

Transport

1. Infrastructure

Extension of motorways and dual-carriageways

There are 73,197 km of public roads in Denmark on 1 January 2008. 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.

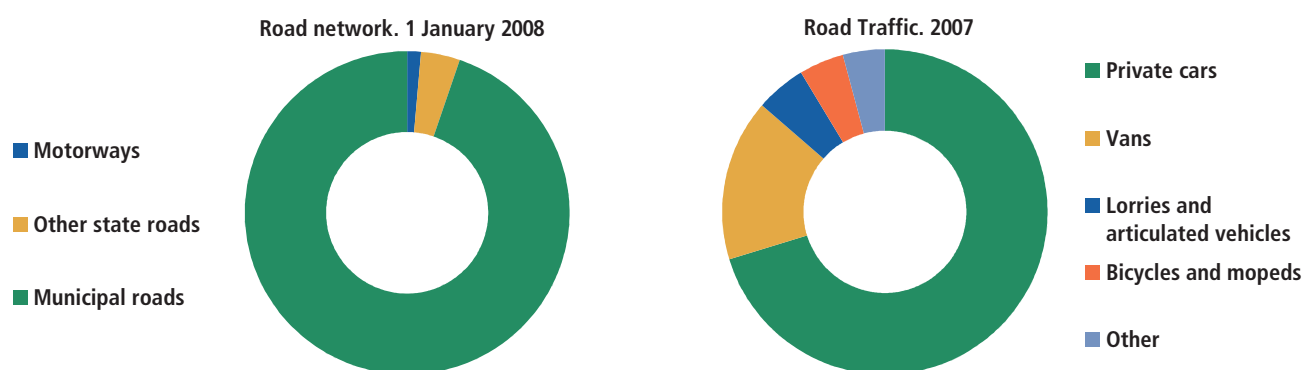
The state road network now comprises 5 per cent of the public road network. The other 95 per cent are administered by the new municipalities.

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

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

Since 1998, the motorway network has been extended by 29 per cent to 1,111 km in 2008, and the length of the dual-carriageways has increased by 28 per cent to 375 km in 2008.

Figure 1 Distribution of road network and of road traffic



For further information visit 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 2008, about 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 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 extent of the Danish rail network is slightly smaller.

At the beginning of 2008, almost a quarter of the rail network was electrified. This is three times more than in 1990.

Goods transport by ship is concentrated at nearly 30 sea ports

In 2007, there were 115 Danish ports handling freight. One fourth of the sea ports each handled more than 1 million tonnes of goods annually, and accounted for 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.

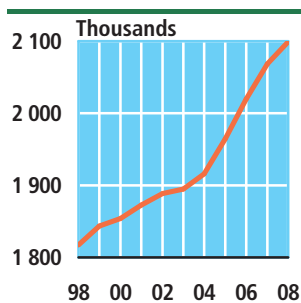
Ferry and passenger ship traffic is concentrated at 40 sea ports

74 sea ports are engaged in transport of passengers, of which half of them have more than 250,000 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 23 per cent of all sea passengers, followed by Rødby Færgehavn with 15 per cent of all passengers in 2007.

2. Means of transport

Figure 2
Stock of passenger cars



For further information visit
www.statbank.dk/bil10.

Three out of four motor vehicles are passenger cars

On 1 January 2009, there were a total of 2,851,000 motor vehicles in Denmark. 74 per cent of motor vehicles were passenger cars, 17 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries.

The increase of 321,000 or 13 per cent in the stock of motor vehicles from 2005 to 2009 was mainly dominated by passenger cars and delivery vans. Furthermore, there has been a sharp increase in the number of motorbikes.

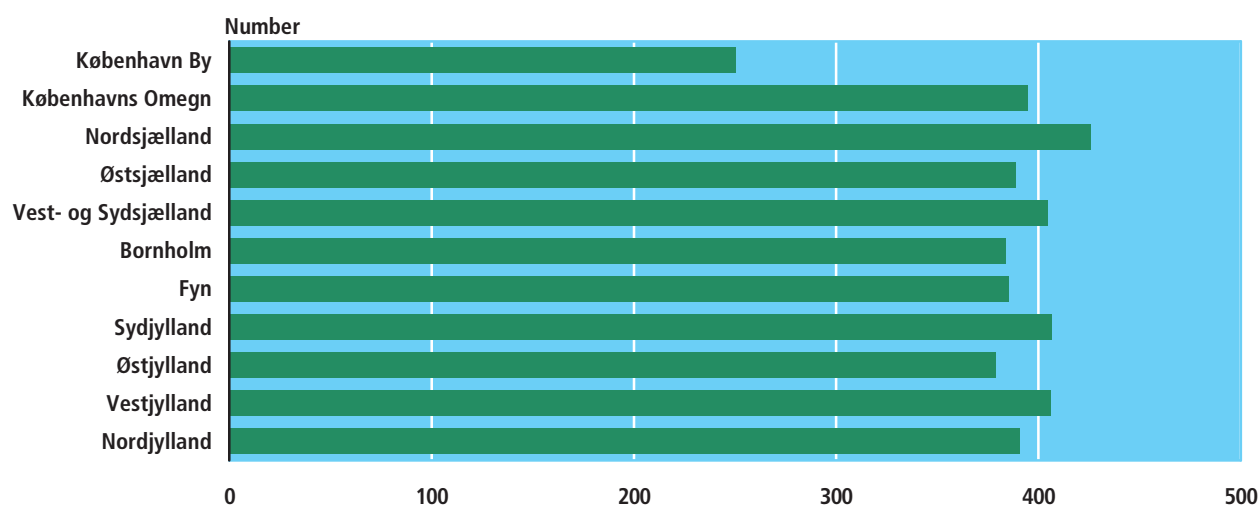
The number of busses and lorries has remained unchanged over the period.

More cars available

In 2009, there were 381 passenger cars per 1,000 inhabitants. The largest stock of passenger cars is in Nordsjælland with 426 passenger cars per 1,000 inhabitants, while Copenhagen City score lowest with 250 passenger cars per 1,000 inhabitants.

Transport

Figure 3 Stock of passenger cars per 1,000 inhabitants by province. 1 January 2009

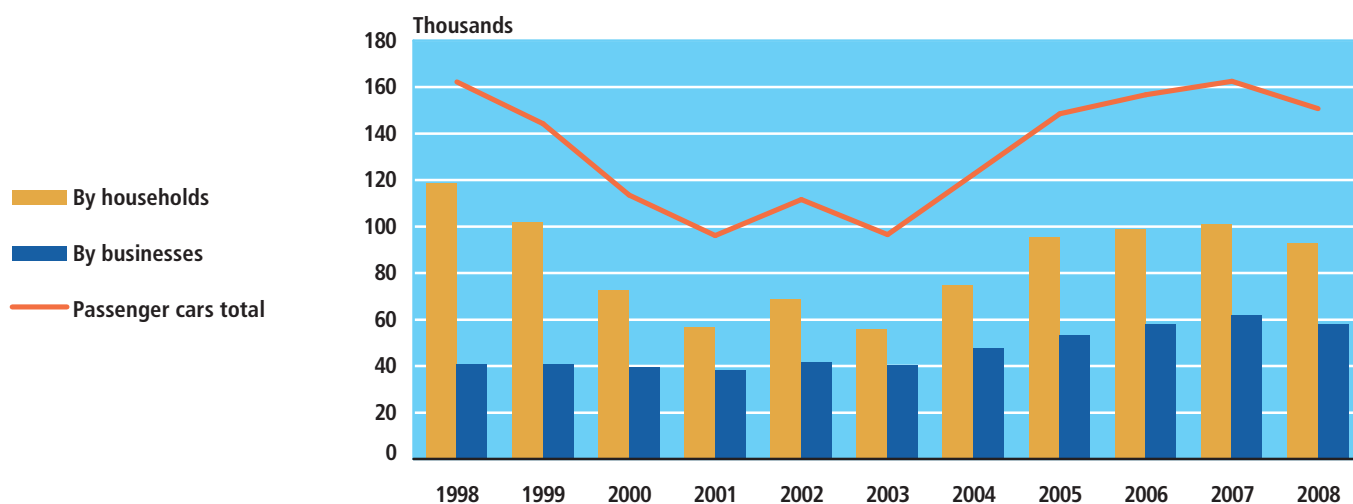


For further information visit www.statbank.dk/bef1a07 and [bil707](http://www.statbank.dk/bil707).

