

Transport

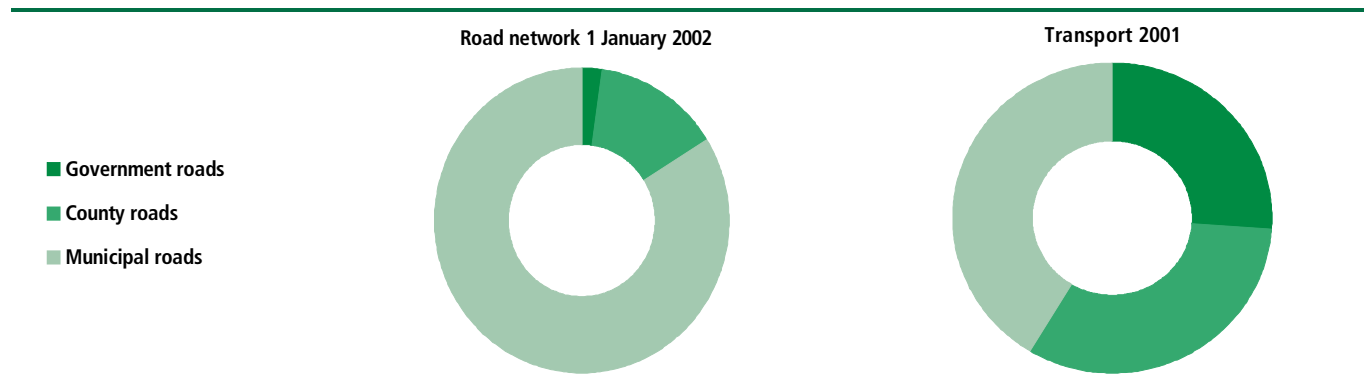
1. Road transport

The road network

There are 71,888 km of public roads in Denmark (1 January 2002) and 84 per cent of these are municipal roads. The length of the public road network has been increased by about 1,100 km since 1990. This increase is mainly due to extension of municipal roads.

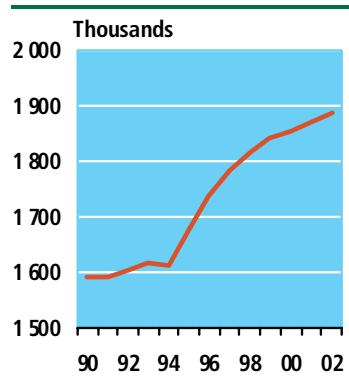
Figure 1

Distribution of road network and transport



At the same time, the overall road network has also been extended. The motorway system was extended by 360 km or 59 per cent to make up 971 km and another 49 km were added to the dual-carriageway network thus making up 330 km. The majority of the public road network (65 per cent) is in Jutland, while the rest is distributed between the Islands (25 per cent) and the Greater Copenhagen Region (10 per cent).

Figure 2
Stock of passenger cars



Increase in km's driven by cars and fall in km's driven by bicycles

In 2001 vehicles drove 48.8 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds. This is an increase of 9 per cent compared to 1996. This increase is particularly due to the km's driven by lorries, delivery vans and passenger cars, which accounted for an increase of 19 and 10 per cent, respectively. This increase is both a result of the rise in the number of passenger cars and also the opening of the Great Belt Link in July 1998. In 2001 almost 25 per cent of all transport was carried out on government roads. During the 1990s transport performance by bicycles/mopeds has been falling. In 2001, 2.2 million kilometres were driven by bicycles/mopeds. This is a fall of 18 per cent compared to 1996.

Three out of four motor vehicles are passenger cars

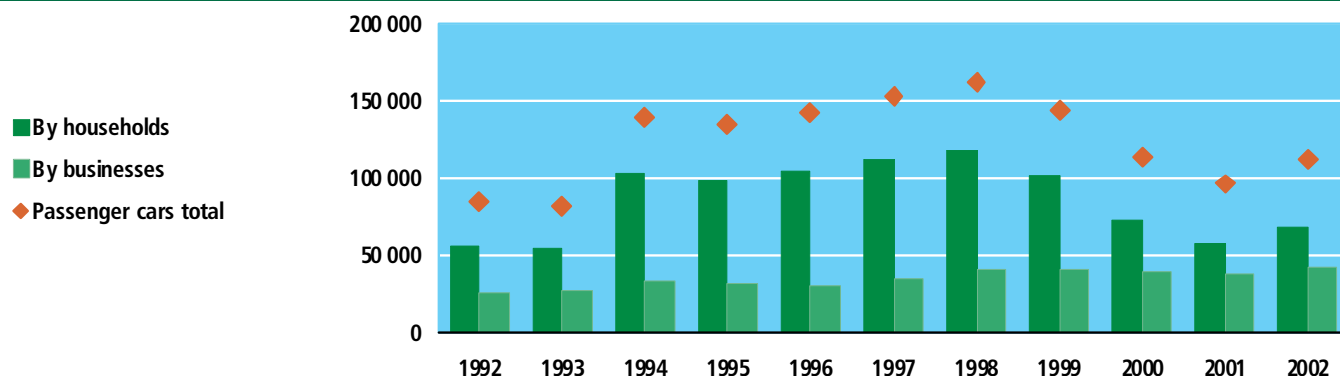
On 1 January 2003 there were a total of 2,456,700 motor vehicles. 77 per cent of motor vehicles were passenger cars, 14 per cent delivery vans, 6 per cent were motorbikes and mopeds, and the rest were busses and lorries. The growth in the number of motor vehicles from 1999 to 2003 - 154,700 units or 7 pct. - was completely dominated by passenger cars and delivery vans, which accounted for 46 per cent and 29 per cent of the growth, respectively. Furthermore, there has been a sharp increase in the number of motorbikes and mopeds. The number of busses and lorries has on the whole remained unchanged over the period.

Substantial fall in the number of new private cars registered

The number of new private cars registered has been considerably lower over the last three years, compared to the period 1994-99. This fall solely applied to the number of new cars registered by private households, as the number of new cars registered by businesses has generally remained unchanged since 1998.

