

**Documentation of statistics for  
Road Network and Road Traffic 2021**

## 1 Introduction

These statistics describes the Danish road network, its traffic and the investments in it. The statistics are comparable since 1990. Statistics Denmark disseminates statistics on behalf of The Danish Road Directorate as part of the cooperation between the two institutions.

## 2 Statistical presentation

These statistics contain information on the number of vehicles per 24 hours after road segment, million vehicle kilometers by means of transport, road network in kilometers by province and type of road and road network investments in million DKK by type of investment.

### 2.1 Data description

These statistics contain information about the road network itself and its traffic. For the road network itself, the total kilometers of roads are divided by road type and geographical by country. In addition, investments in the road network in DKK million are estimated and divided by investment type. Investments are calculated in current year's prices, 1995 prices and 2000 prices. For traffic, the number of motor vehicles by road type, and million vehicle kilometers of Danish vehicles on Danish roads by means of transport are estimated.

### 2.2 Classification system

The road network is divided geographically by [provinces](#) and type of road in respectively state, municipal and other:

- Motorways
- Dual carriageways
- Other roads.

Type of investments in the road network are divided into:

- Cost of new constructions
- Cost of maintenance
- Great belt link
- Oresund link

Road traffic of Danish vehicles are grouped into means of transport.

### 2.3 Sector coverage

Transport.

## 2.4 Statistical concepts and definitions

**Motorway:** A road specially constructed and built for the use of motor vehicles and; have separate carriageways for traffic in two directions; have no access to neighboring properties; is not crossed at the same level by other road, rail, tram line or pedestrian crossing; is reserved for specific categories of road motor vehicles.

**Dual carriageway:** A road specially constructed and built for the use of motor vehicles and; doesn't have separated lanes in the two traffic directions; have no access to neighboring properties; may have crossing traffic; is reserved for certain categories of motor vehicles.

**Other roads:** Other roads than motorways or express roads not including paths and gravel roads and roads on private property. Roads under municipality supervision (public access) is included.

**State road:** Road owned and maintained by the state. Typically motorways and main dual carriageways.

**Municipality road:** Road maintained by municipalities. Typically local dual carriageways, country roads and minor urban and non-urban roads.

**E-road:** Road that is part of the European road network. In Denmark these are mainly motorways which are transit corridors between Germany, Sweden and Norway.

**Cost of new constructions:** Cost of new constructions.

**Cost of maintenance:** Cost of maintenance of existing infrastructure.

**Great belt link:** Bridge and tunnel connection between Funen and Zealand.

**Oresund link:** Bridge and tunnel connection between Zealand and Sweden.

## 2.5 Statistical unit

- Road network
- Investments
- Motor vehicle
- Road traffic

## 2.6 Statistical population

The road network in Denmark excluding paths and unpaved roads.

## 2.7 Reference area

Denmark.

## 2.8 Time coverage

- The road network covers the period from 1990 and onwards for road type at national level, but there is a geographical data breach from 2007 onwards
- Investments in the road network cover the period from 1990 and onwards
- Motor vehicles per day cover the period from 1988 and onwards
- Traffic work with Danish vehicles covers the period from 2000 and onwards

## **2.9 Base period**

Investments in the road network are presented in current prices, 2000-prices and 1995-prices.

## **2.10 Unit of measure**

- Road network in kilometers (KM)
- Investments in DKK million
- Motor vehicle traffic in number of per day
- Road traffic in million vehicle km. (VKM)

## **2.11 Reference period**

Calendar year.

## **2.12 Frequency of dissemination**

Annually.

## **2.13 Legal acts and other agreements**

The Act on Statistics Denmark (Lov om Danmarks Statistik), Section 8, cf. Order no. 610 of 30. may 2018.

## **2.14 Cost and burden**

There is no direct response burden in compiling these statistics since data is reported by another public authority.

## **2.15 Comment**

For further information contact Statistics Denmark directly.

## **3 Statistical processing**

The statistics is processed by the Danish Road Directorate and published by Statistics Denmark as part of a cooperation between the two agencies.

Information on methodology can be found on [the webiste of the Road Directorate](#).

### **3.1 Source data**

Data are compiled by the [Danish Road Directorate](#).

### **3.2 Frequency of data collection**

Data is collected annually from the Danish Road Directorate.

### **3.3 Data collection**

The statistics is based on traffic counts and odometer readings from road worthiness inspections of road vehicles.

### **3.4 Data validation**

Please refer to [the Road Directorates home page](#).

### **3.5 Data compilation**

Please refer to [the Road Directorates home page](#).

### **3.6 Adjustment**

Please refer to [the Road Directorates home page](#).

## **4 Relevance**

The statistics is used by e.g. news media, analytical work, and ministries.