Minor decrease in the number of new private cars registered

The number of new private cars registered in 2008 was less than the period 2006-2007 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



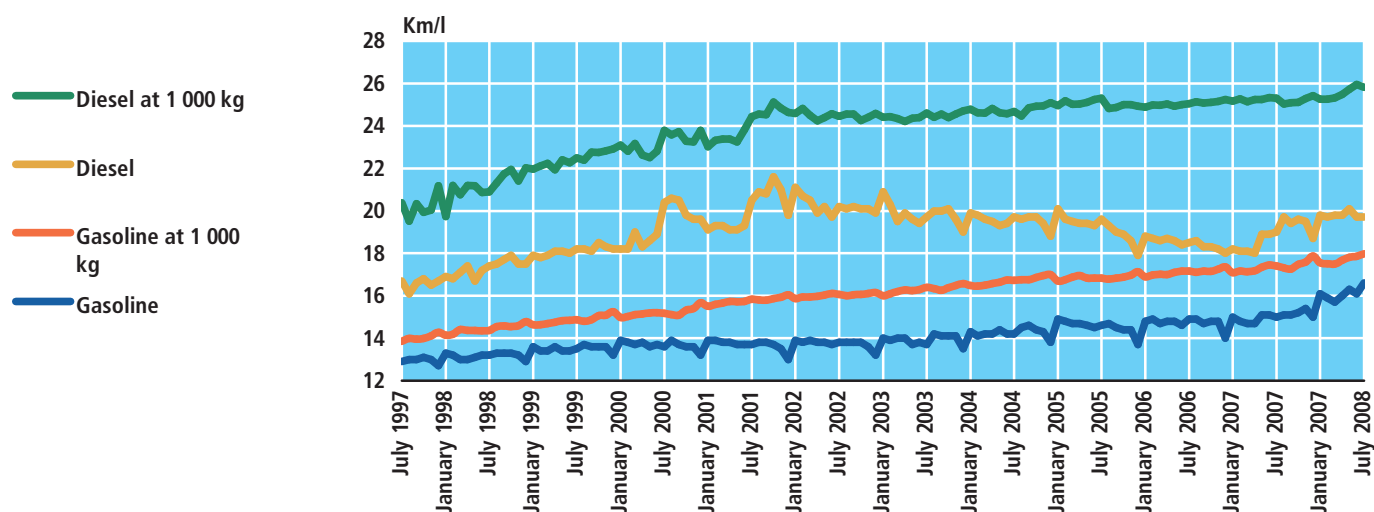
For further information visit www.statbank.dk/bil5.

Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered passenger cars registered in 2006-2007 was on average 17.8 km/l compared to 13.1 km/l for cars registered in 1997-1998. This is equivalent to an increase of 33.7 per cent. For cars purchased by private households, the corresponding figures are 18.0 km/l and 13.4 km/l, while for cars purchased by the industries figures are 17.4 km/l and 12.4 km/l.

Figure 5

Energy efficiency for new private cars registered



For further information visit www.statbank.dk/ee1.

Fewer locomotives, more train sets and a considerable reduction of the number of goods waggons

While there are a falling number of locomotives, the number of train sets has increased. At the beginning of 2008, the number of train sets was 537, 17 per cent more than in 1998, while the number of section locomotives has been reduced by 44 per cent.

There were 124,000 seats in trains which is 21 per cent more than ten years ago. One third of the seats are in S-trains.

Foreign goods waggons 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 waggons, compared to 3,440 ten years ago.

Container ships now account for more than six tenths of the gross tonnage of Danish cargo vessels

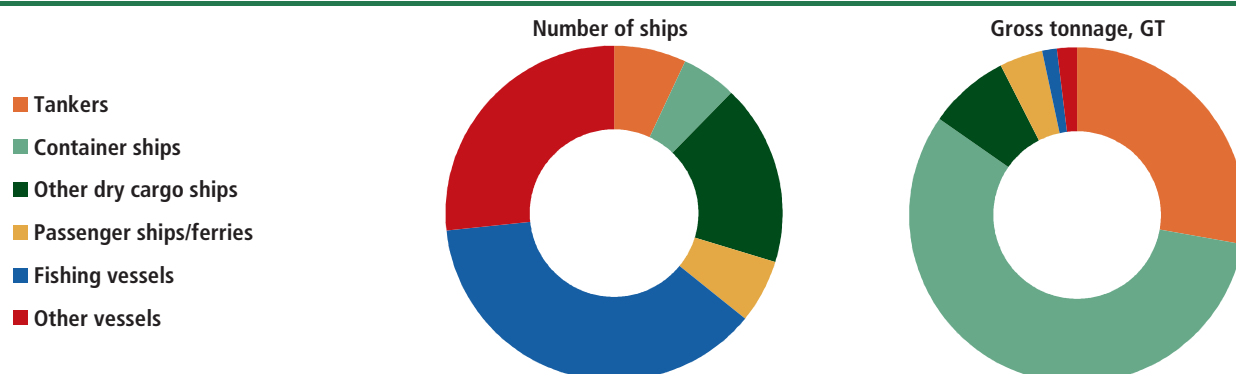
On 1 January 2009, there were 1,742 Danish ships of at least 20 gross tonnage (GT), which is 1 per cent more than the previous year. 37 per cent of the ships were fishing vessels and 30 per cent were cargo vessels.

The total gross tonnage was 10.3 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 2009 the gross tonnage of container ships was 5.9 million. This corresponds to 62 per cent of the gross tonnage of all Danish cargo vessels and twice the figure of 2000.

Figure 6

Danish ships by type of use. 1 January 2009



For further information visit www.statbank.dk/skib11.

Young ships represent the greatest part of the total gross tonnage

At the beginning of 2009, 81 per cent of the total gross tonnage was represented by ships younger than 10 years. 10 per cent of the gross tonnage was between 10 and 14 years old. For tankers, 94 per cent of the GT was represented by ships less than 10 years old and less than 0.5 per cent of the GT by ships more than 25 years old.

Danish 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 2009, the number of ships was 453, representing 10.0 million GT. In July 2008 the Danish 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 49 billion kilometres on Danish roads in 2007, including traffic by bicycles/mopeds, and about 2.6 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 almost 52 billion km, of which motor road vehicles accounted for more than 49 billion km. Since 1990, traffic by bicycles has largely been decreasing, while 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 74 per cent 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 north of Limfjorden carried less than 10,000 cars every day. In 2007, more than 29,000 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 2,800 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 2007, 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 454 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. 112 passenger trains and 55 goods trains crossed the Great Belt every working day.

