

Transport

1

Infrastructure

Extension of motorways and dual-carriageways

There were 74,174 km of public roads in Denmark on 1 January 2011. After the restructuring of the administrative regions as from 2007 the new municipalities have taken over the administration of the earlier locally oriented county roads, while the state has taken over the administration of the other primary roads of the former counties.

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

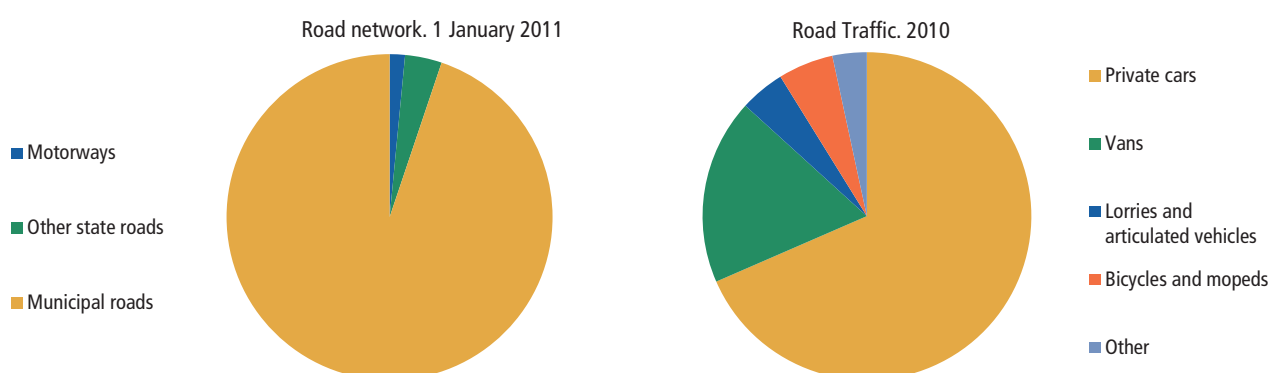
The majority of the public road network (65 per cent) is in Jutland, while the rest is distributed between the Copenhagen region (9 per cent) and the remaining part of the islands (26 per cent).

The public road network has increased by nearly 2,500 km over the past ten years, mainly because of more municipal roads. Simultaneously the principal road network has been enlarged.

Since 2001, the motorway network has been extended by 16 per cent to 1,130 km in 2011, and the length of the dual-carriageways has increased by 25 per cent to 381 km in 2011.

Figure 1

Distribution of road network and of road traffic



www.statbank.dk/vej11 and [vej20](http://www.statbank.dk/vej20)

Almost a quarter of the rail network is electrified

The length of the total rail network was 2,667 km on 1 January 2011, the same as the previous year. Viewed in relation to the total area of Denmark, there is 62 km of railway per 1,000 km². The main part of the rail network is operated by the state-owned Rail Net Denmark.

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

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

At the beginning of 2011, almost a quarter of the rail network was electrified. This is three times more than in 1990, but unchanged compared to 2009.

Goods transport by ship is concentrated at 22 sea ports

In 2010, there were 113 Danish ports handling freight. The 22 largest ports each handled more than 1 million tonnes of goods annually, and accounted for 85 per cent of the total goods transport by sea.

In terms of throughput of goods, the ports of Fredericia and Aarhus are the greatest Danish ports handling, respectively, 15 per cent and 11 per cent of total throughput of goods in sea.

Ferry and passenger ship traffic is concentrated at 36 ports

74 ports are engaged in transport of passengers, of which 36 of them have more than 200,000 arriving and departing passengers every year and account for 92 per cent of passengers in Danish ports.

The greatest Danish ferry port is Helsingør accounting for 20 per cent of all sea passengers, followed by Rødby Færgehavn with 15 per cent of all passengers in 2010.

2

Means of transport

Three out of four motor vehicles are passenger cars

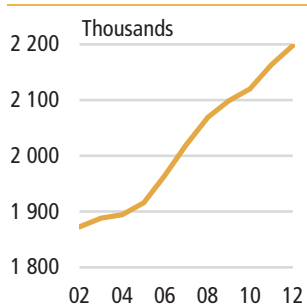
On 1 January 2012, there were a total of 2,883,000 motor vehicles in Denmark. 76 per cent were passenger cars, 15 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries.

The increase of 65,000 or 2 per cent in the stock of motor vehicles from 2008 to 2012 was due to 144,000 more passenger cars and motorbikes and a decrease in the number of lorries, delivery vans, buses and 45-mopeds. The number of delivery vans has decreased by 59,000 in the past year.

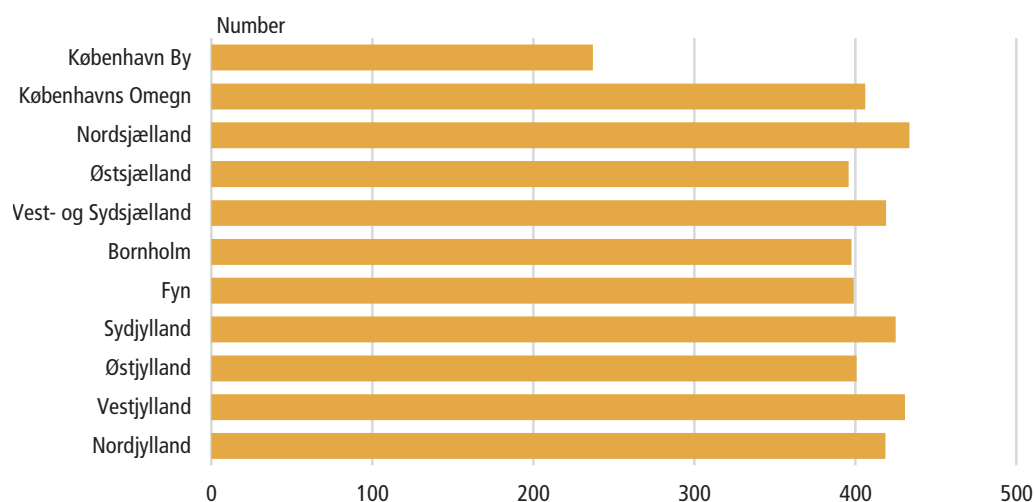
More cars available

In 2012, there were 394 passenger cars per 1,000 inhabitants. The largest stock of passenger cars is in Nordsjælland with 433 passenger cars per 1,000 inhabitants, while Copenhagen City have the lowest number with 237 passenger cars per 1,000 inhabitants.

