

Transport

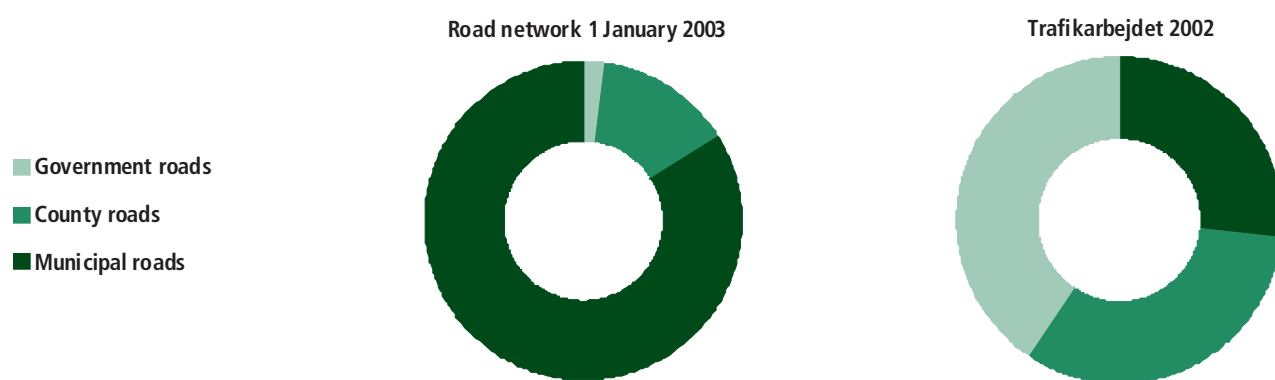
1. Road transport

The road network

There are 71,951 km of public roads in Denmark (1 January 2003) and 84 per cent of these are municipal roads. The length of the public road network has been increased by about 1,200 km since 1990. This increase is mainly due to extension of municipal roads. Per square kilometre Denmark has 1.7 km of road against i.e. 0.5 km in Sweden and 4.0 in Holland.

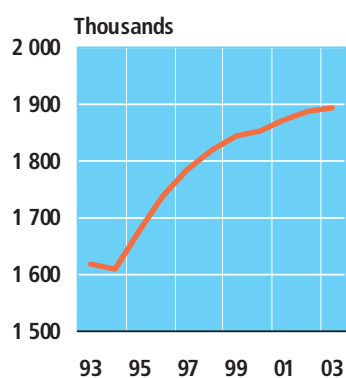
Figure 1

Distribution of road network and transport



At the same time, the overall road network has also been extended. The motorway system was extended by 398 km or 65 per cent to make up 1,009 km and another 60 km were added to the dual-carriageway network thus making up 341 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 2002 vehicles drove 49.9 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds. This is an increase of 27 per cent compared to 1990. This increase is particularly due to the km's driven by lorries, delivery vans and passenger cars, which accounted for an increase of 140 and 33 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 2002 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 2002, 2.3 million kilometres were driven by bicycles/mopeds. This is a fall of 27 per cent compared to 1990.

Three out of four motor vehicles are passenger cars

On 1 January 2004 there were a total of 2,477,300 motor vehicles. 76 per cent of motor vehicles were passenger cars, 15 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 2000 to 2004 – 120,000 units or 5 pct. - was completely dominated by passenger cars and delivery vans, which accounted for 43 per cent and 35 per cent of the growth, respectively. Furthermore, there has