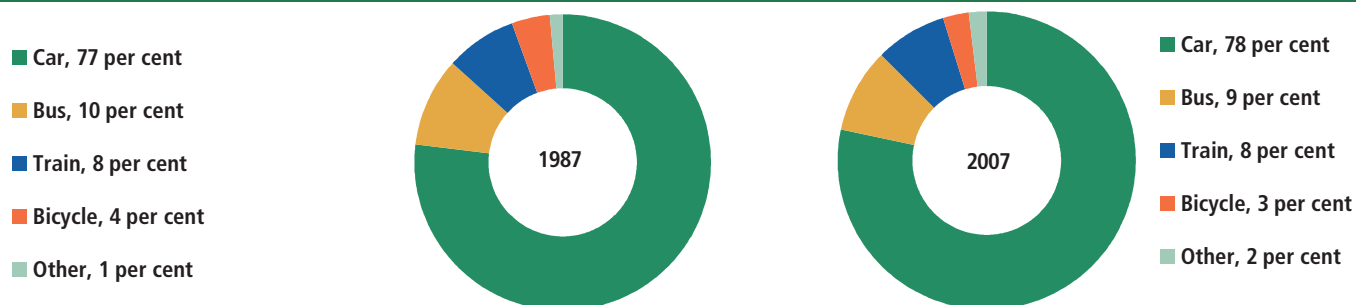
4. Passenger transport

Every Dane travels 41 km a day

On average, every Dane covered a distance of 15,000 km in 2007, corresponding to 41 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



For further information visit www.statbank.dk/pkm1.

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (78 per cent), 9 per cent by bus and 8 per cent by train. Transport by bicycles/mopeds has markedly fallen in recent years. In 2007, every person has on average cycled 416 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 2007, there was on average 180,000 train journeys every day, of which 102,000 east of the Great Belt, 56,000 west of the Great Belt and 22,000 across the Great Belt. In addition, there were more than 25,000 train journeys across the Sound, 23 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.

Steady increase in the number of passengers on international flights

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

5. Goods transport

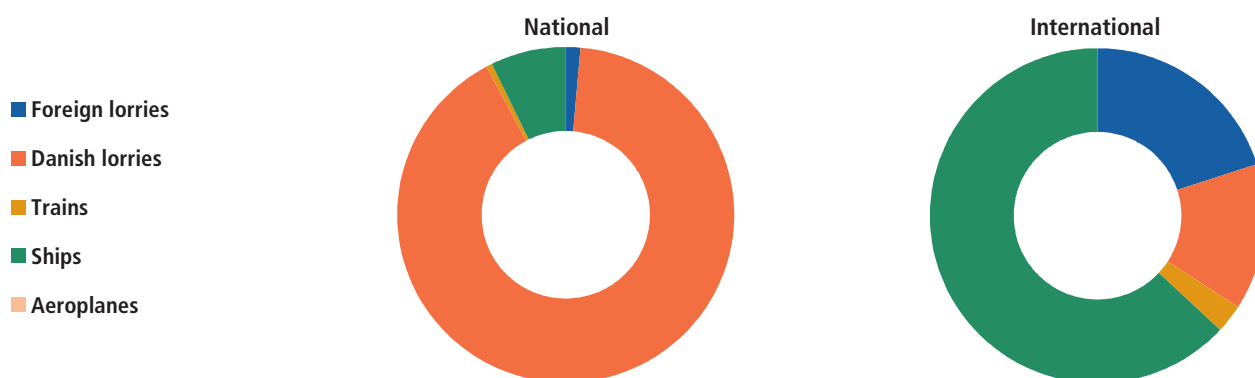
National transport of goods is mainly by lorries – international transport of goods is predominantly by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 202 million tonnes of goods were carried in 2007. Lorries are by far the most commonly used means of transport accounting for 92 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 2007, international goods transport accounted for 90 million tonnes of goods, of which 63 per cent were carried by cargo vessels, 14 per cent by Danish lorries and 20 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8

Volume of goods – in national and international traffic. 2007



For further information visit www.statbank.dk/uvq1, [nvg1](http://www.statbank.dk/nvg1), [ivg4](http://www.statbank.dk/ivg4), [bane1](http://www.statbank.dk/bane1), [bane401](http://www.statbank.dk/bane401), [skib41](http://www.statbank.dk/skib41) and [flyv41](http://www.statbank.dk/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 between 10 and 11 billion tonne-km. As from 2006 to 2007, however, the transport performance increased to 11.8 billion tonne-km. There have been more transport for hire and reward as well as for own account, 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 83 per cent in 2007 due to more businesses' outsourcing service activities, including transport services.

Transport

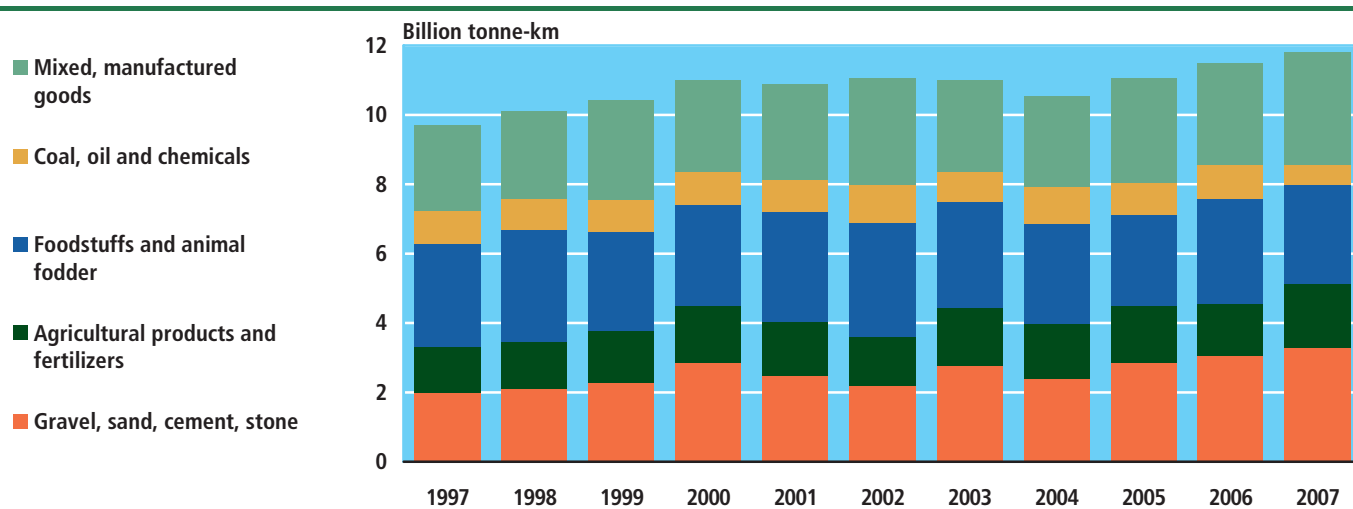
Increase in volume of goods transported in connection with construction works

In 2007, more than two fifths of the volume of goods was 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 a little more than one fourth of the total transport performance.

Food, agricultural products and general cargo also represented two fifths of the goods transported, but accounted for more than half of the transport performance. About 3 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

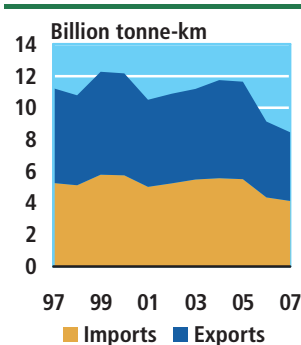


For further information visit www.statbank.dk/nvg2 and nvg22.