Figure 3

New passenger cars registered, by type of ownership

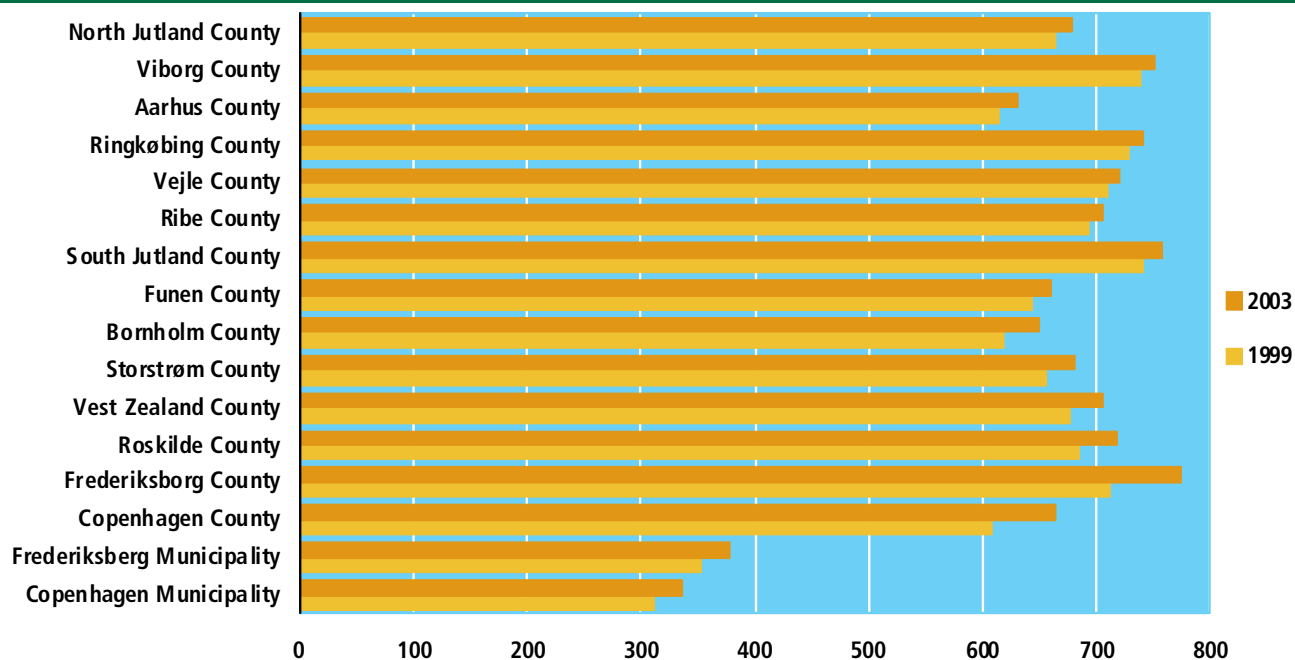


More cars available

The average car-availability increased by just over 5 pct. from 1999 to 2003. In 2003, the car-availability rate increased to 547 out of 1,000 families, compared to 518 in 1999. The largest increase was in the municipalities of Copenhagen and Frederiksberg, but the car-availability rate for families in the two municipalities has remained considerably lower, compared to families in other parts of Denmark.

Figure 4

Passenger cars per thousand families broken down by county (1 January)

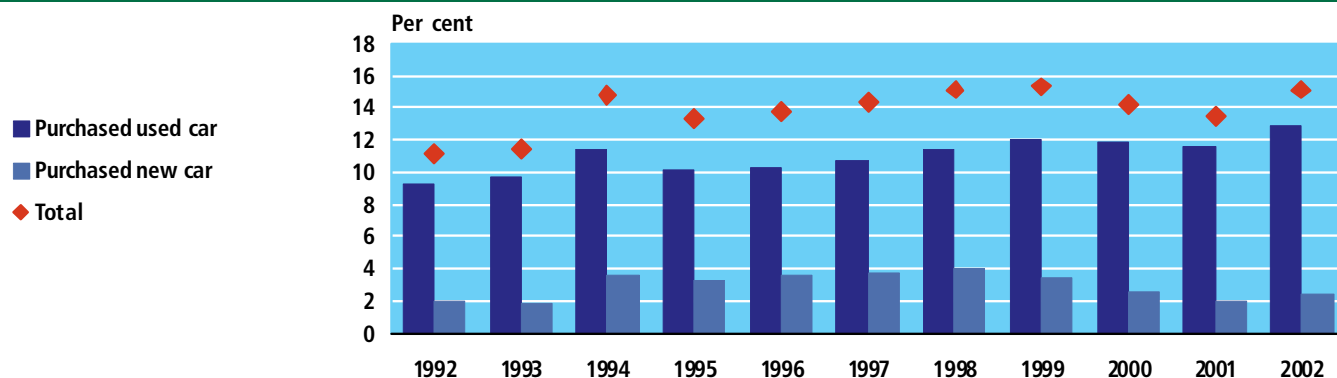


One in seven families has purchased a new or a used car every year

A large number of Danish families purchased a new or used car over the period 1992-2002. Since 1994, one in seven families has on average purchased a car every year. Four out of five have purchased a used car and the remaining number purchased a new car.

Figure 5

Purchase of cars per hundred families



2. Passenger transport

Increase in passenger km by more than 14 pct. compared to 1990

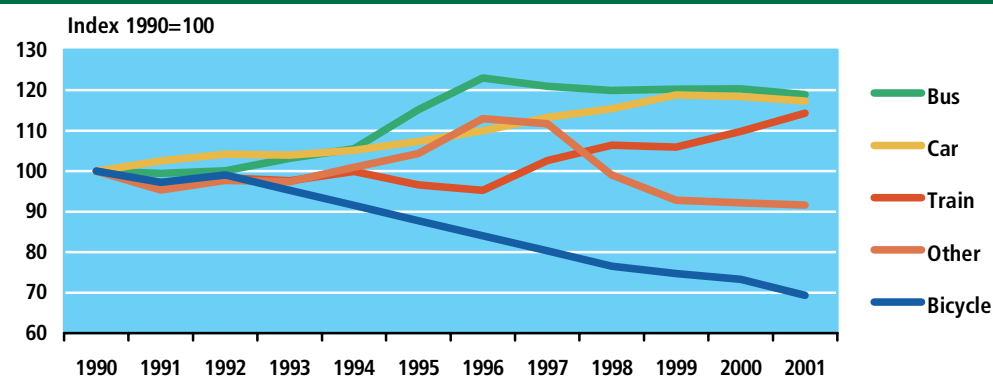
On average every Dane covered a distance of approximately 14,300 km in 2001, corresponding to a total passenger transport performance of 76,710 million passenger km. This is a 14 per cent increase compared to 1990 and it is mainly due to the considerable increase in transport performance by private car. Since 1990, there has also been a substantial increase of 75 per cent and of 15 per cent in passenger transport performance by motorcycles and trains, respectively. This development may be explained by the greater number of cars, and by especially the expansion of the motorway network and the opening of the Great Belt Link and the Oresund Link.

