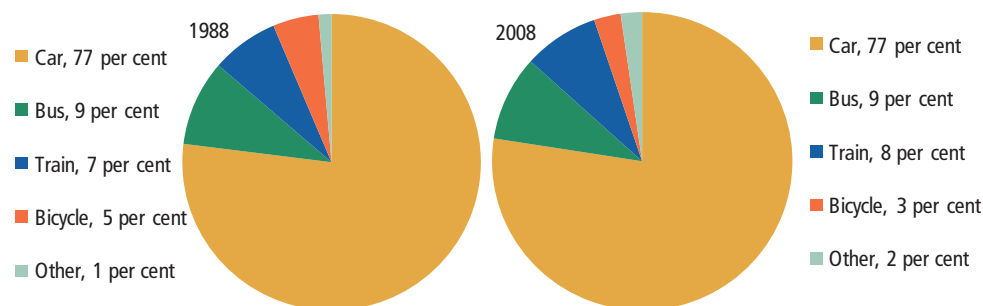
## 4

### Passenger transport

#### Every Dane travels 40 km a day

On average, every Dane covered a distance of almost 15,000 km in 2008, corresponding to 40 kilometres a day. In recent years, there has primarily been a considerable increase in transport by passenger cars, including vans, 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.

Figure 7 Passenger transport performance



[www.statbank.dk/pkm1](http://www.statbank.dk/pkm1)

#### Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (77 per cent), 9 per cent by bus and 8 per cent by train. Transport by bicycles/mopeds has markedly fallen in recent years, but increased in 2008 where every person on average cycled 420 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 2008, there was on average 182,000 train journeys every day, of which 104,000 east of the Great Belt, 55,000 west of the Great Belt and 23,000 across the Great Belt. In addition, there were more than 28,000 train journeys across the Sound, 13 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 until 2008 where the general economic crisis led to a smaller decline.

### 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. Three out of four departing flight passengers from Danish airports now travel on international flights.

5

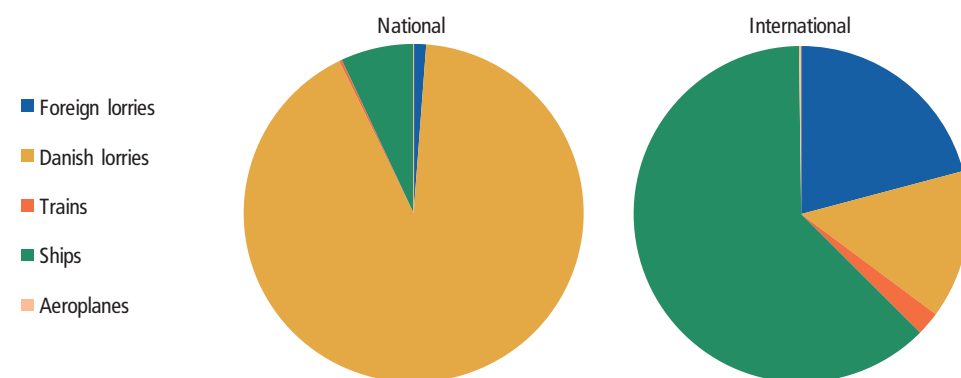
## Goods transport

### 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, 196 million tonnes of goods were carried 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 2008, international goods transport accounted for 90 million tonnes of goods, of which 62 per cent were carried by cargo vessels, 14 per cent by Danish lorries and 21 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8 Volume of goods in national and international traffic. 2008



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

During the past ten years, the total transport performance by road vehicles has remained above 11 billion tonne-km. In 2008, however, the transport performance decreased to 10.7 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 82 per cent in 2008 due to more businesses' outsourcing service activities, including transport services.

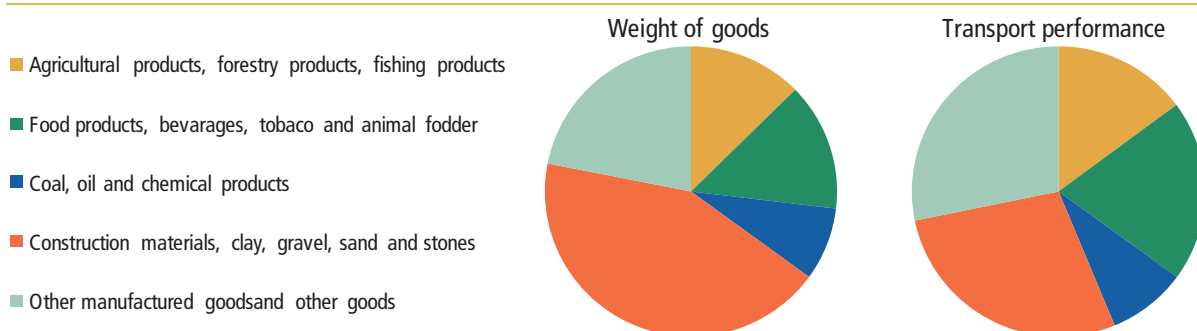
**Increase in volume of goods transported in connection with construction works**

In 2008, more 41 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 also represented 13 per cent of the volume goods transported and 15 per cent of the transport performance.

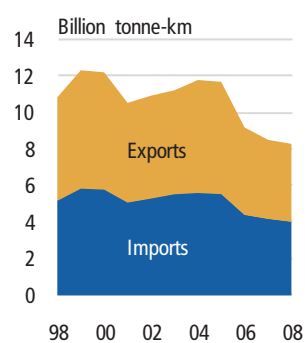
Food products, animal fodder and other manufactured products apart from oil and chemical products accounted for 32 per cent of the volume of goods transported and 46 per cent of the transport performance. 6 per cent of the goods were classified as hazardous goods, notable as flammable liquefied goods like gasoline.