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 is carried to a neighbouring sub-region. At regional level more than three quarters of the volume of goods was moved within the same. In 2007, the length of a journey was on average 83 km.

Figure 10
International transport
by Danish lorries



For further information visit www.statbank.dk/ivg4.

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 2007 the transport performance went down by 27 per cent to 9.2 billion tonne-km. In the same period, however, total road transport between Denmark and abroad increased by 8 per cent thus further underlining the reduced market share of Danish haulage contractors.

The market share of Danish lorries reduced to 40 per cent

Foreign lorries accounted for 60 per cent of all goods carried by lorries between Denmark and abroad in 2007, compared to 59 per cent of the transport performance in 2006 and 36 per cent in 2000.

Among foreign lorries there was a majority of German, Polish and Dutch 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 608 km in 2007. Half of the loaded journeys were shorter than 500 km while just one sixth exceeded 1,000 km.

Majority of goods carried by sea is in international traffic

Danish sea ports loaded and unloaded almost 94 million tonnes of goods in 2007, the highest volume since 1998. 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.

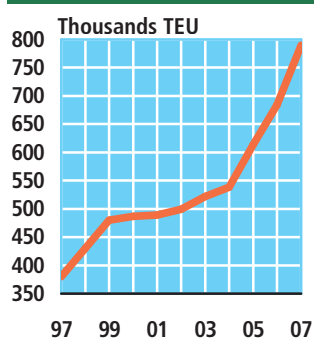
The greater part of the throughput of goods in Danish sea ports is goods carried by sea to and from foreign countries. Just a fifth of the goods could be attributed to domestic transport between Danish sea ports or between the sea and Danish ports.

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. 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 1997. In 2007, Danish sea ports handled 476,000 containers, corresponding to 790,000 20-foot units (TEU), notably at the sea port of Århus which handled more than 60 per cent of all seaborne containers.

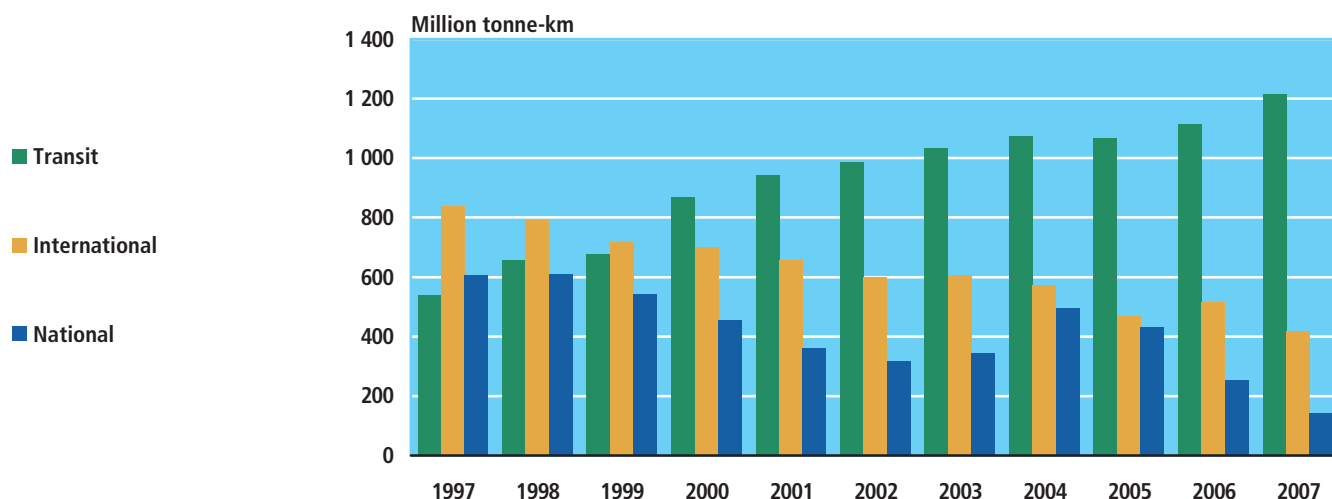
Figure 11
Throughput of containers in the five largest sea ports (TEU, container unit of 20 feet)



For further information visit www.statbank.dk/skib49.

Figure 12

Transport performance of goods transported by rail



For further information visit www.statbank.dk/bane1.

Increase in goods transport by trains in transit through Denmark

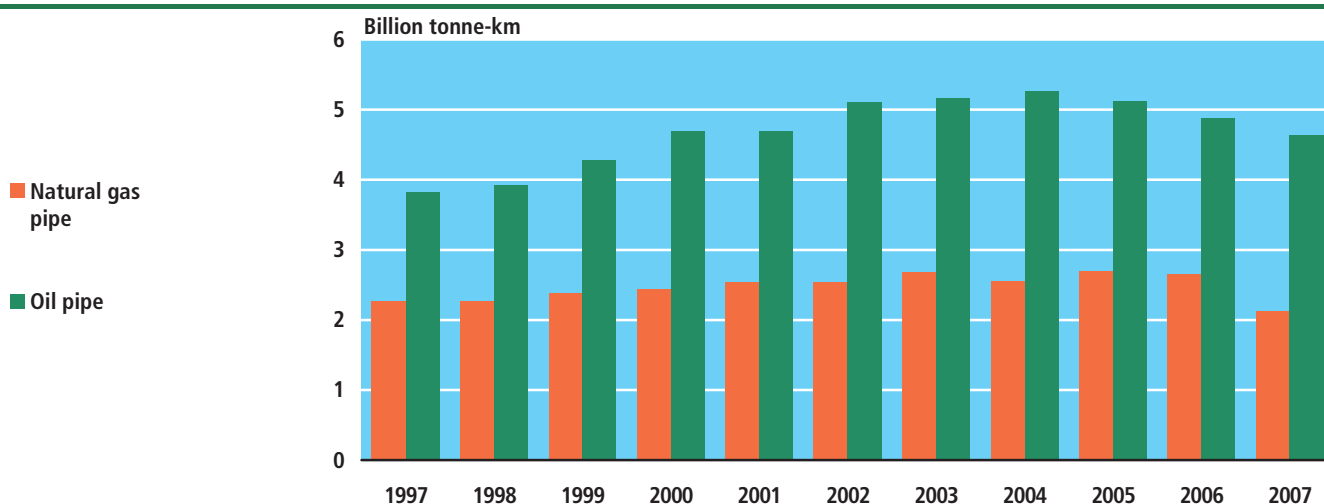
During the latest ten years, goods transports by rail has accounted for about 2 billion tonne-km. However, there are major disparities within the different types of rail transport. Since 1997, national and international goods transport has steadily fallen. However, goods transport in transit through Denmark has risen markedly since 1996, and now amounts for two thirds 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 30 per cent of total domestic transport. Transport via pipelines has grown considerably up to 2005, but has been declining since 2006. In 2007, the pipeline transport performance was 6.7 billion tonne-km, 10 per cent less than in the previous year. A 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



For further information visit www.statbank.dk/ror11.