Figure 2
Stock of passenger cars



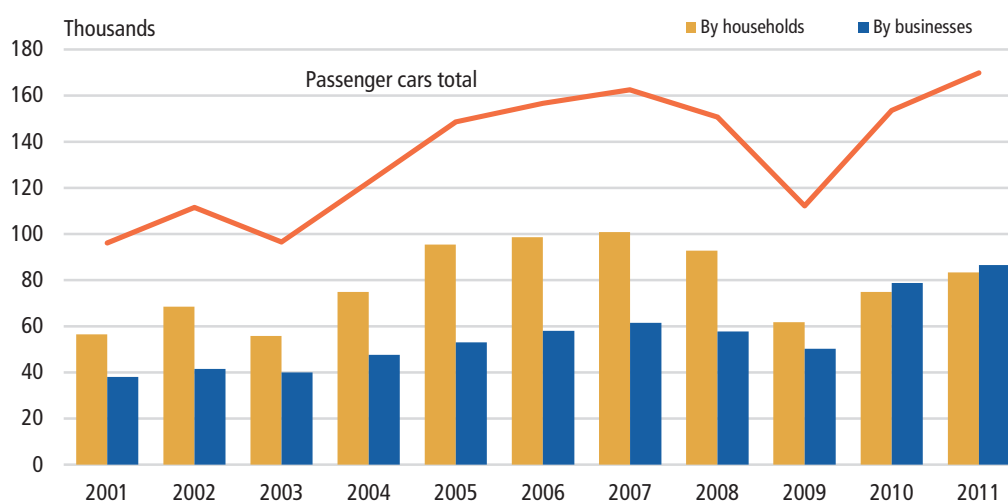
www.statbank.dk/bil10

Figure 3 Stock of passenger cars per 1,000 inhabitants by province. 1 January 2012

www.statbank.dk/folk1 and bil707

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

With 170,000 new private cars registered in 2011 the high level of registrations in the period 2005-2008 has been regained upon a poor sale in 2009. As the part registered by industries has been stable at 35-42 percentages in the period 2000-2008, the industries in 2011 count for approximately 50 percent of the registrations. The main explanation is the growth in the number of leasing arrangements, where 59,000 new registrations by industries were for leasing. 9,900 of these were leased by private households.

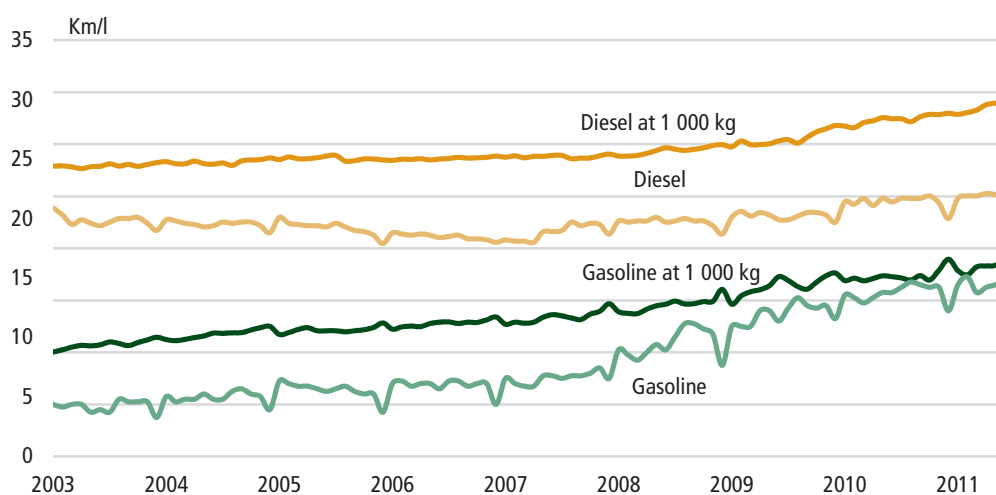
Figure 4 New private car registration

www.statbank.dk/bil5

Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered passenger cars registered in 2010-2011 was on average 19.9 km/l compared to 13.1 km/l for cars registered in 1997-1998. This is equivalent to an increase of 51.4 per cent. For cars purchased by private households, the corresponding figures are 20.1 km/l and 13.4 km/l, while for cars purchased by the industries figures are 19.7 km/l and 12.5 km/l.

Figure 5 Energy efficiency for new private cars registered



www.statbank.dk/ee1

Fewer locomotives, more train sets and more train seats

While the number of locomotives has decreased by 39 per cent since 2001, the number of train sets has increased by 34 per cent. At the beginning of 2011, the number of train sets was 641 with 125,000 seats, an increase by 38 per cent compared to year 2001. 32 per cent of the seats are in S-trains.

Foreign goods wagons now handle all of the transportation of goods by train as there are no Danish owned goods wagons left compared to 2,100 in 2001. In 2010 transit traffic accounts for 83 per cent of the rail transport.

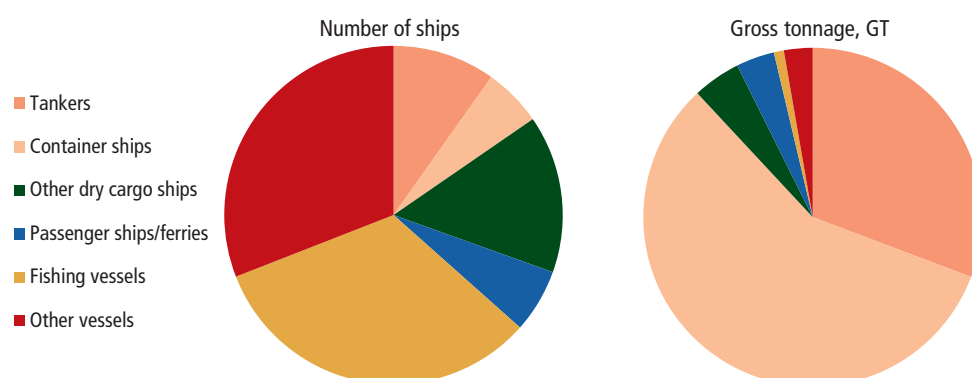
Container ships now account for 62 per cent of the gross tonnage of Danish cargo vessels

On 1 January 2012, there were 1,772 Danish ships of at least 20 gross tonnage (GT), which is unchanged compared to 2011. 33 per cent of the ships were fishing vessels and 30 per cent were cargo vessels.

The total gross tonnage was 11.6 million. This is 0.3 million less compared to the previous year. The main reason is that there are no longer any Danish super tankers.

At the beginning of 2012 the gross tonnage of container ships was 6.6 million compared to 3.6 million in 2002. In 2012 this corresponds to 62 per cent of the gross tonnage of all Danish cargo vessels.

Figure 6 Danish ships by type of use. 1 January 2012



www.statbank.dk/skib11

Newer ships represent the greatest part of the total gross tonnage

At the beginning of 2012, 67 per cent of the total gross tonnage was represented by ships newer than 10 years. 24 per cent of the gross tonnage was on ships between 10 and 14 years old. For tankers, 82 per cent of the GT was represented by ships less than 10 years old, while it for bulk carriers was 65 per cent.

Danish flagged merchant navy is the 18th largest in the world

The Danish merchant fleet is made up by cargo and passenger ships of at least 100 GT. On 1 January 2012, the number of ships was 474, representing 11.1 million GT. In July 2011 the Danish flagged merchant fleet accounted for 1.2 per cent of the total world GT, and was the 7th largest in the EU and the 18th largest in the world.

3

Traffic

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

Danish vehicles drove more than 48 billion kilometres on Danish roads in 2010, including traffic by bicycles/mopeds. From 2000 to 2010 there has been a 9 per cent increase in the traffic. Motorized vehicles alone had an increase by 10 per cent, while the number of vehicles increased by 18 per cent. Passenger cars accounted for 72 per cent of the total traffic performance in 2010.

Increase in traffic by cars across the Great Belt and the Sound

In 2010 between 75,000 and 106,000 cars drove every day on the five most trafficked roads into Copenhagen, while there on the two least trafficked motorways on Lolland and north of Limfjorden drove approximately 7,000 cars every day.