### **4.1 User Needs**

The main users are the EU Commission, Danish ministries and business associations.

### **4.2 User Satisfaction**

There is no data collection on user satisfaction and rarely feedback from user.

### **4.3 Data completeness rate**

Data covers Danish roads except foot paths and gravel roads and covers all types of road vehicles

## **5 Accuracy and reliability**

The statistics is based on government budgets, traffic counts, odometer reading at periodic road worthiness test and is considered highly reliable.

### **5.1 Overall accuracy**

The statistics is based on government budgets, traffic counts, odometer reading at periodic road worthiness test.

No measures is made to access the precision but there is no a priori expectations that the statistics is neither positive nor negative biased.

## 5.2 Sampling error

Refer to [the Danish Road Directorate](#).

## 5.3 Non-sampling error

Refer to [the Danish Road Directorate](#).

## 5.4 Quality management

Statistics Denmark follows the recommendations on organisation and management of quality given in the Code of Practice for European Statistics (CoP) and the implementation guidelines given in the Quality Assurance Framework of the European Statistical System (QAF). A Working Group on Quality and a central quality assurance function have been established to continuously carry through control of products and processes.

## 5.5 Quality assurance

Statistics Denmark follows the principles in the Code of Practice for European Statistics (CoP) and uses the Quality Assurance Framework of the European Statistical System (QAF) for the implementation of the principles. This involves continuous decentralized and central control of products and processes based on documentation following international standards. The central quality assurance function reports to the Working Group on Quality. Reports include suggestions for improvement that are assessed, decided and subsequently implemented.

## 5.6 Quality assessment

There is not made any quality assessment

## 5.7 Data revision - policy

Statistics Denmark revises published figures in accordance with the [Revision Policy for Statistics Denmark](#). The common procedures and principles of the Revision Policy are for some statistics supplemented by a specific revision practice.

## 5.8 Data revision practice

There is no preliminary statistics

## 6 Timeliness and punctuality

The statistics are published every October after the reference period.

The statistics is published without delay according to the preannounced time.

### 6.1 Timeliness and time lag - final results

The statistics are published every October after the reference period.

## **6.2 Punctuality**

The statistics is published without delay according to the preannounced time.

## **7 Comparability**

There is a break in time series with geographical subdivision based on administrative units as a result of the Reform of the municipality structure in 2007.

### **7.1 Comparability - geographical**

Similar statistics for other EU countries is published by Eurostat

### **7.2 Comparability over time**

Road network is subdivided on 14 counties in the period 1990-2006 according to the 1970 legislation on municipalities. From 2007 the subdivision is on 11 regions. A break in time series exists from 2006 to 2007.

### **7.3 Coherence - cross domain**

Statistics Denmark publishes the statistics of the Road Directorate. No other statistics exists.

### **7.4 Coherence - internal**

Not relevant for these statistics.

## **8 Accessibility and clarity**

The statistics are published in the StatBank under the topics [Road network](#) and [Traffic](#).

### **8.1 Release calendar**

The publication date appears in the release calendar. The date is confirmed in the weeks before.

### **8.3 User access**

Statistics are always published at 8:00 a.m. at the day announced in the release calendar. No one outside of Statistics Denmark can access the statistics before they are published.

### **8.2 Release calendar access**

The Release Calendar can be accessed on our English website: [Release Calendar](#).

#### **8.4 News release**

There is no separate press release (NYT) for this statistics

#### **8.5 Publications**

Not relevant for these statistics.

#### **8.6 On-line database**

The statistics are published in the StatBank in the following tables:

- [VEJ11](#): Road network by part of the country, type of road and time
- [VEJ2](#): Investments in the road network by type of investment, unit and time
- [VEJ22](#): Average daily motor vehicle traffic by road segment and time
- [VEJ23](#): Road traffic of Danish vehicles on Danish roads by means of transport and time

#### **8.7 Micro-data access**

Not available from Statistics Denmark. Contact the Road Directorate for requests

#### **8.8 Other**

Not relevant for these statistics.

#### **8.9 Confidentiality - policy**

[Data Confidentiality Policy](#) for Statistics Denmark.

#### **8.10 Confidentiality - data treatment**

Not relevant for this statistics.

#### **8.11 Documentation on methodology**

Detailed documentation is held by [the Road Directorate](#).

#### **8.12 Quality documentation**

Results from the quality evaluation of products and selected processes are available in detail for each statistics and in summary reports for the Working Group on Quality.

### **9 Contact**

The administrative placement of these statistics is in the division of Short Term Statistics. The person responsible is Karina Moric Ingemann, tel.: + 45 3917 30 32, e-mail: kam@dst.dk.



**9.1 Contact organisation**

Statistics Denmark

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N/A