6. Road traffic accidents

Fall in the number of persons killed in road traffic accidents

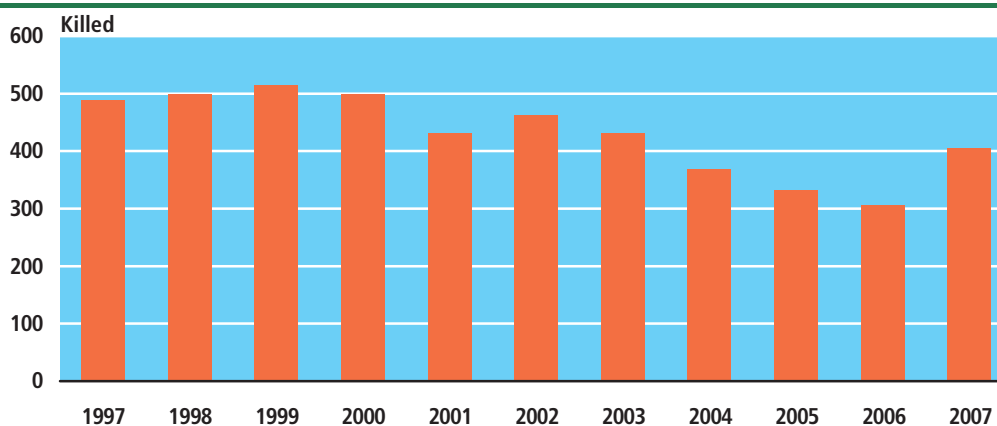
From 1997 to 2007, the number of traffic accidents leading to personal injury has decreased by 31 per cent. In 1997, the number of traffic accidents leading to personal injury was 8,004, and this had fallen to 5,549 in 2007.

In the same period, the number of people killed in traffic accidents fell from 489 to 406, corresponding to a fall of 17 per cent. The number of serious and minor injuries has fallen by 31 per cent.

From 2006 to 2007, the number of road traffic accidents increased by 3 per cent, while the number of persons killed rose by 33 per cent. In 2007, alcohol accidents accounted for 17 per cent of all traffic accidents and for 28 per cent of all people killed in traffic accidents.

Figure 14

Persons killed in road traffic accidents



For further information visit www.statbank.dk/uheld1 and uheld8.

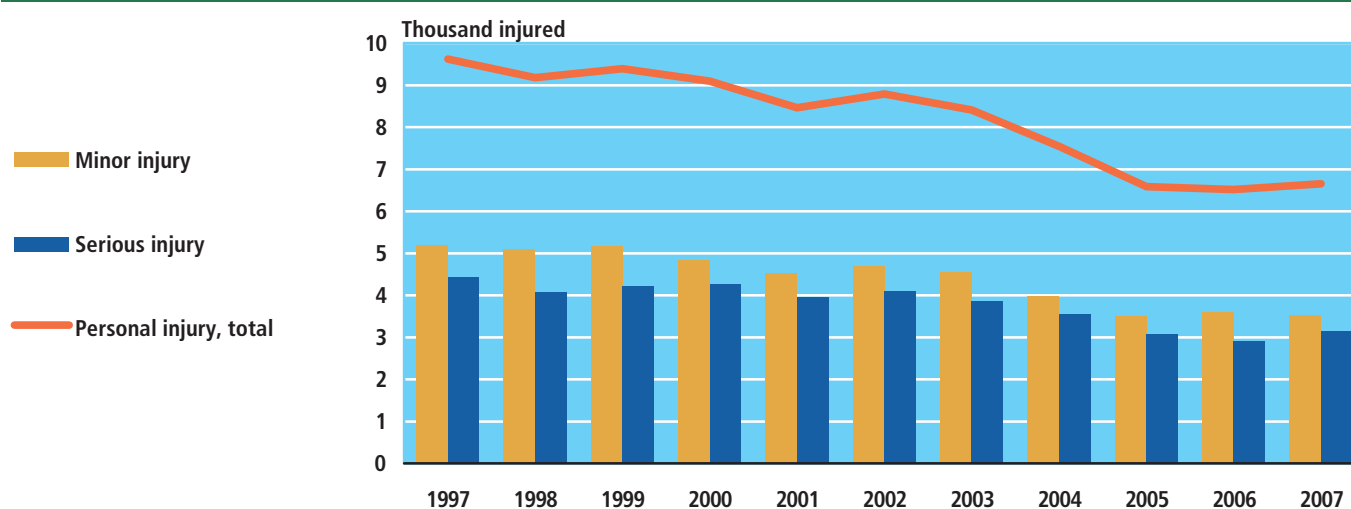
Significant underreported figures in the statistics on road traffic accidents

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 almost 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.

Figure 15

Persons injured in traffic accidents



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

For further information visit www.statbank.dk/uheld1 and uheld8.

Table 327

Infrastructure for transport

1 January	2007	2008
	km	
Road network, total	72 411	73 197
Of which motorways	1 071	1 111
State roads	3 788	3 817
Municipality roads	68 582	69 339
Railway network, total	2 663	2 667
Of which Copenhagen Metro	17	21
Of which private railways	514	514
	number	
Stations and halts	535	547
Sea ports	119	116
Airports	23	23

For further information visit www.statbank.dk/vej11, [bane41](#), [skib1](#) and [skib101](#)

Table 328

Infrastructure for transport, expenditure

	2006	2007
	DKK mio.	
Road network¹	14 112	13 028
Construction expenditure	8 882	7 600
Operation and maintenance	5 230	5 428
State railway network¹	948	1 396
New investments	364	263
Reinvestments	566	1 106
Other investments	18	27
Private railways	59	45
Sea ports	698	...
Constructions	573	...
Buildings	125	...
Airports	268	...
Great Belt Link	26	44
Øresund Link	1	6
Copenhagen Metro	295	238

¹ Figures do not include the Great Belt Link and the Øresund Link.

For further information visit www.statbank.dk/vej2, [bane42](#), [flyv2](#) and [skib2](#)

Table 329

New registrations of vehicles

	2007	2008
	number	
Vehicles, total	240 496	202 322
Private cars, total	162 480	150 661
Of Which in households	100 875	92 847
Of Which in business and industry	61 605	57 814
Petrol	97 560	80 217
Diesel ¹	64 918	70 437
Buses	676	930
Motor cycles	9 776	6 688
Moped-45 45	4 518	3 671
Vans, total²	56 084	33 656
Under 2,001 kg	1 444	6 404
2,001-3000 kg	38 586	17 358
3,001-3,500 kg	16 054	9 894
Lorries, total²	3 523	3 661
3,501-6,000 kg	166	185
over 6,000 kg	3 357	3 476
Tractors for semi-trailers	3 439	3 055

¹ Includes gas and electricity etc. ² Total weight.

For further information visit www.statbank.dk/bil6

Table 330

Vans and lorries etc.

	2008	2009
Fleet (start of year)	number	
Vans, total¹	485 786	481 887
Under 2,001 kg	83 351	83 358
2,001-3,000 kg	271 361	269 362
3,001-3,500 kg	131 074	129 167
Lorries, total¹	35 442	34 629
3,501-6,000 kg	3 070	2 832
Over 6,000 kg	32 372	31 797
Tractors for semi-trailers	15 322	14 887
Trailers over 2,000 kg	35 529	39 004
Semi-trailers	36 700	38 847

¹ Total weight.

For further information visit www.statbank.dk/bil707 and [bil909](http://www.statbank.dk/bil909)

Table 331

Private cars, buses and motorcycles etc.