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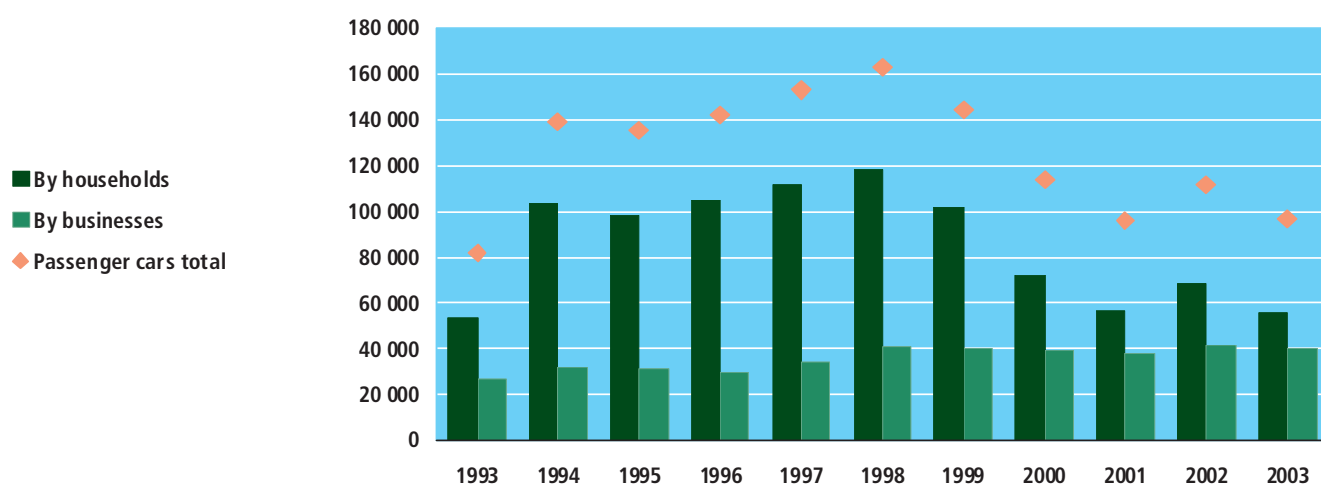
been a sharp increase in the number of motorbikes and mopeds. The number of busses and lorries has on the whole remained unchanged over the period.

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

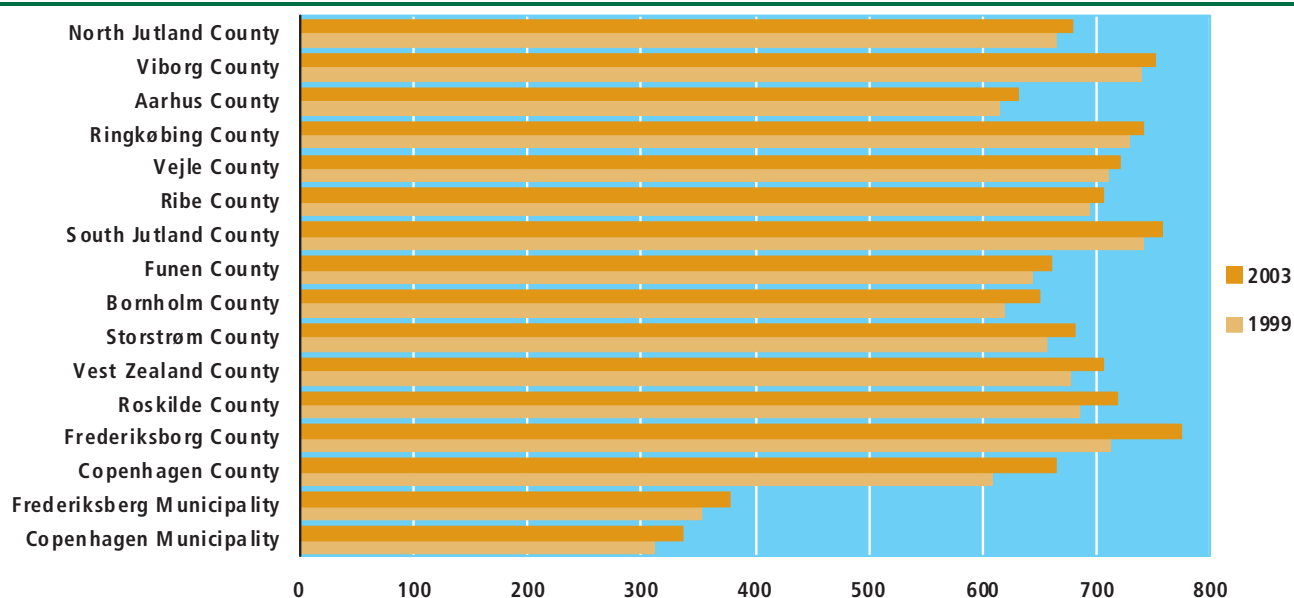


More cars available

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)