**Figure 9 National goods transport performance by commodity groups. 2008**



www.statbank.dk/nvg23

**Figure 10 International transport by Danish lorries**



www.statbank.dk/ivg4 and ivg41

**Goods by lorries are mainly transported local**

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 four fifths of the volume of goods was moved within the same region. In 2008, the length of a journey was on average 77 km against 83 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 2008 the transport performance went down by 30 per cent to 8.8 billion tonne-km.

In the same period, however, total road transport between Denmark and abroad increased by 3 per cent thus further underlining the reduced market share of Danish haulage contractors.

### The market share of Danish lorries reduced to 38 per cent

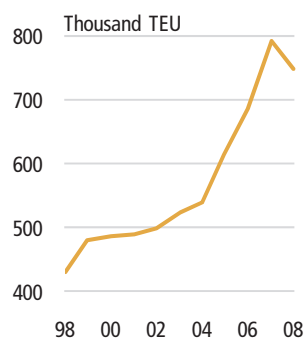
Foreign lorries accounted for 62 per cent of all goods carried by lorries between Denmark and abroad in 2008, compared to 60 per cent of the transport performance in 2007 and 36 per cent in 2000.

Among the foreign lorries there was a majority of German and Polish vehicles. 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 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 sea ports



Note: TEU, container unit of 20 feet  
www.statbank.dk/skib49

### Majority of goods carried by sea is in international traffic

Despite a decline in the volume of goods loaded and unloaded, Danish sea ports handled 91 million tonnes of goods in 2008, and this is among the highest levels in the past ten years.

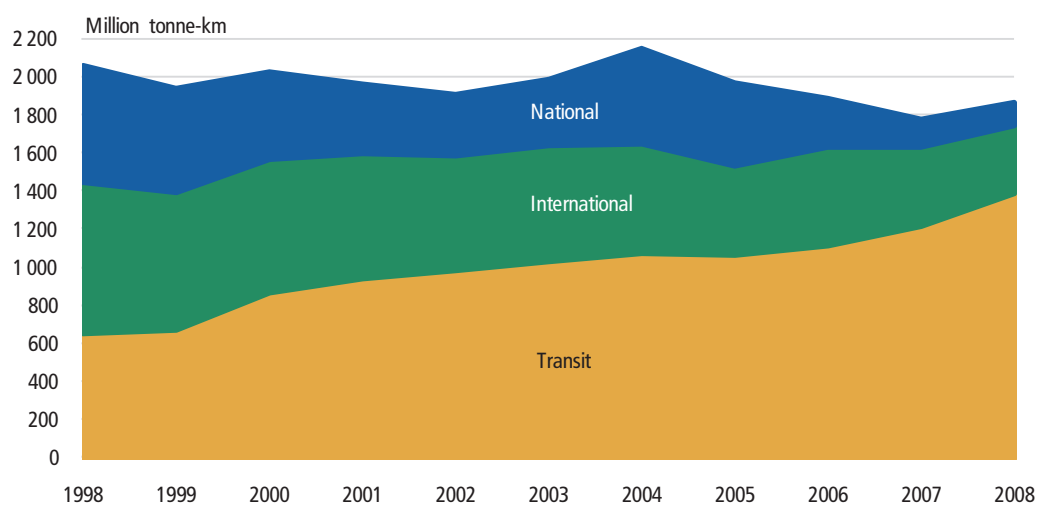
The volume of goods in maritime transport via Danish sea ports fluctuates with the import of coal and the redistribution of coal from the coal depots.

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

### Steady growth in goods carried by containers

Containerized goods in maritime transport have doubled since 1998. In 2008, Danish sea ports handled 451,000 containers, corresponding to 747,000 20-foot units (TEU), notably at the sea port of Århus which handled more than 60 per cent of all seaborne containers.

**Figure 12** Transport performance of goods transported by rail

www.statbank.dk/bane1

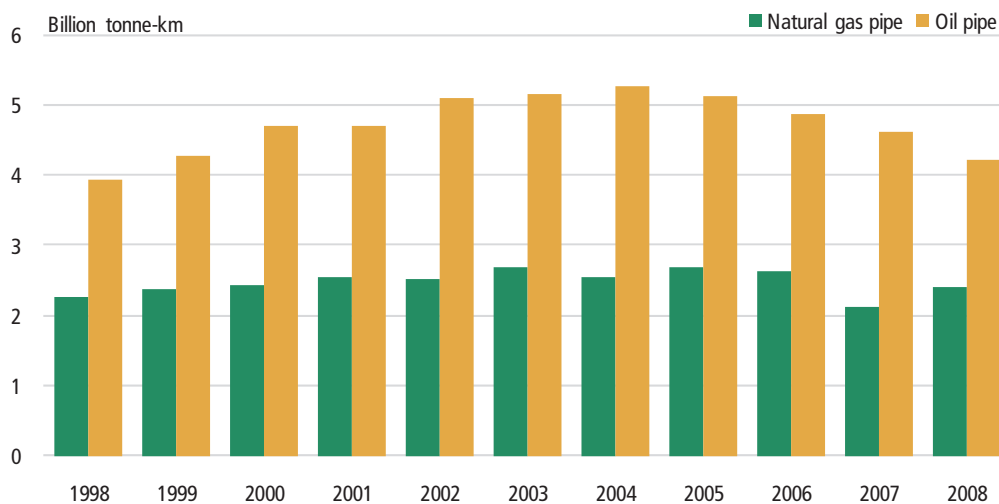
### Increase in goods transport by trains in transit through Denmark

During the latest ten years, goods transports by rail has accounted for about 2 billion tonne-km. However, there are major disparities within the different types of rail transport. National and international goods transport has steadily fallen, whereas goods transport in transit through Denmark has risen markedly, and now amounts for almost three fourths of all rail transport 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 29 per cent of total domestic transport.

