

**Documentation of statistics for
Road Network and Road Traffic 2013**

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 DKK million 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

Transportation.

2.4 Statistical concepts and definitions

Other than state and municipality roads: Roads not state or municipality roads. It is mainly roads owned by the state owned limited company Sund og Bælt A/S (Sound and Belt) that owns and operates the bridges across Great Belt, (the Danish part of) Øresund and when finished across Femern Belt.

Cost of new constructions: Cost of new constructions

Cost of maintenance: Cost of maintenance of existing infrastructure

E-roads: E-roads are road part of the European road network. In Denmark it is primarily motorways working as transit corridors north-south and east-west.

Type of investment: Type of investment is either cost of construction of new infrastructure or cost of maintenance of existing infrastructure

Municipality roads: Roads maintained by municipalities. It is local express roads, urban and non-urban roads and minor roads

Type of vehicle: Type of vehicle or mean of transport, e.g. bicycle or car

Province: Denmark are divided into 11 provinces as aggregation of municipalities. The provinces correspond to NUTS3-level in the NUTS-classification.

Express roads: A road built for motor traffic that does not serve adjacent properties; does not normally have separate carriageways for the two directions of traffic; is accessible only from interchanges or controlled junctions; on which stopping and parking on the running carriageway is prohibited; and is specially sign-posted and reserved for specific categories of motor vehicles.

Motorways: A road specially designed and built for motor traffic which does not serve properties bordering it; has separate carriageways in two directions; has no crossings at the same level with any road, railway or footpath; and is specially sign-posted and reserved for specific categories of road motor vehicles.

State roads: Road owned and maintained by the state. Typically main roads connecting the country, i.e. motorways and express roads.

Vehicle-kilometre: A unit of measure representing the movement of a road vehicle over one kilometre

Type of road: Type of road is a combination of the owner/operator of the road and whether it is a motorway, express road or other.

Other type of 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.

2.5 Statistical unit

- Road network
- Investments
- Motor vehicle
- Road traffic

2.6 Statistical population

The road network in Denmark excluding paths and gravel 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. 599 of 22 June 2000.

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

Statistics Denmark disseminates the Road Directorate's statistics as part of the cooperation between the two institutions. For information about statistical processing, refer to the website of the Road Directorate.

3.1 Source data

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

3.2 Frequency of data collection

Yearly.

3.3 Data collection

Data is collected from the Road directorate.

3.4 Data validation

Data is validated by the Road directorate.

3.5 Data compilation

Data is processed by the Road directorate.

3.6 Adjustment

Not relevant for these statistics.

4 Relevance

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

4.1 User Needs

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

4.2 User Satisfaction

Refer to the Road Directorate.

4.3 Data completeness rate

Not relevant for these statistics.

5 Accuracy and reliability

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

5.1 Overall accuracy

Refer to the Road Directorate.

5.2 Sampling error

Refer to the Road Directorate.

5.3 Non-sampling error

Detailed documentation is held by the 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

Refer to the Road Directorate.

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

Not relevant for these statistics.

6 Timeliness and punctuality

These statistics are published 10 months after the end of the reference period for traffic and 15 months after the reference period for road network. Publications are released on time, as stated in the release calendar.

6.1 Timeliness and time lag - final results

The statistics are published every October.

6.2 Punctuality

These statistics are published without delay, with reference to the announced time of publication in the release calendar.

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

Eurostat disseminates international comparable statistics on the subject.

7.2 Comparability over time

These statistics are comparable in the periods from 1990 to 2006 and from 2007 and onwards.

7.3 Coherence - cross domain

Not relevant for these statistics.

7.4 Coherence - internal

Not relevant for these statistics.

8 Accessibility and clarity

These statistics are published in the StatBank.

8.1 Release calendar

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

8.2 Release calendar access

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

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.

8.4 News release

Not relevant for these statistics.

8.5 Publications

Not relevant for these statistics.

8.6 On-line database

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

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

8.7 Micro-data access

Data are stored in the Road Directorate.

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 these statistics.

8.11 Documentation on methodology

There is no separate documentation on methodology available for these statistics.

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 Ingeman, tel.: + 45 3917 30 32, e-mail: kam@dst.dk.

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