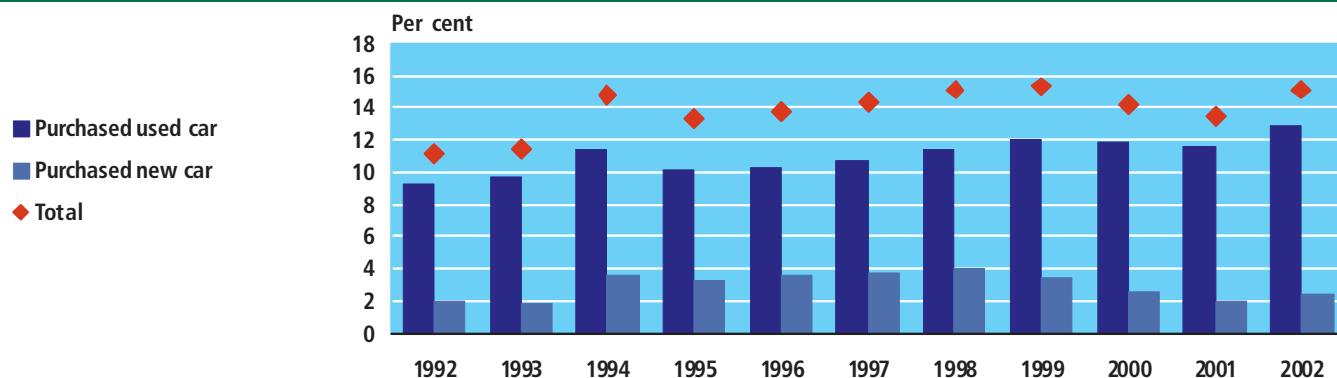


One in seven families has purchased a new or a used car every year

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



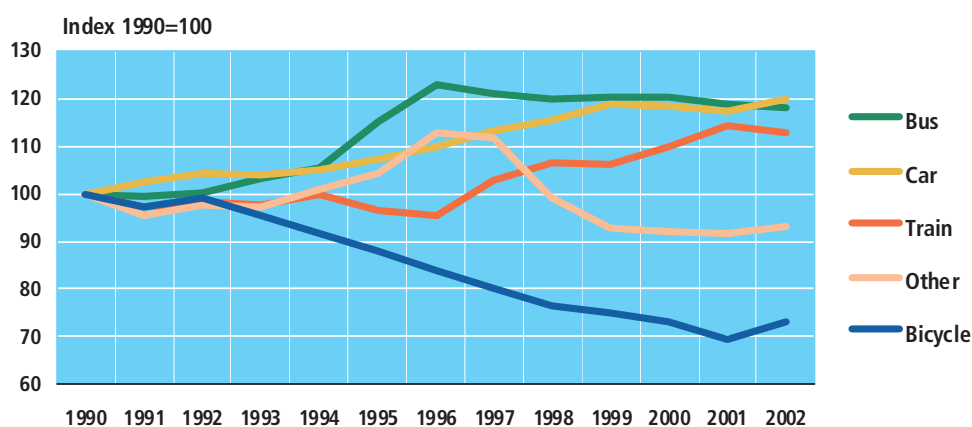
2. Passenger transport

Increase in passenger km by more than 16 pct. compared to 1990

On average every Dane covered a distance of approximately 14,500 km in 2002, corresponding to a total passenger transport performance of 78,011 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.

Figure 6

Developments in passenger transport



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.

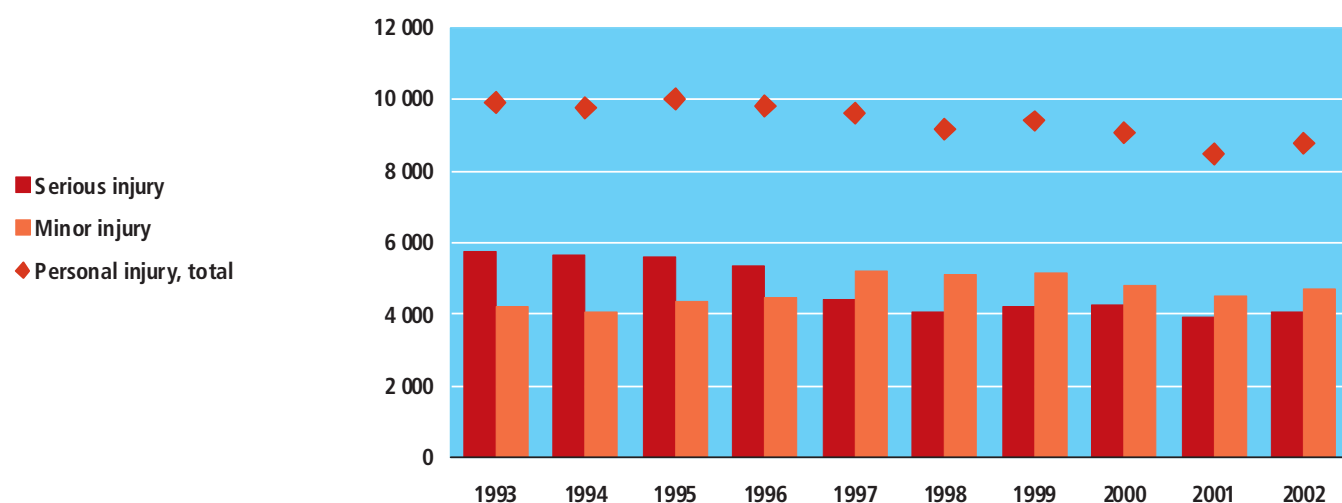
3. Traffic accidents

Fall in number of personal injuries in traffic registered by the police from 1993 to 2002