Transport via pipelines has grown considerably up to 2005, but has been declining since. In 2008, the pipeline transport performance was 6.6 billion tonne-km, 2 per cent less than in the previous year. More than 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

## 6

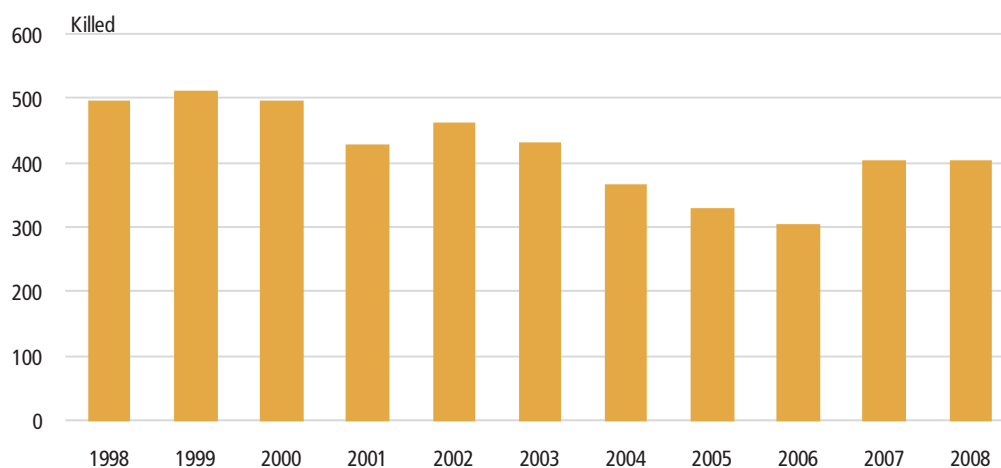
## Road traffic accidents

**Fall in the number of persons killed in road traffic accidents**

From 1998 to 2008, the number of traffic accidents leading to personal injury has decreased by 34 per cent. In 1998, the number of traffic accidents leading to personal injury was 7,556, and this had fallen to 5,020 in 2008.

In the same period, the number of people killed in traffic accidents fell from 499 to 406, corresponding to a fall of 19 per cent. The number of serious and minor injuries has fallen by 35 per cent.

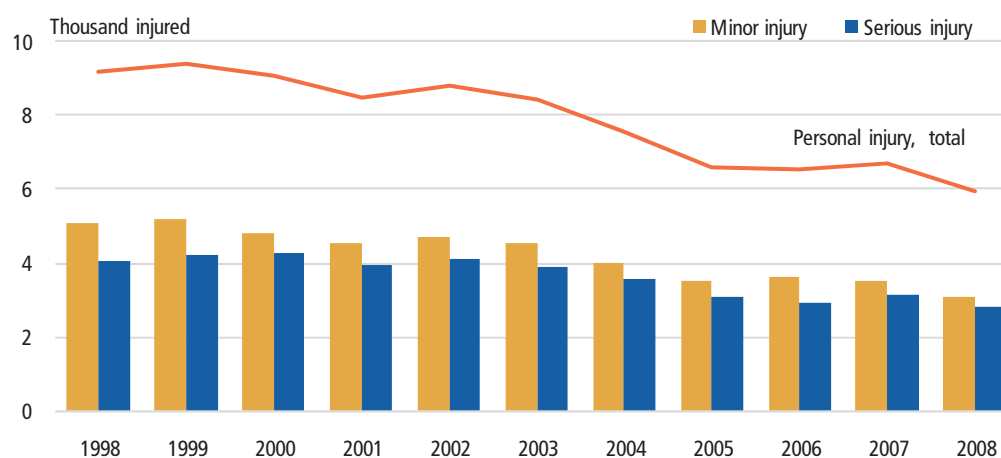
**Figure 14** Persons killed in road traffic accidents



www.statbank.dk/uheld1 and uheld8

From 2007 to 2008, the number of road traffic accidents fell by 10 per cent, while the number of persons killed was unchanged. In 2008, alcohol accidents accounted for 16 per cent of all traffic accidents and for 23 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 299 Infrastructure for transport

1 January	2008	2009
	————— km —————	
<b>Road network, total</b>	<b>73 197</b>	<b>73 331</b>
Of which motorways	1 111	1 128
State roads	3 817	3 790
Municipality roads	69 339	69 500
<b>Railway network, total</b>	<b>2 667</b>	<b>2 667</b>
Of which Copenhagen Metro	21	21
Of which private railways	514	514
	————— number —————	
Stations and halts	547	547
Sea ports	116	114
Airports	23	23

www.statbank.dk/vej11, bane41, skib1 and skib101

Table 300 Infrastructure for transport, expenditure

	2007	2008
	————— DKK mio. —————	
<b>Road network</b>	<b>13 028</b>	<b>12 286</b>
Construction expenditure	7 600	6 976
Operation and maintenance	5 428	5 309
<b>State railway network</b>	<b>1 396</b>	<b>2 037</b>
New investments	263	292
Reinvestments	1 106	1 694
Other investments	27	51
<b>Private railways</b>	<b>45</b>	<b>230</b>
<b>Sea ports</b>	<b>500</b>	...
Constructions	420	...
Buildings	80	...
<b>Airports</b>	<b>478</b>	...
<b>Great Belt Link</b>	<b>44</b>	<b>62</b>
<b>Øresund Link</b>	<b>6</b>	<b>10</b>
<b>Copenhagen Metro</b>	<b>238</b>	<b>442</b>