	2008	2009
Fleet (start of year)	number	
Private cars, total	2 068 493	2 099 090
Of which in households	1 914 039	1 941 978
Of which in business and industry	154 454	157 112
Petrol	1 745 668	1 715 006
Diesel ¹	322 667	383 921
Age:		
0- 3 years	562 347	588 417
4- 7 years	394 040	401 660
8-11 years	529 329	494 684
12-15 years	334 362	366 088
16-19 years	141 294	140 959
over 19 years	107 121	107 282
Average age in years	9.1	9.1
Buses, total	14 482	14 452
In scheduled service	5 256	5 467
Tourist coaches	9 226	8 986
Caravans	136 905	140 366
Motor cycles	133 914	143 546
Moped-45	63 263	61 224

¹ Includes gas and electricity etc.

For further information visit www.statbank.dk/bil8 and [bil10](http://www.statbank.dk/bil10)

Table 332

Ships of at least 20 GT

1 January	2008	2009
	number	
Danish ships, total	1 728	1 742
Tankers	92	123
Container ships	93	91
Other dry cargo ships	318	305
Passenger ships/ferries	107	107
Fishing vessels	681	651
Other ships	437	465
	thousand GT	
Ship tonnage, total	9 522	10 325
Tankers	2 099	2 859
Container ships	5 834	5 876
Other dry cargo ships	835	813
Passenger ships/ferries	439	444
Fishing vessels	132	128
Other ships	184	205

Note: Incl. ships based in Greenland.

For further information visit www.statbank.dk/skib11

Table 333

Civil aircraft

1 January	2007		2008	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish aircraft	1 058	•	1 077	•
Types of aircraft				
Jet, 3-4 engines	13	1 977	13	1 973
Jet, 2 engines	132	12 362	147	12 639
Turbo-prop, 4 engines	6	309	6	309
Turbo-prop, 2 engines	61	1 874	54	1 670
Propeller, 2 engines	52	320	47	292
Propeller, 1 engine ¹	712	2 422	711	2 415
Helicopters	82	537	99	651
Seats	•	19 801	•	19 949
1- 2	214	373	215	375
3- 5	564	2 194	573	2 221
6- 9	87	619	88	634
10-99	125	4 004	133	4 159
100 or more	68	12 611	68	12 560

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

Source: Civil Aviation Administration.

For further information visit www.statbank.dk/flyv11

Table 334

Road traffic, railways, seaports and airports

	2005	2006	2007
	mio. vehicle km		
Road traffic, total	46 600	47 634	49 052
Private cars	33 152	33 907	35 013
Motoc cycles	713	757	757
Vans	7 513	7 681	7 938
Lorries	1 341	1 407	1 444
Articulated vehicles	854	896	920
Scheduled buses	362	373	370
Tourist coaches etc.	250	251	250
Bicycles/Mopeds max. 30 km/h	2 322	2 269	2 269
Mopeds max. 45 km/h	93	92	90
	mio. train km		
Railway traffic, total	79.2	80.5	78.7
S-trains	15.8	15.7	14.9
Copenhagen Metro	4.2	4.4	4.5
Passenger trains on Banedanmark's network	47.0	48.5	47.5
Goodstrains on Banedanmark's network	4.1	3.8	3.1
Other railway networks	8.1	8.2	8.7
	mio. train km		
Seaport calls, total	543	540	545
Passenger ships and ferries	517	513	517
Cargo ships	26	28	28
	thousand calls		
Air traffic, total	364	352	357
Domestic flights	97	99	95
International flights	267	253	262

¹ Traffic of foreign motor vehicles is not included.

For further information visit www.statbank.dk/vej20, [bane31](#), [skib22](#), [skib221](#) and [flyv21](#)

Table 335

Passenger transport

	2006	2007
	mio. passenger-km	
Passenger transport in Denmark	79 942	81 594
Cars	62 348	63 917
Motor cycles	946	946
Buses in scheduled service	3 069	3 042
Tourist coaches	4 380	4 380
Bicycles/mopeds	2 269	2 269
Moped 45s	92	90
Metropolitan trains	1 289	1 273
Other trains	4 985	5 080
Ferries	222	215
Aircraft ¹	342	382
	thousand passengers	
Domestic ferries, total	10 574	10 312
Of which: Kattegat lines	2 632	2 545
International ferries, total	26 979	27 497
Of which: Denmark-Sweden	13 759	13 970
Denmark-Germany	8 758	9 121
Denmark-Norway	4 148	4 077
Scheduled and charter flights, total	12 423	13 013
Scheduled, domestic	1 666	1 821
Scheduled, international	9 382	9 736
Charters	1 375	1 456

¹ Includes only passenger transport for domestic flights.

For further information visit www.statbank.dk/pkm1, [bane21](#), [skib31](#), [skib32](#) and [flyv32](#)

Table 336

Road transport of goods by lorries over 6 tons total weight

	2006	2007
	— mio. tonnes —	
National road transport of goods, total	177.6	183.6
Transport for hire or reward	143.0	149.4
Transport on own account	34.7	34.2
	— mio. tonne-km —	
National road transport of goods, total	11 495	11 800
Transport for hire or reward	9 598	9 848
Transport on own account	1 896	1 952
	— mio. tonnes —	
International road transport of goods, total	15.4	14.3
From Denmark	7.2	6.6
To Denmark	6.8	6.2
Crosstrade	0.5	0.5
Cabotage	0.8	1.0
	— mio. tonne-km —	
International road transport of goods, total	9 760	9 160
From Denmark	4 793	4 330
To Denmark	4 356	4 135
Crosstrade	373	402
Cabotage	238	293

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.

For further information visit www.statbank.dk/nvg1 and ivg4

Table 337

Goods transport by train, ship, and aircraft

	2006	2007
	— thousand tonnes —	
Goods carried by train	7 300	6 850
National	1 232	727
To Denmark	1 858	1 665
From Denmark	899	778
In transit	3 311	3 680
	— mio. tonne-km —	
Transport performance by train	1 893	1 779
National	260	146
To Denmark	344	282
From Denmark	174	135
In transit	1 115	1 216
	— thousand tonnes —	
Goods carried by cargo vessel	70 457	71 493
National	13 077	14 865
To Denmark	33 303	32 603
From Denmark	24 077	24 025
Goods carried by ferry	22 151	22 613
National	4 907	4 761
International	17 244	17 852
Goods carried by aircraft	108	121
National	7	6
International	101	116

For further information visit www.statbank.dk/bane1, skib41 and flyv41

Table 338

Families with use of cars. 2007

1 January	Families	No car total	With car total	One car	Two cars or more
		per cent of families			
All Denmark	2 933 191	43.9	56.1	45.1	11.1
Copenhagen Municipality	326 706	72.3	27.7	25.0	2.6
Frederiksberg Municipality	59 013	64.2	35.8	32.0	3.8
Copenhagen County	331 718	47.3	52.7	41.9	10.8
Frederiksborg County	192 901	36.8	63.2	46.4	16.8
Roskilde County	121 828	36.7	63.3	47.3	15.9
West Zealand County	162 837	37.4	62.6	48.9	13.6
Storstrøm County	143 360	38.7	61.3	48.9	12.4
Bornholm Municipality	23 461	40.5	59.5	50.1	9.4
Funen County	257 625	41.2	58.8	47.9	10.9
South Jutland County	130 324	33.5	66.5	53.8	12.7
Ribe County	115 235	36.4	63.6	52.4	11.2
Vejle County	188 091	36.6	63.4	49.1	14.2
Ringkøbing County	139 751	34.1	65.9	54.3	11.6
Århus County	357 031	44.8	55.2	44.1	11.1
Viborg County	120 516	33.7	66.3	54.0	12.3
North Jutland County	262 794	39.9	60.1	49.3	10.8