In 2002 the number of traffic accidents leading to personal injury and which have been recorded by the police was 16 per cent lower than it was in 1993. The number of traffic accidents fell from 8,513 in 1993 to 7,126 in 2002. The number of people killed in traffic accidents fell 17 per cent from 559 in 1993 to 463 in 2002. In the same period the number of serious and minor injuries fell from 9,930 injured persons to 8,791, corresponding to a 11 per cent drop. In 2002 alcohol accidents accounted for 17 per cent of all traffic accidents and for 29 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.

Figure 7

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.

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

Injured and killed in railway accidents

In the ten years period from 1993-2002 11 people have been injured and 8 persons killed on yearly average.

4. Goods transport

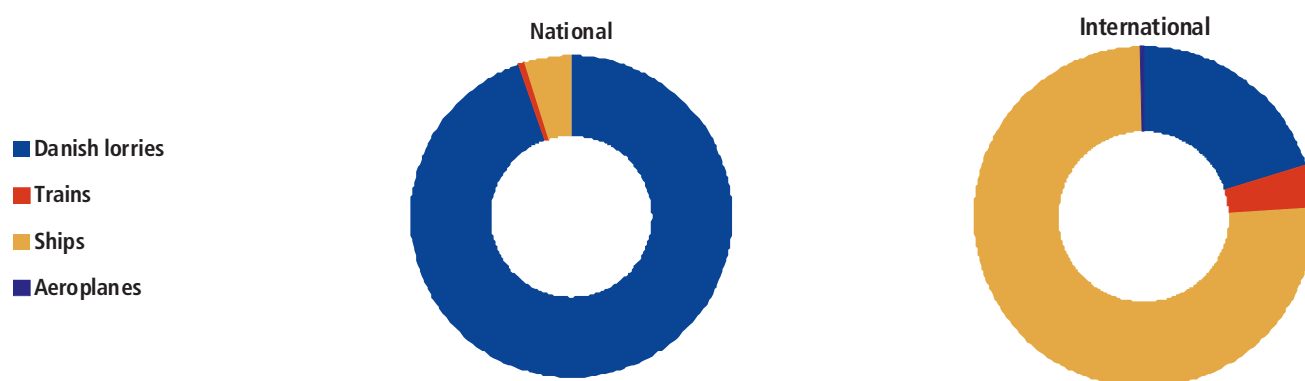
How are goods transported?

Total domestic goods transport, i.e. transport where loading and unloading takes place in Denmark, was approximately 205 million tonnes in 2002. 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 68 per cent of all goods weighing approximately 80 million tonnes were transported by ship, whilst only 18 per cent were transported by Danish lorries and 12 per cent by foreign lorries. The rest were mainly transported by train.

Figure 8

Amount of goods – national and international traffic 2002



National goods transport by lorries

The total amount of goods transported within Denmark has been going up since 1994. In 2002 the total amount of transport work was 11.1 billion tonne-km of which 81 per cent was lorries. 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.