In 2010, more than 29,000 cars crossed the Great Belt every day; this is an increase of 56 per cent compared to the first year when the bridge was opened. 19,000 cars crossed the Sound, which is an increase by 112 per cent compared to the first year when the bridge was opened.

Ten sections of railway lines carry over 200 trains every day

In 2011, 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 484 trains every day from Monday to Friday.

For almost all other sections, there were more than 20 trains every day. 114 passenger trains and 50 goods trains crossed the Great Belt every working day, while 163 passenger trains and 41 goods trains crossed the Sound.

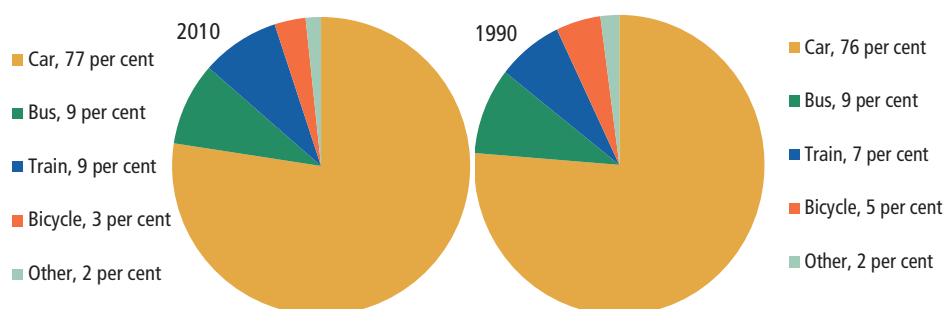
4

Passenger transport

Every Dane travels 38 km a day

On average, every Dane covered a distance of almost 14,000 km in 2010, corresponding to 38 kilometres a day a little less than the previous year. The decrease is mainly due to a small decrease in transport by passenger cars and vans, while transport by train had a small increase.

Figure 7 Passenger transport performance



www.statbank.dk/pkm1

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (77 per cent), 9 per cent by bus and 8 per cent by train. Transport by bicycles/mopeds has fallen markedly in recent years.

Increase in national transport by train and in journeys with metro

The recent years, there has been a considerable increase in national transport by train. In 2010, there was on average 192,000 train journeys every day, of which 112,000 east of the Great Belt, 58,000 west of the Great Belt and 23,000 across the Great Belt. There were 29,000 journeys across the Sound; there were 255,000 journeys with S-tog and 144,000 journeys with the Metro, which is an increase by 5 per cent compared to the previous year.

Marked increase in domestic air traffic

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, except a temporary decline in 2008. From 2009 to 2010 the number of passengers increased by 23 per cent.

Increase in the number of passengers on international scheduled flights

The number of departing passengers on international scheduled flights has increased since 1990, except for a temporary slowdown in 2003 caused by the war in Iraq etc. The economic crises also here led to a slowing down in 2008 and 2009. However, in 2010 the number of departing passengers increased by 9 per cent

compared to the previous year. Three out of four departing flight passengers from Danish airports now travel on international flights.

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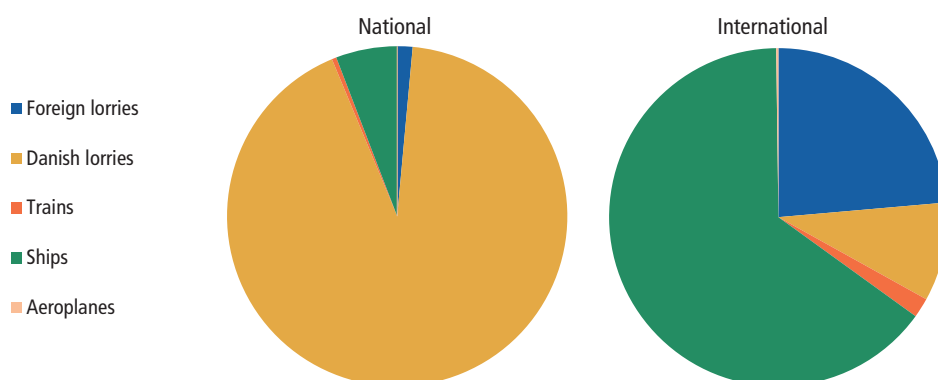
Goods transport

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

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 170 million tonnes of goods were carried in 2010 compared to 151 million tonnes in 2009. Lorries are by far the most commonly used means of transport accounting for 92 per cent of all goods transport. 6 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 2010, international goods transport accounted for 73 million tonnes against 79 million tonnes in 2009. 65 per cent of the goods in 2010 were carried by cargo vessels, 9 per cent by Danish lorries and 24 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8 Volume of goods in national and international traffic. 2010



www.statbank.dk/uvvg1, nvg1, ivg41, bane1, bane401, skib41 and flyv41

Increase in national road goods transport

The total transport performance by road vehicles increased from 10.0 in 2009 to 10.6 billion tonne-km in 2010. Road haulage for hire or reward increased with 0.6 billion ton-km, while road haulage for own account decreased slightly. The main part of the transport performance is performed by haulage contractors, which stands for 82 per cent in 2010.

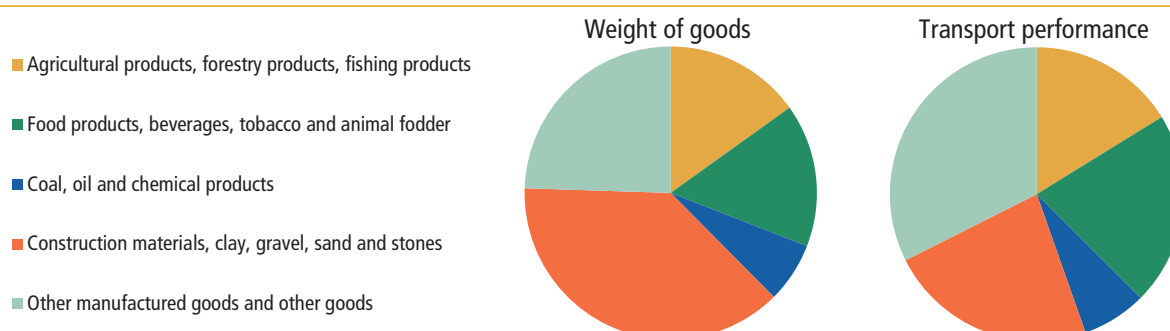
Large part of volume of goods transported in connection with construction works

In 2010, 38 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 23 per cent of the total transport performance.

Agricultural products, forestry products and fishery products and general cargo represented 15 per cent of the volume goods transported and 16 per cent of the transport performance.

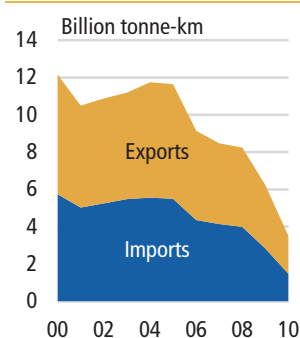
Food products, animal fodder and other manufactured products apart from oil and chemical products accounted for 40 per cent of the volume of goods transported and 54 per cent of the transport performance. 5 per cent of the goods were classified as hazardous goods, notably as flammable liquefied goods like gasoline.