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (77 per cent), 12 per cent by bus and 7 per cent by train. Transport performance by bicycles has fallen sharply since 1992 and it was in 2001 31 per cent less than in 1990. Only 3 per cent of total passenger transport, corresponding to about 420 km per person, was by bicycle/moped.

Figure 6

Developments in passenger transport



The purpose of passenger transport

In 2001, 33 per cent of passenger transport performance is transport to and from the home and the workplace. 39 per cent was to and from home and recreational activities. However, the two different types of transport take place at very different times during the week.

While transport to and from the home and the workplace makes up 44 per cent of all transport from Monday to Friday, this type of transport only makes up 8 per cent of transport at the weekend. In contrast, transport between the home and recreational activities only makes up 27 per cent of transport on weekdays, but as much as 70 per cent of all transport at the weekend. As opposed to this, transport to and from the home and shops makes up 16 per cent of all transport on weekdays and 14 per cent at the weekend.

Figur 7

Private passenger transport of 10-84 year olds, by purpose. 2001



3. Traffic accidents

Fall in number of personal injuries in traffic registered by the police from 1990 to 2001

In 2000 the number of traffic accidents leading to personal injury and which have been recorded by the police was 25 per cent lower than it was in 1990. The number of traffic accidents fell from 9,155 in 1990 to 6,861 in 2001. The number of people killed in traffic accidents fell 32 per cent from 634 in 1990 to 431 in 2001. In the same period the number of serious and minor injuries fell from 10,653 injured persons to 8,465, corresponding to a 21 per cent drop.

Alcohol accidents accounted for 17 per cent of all traffic accidents and for 27 per cent of all people killed in traffic accidents. Alcohol accidents involve at least one driver or pedestrian having an alcohol count of over 0.5.

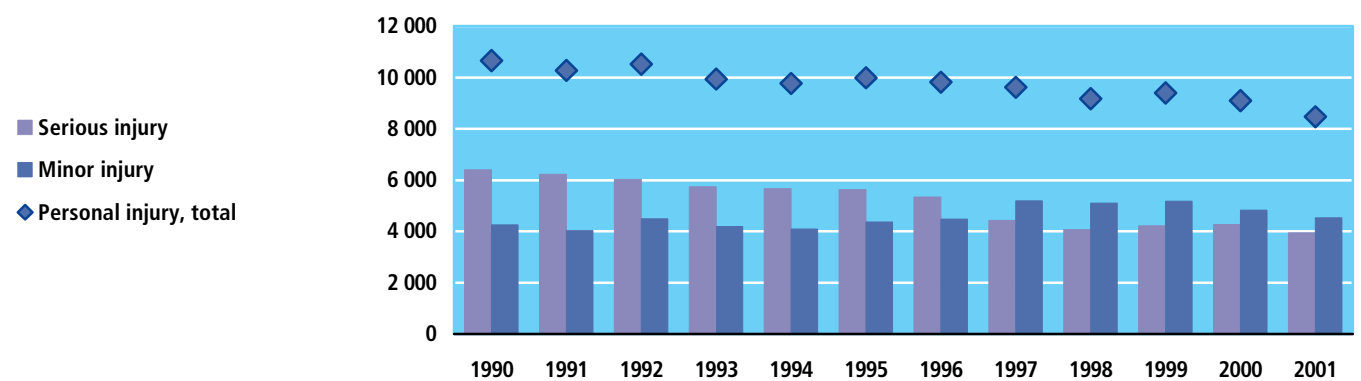
Significant underreported figures in the statistics on road traffic accidents

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. Since 1996, the annual surveys conducted by Statistics Denmark have therefore included nationwide information on persons treated by casualty wards as the result of a traffic accident in order to analyse the so-called underreported figures. The surveys have shown that the total number of personal injuries in traffic is almost 5 times higher than the number registered by the police. However, the statistical coverage with respect to the number of persons killed in traffic is almost 100 per cent. The greatest underreported figures for casualties appear among one-man accidents, cyclists and children and young people under 15 years. For these groups, only about 10 per cent of the personal injuries are re-

corded by the police. The survey results are published annually in the publication *Færdselsuheld* (Road traffic accidents).

Figure 8

Personal injuries registered by the police



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

4. Goods transport

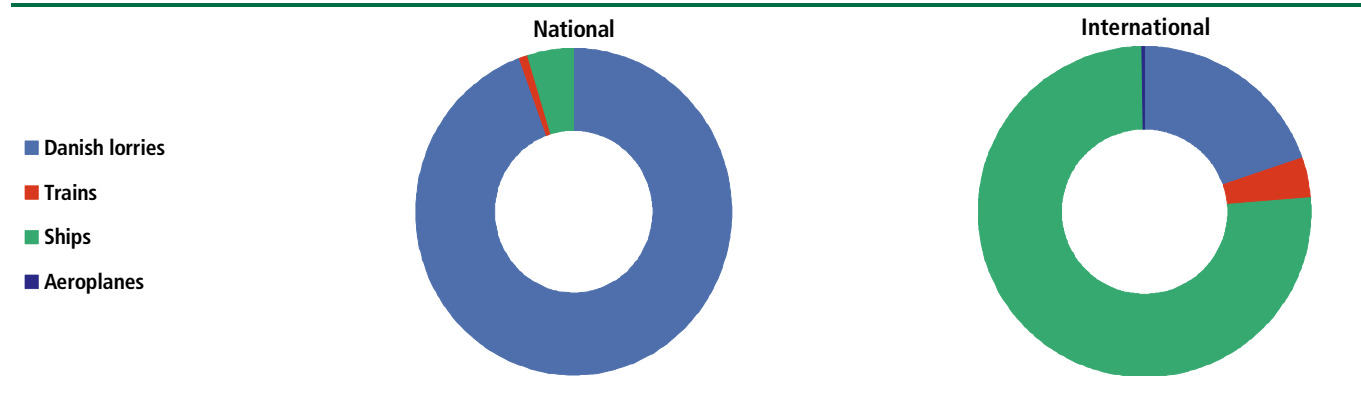
How are goods transported?