Transport

Figure 9

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

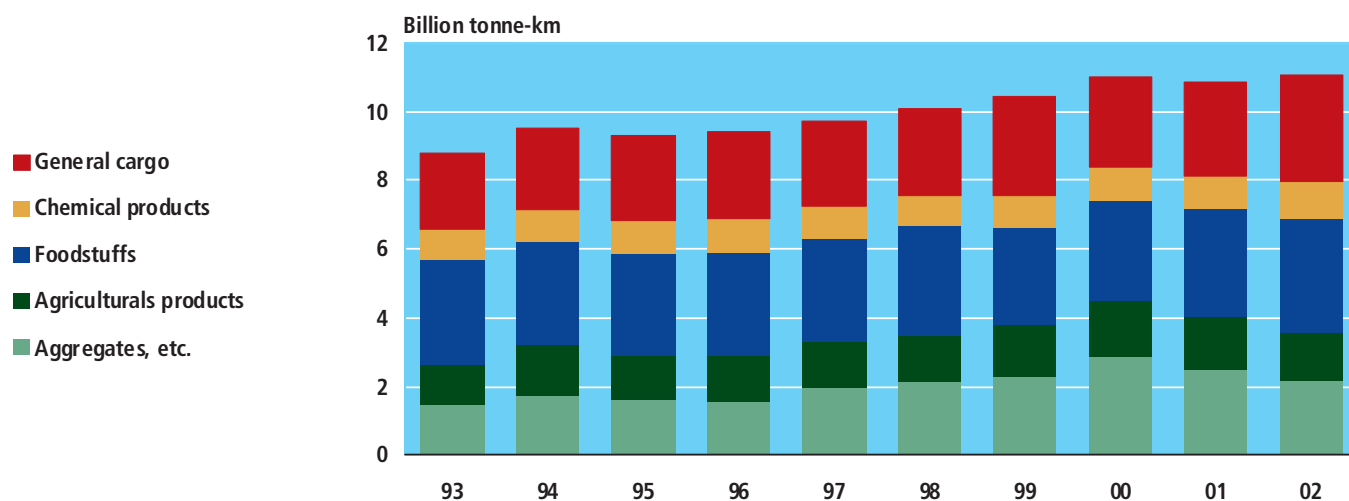
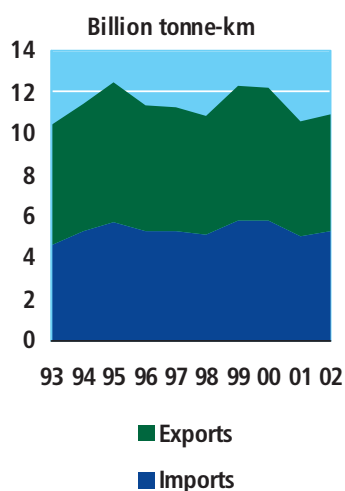


Figure 10
International transport
by Danish lorries
1990-2002



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.

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, where the international road transport reached 13 mio tonne-km. 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 46 per cent from foreign countries to Denmark. 5 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.

The international lorries covered 40 per cent of the total transportwork between Denmark and abroad (2001). Among the international lorries there was an overweight of Dutch and German lorries

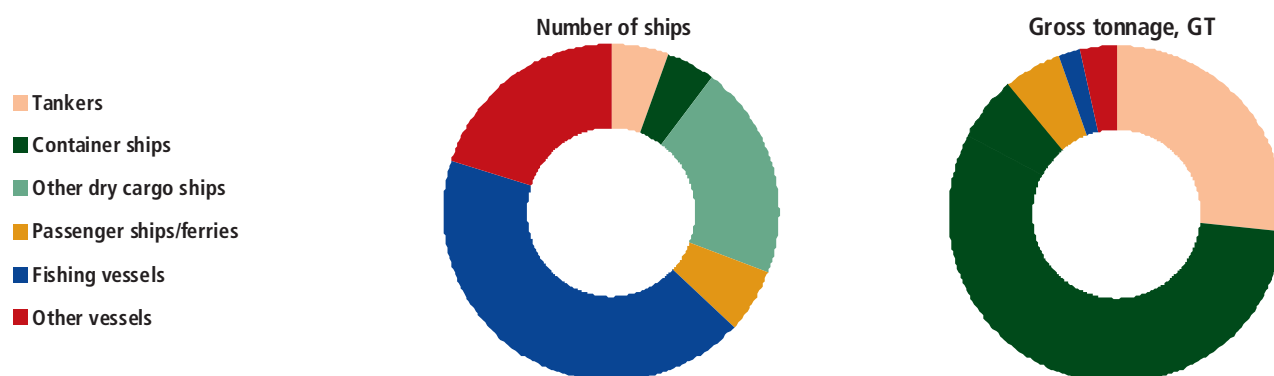
5. Carriage by sea

Danish ships

On 1 January 2004 there were 1,783 Danish ships of at least 20 gross tonnes,. This is a 3 per cent decrease compared to 2003. 43 per cent of vessels are fishing vessels, whilst almost 31 per cent are used as cargo ships. Total gross tonnage (GT) was 7.6 million on 1 January 2004, this is an increase of 0.3 million compared to the year before and the highest ever. The gross tonnage of container ships represented 4.3 million GT at the beginning of 2004, corresponding to 56 pct. of the total gross tonnage. This is more than twice the figure, compared to 10 years ago. Tankers accounted for 2.0 million GT, representing 27 pct. of the total gross tonnage of Danish ships.