For further information visit www.statbank.dk/bil80

Table 339

The 20 most sold private car makes. 2008

		Numbers	Share in per cent	Ranking in 2007
	New registrations, total	150 661	100.00	
1	Peugeot	15 989	10.61	(1)
2	Toyota	12 865	8.54	(3)
3	Citroën	12 016	7.98	(4)
4	Ford	10 598	7.03	(5)
5	VW	10 476	6.95	(2)
6	Opel	9 929	6.59	(6)
7	Suzuki	8 611	5.72	(7)
8	Skoda	8 300	5.51	(8)
9	Mazda	7 513	4.99	(12)
10	Kia	7 377	4.90	(9)
11	Fiat	7 121	4.73	(11)
12	Hyundai	6 537	4.34	(10)
13	Audi	5 239	3.48	(13)
14	BMW	3 516	2.33	(16)
15	Volvo	3 077	2.04	(14)
16	Renault	3 031	2.01	(15)
17	Chevrolet	3 004	1.99	(17)
18	Mitsubishi	2 988	1.98	(18)
19	Mercedes-Benz	2 849	1.89	(19)
20	Nissan	2 176	1.44	(NY)
	Others	7 449	4.94	

For further information visit www.statbank.dk/12

Table 340

The most widespread passenger cars. 2009

		Number	Share as a percentage
	Total stock (start of year)	2 099 090	100.00
1	Volkswagen	244 232	11.64
2	Peugeot	213 129	10.15
3	Toyota	199 594	9.51
4	Ford	172 792	8.23
5	Opel	170 684	8.13
6	Citroën	140 580	6.70
7	Fiat	94 295	4.49
8	Mazda	91 681	4.37
9	Skoda	90 298	4.30
10	Suzuki	87 657	4.18
11	Volvo	64 126	3.05
12	Audi	59 049	2.81
13	Hyundai	59 045	2.81
14	Renault	58 624	2.79
15	Nissan	52 145	2.48
16	Mercedes-Benz	47 275	2.25
17	BMW	39 850	1.90
18	Mitsubishi	37 521	1.79
19	Kia	35 078	1.67
20	Seat	29 155	1.39
	Others	112 280	5.35

For further information visit www.statbank.dk/12

Table 341

Families with purchase of cars

	Families, 1 January		Purchased new car	
	2006	2007	2005	2006
All Denmark	2 916 979	2 933 191	101 588	104 783
	per cent of families			
All Denmark			3.5	3.6
Copenhagen Municipality	325 140	326 706	1.5	1.6
Frederiksberg Municipality	58 852	59 013	2.1	2.3
Copenhagen County	331 111	331 718	3.9	4.1
Frederiksborg County	191 945	192 901	5.0	5.3
Roskilde County	121 202	121 828	4.9	5.2
West Zealand County	161 208	162 837	4.1	4.0
Storstrøm County	142 763	143 360	4.0	4.1
Bornholm Municipality	23 471	23 461	2.7	3.1
Funen County	255 936	257 625	2.8	2.9
South Jutland County	130 009	130 324	3.6	3.4
Ribe County	114 854	115 235	3.5	3.3
Vejle County	186 119	188 091	3.8	4.0
Ringkøbing County	139 039	139 751	3.7	3.6
Århus County	353 950	357 031	3.4	3.6
Viborg County	119 781	120 516	3.5	3.4
North Jutland County	261 599	262 794	3.6	3.6

For further information visit www.statbank.dk/bil60

Table 342

Families with purchase of cars by county

	Families, 1 January		Purchased new car	
	2006	2007	2005	2006
All Denmark	2 916 979	2 933 191	101 588	104 783
	per cent of total			
All Denmark	100.0	100.0	100.0	100.0
Copenhagen Municipality	11.1	11.1	4.8	4.9
Frederiksberg Municipality	2.0	2.0	1.2	1.3
Copenhagen County	11.4	11.3	12.7	13.0
Frederiksborg County	6.6	6.6	9.5	9.8
Roskilde County	4.2	4.2	5.9	6.0
West Zealand County	5.5	5.6	6.4	6.3
Storstrøm County	4.9	4.9	5.6	5.6
Bornholm Municipality	0.8	0.8	0.6	0.7
Funen County	8.8	8.8	7.1	7.2
South Jutland County	4.5	4.4	4.7	4.2
Ribe County	3.9	3.9	3.9	3.7
Vejle County	6.4	6.4	7.0	7.2
Ringkøbing County	4.8	4.8	5.1	4.8
Århus County	12.1	12.2	12.0	12.4
Viborg County	4.1	4.1	4.1	3.9
North Jutland County	9.0	9.0	9.2	9.1

For further information visit www.statbank.dk/bil60

Table 343

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

		2006	2007
European road sections		ave. no. of cars per 24 hours	
E20	Øresund Bridge	15 801	18 482
	Amager Motorway, at Kalveboderne	85 123	90 622
	Øresund Motorway, west of Englandsvej	57 729	59 076
	Sjælland Bridge, Copenhagen	53 300	52 800
	West Motorway, east of Ringsted	38 757	40 823
	Great Belt Link	27 617	29 429
	Fyn Motorway, north of Nyborg	26 296	28 155
	Fyn Motorway, south of Odense	47 122	50 501
	The New Little Belt Bridge	56 495	60 020
	Fyn Motorway, at Taulov	31 770	34 201
	Esbjerg-Kolding, at Holsted	17 048	16 894
	Gammelby Ringvej in Esbjerg	11 034	11 794
E45	National border, Kruså	14 308	16 835
	Syddjylland Motorway, west of Haderslev	29 605	32 758
E20/45	Syddjylland Motorway, north of Kolding	61 695	66 045
E45	Vejle Fjord Bridge	61 574	63 849
	Midtjylland Motorway, at Horsens	42 140	42 343
	Midtjylland Motorway, at Stilling	48 833	51 249
	Midtjylland Motorway, at Randers	35 364	37 581
	Nordjylland Motorway, south of Aalborg	37 980	41 170
	Limfjord Tunnel	58 248	60 934
	Frederikshavn Motorway, at Vodskov	16 366	18 468
	Frederikshavn Motorway, at Sæby	8 112	8 941
	North of Sæby	14 181	15 261
E39	Hirtshals Motorway, between <9> and <10>	19 200	21 100
	Hirtshals Motorway, at Hjørring	6 222	6 627
E47/55	Flynderborgvej, Helsingør	41 072	41 422
	Helsingør Motorway, at Nærum	74 754	75 696
	Motorring 3, at Husum	62 527	63 813
E20/47/55	Køge Bugt Motorway, at Hundige	101 283	102 296
	Køge Bugt Motorway, at Ølby	89 726	91 829
E47/55	South Motorway, at Tappernøje	23 556	24 860
	South Motorway, south of Algestrup	35 862	37 501
	Farø Bridges, north of Farø	21 529	22 605
	Guldborgsund Tunnel	11 616	11 728
E47	South Motorway, south of Rødby	6 774	7 073
E55	Ørslev-Gedser	14 136	15 960
Other roads and bridges			
8	Alssund Bridge	23 630	24 200
9	Svendborg Motorway, north of <11>, Årslev	18 800	19 900
9	Svendborgsund Bridge	16 059	16 108
9	Frederik IX's Bridge	19 500	21 500
15	Herning Motorway, east of Kløverbladet	17 300	18 400
15	Herning Motorway, west of <40>	18 300	18 800
18	Midtjyske Motorway south of <15>, Herning	11 400	13 500
21/23	Holbæk Motorway, west of Ring 3	81 371	80 313
21/23	Holbæk Motorway, east of Roskilde	52 282	53 124
04	Motorring 4, at Herstedvester	75 353	75 353
55	Limfjord Bridge	31 364	29 000
153	Storstrøm Bridge	5 097	5 300
53	Kronprins Frederiks Bridge, Frederikssund	19 491	19 900
16	Bispeengbuen	49 500	50 800
16	Hillerød Motorway, Fiskebæk Bridge	49 019	49 131
	Knippels Bridge, Copenhagen	30 000	28 300
	Lange Bridge, Copenhagen	58 500	57 600

Source: Road Directorate.