Total domestic goods transport, i.e. transport where loading and unloading takes place in Denmark, was approximately 201 million tonnes in 2001. Lorries are by far the most commonly used form of transport and are used for 94 per cent of all goods transport. 5 per cent of goods were transported by cargo ship and 1 per cent by train.

With regard to international traffic, i.e. transport between Denmark and foreign countries, transport by ship is the most commonly used mode of transport. In 2001 almost 76 per cent of all goods weighing approximately 71 million tonnes were transported by ship, whilst only 21 per cent were transported by Danish lorries. The rest were mainly transported by train.

Figure 9

Amount of goods – national and international traffic 2001



National goods transport by lorries

The total amount of goods transported within Denmark has been going up since 1994. The stagnation in the early 1990s was caused by the general economic recession in Denmark at this time. However, due to increased activity in construction in the second half of the 1990s, the total amount of goods transported has gone up again. In particular this increasing activity can be seen in the transport carried out by haulage contractors, while businesses' own transport of goods (i.e. transport paid by the hour on the businesses' own account) has fallen slightly throughout the 1990s. This should be seen as an indication of a growing tendency to outsource service activities, including transport services.

Figure 10

Goods transported by Danish companies and transport of goods within Denmark, analysed by group of goods

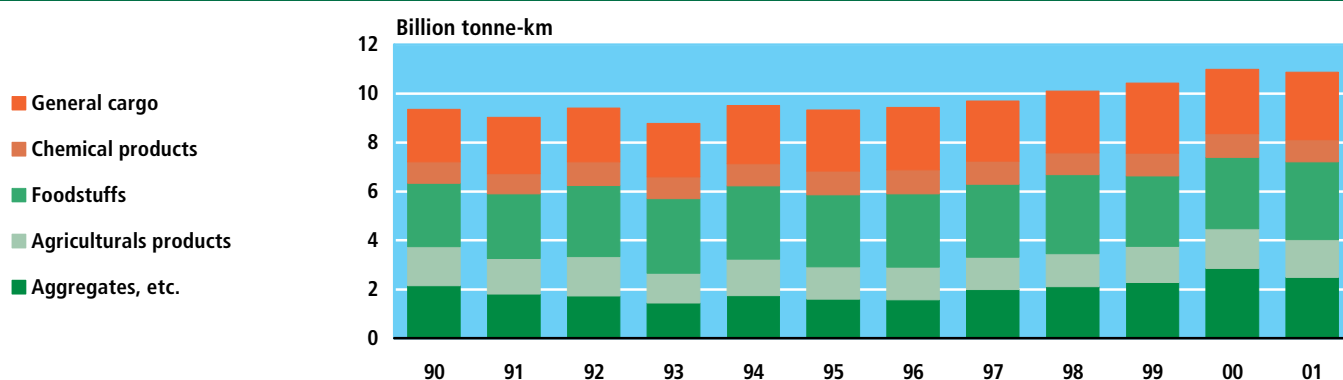
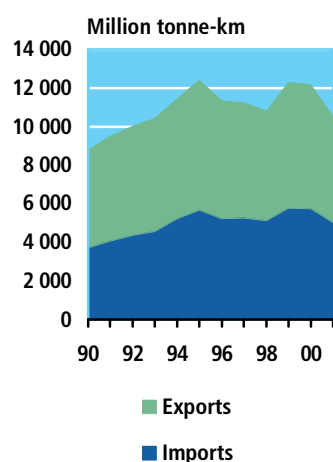


Figure 11
International transport
by Danish lorries
1990-2001



Domestic transport of goods by lorry includes in particular gravel, sand, cement, stone, etc. (37 per cent), foodstuffs (13 per cent), animal feed (13 per cent) and general cargo (10 per cent). In 2001, hazardous goods accounted for 4 per cent of the total amount of goods transported. The hazardous goods comprised especially inflammable, fluid substances, e.g. petrol.

The total transport has also increased since the mid-1990s. In 2001 total transport was calculated at 10.9 billion tonne-km and of these 80 per cent was transport carried out by haulage contractors. Especially transport of general cargo and gravel, etc. has increased heavily and accounts for 25 per cent and 23 per cent, respectively.

There is no clear connection in the changes in the amount of goods transported and the number of kilometres driven. This is because, for example, the distances that aggregates for construction are transported are typically relatively short, whilst increased specialisation of production of goods has led to longer distribution distances for, for example, general cargo.

Goods are mainly transported within the same region

A majority of all goods is transported within the same county, and is predominantly transported across the county border to a neighbouring county. Only a small amount of goods was transported between the different regions. Thus, 94 per cent of all goods loaded in Jutland were also unloaded in Jutland in 2000. For Zealand, etc. the proportion of goods was also 95 per cent, while for Funen the proportion reached 71 per cent. 2.5 per cent of goods crossed the Great Belt or

Kattegat in 2001, and of these 54 per cent was transported from western Denmark to eastern Denmark.

International goods transport by Danish lorries

International road transport of goods by Danish lorries rose steadily until 1995, however in 1996 this development turned. 1999 saw again a heavy increase in transport of goods; this increase continued to a smaller extent in 2000, but fell again in 2001. Total international goods transport by Danish lorries was calculated at 11.3 billion tonne-km in 2001, of which transport by haulage contractors makes up almost 100 per cent. 49 per cent of all goods transport was carried out from Denmark to foreign countries and 43 per cent from foreign countries to Denmark. 7 per cent was carried out between foreign places of loading and unloading.

Goods transport to and from Denmark and foreign countries consisted of general cargo, processed goods, semi-finished products, etc., and loading and unloading primarily took place in Germany.