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

Table 301 New registrations of vehicles

	2008	2009
	number	
<b>Vehicles, total</b>	<b>202 327</b>	<b>138 191</b>
<b>Private cars, total</b>	<b>150 663</b>	<b>112 247</b>
Of Which in households	92 847	61 889
Of Which in business and industry	57 816	50 358
Petrol	80 218	61 159
Diesel <sup>1</sup>	70 438	51 006
Buses	929	963
Motor cycles	6 690	3 742
Moped-45	3 671	2 767
<b>Vans, total<sup>2</sup></b>	<b>33 658</b>	<b>15 211</b>
Under 2,001 kg	6 404	3 015
2,001-3,000 kg	17 359	8 211
3,001-3,500 kg	9 895	3 985
<b>Lorries, total<sup>2</sup></b>	<b>3 663</b>	<b>1 971</b>
3,501-6,000 kg	185	102
over 6,000 kg	3 478	1 869
Tractors for semi-trailers	3 053	1 290

<sup>1</sup> Includes gas and electricity etc. <sup>2</sup> Total weight.

[www.statbank.dk/bil6](http://www.statbank.dk/bil6)

Table 302 Fuel efficiency of new registered private cars

	Petrol			Diesel			Total		
	2007	2008	2009:01-06	2007	2008	2009:01-06	2007	2008	2009:01-06
	km per litre								
<b>Total</b>	<b>15.0</b>	<b>16.3</b>	<b>17.2</b>	<b>19.0</b>	<b>19.7</b>	<b>20.2</b>	<b>16.5</b>	<b>17.9</b>	<b>18.5</b>
Households	15.6	16.9	17.9	19.5	20.3	20.8	16.9	18.2	19.0
Industries	14.0	15.2	16.0	18.2	19.1	19.6	15.8	17.4	17.8
	kg.								
Total	1 155	1 090	1 067	1 330	1 302	1 300	1 221	1 187	1 167
Households	1 102	1 037	1 006	1 286	1 254	1 254	1 166	1 122	1 100
Industries	1 256	1 209	1 184	1 389	1 357	1 353	1 313	1 292	1 268

[www.statbank.dk/EE1, EE2 and EE3](http://www.statbank.dk/EE1, EE2 and EE3)

Table 303 Vans and lorries etc.

	2009	2010
<b>Fleet (start of year)</b>	number	
<b>Vans, total</b>	<b>481 887</b>	<b>462 359</b>
Under 2,001 kg	83 358	79 190
2,001-3,000 kg	269 362	260 605
3,001-3,500 kg	129 167	122 564
<b>Lorries, total</b>	<b>34 629</b>	<b>32 300</b>
3,501-6,000 kg	2 832	2 568
Over 6,000 kg	31 797	29 732
<b>Tractors for semi-trailers</b>	<b>14 887</b>	<b>13 202</b>
<b>Trailers over 2,000 kg</b>	<b>39 004</b>	<b>40 397</b>
<b>Semi-trailers</b>	<b>38 847</b>	<b>36 214</b>

[www.statbank.dk/bil707](http://www.statbank.dk/bil707) and bil909

Table 304 Private cars, buses and motorcycles etc.

	2009	2010
<b>Fleet (start of year)</b>	number	
<b>Private cars, total</b>	<b>2 099 090</b>	<b>2 120 322</b>
Of which in households	1 941 978	1 965 124
Of which in business and industry	157 112	155 198
Petrol	1 715 006	1 686 330
Diesel <sup>1</sup>	383 921	433 743
<b>Age:</b>		
0-3 years	588 417	556 569
4-7 years	401 660	456 970
8-11 years	494 684	446 840
12-15 years	366 088	411 662
16-19 years	140 959	140 976
over 19 years	107 282	107 305
Average age in years	9.1	9.3
<b>Buses, total</b>	<b>14 452</b>	<b>14 509</b>
In scheduled service	5 467	5 637
Tourist coaches	8 985	8 872
Caravans	140 366	142 354
Motor cycles	143 546	147 373
Moped-45	61 224	57 866

<sup>1</sup> Includes gas and electricity etc.

[www.statbank.dk/bil8](http://www.statbank.dk/bil8) and bil10

Table 305		Ships of at least 20 GT	
1 January	2009	2010	
	number		
<b>Danish ships, total</b>	<b>1 742</b>	<b>1 773</b>	
Tankers	123	145	
Container ships	91	92	
Other dry cargo ships	305	290	
Passenger ships/ferries	107	113	
Fishing vessels	651	633	
Other ships	465	500	
	thousand GT		
<b>Ship tonnage, total</b>	<b>10 325</b>	<b>11 084</b>	
Tankers	2 859	3 563	
Container ships	5 876	6 018	
Other dry cargo ships	813	649	
Passenger ships/ferries	444	491	
Fishing vessels	128	123	
Other ships	205	239	

[www.statbank.dk/skib11](http://www.statbank.dk/skib11)

Table 306		Civil aircraft			
1 January	2008		2009		
	Aircraft	Seats	Aircraft	Seats	
	number				
<b>Danish aircraft</b>	<b>1 077</b>	<b>•</b>	<b>1 122</b>	<b>•</b>	
<b>Types of aircraft</b>					
Jet, 3-4 engines	13	1 973	13	1 973	
Jet, 2 engines	147	12 639	147	11 755	
Turbo-prop, 4 engines	6	309	6	309	
Turbo-prop, 2 engines	54	1 670	53	1 596	
Propeller, 2 engines	47	292	51	313	
Propeller, 1 engine	711	2 415	730	2 460	
Helicopters	99	651	122	671	
<b>Seats</b>	<b>•</b>	<b>19 949</b>	<b>•</b>	<b>19 077</b>	
1-2	215	375	230	390	
3-5	573	2 221	602	2 318	
6-9	88	634	96	698	
10-99	133	4 159	133	4 227	
100 or more	68	12 560	61	11 444	