For further information visit www.statbank.dk/vej22

Table 344

Ships observed passing through the Sound and Belts

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

Source: Admiral Danish Fleet.

For further information visit www.statbank.dk/skib24

Table 345

Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2005	2006	2005	2006	2005	2006
	number					
Total	59	41	31	22	90	63
Of which shipwrecks	2	-	6	5	8	5
Of which passenger ships	18	22	•	•	18	22
Fire, explosions	5	1	2	4	7	5
Groundings	17	10	2	4	19	14
Collision	12	3	8	5	20	8
Head-on collision of ships	3	3	-	-	3	3
Contact-damage	12	12	1	-	13	12
Capizing	-	-	3	1	3	1
Mechanical breakdown	2	4	6	2	8	6
other cause	8	8	9	6	17	14
Deaths ¹	-	-	1	2	1	2
Injuries ¹	2	-	2	8	4	8

¹ As a result of the above.

Source: Danish Maritime Authority.

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

Table 346

Persons seriously injured or killed in railway accidents

	2005	2006	2007
	number of persons		
Passengers	6	4	3
Of which killed	1	-	-
Staff	1	4	1
Of which killed	-	1	-
Others	26	16	18
Of which killed	18	13	10

For further information visit www.statbank.dk/bane91

Table 347

Road traffic accidents causing casualties

	1980	1985	1990	1995	2000	2005	2007
Accidents, total	12 334	11 502	9 155	8 373	7 346	5 412	5 549
Of which:							
Alcohol accidents ¹	2 622	2 403	1 613	1 282	1 272	870	966
Casualties, total	15 751	14 627	11 287	10 573	9 590	6 919	7 062
Killed	690	722	634	582	498	331	406
Seriously injured	8 477	8 672	6 396	5 624	4 259	3 072	3 138
Slightly injured	6 584	5 183	4 257	4 367	4 833	3 516	3 518
Casualties in alcohol accidents	3 654	3 255	2 057	1 672	1 696	1 092	1 261
Killed	246	261	154	123	110	85	112
Seriously injured	2 004	1 923	1 176	893	738	458	567
Slightly injured	1 404	1 071	727	656	848	549	582











Note: The table only includes traffic accidents causing personal injury which have come to the attention of the police, and which took place on roads, streets or squares which are accessible by the public, and which are being used by at least one of the traffic units involved in the accident, and at least one of the traffic units involved in the accident was driving. Therefore, accidents involving only pedestrians, railway accidents (except at level crossings), and accidents in yards, fields and garages, etc. do not count as traffic accidents. Deaths include deaths up to 30 days after the accident and as a consequence of the accident.

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

For further information visit www.statbank.dk/uheldk7 and uheld9

Table 348

Road traffic accidents with casualties by accident situation. 2007

	Accident situation										Total
											
	0	1	2	3	4	5	6	7	8	9	10
Van, total	1 214	678	473	638	442	529	629	239	637	70	5 549
Accidents, involving:											
Ordinary private car	767	515	389	518	398	438	531	192	425	25	4 198
Taxi	1	14	9	5	6	14	8	10	15	1	83
Vehicle, total weight 0 – 3,500 kg signalling emergency call	-	2	2	2	-	2	1	-	1	-	10
Van, total weight 0-2,000 kg	34	41	27	26	21	23	33	15	9	1	230
Van, total weight 2,001-3,500 kg	46	81	68	45	28	64	49	30	28	1	440
Lorry, total weight over 3,500 kg	18	88	64	56	21	32	40	30	23	4	376
Bus on scheduled service	1	22	10	15	7	9	10	8	21	-	103
Bus, other	1	9	4	6	4	9	3	-	3	-	39
Tractor	3	16	19	20	3	6	11	6	5	2	91
Motor cycle	108	57	34	49	46	21	51	5	7	7	385
Moped with registration max. speed 45 km p.h.	26	24	7	17	17	16	27	13	5	-	152
Moped 30 with mechanical changes	32	9	10	38	17	21	25	10	11	3	176
Moped 30, other	159	82	48	176	64	88	101	43	47	15	823
Bicycle	19	150	62	207	139	185	241	81	34	16	1 134
Pedestrian	•	1	-	1	3	2	1	1	637	-	646

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

For further information visit www.statbank.dk/uheld6

Table 349

Fatal casualties in road traffic accidents. 2007

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	118	23	7	33	8	35	34	42	300
0- 6 years	2	-	-	-	-	-	1	3	6
7-14 years	2	-	-	1	-	1	-	3	7
15-19 years	11	3	-	-	-	10	1	4	29
20-24 years	21	6	-	5	-	-	1	4	37
25-44 years	48	6	5	16	6	10	1	9	101
45-64 years	19	5	2	7	2	7	9	9	60
65 years +	15	3	-	4	-	7	21	10	60
Women, total	50	1	1	3	2	3	19	26	105
0- 6 years	-	-	1	-	-	-	1	-	2
7-14 years	2	-	-	-	-	-	2	1	5
15-19 years	4	-	-	-	1	-	-	1	6
20-24 years	2	-	-	1	-	-	-	1	4
25-44 years	15	-	-	1	1	2	4	6	29
45-64 years	13	1	-	1	-	-	6	3	24
65 years +	14	-	-	-	-	1	6	14	35

¹ Incl. bus and tractor.

For further information visit www.statbank.dk/uheld8

Table 350

Fatal and non-fatal casualties in road traffic accidents. 2007

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	1 944²	248	120	361²	126	776	574	330	4 480³
0- 6 years	38	1	13	-	-	1	5	17	75
7-14 years	49	5	4	9	3	23	60	33	186
15-19 years	341	25	7	7	18	356	64	50	868
20-24 years	403	38	15	56	16	58	30	28	644
25-44 years	685	114	40	186	51	172	156	83	1 487
45-64 years	273	51	33	89	31	121	165	76	840
65 years +	153	14	8	13	7	45	94	43	377
Women, total	1 380^{2,4}	57	41	32	22	183	538	318	2 576⁴
0- 6 years	25	2	9	-	-	1	7	15	60
7-14 years	62	2	2	3	-	8	52	38	168
15-19 years	178	11	11	1	5	97	52	34	389
20-24 years	165	5	1	6	3	15	57	14	266
25-44 years	515	20	9	11	9	33	136	49	784
45-64 years	269	14	7	9	4	19	151	76	550
65 years +	166	3	2	2	1	10	83	92	359
Not stated	3	-	-	-	-	-	3	-	6

¹ Incl. bus and tractor. ² Incl. persons with unknown age. ³ Incl. 1 horse with rider. ⁴ Incl. 5 horse with riders

For further information visit www.statbank.dk/uheld8