5. Carriage by sea

Danish ships

On 1 January 2003 there were 1,838 Danish ships of at least 20 gross tonnes, of which 175 belonged to Greenland. This is a decrease of 40 ships compared with 2002. 42 per cent of vessels are fishing vessels, whilst almost 33 per cent are used as cargo ships.

Total gross tonnage (GT) was 7.4 million on 1 January 2003, this is an increase of 0.5 million compared to the year before. Container ships and tankers have seen an increase in tonnage. The gross tonnage of container ships represented 3.9 million GT at the beginning of 2003, corresponding to 53 pct. of the total gross tonnage. This is more than twice the figure, compared to 10 years ago. Tankers accounted for 2.1 million GT, representing 28 pct. of the total gross tonnage of Danish ships.

27 per cent of the ships, while 95 per cent of the gross tonnage was recorded in the Danish International Shipping Register.

Figure 12

Danish ships by use 1 January 2003

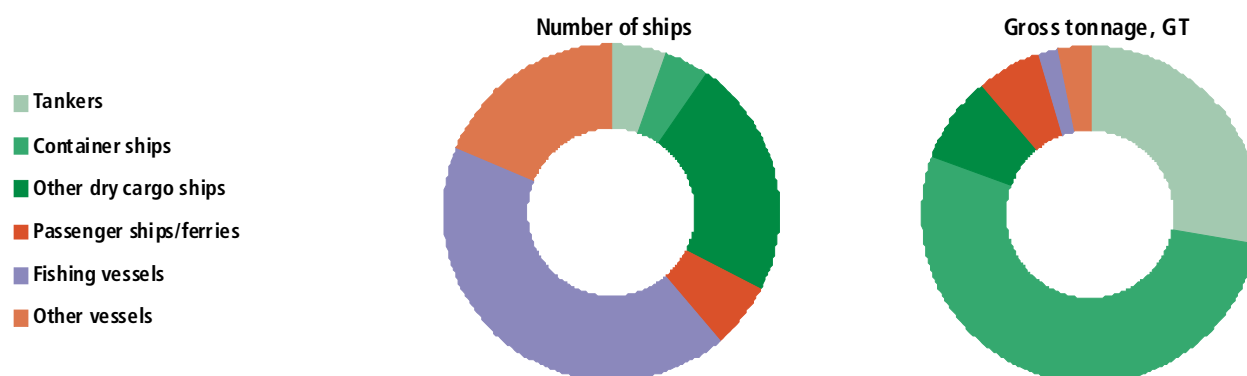


Table 350

Infrastructure for transport

Per 1 january	2001	2002
	— km —	
Road network, total	71 663	71 888
Of which motorways	953	971
Main government roads	1 659	1 660
County roads	9 986	9 988
Municipality roads	60 018	60 240
Railway network, total	2 768	2 768
Of which private railways	495	495
	— number —	
Stations and goods terminals	291	291
Sea ports	129	124
Airports	23	23

Table 351

Infrastructure for transport, expenditure

	2000	2001
	DKK mio.	
Road network¹	7 755	8 509
Construction expenditure	3 388	3 704
Operation and maintenance	4 367	4 805
State railway network¹	1 385	1 455
Investments	360	532
Reinvestments	956	878
Other investments	69	45
Private railways	97	...
Sea ports	424	718
Buildings	147	451
Constructions	277	267
Airports	880	464
Great Belt Link	29	23
Øresund Link	566	4
Copenhagen Metro	1 391	1 141

¹ Figures do not include the Great Belt Link.

Table 352

Vans and lorries etc.

	2002	2003
Fleet (start of year)	number	
Vans, total¹	343 450	353 610
Under 2,001 kg	60 603	58 174
2,001-3,000 kg	170 528	181 496
3,001-3,500 kg	112 319	113 940
Lorries, total¹	36 801	35 752
3,501-6,000 kg	4 356	4 045
6,001-15,000 kg	10 247	9 992
Over 15,000 kg	22 198	21 715
Tractors for semi-trailers	12 009	12 400
Trailers over 5,000 kg	12 770	12 538
Semi-trailers	25 310	25 601

¹ Total weight.

Table 353

Private cars, buses and motorcycles etc.

	2002	2003
Fleet (start of year)	number	
Private cars, total¹	1 872 631	1 888 290
Of which in households	1 729 031	1 746 418
Of which in business and industry	133 630	132 905
Petrol	1 751 905	1 748 911
Diesel	120 490	139 162
Age:		
0- 3 years	494 268	442 266
4- 7 years	538 817	558 666
8-11 years	310 239	362 098
12-15 years	323 053	275 879
16-19 years	157 218	196 758
over 19 years	49 036	52 611
Average age in years	8.1	8.3
Buses, total	13 954	13 986
In scheduled service	4 697	4 778
Tourist coaches	9 257	9 208
Caravans	110 995	113 338
Motor cycles	78 390	82 731
Moped-45	67 975	68 591
Standard mopeds

¹ Incl. cars where owner is not known.

Table 354

New registrations of vehicles

	2001 ¹	2002
	number	
Private cars	96 137	111 829
Petrol	78 974	89 078
Diesel	17 155	22 749
Buses	554	765
Motor cycles	2 417	2 640

¹ Revised figures.

Table 355

New registrations of vans and lorries etc.

	2001 ¹	2002
	number	
Vans²		
Under 2,001 kg	490	231
2,001-3000 kg	21 507	23 952
3,001-3,500 kg	8 973	7 207
Lorries¹		
3,501-6,000 kg	212	178
over 6,000 kg	2 241	1 958
Tractors for semi-trailers	2 198	2 021

¹ Revised figures. ² Total weight.

Table 356

Ships of at least 20 GT

Per 1 January	2002	2003
	number	
Danish ships, total	1 878	1 838
Tankers	96	95
Container ships	78	79
Other dry cargo ships	413	425
Passenger ships/ferries	118	114
Fishing vessels	850	781
Other ships	323	344
	thousand GT	
Ship tonnage, total	6 918	7 391
Tankers	1 763	2 053
Container ships	3 600	3 893
Other dry cargo ships	770	622
Passenger ships/ferries	425	454
Fishing vessels	144	150
Other ships	215	219

Note. Incl. ships based in Greenland.