Source: Civil Aviation Administration

[www.statbank.dk/flyv11](http://www.statbank.dk/flyv11)



Table 307 Road traffic, railways, seaports and airports

	2006	2007	2008
	----- mio. vehicle km -----		
<b>Road traffic, total</b>	<b>47 622</b>	<b>49 080</b>	<b>49 398</b>
Private cars	33 907	35 013	35 214
Motoc cycles	757	854	937
Vans	7 681	7 938	8 011
Lorries	1 407	1 444	1 370
Articulated vehicles	896	920	854
Scheduled buses	363	366	372
Tourist coaches etc.	251	250	247
Bicycles/Mopeds max. 30 km/h	2 268	2 204	2 303
Mopeds max. 45 km/h	92	90	90
	----- mio. train km -----		
<b>Railway traffic, total</b>	<b>80.5</b>	<b>78.7</b>	<b>81.8</b>
S-trains	15.7	14.9	15.3
Copenhagen Metro	4.4	4.5	5.0
Passenger trains on Banedanmark's network	48.5	47.5	49.9
Goodstrains on Banedanmark's network	3.8	3.1	3.1
Other railway networks	8.2	8.7	8.5
	----- mio. train km -----		
<b>Seaport calls, total</b>	<b>541</b>	<b>545</b>	<b>552</b>
Passenger ships and ferries	513	517	526
Cargo ships	28	28	26
	----- thousand calls -----		
<b>Air traffic, total</b>	<b>352</b>	<b>357</b>	<b>365</b>
Domestic flights	99	95	98
International flights	253	262	267

www.statbank.dk/vej20, bane31, skib22, skib221 and flyv21

Table 308 Passenger transport

	2007	2008
	— mio. passenger-km —	
<b>Passenger transport in Denmark</b>	<b>79 238</b>	<b>79 514</b>
Cars	61 548	61 582
Motor cycles	1 067	1 172
Buses in sceduled service	3 009	3 059
Tourist coaches	4 375	4 270
Bicycles/mopeds	2 204	2 303
Moped 45s	90	90
Metropolitan trains	1 273	1 280
Other trains	5 080	5 194
Ferries	215	202
Aircraft	377	362
	— thousand passengers —	
<b>Domestic ferries, total</b>	<b>10 312</b>	<b>9 952</b>
Of which: Kattegat lines	2 545	2 239
<b>International ferries, total</b>	<b>27 517</b>	<b>26 463</b>
Of which: Denmark-Sweden	13 990	13 829
Denmark-Germany	9 121	8 824
Denmark-Norway	4 077	3 507
<b>Scheduled and charter flights, total</b>	<b>13 013</b>	<b>13 064</b>
Scheduled, domestic	1 821	1 803
Scheduled, international	9 736	9 815
Charters	1 456	1 446

[www.statbank.dk/pkm1](http://www.statbank.dk/pkm1), bane21, skib31, skib32 and flyv32

Table 309 Road transport of goods by lorries over 6 tons total weight

	2007	2008
	— mio. tonnes —	
<b>National road transport of goods, total</b>	<b>183.6</b>	<b>179.2</b>
Transport for hire or reward	149.4	144.6
Transport on own account	34.2	34.6
	— mio. tonne-km —	
<b>National road transport of goods. total</b>	<b>11 800</b>	<b>10 718</b>
Transport for hire or reward	9 848	8 839
Transport on own account	1 952	1 879
	— mio. tonnes —	
<b>International road transport of goods. total</b>	<b>14.3</b>	<b>14.3</b>
From Denmark	6.6	6.7
To Denmark	6.2	6.2
Crosstrade	0.5	0.4
Cabotage	1.0	1.1
	— mio. tonne-km —	
<b>International road transport of goods. total</b>	<b>9 160</b>	<b>8 762</b>
From Denmark	4 330	4 266
To Denmark	4 135	3 981
Crosstrade	402	260
Cabotage	293	254

Note: Crosstrade is transport of goods 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/nvg1 and ivg4

Table 310 Goods transport by train, ship, and aircraft

	2007	2008
	— thousand tonnes —	
<b>Goods carried by train</b>	<b>6 850</b>	<b>7 140</b>
National	727	512
To Denmark	1 665	1 477
From Denmark	778	596
In transit	3 680	4 555
	— mio. tonne-km —	
<b>Transport performance by train</b>	<b>1 779</b>	<b>1 867</b>
National	146	122
To Denmark	282	268
From Denmark	135	90
In transit	1 216	1 387
	— thousand tonnes —	
<b>Goods carried by cargo vessel</b>	<b>71 493</b>	<b>69 877</b>
National	14 865	13 596
To Denmark	32 603	34 451
From Denmark	24 025	21 830
<b>Goods carried by ferry</b>	<b>22 613</b>	<b>21 554</b>
National	4 761	4 538
International	17 852	17 016
<b>Goods carried by aircraft</b>	<b>121</b>	<b>202</b>
National	6	7
International	116	195

www.statbank.dk/bane1.skib41 and flyv41

Table 311 Families with use of cars. 2009

1 January	Families	No car	With car	One car	Two cars or more
		per cent of families			
<b>Denmark, total</b>	<b>2 809 760</b>	<b>40.4</b>	<b>59.6</b>	<b>46.2</b>	<b>13.5</b>
Region Hovedstaden	901 179	52.2	47.8	38.0	9.9
Region Sjælland	407 204	33.5	66.5	49.8	16.7
Region Syddanmark	593 905	33.9	66.1	51.0	15.1
Region Midtjylland	617 368	36.3	63.7	49.0	14.8
Region Nordjylland	290 104	35.3	64.7	50.8	13.9
Province København by	409 900	68.0	32.0	28.4	3.6
Province Københavns omegn	258 681	44.9	55.1	43.9	11.2
Province Nordsjælland	210 437	31.9	68.1	47.8	20.2
Province Bornholm	22 161	37.0	63.0	52.2	10.9
Province Østsjælland	110 246	32.7	67.3	48.8	18.5
Province Vest- og Sydsjælland	296 958	33.8	66.2	50.2	16.0
Province Fyn	245 636	37.0	63.0	49.3	13.7
Province Sydjylland	348 269	31.7	68.3	52.2	16.1
Province Østjylland	413 418	39.5	60.5	46.1	14.4
Province Vestjylland	203 950	29.8	70.2	54.7	15.4
Province Nordjylland	290 104	35.3	64.7	50.8	13.9