Figure 9 National goods transport by Danish lorry, performance by commodity groups. 2010



www.statbank.dk/nvg23

Figure 10 International transport by Danish lorries



www.statbank.dk/ivg4 and [ivg41](http://www.statbank.dk/ivg41)

Goods by lorries are mainly transported locally

A majority of all goods is transported locally. At regional level nearly four fifths of the volume of goods was moved within the same region. In 2010, the length of a journey was on average 90 km against 91 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 2010 the transport performance by Danish lorries went down by 65 per cent to 4.4 billion tonne-km. In the same period, however, total road transport between Denmark and abroad only decreased by 24 per cent thus further underlining the reduced market share of Danish lorries.

The market share of Danish lorries reduced to 22 per cent

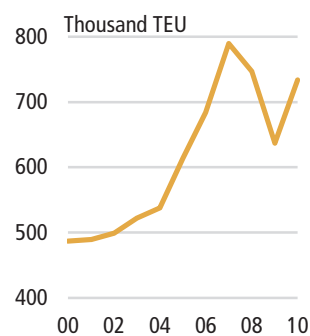
Foreign lorries accounted for 78 per cent of all goods carried by lorries between Denmark and abroad in 2010, compared to 67 per cent of the transport performance in 2009 and 36 per cent in 2000.

Among the foreign lorries there was a majority of German and Polish vehicles with 39 per cent and 24 per cent of the transport performance respectively. The development is, among other things, due to Danish business' moving to other countries plus the expanded common market in EU.

Germany and Sweden are the greatest consignees and consignors of goods

Goods transport between Denmark and abroad mainly have Germany and Sweden as partner countries. The average journey involving transport of goods was 549 km

Figure 11
Throughput of containers in the five largest ports



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

in 2010 compared to 556 km in 2009. 55 per cent of the loaded journeys were shorter than 500 km while 14 per cent exceeded 1,000 km.

Decline in goods carried by sea

Danish ports handled 76 million tonnes of goods in 2010 which was a decline from 79 million tonnes in 2009. The volume of goods in maritime transport via Danish ports fluctuates with the import of coal.

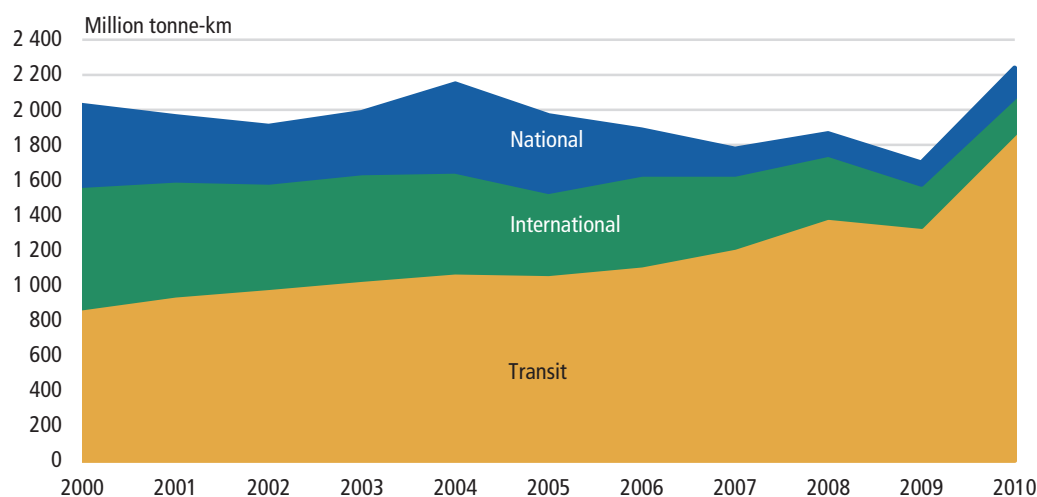
The greater part of the throughput of goods in Danish sea ports – 82 per cent is goods carried by sea to and from foreign countries. Just a fifth of the goods could be attributed to domestic transport between Danish ports or between the sea and Danish ports.

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

Increase in goods carried by containers

Containerized goods in maritime transport increased from 2009 to 2010. In 2010 Danish ports handled 437,000 containers (2009: 384,000) corresponding to 734,000 20-foot units (TEU) (2009: 637,000). The port of Aarhus handled 61 per cent of all seaborne containers.

Figure 12 Transport performance of goods transported by rail



www.statbank.dk/bane1

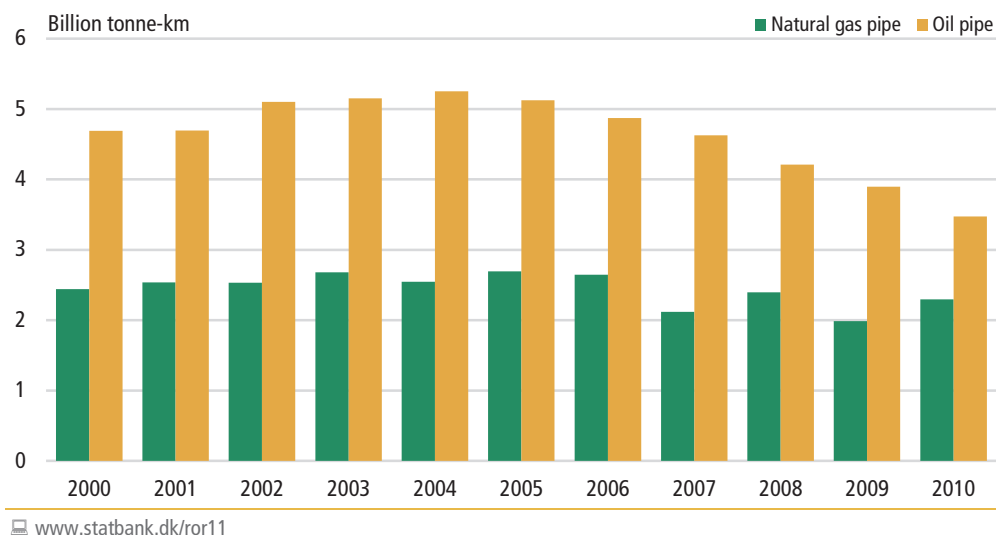
Increase in goods transport by trains in transit through Denmark

After a decrease in goods transport performance by rail in 2009, there was an increase to 2.2 billion in 2010. However, there are major disparities within the different types of rail transport. National and international goods transport has steadily fallen from 57 per cent of the transport performance in 2000 to 17 per cent in 2010, whereas goods transport in transit through Denmark has risen markedly, and now amounts 83 per cent of all rail transport performance in Denmark.

Decline in transport of oil and natural gas via pipelines

If transport of oil and gas via pipelines in connection with domestic transport is included, transport via pipelines covers 31 per cent of total domestic transport. Transport via pipelines has grown considerably up to 2005, but has been declining since. In 2010, the pipeline transport performance was 5.8 billion tonne-km, 2 per cent less than in the previous year. Two thirds of the transport was accounted for by oil from the North Sea, and the rest by natural gas.