Table 357

Civil aircraft

Per 31 December	2001		2002	
	Aircraft	Seats	Aircraft	Seats
	number			
Aircraft	1 149	•	1 083	•
Jet, 3-4 engines	20	1 493	12	1 467
Jet, 2 engines	155	16 924	140	15 262
Turbo-prop, 4 engines	6	325	6	325
Turbo-prop, 2 engines	96	3 400	92	3 180
Propeller, 2 engines	70	478	63	435
Propeller, 1 engine ¹	746	2 713	721	2 621
Helicopters	56	481	49	448
Seats	•	25 814	•	23 738
1- 2	203	381	193	365
3- 5	564	2 300	532	2 167
6- 9	116	793	113	779
10-99	169	4 998	158	4 612
100 or more	97	17 342	87	15 815

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

Source: Civil Aviation Administration.

Table 358

Road traffic, railways and airports

	2000	2001
	mio. vehicle km	
Road traffic, total	48 739	48 770
Private cars ¹	38 186	38 036
Motor cycles	483	518
Vans 2-6 tons total weight	5 452	5 685
Solo trucks over 6 tons total weight	725	780
Lorries and trailers	360	318
Lorries –Semi trailers	442	486
Busses in scheduled service	297	295
Tourist coaches	332	330
Bicycles/Mopeds	2 355	2 229
Moped 45s	107	93
	mio. train km	
Metropolitan trains	14.4	14.4
Private railways	7.5	7.6
Other passenger trains	40.6	41.9
Goods trains	5.8	5.3
	thousand calls	
Ferries in domestic service	435	431
Ferries in international service	95	84
Cargo ships	30	29
	thousand take-offs	
Domestic flights	87	73
International flights	296	288

¹ Incl. vans ≤ 2 tonnes and taxis.

Table 359

Passenger transport

	2000	2001
	mio. person-km	
Passenger transport in Denmark	77 261	76 710
Cars	59 124	58 589
Motor cycles	604	647
Buses in scheduled service	2 880	2 866
Tourist coaches	6 253	6 165
Bicycles/mopeds	2 355	2 229
Moped 45s	107	93
Metropolitan trains	1 182	1 168
Other trains	4 147	4 380
Ferries	246	235
Aircraft ¹	363	338
	thousand passengers	
Domestic ferries, total	10 277	10 047
Of which east/west Denmark	2 524	2 545
International ferries	31 203	27 745
Denmark-Sweden	19 673	15 818
Denmark-Germany	7 320	7 778
Denmark-Norway	3 912	3 807
Scheduled and charter flights, total	11 073	10 991
Scheduled, domestic	1 854	1 743
Scheduled, international	7 852	7 999
Charters	1 366	1 249

¹ Includes only passenger transport for domestic flights.

Table 360

Road transport of goods by lorries over 6 tons total weight

	2000	2001
	mio. tonnes	
National road transport of goods, total	206,9	190,0
Transport for hire or reward	159,4	144,6
Transport on own account	47,5	45,4
	mio. tonne-km	
National road transport of goods, total	11 000	10 887
Transport for hire or reward	8 926	8 752
Transport on own account	2 074	2 135
	mio. tonnes	
International road transport of goods, total	16,9	15,2
From Denmark	8,4	7,4
To Denmark	7,2	6,5
Third country	0,6	0,6
Cabotage	0,7	0,7
	mio. tonne-km	
International road transport of goods, total	13 021	11 269
From Denmark	6 426	5 487
To Denmark	5 742	5 023
Third country	607	573
Cabotage	248	187

Note. Third country is transport of goods where loading and unloading is in separate foreign countries. Cabotage is where loading and unloading are in the same foreign country.

Table 361

Goods transport by train, ship, and aircraft

	2000	2001
	thousand tonnes	
Goods carried by train	7 874	7 173
National	2 049	1 592
To Denmark	1 995	1 822
From Denmark	1 252	962
In transit	2 578	2 797
	mio. tonne-km	
Transport performance	2 025	1 961
National	456	362
To Denmark	425	441
From Denmark	274	215
In transit	870	943
	thousand tonnes	
Goods carried by cargo vessel	64 933	63 527
National	9 072	9 767
To Denmark	30 984	30 543
From Denmark	24 876	23 217
Goods carried by ferry	20 480	18 240
National	3 737	3 951
International	16 743	14 289
Goods carried by aircraft	132	117
National	9	4
International	123	113

Table 362

Families with use of cars 2003

Per 1 January	Families 2003	No car total	With car total	One car	Two cars or more
per cent of families					
All Denmark	2 890 447	45.3	54.7	44.4	10.3
Copenhagen Municipality	324 668	73.5	26.5	24.1	2.4
Frederiksberg Municipality	58 725	65.1	34.9	31.4	3.5
Copenhagen County	330 681	48.9	51.1	41.6	9.5
Frederiksborg County	189 944	39.1	60.9	45.9	15.1
Roskilde County	119 190	38.4	61.6	47.3	14.3
West Zealand County	158 085	39.1	60.9	48.0	12.9
Storstrøm County	141 166	40.2	59.8	48.1	11.8
Bornholm County	23 581	42.3	57.7	49.0	8.7
Funen County	252 586	42.4	57.6	47.3	10.3
South Jutland County	129 350	34.7	65.3	53.1	12.3
Ribe County	114 130	38.0	62.0	51.0	11.0
Vejle County	182 701	38.5	61.5	48.5	13.0
Ringkøbing County	138 726	35.6	64.4	53.4	11.0
Århus County	347 479	46.3	53.7	43.5	10.2
Viborg County	119 161	34.6	65.4	53.2	12.1
North Jutland County	260 274	41.0	59.0	48.3	10.7

Table 363

The 20 most sold private car makes

	2001 ¹	2002
New registrations, total	96 137	111 829
Peugeot (1)	15 175	18 340
Citroën (3)	9 244	11 945
Volkswagen (2)	9 340	10 819
Toyota (5)	7 847	9 812
Ford (4)	9 041	9 081
Skoda (7)	5 506	6 261
Opel (6)	6 693	5 413
Renault (8)	5 062	5 101
Fiat (9)	4 712	4 991
Suzuki (10)	3 695	4 487
Volvo (17)	1 377	4 222
Hyundai (11)	2 557	3 548
Nissan (13)	2 044	2 845
Audi (12)	2 370	2 827
Seat (14)	1 970	2 239
Mitsubishi (16)	1 448	1 894
Mazda (15)	1 941	1 667
BMW (19)	1 028	1 255
Mercedes-Benz (18)	1 327	1 222
Honda (20)	956	852

Note. The numbers in brackets show the position in 2001.