[www.statbank.dk/bil800](http://www.statbank.dk/bil800)

Table 312 The 20 most sold private car makes. 2009

		Numbers	Share in per cent	Ranking in 2008
	<b>New registrations, total</b>	<b>112 246</b>	<b>100.00</b>	
1	Peugeot	11 417	10.17	(1)
2	Ford	11 170	9.95	(4)
3	Toyota	10 458	9.32	(2)
4	Citroën	8 986	8.01	(3)
5	Suzuki	7 767	6.92	(7)
6	Opel	7 061	6.29	(6)
7	Hyundai	6 307	5.62	(12)
8	Volkswagen	6 306	5.62	(5)
9	Skoda	5 100	4.54	(8)
10	Fiat	4 900	4.37	(11)
11	Mazda	4 525	4.03	(9)
12	Honda	3 813	3.40	(NEW)
13	Audi	3 412	3.04	(13)
14	Kia	3 374	3.01	(10)
15	Renault	2 752	2.45	(16)
16	BMW	2 479	2.21	(14)
17	Mercedes-Benz	2 004	1.79	(19)
18	Nissan	1 912	1.70	(20)
19	Mitsubishi	1 724	1.54	(18)
20	Seat	1 658	1.48	(NEW)
	Others	5 121	4.56	•

[www.statbank.dk/12](http://www.statbank.dk/12)

Table 313 The most widespread passenger cars. 2009

		Number	Share as a percentage
	<b>Total stock (start of year)</b>	<b>2 120 322</b>	<b>100.00</b>
1	Volkswagen	242 969	11.46
2	Peugeot	217 076	10.24
3	Toyota	200 059	9.44
4	Ford	172 388	8.13
5	Opel	166 907	7.87
6	Citroën	144 025	6.79
7	Fiat	94 164	4.44
8	Suzuki	93 807	4.42
9	Skoda	92 996	4.39
10	Mazda	89 508	4.22
11	Hyundai	63 879	3.01
12	Volvo	63 085	2.98
13	Audi	61 579	2.90
14	Renault	58 317	2.75
15	Nissan	49 757	2.35
16	Mercedes-Benz	47 824	2.26
17	BMW	41 148	1.94
18	Kia	37 872	1.79
19	Mitsubishi	36 053	1.70
20	Seat	30 088	1.42
	Others	116 821	5.51

[www.statbank.dk/12](http://www.statbank.dk/12)

Table 314 Families with purchase of cars

	Families, 1 January		Purchased new car	
	2007	2008	2007	2008
<b>Denmark, total</b>	<b>2 784 805</b>	<b>2 809 760</b>	<b>103 455</b>	<b>92 828</b>
	————— per cent of families —————			
<b>Denmark, total</b>			<b>3.7</b>	<b>3.3</b>
Region Hovedstaden	891 935	901 179	3.3	2.7
Region Sjælland	404 906	407 204	4.4	3.7
Region Syddanmark	590 089	593 905	3.7	3.4
Region Midtjylland	609 625	617 368	3.9	3.6
Region Nordjylland	288 250	290 104	3.9	3.6
Province København by	404 226	409 900	1.9	1.6
Province Københavns omegn	256 838	258 681	3.9	3.3
Province Nordsjælland	208 697	210 437	5.4	4.2
Province Bornholm	22 174	22 161	3.0	2.7
Province Østsjælland	109 389	110 246	5.1	4.2
Province Vest- og Sydsjælland	295 517	296 958	4.1	3.6
Province Fyn	244 306	245 636	3.3	3.2
Province Sydjylland	345 783	348 269	3.9	3.6
Province Østjylland	407 558	413 418	3.8	3.4
Province Vestjylland	202 067	203 950	4.0	3.9
Province Nordjylland	288 250	290 104	3.9	3.6

[www.statbank.dk/bil600](http://www.statbank.dk/bil600)

Table 315 Families with purchase of cars by regions and provinces

	Families, 1 January		Purchased new car	
	2007	2008	2007	2008
<b>All Denmark</b>	<b>2 784 805</b>	<b>2 809 760</b>	<b>103 455</b>	<b>92 828</b>
	————— per cent of total —————			
<b>All Denmark</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
Region Hovedstaden	32.0	32.1	28.3	26.5
Region Sjælland	14.5	14.5	17.1	16.3
Region Syddanmark	21.2	21.1	20.8	22.1
Region Midtjylland	21.9	22.0	22.8	23.7
Region Nordjylland	10.4	10.3	10.9	11.4
Province København by	14.5	14.6	7.3	7.2
Province Københavns omegn	9.2	9.2	9.6	9.1
Province Nordsjælland	7.5	7.5	10.8	9.5
Province Bornholm	0.8	0.8	0.6	0.7
Province Østsjælland	3.9	3.9	5.4	4.9
Province Vest- og Sydsjælland	10.6	10.6	11.7	11.4
Province Fyn	8.8	8.7	7.7	8.4
Province Sydjylland	12.4	12.4	13.1	13.6
Province Østjylland	14.6	14.7	15.0	15.3
Province Vestjylland	7.3	7.3	7.8	8.5
Province Nordjylland	10.4	10.3	10.9	11.4

[www.statbank.dk/bil600](http://www.statbank.dk/bil600)

Table 316 Car traffic on Danish E-roads, selected roads and bridges etc.