Figure 11

Danish ships by use 1 January 2004



Ships less than ten years represented on the 1st of January 2004 70 per cent of the total GT. 14 per cent of the gross tonnes was between 10 and 14 year old. For tankers 77 per cent of the GT was represented by ships less than ten years old and only 1 per cent for ships more than 25 years.

The merchant navy are made up of cargo and passengerships of at least 100 GT. Prior to 2004 473 ships altogether carried 7.3 million GT. The Danish merchant navy has 1.3 of the total world GT. This was the fourth largest in Europe and the sixteenth largest in the world.

Table 350

Infrastructure for transport

Per 1 January	2002	2003
	— km —	
Road network, total	71 888	71 951
Of which motorways	971	1 009
State roads	1 660	1 659
County roads	9 988	9 964
Municipality roads	60 240	60 328
Railway network, total	2 768	2 779
Of which private railways	495	495
	— number —	
Stations and halts	554	556
Sea ports	124	124
Airports	23	23

Table 351

Infrastructure for transport, expenditure

	2001	2002
	DKK mio.	
Road network¹	8 884	7 944
Construction expenditure	3 971	2 962
Operation and maintenance	4 913	4 982
State railway network¹	1 455	1 612
New investments	878	960
Reinvestments	532	582
Other investments	45	70
Private railways	53	34
Sea ports	718	...
Buildings	451	...
Constructions	267	...
Airports	464	...
Great Belt Link	23	3
Øresund Link	4	3
Copenhagen Metro	1 891	1 903

¹ Figures do not include the Great Belt Link.

Table 352

Vans and lorries etc.

	2003	2004
Fleet (start of year)	number	
Vans, total¹	353 610	365 112
Under 2,001 kg	58 174	55 511
2,001-3,000 kg	181 496	195 176
3,001-3,500 kg	113 940	114 425
Lorries, total¹	35 752	34 896
3,501-6,000 kg	4 045	3 787
6,001-15,000 kg	9 992	9 870
Over 15,000 kg	21 715	21 239
Tractors for semi-trailers	12 400	12 805
Trailers over 5,000 kg	20 850	21 870
Semi-trailers	25 601	26 628

¹ Total weight.


 For further information visit www.statbank.dk/bil7

Table 353

Private cars, buses and motorcycles etc.

	2003	2004
Fleet (start of year)	number	
Private cars, total¹	1 888 290	1 894 649
Of which in households	1 746 418	1 755 425
Of which in business and industry	132 905	139 224
Petrol	1 748 911	1 736 917
Diesel	139 162	157 537
Age:		
0- 3 years	442 266	394 038
4- 7 years	558 666	567 886
8-11 years	362 098	406 687
12-15 years	275 879	260 481
16-19 years	196 758	204 704
over 19 years	52 623	60 853
Average age in years	8.8	9.1
Buses, total	13 986	14 132
In scheduled service	4 778	4 903
Tourist coaches	9 208	9 229
Caravans	113 338	116 930
Motor cycles	82 731	87 779
Moped-45	68 591	67 961
Standard mopeds

¹ 2003 includes private cars where owner is not known.

For further information visit www.statbank.dk/bil7

Table 354

New registrations of vehicles

	2002 ¹	2003
	number	
Private cars	111 598	96 501
Petrol	88 894	74 218
Diesel	22 704	22 280
Buses	765	635
Motor cycles	2 625	2 824

¹ Revised figures.


 For further information visit www.statbank.dk/bil5

Table 355

New registrations of vans and lorries etc.

	2002 ¹	2003
	number	
Vans²		
Under 2,001 kg	232	140
2,001-3000 kg	23 896	25 519
3,001-3,500 kg	7 197	6 126
Lorries²		
3,501-6,000 kg	178	160
over 6,000 kg	1 949	1 928
Tractors for semi-trailers	1 985	2 147

¹ Revised figures. ² Total weight.


 For further information visit www.statbank.dk/bil5

Table 356

Ships of at least 20 GT

Per 1 January	2003	2004
	number	
Danish ships, total	1 838	1 783
Tankers	95	99
Container ships	79	85
Other dry cargo ships	425	364
Passenger ships/ferries	114	110
Fishing vessels	781	766
Other ships	344	359
	thousand GT	
Ship tonnage, total	7 391	7 548
Tankers	2 053	2 039
Container ships	3 893	4 283
Other dry cargo ships	622	480
Passenger ships/ferries	454	424
Fishing vessels	150	150
Other ships	219	271

Note. Incl. ships based in Greenland.