Figure 13 Goods transport via pipelines



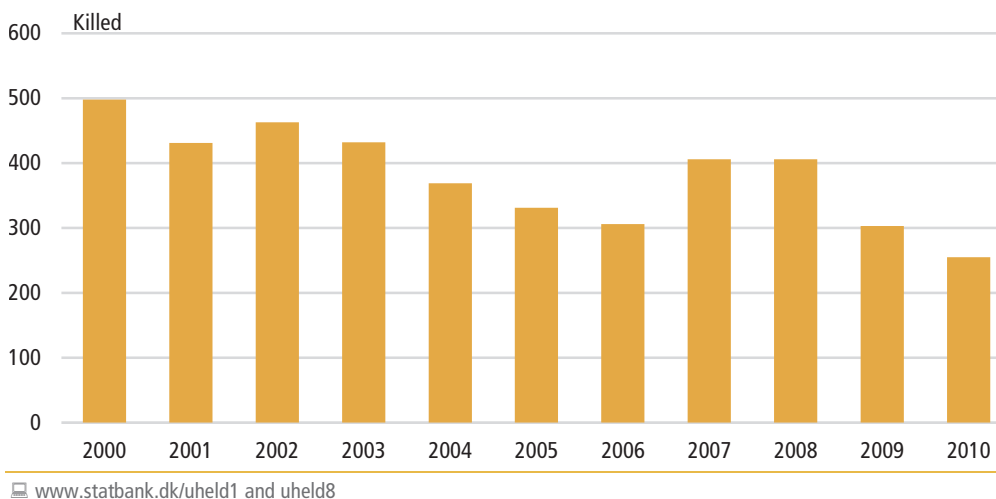
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Road traffic accidents

Fall in the number of persons killed in road traffic accidents

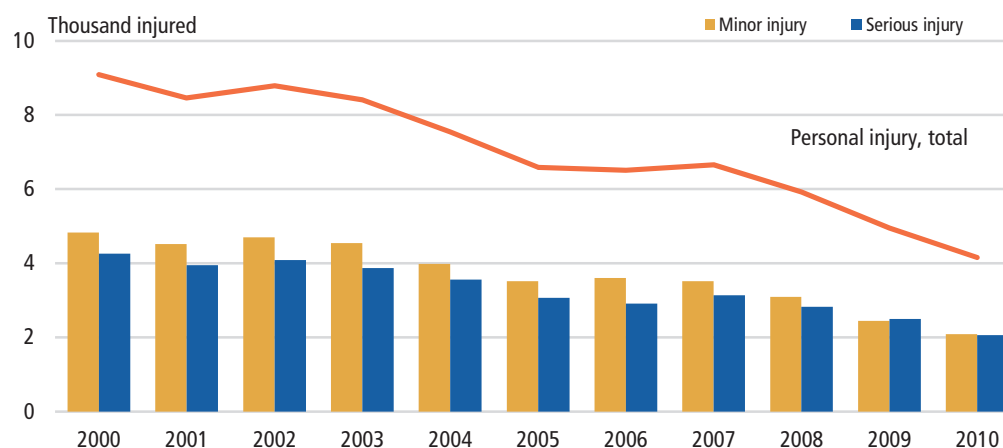
From 2000 to 2010, the number of traffic accidents leading to personal injury has decreased by 52 per cent. In 2000, the number of traffic accidents leading to personal injury was 7,346, and this had fallen to 3,498 in 2010. In the same period, the number of people killed in traffic accidents fell from 498 to 255, corresponding to a fall of 49 per cent. The number of serious and minor injuries has fallen by 54 per cent.

Figure 14 Persons killed in road traffic accidents



From 2009 to 2010, the number of road traffic accidents fell by 16 per cent and the number of persons killed by 16 per cent. In 2010, alcohol accidents accounted for 15 per cent of all traffic accidents and for 25 per cent of all people killed in traffic accidents.

Figure 15 Persons injured in traffic accidents



www.statbank.dk/uheld1 and [uheld8](http://www.statbank.dk/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 301 Infrastructure for transport

1 January	2010	2011
	————— km —————	
Road network, total	73 574	74 171
Of which motorways	1 130	1 130
State roads	3 787	3 786
Municipality roads	69 745	70 344
Railway network, total	2 667	2 667
Of which Copenhagen Metro	21	21
Of which private railways	514	514
	————— number —————	
Stations and halts	548	545
Sea ports	116	113
Airports	23	23

www.statbank.dk/vej11, bane41 and skib101

Table 302 Infrastructure for transport, expenditure

	2009	2010
	————— DKK mio. —————	
Road network	11 766	14 854
Construction expenditure	5 315	6 975
Operation and maintenance	6 451	7 879
State railway network	2 097	2 234
New investments	282	490
Reinvestments	1 772	1 650
Other investments	43	94
Private railways	29	8
Sea ports	509	...
Constructions	383	...
Buildings	126	...
Airports	687	...
Great Belt Link	77	66
Øresund Link	5	7
Copenhagen Metro	448	637

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

Table 303 New registrations of vehicles

	2010	2011
	number	
Vehicles, total	178 819	202 906
Private cars, total	153 614	169 792
Of which in households	74 860	83 312
in business and industry	78 754	86 480
Petrol	80 906	87 743
Diesel ¹	72 659	81 584
Buses	852	662
Motor cycles	2 639	1 965
Moped-45	2 692	2 473
Vans, total²	16 270	24 325
Under 2.001 kg	3 488	4 161
2.001-3.000 kg	8 881	12 805
3.001-3.500 kg	3 901	7 359
Lorries, total²	1 500	1 482
3.501-6.000 kg	89	87
over 6.000 kg	1 411	1 395
Tractors for semi-trailers	1 252	2 207

¹ Includes gas and electricity etc. ² Total weight.

www.statbank.dk/bil6

Table 304 Fuel efficiency of new registered private cars

	Petrol			Diesel			Total		
	2009	2010	2011:01-06	2009	2010	2011:01-06	2009	2010	2011:01-06
	km per litre								
Total	17.5	18.3	18.6	20.2	21.3	21.9	18.7	19.7	20.1
Households	18.1	18.7	19.1	20.9	22.4	22.8	19.1	19.8	20.2
Industries	16.4	17.7	17.8	19.6	20.8	21.4	18.1	19.5	19.9
	kg								
Total	1 061	1 035	1 036	1 326	1 335	1 340	1 178	1 173	1 170
Households	1 003	998	993	1 261	1 257	1 280	1 096	1 080	1 080
Industries	1 162	1 093	1 118	1 380	1 374	1 374	1 280	1 261	1 269

www.statbank.dk/ee1, ee2 and ee3

Table 305 Vans and lorries etc.

	2011	2012
Fleet (start of year)	number	
Vans, total	441 455	426 688
Under 2.001 kg	79 214	83 156
2.001-3.000 kg	245 406	230 318
3.001-3.500 kg	116 835	113 213
Lorries, total	30 820	29 698
3.501-6.000 kg	2 340	2 188
Over 6.000 kg	28 480	27 510
Tractors for semi-trailers	12 891	12 862
Trailers over 2.000 kg	42 053	43 983
Semi-trailers	35 200	35 154

www.statbank.dk/bil707 and bil909

Table 306 Private cars, buses and motorcycles etc.