		2007	2008
<b>European road sections</b>		——— ave. no. of cars per 24 hours ———	
E20	Øresund Bridge	18 482	19 367
	Amager Motorway, at Kalveboderne	90 622	87 299
	Øresund Motorway, west of Engelsbovej	59 076	58 991
	Sjælland Bridge, Copenhagen	52 800	51 800
	West Motorway, east of Ringsted	40 823	41 895
	Great Belt Link	29 429	30 124
	Fyn Motorway, north of Nyborg	28 155	28 936
	Fyn Motorway, south of Odense	50 501	54 493
	The New Little Belt Bridge	60 020	62 736
	Fyn Motorway, at Taulov	34 201	35 877
	Esbjerg-Kolding, at Holsted	16 894	17 698
	Gammelby Ringvej in Esbjerg	11 794	12 211
E45	National border, Kruså	16 835	17 265
	Syddjylland Motorway, west of Haderslev	49 131	50 143
E20/45	Syddjylland Motorway, north of Kolding	66 045	64 517
E45	Vejle Fjord Bridge	63 849	64 390
	Midtjylland Motorway, at Horsens	42 343	43 678
	Midtjylland Motorway, at Stilling	51 249	52 359
	Midtjylland Motorway, at Randers	37 581	37 760
	Nordjylland Motorway, south of Aalborg	41 170	41 005
	Limfjord Tunnel	60 934	61 484
	Frederikshavn Motorway, at Vodskov	18 468	18 203
	Frederikshavn Motorway, at Sæby	8 941	8 179
	North of Sæby	15 261	14 618
E39	Hirtshals Motorway, between <9> and <10>	21 100	21 558
	Hirtshals Motorway, at Hjørring	6 627	6 710
E47/55	Flynderborgvej, Helsingør	7 241	7 338
	Helsingør Motorway, at Nærum	75 696	75 471
	Motorring 3, at Husum	63 813	63 456
E20/47/55	Køge Bugt Motorway, at Hundige	102 296	102 900
	Køge Bugt Motorway, at Ølby	91 829	92 608
E47/55	South Motorway, at Tappernøje	24 860	24 185
	South Motorway, south of Algestrup	37 501	37 313
	Farø Bridges, north of Farø	22 605	22 621
	Guldborgsund Tunnel	11 728	12 561
E47	South Motorway, south of Rødby	7 073	7 546
E55	Ørslev-Gedser	15 960	15 208
<b>Other roads and bridges</b>			
8	Alssund Bridge	24 200	24 219
9	Svendborg Motorway, north of <11>, Årslev	19 900	22 501
9	Svendborgsund Bridge	16 108	16 848
9	Frederik IX's Bridge	21 500	21 416
15	Herning Motorway, east of Kløverbladet	18 400	20 892
15	Herning Motorway, west of <40>	18 800	19 596
18	Midtjyske Motorway south of <15>, Herning	13 500	15 622
21/23	Holbæk Motorway, west of Ring 3	80 313	75 024
21/23	Holbæk Motorway, east of Roskilde	53 124	52 886
04	Motorring 4, at Herstedvester	64 153	62 918
55	Limfjord Bridge	29 000	27 220
153	Storstrøm Bridge	5 300	5 060
53	Kronprins Frederiks Bridge, Frederikssund	19 900	19 778
16	Bispeengbuen	50 800	...
16	Hillerød Motorway, Fiskebæk Bridge	49 131	50 143
	Knippels Bridge, Copenhagen	28 300	25 900
	Lange Bridge, Copenhagen	57 600	57 000

Source: Road Directorate

www.statbank.dk/vej22

Table 317 Ships observed passing through the Sound and Belts

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

Source: Admiral Danish Fleet

www.statbank.dk/skib24

Table 318 Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2007	2008	2007	2008	2007	2008
	number					
<b>Total</b>	<b>41</b>	<b>70</b>	<b>23</b>	<b>32</b>	<b>64</b>	<b>102</b>
Of which shipwrecks	-	1	6	4	6	5
Of which passenger ships	22	32	•	•	22	32
Fire, explosions	1	6	4	5	5	11
Groundings	10	17	4	6	14	23
Collision	3	9	5	6	8	15
Head-on collision of ships	3	3	-	1	3	4
Contact-damage	12	17	-	-	12	17
Capsizing	-	1	1	2	1	3
Mechanical breakdown	4	7	2	1	6	8
Other cause	8	10	7	11	15	21
Deaths	-	-	2	1	2	1
Injuries	-	1	8	-	8	1

Source: Danish Maritime Authority

www.statbank.dk/skib92 and skib93



**Table 319** Persons seriously injured or killed in railway accidents

	2006	2007	2008
	number of persons		
Passengers	4	2	3
Of which killed	-	-	-
Staff	4	1	2
Of which killed	1	-	-
Others	22	16	16
Of which killed	17	8	12

[www.statbank.dk/bane91](http://www.statbank.dk/bane91)