Table 357

Civil aircraft

Per 31 December	2001		2002	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish 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

	2001	2002
	mio. vehicle km	
Road traffic, total	48 770	49 916
Private cars ¹	38 036	38 854
Motor cycles	518	550
Vans 2-6 tons total weight	5 685	5 904
Solo trucks over 6 tons total weight	780	650
Lorries and trailers	318	349
Lorries –Semi trailers	486	544
Busses in scheduled service	295	299
Tourist coaches	330	326
Bicycles/Mopeds	2 229	2 344
Moped 45s	92	95
	mio. train km	
Metropolitan trains	14.4	14.7
Private railways	7.6	7.1
Other passenger trains	41.9	42.9
Goods trains	5.3	4.8
	thousand calls	
Ferries in domestic service	431	447
Ferries in international service	84	77
Cargo ships	29	29
	thousand take-offs	
Domestic flights	90	107
International flights	288	263

¹ Incl. vans up to 2 tonnes and taxis.

Table 359

Passenger transport

	2001	2002
	mio. passenger-km	
Passenger transport in Denmark	76 710	78 011
Cars	58 589	59 884
Motor cycles	647	688
Buses in scheduled service	2 866	2 903
Tourist coaches	6 165	6 069
Bicycles/mopeds	2 229	2 344
Moped 45s	93	95
Metropolitan trains	1 168	1 125
Other trains	4 380	4 354
Ferries	235	245
Aircraft ¹	338	304
	thousand passengers	
Domestic ferries, total	10 047	10 153
Of which east/west Denmark	2 545	2 598
International ferries	27 745	27 777
Denmark-Sweden	15 818	15 149
Denmark-Germany	7 778	8 290
Denmark-Norway	3 807	3 978
Scheduled and charter flights, total	10 991	10 752
Scheduled, domestic	1 743	1 529
Scheduled, international	7 999	8 124
Charters	1 249	1 099

¹ Includes only passenger transport for domestic flights.

Table 360

Road transport of goods by lorries over 6 tons total weight

	2001	2002
	mio. tonnes	
National road transport of goods, total	190.0	194.1
Transport for hire or reward	144.6	146.3
Transport on own account	45.4	47.8
	mio. tonne-km	
National road transport of goods, total	10 887	11 057
Transport for hire or reward	8 752	8 934
Transport on own account	2 135	2 123
	mio. tonnes	
International road transport of goods, total	15.3	15.2
From Denmark	7.4	7.6
To Denmark	6.5	6.8
Third country	0.6	0.5
Cabotage	0.7	0.4
	mio. tonne-km	
International road transport of goods, total	11 269	11 459
From Denmark	5 487	5 642
To Denmark	5 023	5 253
Third country	573	432
Cabotage	187	132

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.

For further information visit www.statbank.dk/nvg1 and [ivg1](#)

Table 361

Goods transport by train, ship, and aircraft

	2001	2002
	thousand tonnes	
Goods carried by train	7 173	7 297
National	1 592	1 382
To Denmark	1 822	1 984
From Denmark	962	1 016
In transit	2 797	2 914
	mio. tonne-km	
Transport performance	1 961	1 906
National	362	319
To Denmark	441	406
From Denmark	215	196
In transit	943	986
	thousand tonnes	
Goods carried by cargo vessel	63 527	63 429
National	9 767	9 486
To Denmark	30 543	29 296
From Denmark	23 217	24 648
Goods carried by ferry	18 240	18 757
National	3 951	4 283
International	14 289	14 474
Goods carried by aircraft	117	112
National	4	8
International	113	104

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 Municipality	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.