	2010	2011
Fleet (start of year)	number	
Private cars, total	2 163 676	2 197 831
Of which in households	1 994 745	2 021 381
Of which in business and industry	168 931	176 450
Petrol	1 661 702	1 632 047
Diesel	501 653	565 009
Age:		
0-3 years	554 320	553 170
4-7 years	501 661	560 594
8-11 years	406 955	365 940
12-15 years	426 705	428 238
16-19 years	166 953	183 033
over 19 years	107 082	106 856
Average age in years	9.4	9.3
Buses, total	14 496	14 014
In scheduled service	5 873	5 972
Tourist coaches	8 623	8 042
Caravans	142 764	142 654
Motor cycles	148 766	148 817
Moped-45	54 842	51 780

www.statbank.dk/bil8 and bil10

Table 307		Ships of at least 20 GT	
1 January	2011	2012	
	number		
Danish ships, total	1 768	1 772	
Tankers	166	174	
Container ships	97	99	
Other dry cargo ships	280	267	
Passenger ships/ferries	113	108	
Fishing vessels	589	576	
Other ships	523	548	
	thousand GT		
Ship tonnage, total	11 844	11 559	
Tankers	3 964	3 555	
Container ships	6 481	6 624	
Other dry cargo ships	572	530	
Passenger ships/ferries	444	424	
Fishing vessels	113	110	
Other ships	269	316	

www.statbank.dk/skib11

Table 308		Civil aircraft			
1 January	2010		2011		
	Aircraft	Seats	Aircraft	Seats	
	number				
Danish aircraft	1 152	•	1 132	•	
Types of aircraft					
Jet, 3-4 engines	13	1 898	12	1 723	
Jet, 2 engines	161	13 392	158	12 731	
Turbo-prop, 4 engines	6	309	6	309	
Turbo-prop, 2 engines	58	1 808	54	1 737	
Propeller, 2 engines	54	327	53	318	
Propeller, 1 engine	726	2 427	717	2 384	
Helicopters	134	695	132	693	
Seats	•	20 856	•	19 895	
1-2	236	398	226	382	
3-5	607	2 323	609	2 319	
6-9	98	714	92	667	
10-99	148	5 192	146	4 923	
100 or more	63	12 229	59	11 604	

Source: Danish Transport Authority

www.statbank.dk/flyv11

Table 309 Road traffic, railways, seaports and airports

	2008	2009	2010
	— mio. vehicle km —		
Road traffic, total	49 882	49 089	48 160
Private cars	33 912	33 741	33 464
Motor cycles	450	436	444
Vans	9 361	9 170	8 807
Lorries	1 295	1 121	1 129
Articulated vehicles	1 132	979	1 004
Scheduled buses	364	372	381
Tourist coaches etc.	242	238	233
Bicycles/Mopeds max. 30 km/h	3 040	2 950	2 620
Mopeds max. 45 km/h	87	83	78
	— mio. train km —		
Railway traffic, total	81.8	81.7	83.1
S-trains	15.3	15.5	14.7
Copenhagen Metro	5.0	5.1	4.8
Passenger trains on Banedanmark's network	49.9	49.3	50.3
Goodstrains on Banedanmark's network	3.1	3.2	3.7
Other railway networks	8.5	8.6	9.6
	— thousand calls —		
Seaport calls, total	552	541	520
Passenger ships and ferries	526	519	499
Cargo ships	26	22	21
	— thousand operations —		
Air traffic, total	364	330	344
Domestic flights	97	93	98
International flights	267	237	246

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

Table 310 Passenger transport

	2009	2010
	— mio. passenger-km —	
Passenger transport in Denmark	78 193	77 359
Cars	60 742	59 900
Motor cycles	545	555
Buses in scheduled service	2 850	2 850
Tourist coaches	4 088	4 115
Bicycles/mopeds	2 950	2 620
Moped max 45 km/h	83	78
Metropolitan trains	1 312	1 347
Other trains	5 055	5 240
Ferries	187	184
Aircraft	381	470
	— thousand passengers —	
Domestic ferries, total	9 574	9 374
Of which: Kattegat lines	2 045	2 040
International ferries, total	24 005	22 907
Of which: Denmark-Sweden	12 163	11 165
Denmark-Germany	8 242	8 103
Denmark-Norway	3 313	3 373
Scheduled and charter flights, total	12 062	13 335
Scheduled, domestic	1 839	2 285
Scheduled, international	8 917	9 708
Charters	1 306	1 342

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

Table 311 Road transport of danish goods by lorries over 6 tons total weight

	2009	2010
	— mio. tonnes —	
National road transport of goods, total	137.8	156.7
Transport for hire or reward	107.5	125.0
Transport on own account	30.4	31.8
	— mio. tonne-km —	
National road transport of goods, total	10 002	10 573
Transport for hire or reward	8 074	8 720
Transport on own account	1 928	1 853
	— mio. tonnes —	
International road transport of goods, total	11.5	9.0
From Denmark	5.2	4.0
To Denmark	4.5	2.8
Crosstrade	0.5	0.8
Cabotage	1.2	1.3
	— mio. tonne-km —	
International road transport of goods, total	6 874	4 445
From Denmark	3 403	2 033
To Denmark	2 828	1 469
Crosstrade	386	634
Cabotage	257	310

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

www.statbank.dk/hvg1 and ivg41

Table 312 Goods transport by train, ship and aircraft

	2009	2010
	— thousand tonnes —	
Goods carried by train	6 116	8 100
National	480	737
To Denmark	955	908
From Denmark	440	470
In transit	4 241	5 985
	— mio. tonne-km —	
Transport performance by train	1 698	2 240
National	123	167
To Denmark	176	143
From Denmark	64	64
In transit	1 335	1 866
	— thousand tonnes —	
Goods carried by cargo vessel	60 380	57 156
National	10 656	9 897
To Denmark	28 893	26 681
From Denmark	20 831	20 578
Goods carried by ferry	18 531	19 371
National	4 007	3 841
International	14 525	15 530
Goods carried by aircraft	160	151
National	6	4
International	155	147

www.statbank.dk/bane1,skib41 and flyv41

Table 313 Families with use of cars. 2011

1 January	Families	No car	With car	One car	Two cars or more
		per cent of families			
Denmark, total	2 846 699	40.4	59.6	45.4	14.1
Region Hovedstaden	921 144	52.8	47.2	37.4	9.8
Region Sjælland	409 414	33.4	66.6	49.2	17.4
Region Syddanmark	597 523	33.5	66.5	50.2	16.3
Region Midtjylland	626 973	36.1	63.9	48.1	15.8
Region Nordjylland	291 645	34.8	65.2	50.1	15.1
Province København by	423 541	68.9	31.1	27.5	3.5
Province Københavns omegn	262 497	45.0	55.0	43.7	11.3
Province Nordsjælland	213 112	32.0	68.0	47.7	20.3
Province Bornholm	21 994	36.7	63.3	51.7	11.7
Province Østsjælland	111 644	32.8	67.2	48.4	18.8
Province Vest- og Sydsjælland	297 770	33.6	66.4	49.4	16.9
Province Fyn	247 141	36.6	63.4	48.6	14.8
Province Sydjylland	350 382	31.3	68.7	51.3	17.4
Province Østjylland	422 238	39.4	60.6	45.4	15.2
Province Vestjylland	204 735	29.2	70.8	53.7	17.1
Province Nordjylland	291 645	34.8	65.2	50.1	15.1