**Table 320** Road traffic accidents causing casualties

	1980	1985	1990	1995	2000	2005	2008
<b>Accidents, total</b>	<b>12 334</b>	<b>11 502</b>	<b>9 155</b>	<b>8 373</b>	<b>7 346</b>	<b>5 412</b>	<b>5 020</b>
Of which:							
Alcohol accidents <sup>1</sup>	2 622	2 403	1 613	1 282	1 272	870	824
<b>Casualties, total</b>	<b>15 751</b>	<b>14 627</b>	<b>11 287</b>	<b>10 573</b>	<b>9 590</b>	<b>6 919</b>	<b>6 329</b>
Killed	690	772	634	582	498	331	406
Seriously injured	8 477	8 672	6 396	5 624	4 259	3 072	2 831
Slightly injured	6 584	5 183	4 257	4 367	4 833	3 516	3 092
<b>Casualties in alcohol accidents</b>	<b>3 654</b>	<b>3 255</b>	<b>2 057</b>	<b>1 672</b>	<b>1 696</b>	<b>1 092</b>	<b>1 012</b>
Killed	246	261	154	123	110	85	93
Seriously injured	2 004	1 923	1 176	893	738	458	439
Slightly injured	1 404	1 071	727	656	848	549	480

<sup>1</sup> 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](http://www.statbank.dk/uheldk7) and [uheld9](http://www.statbank.dk/uheld9)

Table 321 Road traffic accidents with casualties by accident situation. 2008

	Accident situation										Total
											
	0	1	2	3	4	5	6	7	8	9	10
<b>Van, total</b>	1 153	561	422	548	413	521	599	168	545	90	5 020
Accidents, involving:											
Ordinary private car	754	421	340	440	367	452	515	140	364	31	3 824
Taxi	3	14	3	11	4	8	9	2	9	-	63
Vehicle, total weight 0-3,500 kg signalling emergency call	4	6	7	1	-	5	1	-	1	-	25
Van, total weight 0-2,000 kg	21	22	21	17	11	27	19	13	14	1	166
Van, total weight 2,001-3,500 kg	45	57	60	43	26	39	53	23	27	-	373
Lorry, total weight over 3,500 kg	19	68	65	42	15	21	30	13	20	4	297
Bus on scheduled service	1	13	4	7	5	6	13	4	22	1	76
Bus, other	1	4	3	6	3	4	3	2	2	1	29
Tractor	4	13	13	19	5	12	9	3	6	3	87
Motor cycle	90	46	32	45	46	25	39	5	6	13	347
Moped with registration max. speed 45 km p.h.	21	10	8	12	12	8	17	5	4	2	99
Moped 30 with mechanical changes	18	14	10	22	18	13	14	7	7	3	126
Moped 30, other	152	69	57	156	62	87	94	43	32	20	772
Bicycle	24	152	55	197	140	175	246	37	29	16	1 071
Pedestrian	•	1	-	6	1	1	-	1	545	-	555

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](http://www.statbank.dk/uheld6)

Table 322 Fatal casualties in road traffic accidents. 2008

	Vehicle used						Pedestrian	Total	
	Passenger car	Van	Lorry etc. <sup>1</sup>	Motor cycle	Moped-45	Moped-30			Bicycle
<b>Men, total</b>	<b>139</b>	<b>22</b>	<b>4</b>	<b>36</b>	<b>2</b>	<b>27</b>	<b>36</b>	<b>33</b>	<b>299</b>
0- 6 years	4	-	-	-	-	-	-	2	6
7-14 years	-	3	-	-	-	-	2	-	5
15-19 years	21	-	-	-	-	6	-	1	28
20-24 years	20	2	1	7	-	2	3	6	41
25-44 years	40	7	1	16	1	6	11	7	89
45-64 years	25	7	2	12	-	9	5	8	68
65 years +	29	3	-	1	1	4	15	9	62
<b>Women, total</b>	<b>58</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>18</b>	<b>25</b>	<b>107</b>
0- 6 years	2	-	-	-	-	-	-	1	3
7-14 years	2	-	-	-	-	-	-	3	5
15-19 years	7	-	-	-	-	1	1	1	10
20-24 years	3	-	-	-	-	-	1	-	4
25-44 years	23	-	-	3	-	-	6	2	34
45-64 years	5	-	-	2	-	-	5	4	16
65 years +	16	-	-	-	-	-	5	14	35

<sup>1</sup> Incl. bus and tractor.

www.statbank.dk/uheld8

Table 323 Fatal and non-fatal casualties in road traffic accidents. 2008

	Vehicle used						Pedestrian	Total	
	Passenger car	Van	Lorry etc. <sup>1</sup>	Motor cycle	Moped-45	Moped-30			Bicycle
<b>Men, total</b>	<b>1 806<sup>2</sup></b>	<b>175</b>	<b>69</b>	<b>324</b>	<b>80</b>	<b>727</b>	<b>511</b>	<b>263</b>	<b>3 956<sup>3</sup></b>
0- 6 years	28	-	2	1	-	1	1	8	41
7-14 years	50	5	4	5	1	23	56	31	175
15-19 years	356	19	5	14	12	302	40	31	779
20-24 years	369	18	4	51	6	55	45	26	574
25-44 years	590	80	28	164	34	163	132	58	1 249
45-64 years	267	44	20	81	22	155	152	57	799
65 years +	144	9	6	8	5	28	85	52	337
<b>Women, total</b>	<b>1 223</b>	<b>55</b>	<b>44</b>	<b>45</b>	<b>8</b>	<b>151</b>	<b>547</b>	<b>292</b>	<b>2 369<sup>4</sup></b>
0- 6 years	21	1	1	-	-	1	3	8	35
7-14 years	44	1	4	1	-	9	40	29	128
15-19 years	185	7	9	-	1	80	52	40	374
20-24 years	162	8	5	8	2	10	57	17	271
25-44 years	402	22	11	20	5	32	151	44	688
45-64 years	253	13	8	16	-	16	178	64	549
65 years +	156	3	6	-	-	3	66	90	324
<b>Not stated</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>

<sup>1</sup> Incl. bus and tractor. <sup>2</sup> Incl. persons with unknown age. <sup>3</sup> Incl. 1 horse with rider. <sup>4</sup> Incl. 3 horses with riders and one runaway.

www.statbank.dk/uheld8