¹ Revised figures

Table 364

Families with purchase of cars

	Families		Purchased new car		Purchased used car		Purchased car, total ¹	
	2002	2003	2001	2002	2001	2002	2001	2002
All Denmark	2 887 329	2 890 447	57 447	71 090	334 994	371 214	388 565	437 551
	per cent of families							
All Denmark			2.0	2.5	11.6	12.8	13.5	15.1
Copenhagen Municipality	325 568	324 668	0.9	1.1	6.7	7.3	7.6	8.3
Frederiksberg Municipality	58 827	58 725	1.3	1.7	6.6	7.0	7.8	8.7
Copenhagen County	330 923	330 681	2.3	2.8	9.6	10.4	11.7	13.1
Frederiksborg County	189 656	189 944	3.0	3.7	12.3	13.5	15.1	16.9
Roskilde County	119 036	119 190	2.8	3.3	12.6	13.8	15.2	16.8
West Zealand County	157 336	158 085	2.4	2.8	13.8	15.4	15.9	18.0
Storstrøm County	140 881	141 166	2.5	3.0	13.0	14.4	15.3	17.2
Bornholm County	23 666	23 581	1.6	2.2	11.0	12.2	12.5	14.2
Funen County	252 136	252 586	1.7	2.1	11.6	13.0	13.2	14.9
South Jutland County	129 397	129 350	2.1	2.8	13.9	15.7	15.8	18.3
Ribe County	114 066	114 130	1.9	2.4	13.4	15.2	15.2	17.4
Vejle County	181 890	182 701	2.1	2.6	13.8	15.5	15.8	17.9
Ringkøbing County	138 622	138 726	2.1	2.5	13.8	15.0	15.7	17.3
Århus County	345 656	347 479	1.8	2.3	11.6	12.7	13.3	14.8
Viborg County	119 209	119 161	2.0	2.5	14.1	15.9	16.0	18.2
North Jutland County	260 460	260 274	1.9	2.5	12.6	14.2	14.4	16.5

¹ "Purchased car, total" is less than the sum of "Purchased new car" and "Purchased used car", as some families have purchased both new and used.

Table 365

Families with purchase of cars by county

	Families		Purchased new car		Purchased used car		Purchased car, total	
	2002	2003	2001	2002	2001	2002	2001	2002
All Denmark	2 887 329	2 890 447	57 447	71 090	334 994	371 214	388 565	437 551
	per cent of total							
All Denmark	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Copenhagen Municipality	11.3	11.2	5.2	4.9	6.5	6.4	6.3	6.2
Frederiksberg Municipality	2.0	2.0	1.4	1.4	1.2	1.1	1.2	1.2
Copenhagen County	11.5	11.4	13.2	13.1	9.4	9.3	10.0	9.9
Frederiksborg County	6.6	6.6	9.8	9.8	7.0	6.9	7.4	7.4
Roskilde County	4.1	4.1	5.9	5.5	4.5	4.4	4.7	4.6
West Zealand County	5.4	5.5	6.5	6.2	6.5	6.6	6.5	6.5
Storstrøm County	4.9	4.9	6.0	6.0	5.5	5.5	5.5	5.6
Bornholm County	0.8	0.8	0.6	0.7	0.8	0.8	0.8	0.8
Funen County	8.7	8.7	7.3	7.4	8.8	8.8	8.6	8.6
South Jutland County	4.5	4.5	4.8	5.1	5.4	5.5	5.3	5.4
Ribe County	4.0	3.9	3.8	3.8	4.6	4.7	4.5	4.5
Vejle County	6.3	6.3	6.7	6.8	7.5	7.6	7.4	7.5
Ringkøbing County	4.8	4.8	5.1	4.8	5.7	5.6	5.6	5.5
Århus County	12.0	12.0	10.9	11.0	12.0	11.8	11.8	11.7
Viborg County	4.1	4.1	4.2	4.2	5.0	5.1	4.9	5.0
North Jutland County	9.0	9.0	8.6	9.1	9.8	10.0	9.7	9.8

Table 366

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

	2000	2001
	ave. no. cars per 24 hours	
E20 Amager Motorway	67 700	69 700
Holbæk Motorway, at Vallensbæk Mose	73 200	73 900
West Motorway, at Roskilde-West Zealand	30 100	30 500
The Funen Motorway, north of Nyborg	21 400	22 100
Great Belt Link	20 600	21 200
The Funen Motorway, south of Odense	36 500	37 200
The New Little Belt Bridge	48 400	48 100
Mid-Jutland Motorway, at Herslev	21 400	21 500
Esbjerg-Kolding, at Holsted	11 800	12 200
E45 National border, Kruså	11 500	12 000
South Jutland Motorway, at Hammelev	24 000	25 600
Vejle Fjord Bridge	51 000	51 300
Mid-Jutland Motorway, at Løsning	36 500	36 500
North-Jutland Motorway, north of Århus	28 300	28 100
Limfjord Tunnel	50 100	51 300
Aalborg-Frederikshavn	7 900	7 600
E39 Aalborg-Hirtshals	4 000	3 800
E47/E55 Helsingør Motorway, at Nærum	71 400	70 700
Motorring 3, at Husum	71 800	71 800
Køgebugt Motorway, at Ølby	74 200	75 200
South Motorway, at Tappernøje	17 600	18 200
Farø Bridges, north of Farø	17 400	17 300
Guldborgsund Tunnel	9 100	9 500
E47 South Motorway, south of Rødby	5 000	5 700
E55 Ørslev-Gedser	12 300	12 700
Other bridges		
Alssund Bridge	20 300	20 600
Svendborgsund Bridge	15 000	14 700
Oddesund Bridge	5 500	5 000
Vilsund Bridge	7 200	7 250
Sallingsund Bridge	9 200	9 100
Frederik IX's Bridge	19 000	19 900
Rømødæmningen	2 800	3 800
Limfjord Bridge	30 600	29 900
Storstrøm Bridge	4 400	4 600
Bispeengbuen	50 800	48 700

Source: Road Directorate.