www.statbank.dk/bil800

Table 314 The 20 most sold private car makes. 2011

		Numbers	Share in per cent	Ranking in 2010
	New registrations, total	169 792	100.00	
1	Volkswagen	16 952	9.98	(6)
2	Peugeot	16 637	9.80	(2)
3	Ford	15 714	9.25	(1)
4	Citroën	13 265	7.81	(3)
5	Toyota	12 867	7.58	(4)
6	Opel	9 854	5.80	(5)
7	Hyundai	9 554	5.63	(9)
8	Renault	8 660	5.10	(13)
9	Chevrolet	8 655	5.10	(7)
10	Suzuki	8 402	4.95	(8)
11	Skoda	6 890	4.06	(11)
12	Fiat	6 404	3.77	(10)
13	Kia	6 227	3.67	(12)
14	Audi	5 045	2.97	(14)
15	Mazda	4 145	2.44	(15)
16	Nissan	3 784	2.23	(16)
17	Mercedes-Benz	3 188	1.88	(18)
18	BMW	3 172	1.87	(17)
19	Volvo	2 125	1.25	(19)
20	Seat	2 048	1.21	(20)
	Others	6 204	3.65	•

www.statbank.dk/12

Table 315 The most widespread passenger cars. 2012

		Number	Share as a percentage
	Total stock (start of year)	2 197 831	100.00
1	Volkswagen	245 316	11.16
2	Peugeot	225 920	10.28
3	Toyota	202 797	9.23
4	Ford	177 746	8.09
5	Opel	162 191	7.38
6	Citroën	152 198	6.92
7	Suzuki	103 836	4.72
8	Skoda	99 495	4.53
9	Fiat	94 412	4.30
10	Mazda	82 019	3.73
11	Hyundai	75 490	3.43
12	Audi	67 764	3.08
13	Renault	64 002	2.91
14	Volvo	61 618	2.80
15	Mercedes-Benz	48 821	2.22
16	Nissan	47 058	2.14
17	Kia	46 820	2.13
18	BMW	42 607	1.94
19	Mitsubishi	33 252	1.51
20	Chevrolet	31 956	1.45
	Others	132 513	6.03

www.statbank.dk/12

Table 316 Families with purchase of cars

	Families, 1 January		Purchased new car	
	2009	2010	2009	2010
Denmark, total	2 827 449	2 846 699	61 506	74 132
	————— per cent of families —————			
Denmark, total			2.2	2.6
Region Hovedstaden	911 138	921 144	1.8	2.2
Region Sjælland	408 570	409 414	2.5	3.0
Region Syddanmark	595 402	597 523	2.2	2.7
Region Midtjylland	622 006	626 973	2.3	2.8
Region Nordjylland	290 333	291 645	2.4	2.9
Province København by	416 069	423 541	1.1	1.2
Province Københavns omegn	260 942	262 497	2.2	2.6
Province Nordsjælland	212 032	213 112	2.8	3.5
Province Bornholm	22 095	21 994	2.0	2.5
Province Østsjælland	111 014	111 644	2.8	3.3
Province Vest- og Sydsjælland	297 556	297 770	2.5	2.9
Province Fyn	246 325	247 141	2.1	2.6
Province Sydjylland	349 077	350 382	2.4	2.8
Province Østjylland	417 653	422 238	2.2	2.6
Province Vestjylland	204 353	204 735	2.5	3.0
Province Nordjylland	290 333	291 645	2.4	2.9

www.statbank.dk/bil600

Table 317 Families with purchase of cars by regions and provinces

	Families, 1 January		Purchased new car	
	2009	2010	2009	2010
All Denmark	2 827 449	2 846 699	61 506	74 132
	————— per cent of total —————			
All Denmark	100.0	100.0	100.0	100.0
Region Hovedstaden	32.2	32.4	26.6	27.0
Region Sjælland	14.5	14.4	16.9	16.5
Region Syddanmark	21.1	21.0	21.7	21.7
Region Midtjylland	22.0	22.0	23.4	23.4
Region Nordjylland	10.3	10.2	11.3	11.4
Province København by	14.7	14.9	7.1	6.9
Province Københavns omegn	9.2	9.2	9.2	9.2
Province Nordsjælland	7.5	7.5	9.6	10.1
Province Bornholm	0.8	0.8	0.7	0.7
Province Østsjælland	3.9	3.9	5.0	4.9
Province Vest- og Sydsjælland	10.5	10.5	11.9	11.5
Province Fyn	8.7	8.7	8.3	8.6
Province Sydjylland	12.3	12.3	13.4	13.1
Province Østjylland	14.8	14.8	15.1	15.1
Province Vestjylland	7.2	7.2	8.3	8.4
Province Nordjylland	10.3	10.2	11.3	11.4

www.statbank.dk/bil600

Table 318 Car traffic on Danish E-roads, selected roads and bridges etc.

		2009	2010
European road sections		——— ave. no. of cars per 24 hours ———	
E20	Øresund Bridge	19 462	19 388
	Amager Motorway, at Kalveboderne	87 336	87 952
	Øresund Motorway, west of Engelsbovej	57 753	57 819
	Sjælland Bridge, Copenhagen	50 100	47 200
	West Motorway, east of Ringsted	42 283	42 736
	Great Belt Link	29 608	28 749
	Fyn Motorway, north of Nyborg	28 508	29 174
	Fyn Motorway, south of Odense	50 838	52 927
	The New Little Belt Bridge	59 286	59 789
	Fyn Motorway, at Taulov	33 758	34 535
	Esbjerg-Kolding, at Holsted	17 801	18 246
	Gammelby Ringvej in Esbjerg	11 943	11 541
E45	National border, Kruså	16 199	16 264
	Syddjylland Motorway, west of Haderslev	50 922	50 267
E20/45	Syddjylland Motorway, north of Kolding	63 660	63 302
E45	Vejle Fjord Bridge	63 547	64 129
	Midtjylland Motorway, at Horsens	42 548	43 130
	Midtjylland Motorway, at Stilling	52 012	51 438
	Midtjylland Motorway, at Randers	37 345	37 118
	Nordjylland Motorway, south of Aalborg	42 124	41 071
	Limfjord Tunnel	64 102	64 791
	Frederikshavn Motorway, at Vodskov	17 636	18 345
	Frederikshavn Motorway, at Sæby	8 713	8 844
	North of Sæby	14 509	14 366
E39	Hirtshals Motorway, between <9> and <10>	21 872	22 897
	Hirtshals Motorway, at Hjørring	7 046	6 570
E47/55	Flynderborgvej, Helsingør	6 584	6 971
	Helsingør Motorway, at Nærum	74 691	75 024
	Motorring 3, at Husum	62 518	62 298
E20/47/55	Køge Bugt Motorway, at Hundige	104 444	105 900
	Køge Bugt Motorway, at Ølby	92 550	91 100
E47/55	South Motorway, at Tappernøje	23 518	22 890
	South Motorway, south of Algestrup	35 950	36 322
	Farø Bridges, north of Farø	21 577	21 007
	Guldborgsund Tunnel	11 267	10 861
E47	South Motorway, south of Rødby	7 151	7 144
E55	Ørslev-Gedser	14 498	14 082
Other roads and bridges			
8	Alssund Bridge	24 268	22 993
9	Svendborg Motorway, north of <11>, Årslev	23 084	24 076
9	Svendborgsund Bridge	16 735	16 919
9	Frederik IX's Bridge	21 162	20 779
15	Herning Motorway, east of Kløverbladet	21 237	19 708
15	Herning Motorway, west of <40>	19 031	19 499
18	Midtjyske Motorway, south of <15>, Herning	16 606	17 270
21/23	Holbæk Motorway, west of Ring 3	81 616	79 457
21/23	Holbæk Motorway, east of Roskilde	52 269	49 500
04	Motorring 4, at Herstedvester	62 442	60 420
55	Limfjord Bridge	28 000	28 700
153	Storstrøm Bridge	5 400	4 800
53	Kronprins Frederiks Bridge, Frederikssund	19 340	19 201
16	Bispeengbuen	53 300	48 300
16	Hillerød Motorway, Fiskebæk Bridge	50 922	50 267
	Knippels Bridge, Copenhagen	25 400	25 800
	Lange Bridge, Copenhagen	51 900	56 400