Table 367

Ships observed passing through the Sound and Belts

	2001	2002
	observations	
Øresund		
Northern observation point		
Going north	18 412	17 704
Going south	19 151	19 162
Southern observation point		
Going north	18 459	18 055
Going south	19 334	19 542
The Great Belt		
Going north	9 232	9 518
Going south	7 797	7 720
The Little Belt		
Going north	1 270	1 412
Going south	1 522	1 433

Source: Admiral Danish Fleet.

Table 368

Accidents at sea and losses of Danish ships 2001

	Merchant ships			Fishing vessels		Total	
	Sea accidents	Of which passenger ships	Deaths	Sea accidents	Deaths	Sea accidents	Deaths
	number						
Total	52	15	2	44	3	96	5
Of which shipwrecks	2	-	2	18	3	20	5
Groundings	17	5	-	8	-	25	-
Contact damage	9	6	2	2	-	11	2
Collisions	14	1	-	18	1	32	1
Capsizing	1	-	-	5	1	6	1
Mechanical breakdown	5	3	-	-	-	5	-
Fire, explosions	4	-	-	9	-	13	-
Other damage	2	-	-	2	1	4	1
Injuries ¹	-	-	•	12	•	12	•

¹ As result of the above.

Source: Danish Maritime Authority.

Table 369

Rescue services

	2000	2001
Operations of the coastal rescue service	596	624
Of which rescue operations	306	306
Operations of air rescue service	467	487
Of which assistance in coastal rescue service operations	176	176
Operations of the maritime rescue service	428	394
Operations for industrial activities	103	95
Operations for pleasure yachts	233	215
Unspecified operations ¹	105	82
Registered perished persons	21	27
Reports of oil-slip observations	457	332
Of which involving the maritime rescue service's environmental patrol ships	71	51











Note. Search and rescue on land is the responsibility of the Police.

¹ Incl. false alarms.

Source: Royal Danish Administration of Navigation and Hydrography, Tactical Air Command Denmark, and Admiral Danish Fleet

Table 370

Road traffic accidents with casualties by accident situation 2001

	Accident situation										Total ¹
											10
	0	1	2	3	4	5	6	7	8	9	
Accidents, total	1 507	814	588	738	580	718	774	243	790	96	6 861
Accidents involving:											
Passenger cars	892	620	489	577	533	611	662	169	494	33	5 091
Vans	125	129	122	103	61	108	94	56	69	7	876
Lorries	19	101	85	83	36	46	57	37	16	3	484
Buses	6	46	23	15	14	15	19	5	49	2	194
Tractors	2	21	14	30	6	7	10	10	9	1	110
Motor cycles ²	143	77	44	60	87	54	82	26	17	17	607
Mopeds	229	86	81	208	79	130	124	61	61	12	1 073
Bicycles	89	204	73	275	190	253	325	91	78	25	1 604
Pedestrians	•	•	•	•	•	•	•	•	790	•	813

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.

¹ Incl. accidents where the situation is either unspecified, or it cannot be described using one of the main types of accident situation. 13 such accidents are included in the total figures. ² Mopeds with registration max. speed 45 km p.h.

Table 371

Road traffic accidents causing casualties

	1990	1995	2001
Accidents, total	9 155	8 373	6 861
Of which:			
Alcohol accidents ¹	1 613	1 282	1 140
Casualties, total	11 287	10 573	8 896
Killed	634	582	431
Seriously injured	6 396	5 624	3 946
Slightly injured	4 257	4 367	4 519
Casualties in alcohol accidents	2 057	1 672	1 441
Killed	154	123	115
Seriously injured	1 176	893	636
Slightly injured	727	656	690

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 a 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.

Table 372

Fatal casualties in road traffic accidents 2001

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	195	12	12	31	38	26	314
0- 6 years	-	-	-	-	-	-	-
7-14 years	6	-	-	1	5	1	13
15-19 years	20	1	-	10	1	3	35
20-24 years	31	4	1	1	-	2	39
25-44 years	60	5	8	5	6	8	92
45-64 years	41	1	3	11	8	8	72
65 years +	37	1	-	3	18	4	63
Not stated	-	-	-	-	-	-	-
Women, total	76	-	-	-	18	23	117
0- 6 years	3	-	-	-	-	-	3
7-14 years	3	-	-	-	1	1	5
15-19 years	6	-	-	-	1	1	8
20-24 years	7	-	-	-	2	-	9
25-44 years	23	-	-	-	4	2	29
45-64 years	17	-	-	-	4	3	24
65 years +	17	-	-	-	6	16	39
Not stated	-	-	-	-	-	-	-

Note. The sum of the totals in the individual columns will not always add up to the total, as full information is not always available for all accidents.

¹ Incl. other vehicles which are not specified in the table, e.g. tractors, horse carts, etc.

Table 373

Fatal and non-fatal casualties in road traffic accidents 2001

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	2 935	274	255	874	779	383	5 505
0- 6 years	62	-	-	-	13	21	97
7-14 years	99	1	2	15	77	55	251
15-19 years	419	12	27	368	62	29	917
20-24 years	539	56	40	72	71	37	815
25-44 years	1 126	145	129	225	269	105	2 001
45-64 years	454	54	50	149	201	80	988
65 years +	225	6	7	45	86	55	424
Not stated	11	-	-	-	-	1	12
Women, total	1 944	42	38	145	790	430	3 391
0- 6 years	53	-	-	-	6	12	72
7-14 years	87	1	-	9	59	39	195
15-19 years	208	3	1	53	96	36	397
20-24 years	228	10	11	13	98	24	384
25-44 years	704	20	20	33	237	74	1 089
45-64 years	439	7	6	29	215	76	772
65 years +	225	1	-	8	79	169	482
Not stated	-	-	-	-	-	-	-

Note. The sum of the totals in the individual columns will not always add up to the total, as full information is not always available for all accidents.

¹ Incl. other vehicles which are not specified in the table, e.g. tractors, horse carts, etc.