Source: Road Directorate

www.statbank.dk/vej22

Table 319 Ships observed passing through the Sound and Belts

	2009	2010
	observations	
Øresund North	31 449	29 959
Going north	15 086	14 218
Going south	16 363	15 741
Øresund South	35 518	32 411
Going north	16 919	15 497
Going south	18 599	16 914
The Great Belt North	31 449	29 959
Going north	15 086	14 218
Going south	16 363	15 741
The Great Belt South	35 518	32 411
Going north	16 919	15 497
Going south	18 599	16 914
The Little Belt North	31 449	29 959
Going north	15 086	14 218
Going south	16 363	15 741
The Little Belt South	35 518	32 411
Going north	10 953	10 083
Going south	8 661	8 399

Source: Danish Maritime Safety Administration

www.statbank.dk/skib25

Table 320 Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2010	2011	2010	2011	2010	2011
	number					
Total	41	41	37	29	78	70
Of which shipwrecks	1	1	3	6	4	7
Of which passenger ships	33	19	•	•	33	19
Fire, explosions	6	1	2	4	8	5
Groundings	10	11	8	5	18	16
Collision	12	10	5	9	17	19
Head-on collision of ships	3	2	-	-	3	2
Contact-damage	4	6	1	3	5	9
Capsizing	2	1	1	2	3	3
Mechanical breakdown	-	1	2	4	2	5
Other cause	4	9	18	2	22	11
Deaths	-	-	-	3	-	3
Injuries	10	6	1	-	11	6

Source: Danish Maritime Authority

www.statbank.dk/skib92 and [skib93](http://www.statbank.dk/skib93)

Table 321 Persons seriously injured or killed in railway accidents

	2008	2009	2010
	number of persons		
Passengers	3	5	1
Of which killed	-	-	-
Staff	2	3	-
Of which killed	-	1	-
Others	16	22	17
Of which killed	12	14	10

www.statbank.dk/bane91











Table 322 Road traffic accidents causing casualties

	1980	1985	1990	1995	2000	2005	2010
Accidents, total	12 334	11 502	9 155	8 373	7 346	5 412	3 498
Of which:							
Alcohol accidents ¹	2 622	2 403	1 613	1 282	1 272	870	530
Casualties, total	15 751	14 627	11 287	10 573	9 590	6 919	4 408
Killed	690	772	634	582	498	331	255
Seriously injured	8 477	8 672	6 396	5 624	4 259	3 072	2 063
Slightly injured	6 584	5 183	4 257	4 367	4 833	3 516	2 090
Casualties in alcohol accidents	3 654	3 255	2 057	1 672	1 696	1 092	671
Killed	246	261	154	123	110	85	64
Seriously injured	2 004	1 923	1 176	893	738	458	302
Slightly injured	1 404	1 071	727	656	848	549	305

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

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

Table 323 Road traffic accidents with casualties by accident situation. 2010

	Accident situations									Total	
											
	0	1	2	3	4	5	6	7	8	9	10
Van, total	731	386	398	348	278	379	373	96	453	56	3 498
Accidents, involving:											
Ordinary private car	451	305	345	266	254	334	336	81	313	21	2 706
Taxi	2	5	3	4	8	9	3	3	16	2	55
Vehicle, total weight											
0-3.500 kg signalling emergency call	1	4	1	-	1	2	2	2	2	-	15
Van, total weight											
0-2.000 kg	15	17	24	15	11	18	19	7	8	1	135
Van, total weight											
2.001-3.500 kg	19	23	62	30	10	28	17	9	14	4	216
Lorry, total weight											
over 3.500 kg	10	38	42	30	4	14	18	9	16	8	189
Bus on scheduled service	2	7	13	6	7	8	2	-	15	-	60
Bus, other	2	4	4	1	3	3	2	-	3	-	22
Tractor	4	6	14	7	3	7	4	3	2	1	51
Motor cycle	73	36	21	21	38	11	32	1	2	8	243
Moped with registration max. speed 45 km p.h.	18	15	5	13	8	4	11	1	2	2	79
Moped 30 with mechanical changes	20	7	6	17	7	10	6	3	6	-	82
Moped 30, other	96	44	19	96	37	55	48	24	22	10	451
Bicycle	20	100	48	143	87	130	151	29	26	6	740
Pedestrian	•	2	-	-	3	2	1	3	453	1	466

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

www.statbank.dk/uheld6

Table 324 Fatal casualties in road traffic accidents. 2010

	Vehicle used						Pedestrian	Total	
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30			Bicycle
Men, total	84	12	2	22	1	7	16	26	170
0- 6 years	1	1	-	-	-	-	-	1	3
7-14 years	13	-	-	-	-	1	2	1	17
15-19 years	12	3	-	5	-	-	1	1	22
20-24 years	24	4	-	6	1	-	-	4	39
25-44 years	24	4	2	10	-	4	6	7	57
45-64 years	10	-	-	1	-	2	7	12	32
65 years +									
Women, total	51	2	-	1	-	3	10	18	85
0- 6 years	1	-	-	-	-	-	-	-	1
7-14 years	2	-	-	-	-	-	1	2	5
15-19 years	4	-	-	-	-	2	-	-	6
20-24 years	3	1	-	-	-	-	-	1	5
25-44 years	14	-	-	-	-	-	1	3	18
45-64 years	7	-	-	1	-	-	2	5	15
65 years +	20	1	-	-	-	1	6	7	35

¹ Incl. bus and tractor.

www.statbank.dk/uheld8

Table 325 Fatal and non-fatal casualties in road traffic accidents. 2010

	Vehicle used						Pedestrian	Total	
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30			Bicycle
Men, total	1 207	119	71	216	62	400	371	244	2 694²
0- 6 years	19	1	-	-	-	-	2	13	35
7-14 years	35	3	2	2	3	8	37	23	115
15-19 years	206	9	5	12	5	153	39	22	452
20-24 years	217	17	1	35	6	40	38	27	381
25-44 years	423	52	20	86	27	98	100	60	866
45-64 years	206	31	30	72	17	80	113	53	602
65 years +	101	6	13	9	4	21	42	46	243
Women, total	906	33	50	33	11	103	342	226	1 705³
0- 6 years	14	-	-	-	-	-	1	6	21
7-14 years	47	-	2	1	-	-	23	20	93
15-19 years	93	6	2	1	1	49	33	26	212
20-24 years	103	4	2	4	4	13	47	16	193
25-44 years	303	8	5	16	6	18	98	34	488
45-64 years	218	13	17	10	-	16	100	47	421
65 years +	128	2	22	1	-	7	40	77	277
Not stated	4	-	-	-	-	1	1	3	9

¹ Incl. bus and tractor. ² Incl. 4 horses with riders. ³ Incl. 1 horse with rider.

www.statbank.dk/uheld8