	2001	2002
	ave. no. cars per 24 hours	
E20 Amager Motorway	69 700	72 500
Holbæk Motorway, at Vallensbæk Mose	73 900	76 500
West Motorway, at Roskilde-West Zealand	30 500	31 900
The Funen Motorway, north of Nyborg	22 100	22 700
Great Belt Link	21 200	22 100
The Funen Motorway, south of Odense	37 200	39 000
The New Little Belt Bridge	48 100	50 200
Mid-Jutland Motorway, at Herslev	21 500	22 300
Esbjerg-Kolding, at Holsted	12 200	12 800
E45 National border, Kruså	12 000	12 400
South Jutland Motorway, at Hammelev	25 600	25 100
Vejle Fjord Bridge	51 300	53 000
Mid-Jutland Motorway, at Løsning	36 500	37 900
North-Jutland Motorway, north of Århus	28 100	30 100
Limfjord Tunnel	51 300	54 100
Aalborg-Frederikshavn	7 600	8 000
E39 Aalborg-Hirtshals	3 800	4 500
E47/E55 Helsingør Motorway, at Nærum	70 700	72 000
Motorring 3, at Husum	71 800	72 700
Køgebugt Motorway, at Ølby	75 200	78 700
South Motorway, at Tappernøje	18 200	19 100
Farø Bridges, north of Farø	17 300	18 500
Guldborgsund Tunnel	9 500	10 000
E47 South Motorway, south of Rødby	5 700	5 300
E55 Ørslev-Gedser	12 700	13 100
Other bridges		
Alssund Bridge	20 600	21 300
Svendborgsund Bridge	14 700	15 200
Oddesund Bridge	5 000	5 300
Vilsund Bridge	7 250	7 600
Sallingsund Bridge	9 100	9 500
Frederik IX's Bridge	19 900	19 500
Rømødæmningen	3 800	4 300
Limfjord Bridge	27 400	28 300
Storstrøm Bridge	4 600	4 800
Bispeengbuen	48 700	49 400

Source: Road Directorate.

Table 367

Ships observed passing through the Sound and Belts

	2002	2003
	observations	
Øresund		
Northern observation point		
Going north	17 704	17 916
Going south	19 162	19 245
Southern observation point		
Going north	18 055	17 903
Going south	19 542	19 235
The Great Belt		
Going north	9 518	9 559
Going south	7 720	7 845
The Little Belt¹		
Going north	1 412	945
Going south	1 433	987

¹ Observation post discontinued from December 2003.

Source: Admiral Danish Fleet.

Table 368

Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2001	2002	2001	2002	2001	2002
	number					
Total	52	41	44	34	96	75
Of which shipwrecks	2	1	18	21	20	22
Of which passenger ships	15	16	•	•	15	16
Groundings	17	11	8	1	25	12
Contact damage	9	5	2	1	11	6
Collisions	14	10	18	10	32	20
Capsizing	1	1	5	5	6	6
Mechanical breakdown	5	2	-	1	5	3
Fire, explosions	4	7	9	3	13	10
Other damage	2	5	2	13	4	18
Deaths ¹	2	1	3	1	5	2
Injuries ¹	-	1	12	17	12	18

¹ As result of the above.

Source: Danish Maritime Authority.

Table 369











Persons seriously injured or killed in railway accidents

	2001	2002	Annual average 1993-2002
	number of persons		
Passengers	9	7	6
Of which killed	2	1	1
Staff	2	-	4
Of which killed	1	-	1
Others	4	6	9
Of which killed	1	2	6

Note. Exclusive accidents on rail network not managed by Banestyrelsen.

Table 370

Road traffic accidents with casualties by accident situation 2002

	Accident situation										Total ¹
											
	0	1	2	3	4	5	6	7	8	9	10
Accidents, total	1 548	861	558	800	636	734	796	245	837	91	7 126
Accidents involving:											
Passenger cars	942	666	469	647	572	634	687	191	548	34	5 404
Vans	117	136	100	109	78	105	86	46	54	4	840
Lorries	20	109	58	77	23	46	45	37	19	3	438
Buses	6	39	14	25	9	19	19	9	42	2	185
Tractors	5	13	11	23	9	8	13	7	6	0	95
Motor cycles	78	56	29	39	51	21	43	5	10	4	336
Mopeds-45	64	40	24	27	29	19	48	16	11	10	289
Mopeds	237	100	82	236	108	117	110	59	61	17	1 131
Bicycles	80	223	83	301	213	262	337	90	93	17	1 704
Pedestrians	•	•	•	•	•	•	•	•	837	•	853

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. 20 such accidents are included in the total figures.

Table 371

Road traffic accidents causing casualties

	1990	1995	2002
Accidents, total	9 155	8 373	7 126
Of which:			
Alcohol accidents ¹	1 613	1 282	1 230
Casualties, total	11 287	10 573	9 254
Killed	634	582	463
Seriously injured	6 396	5 624	4 088
Slightly injured	4 257	4 367	4 703
Casualties in alcohol accidents	2 057	1 672	1 581
Killed	154	123	132
Seriously injured	1 176	893	712
Slightly injured	727	656	737

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 2002

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	209	23	7	28	32	45	344
0- 6 years	3	-	-	-	1	1	5
7-14 years	1	-	-	-	1	-	2
15-19 years	24	1	1	7	-	7	40
20-24 years	33	3	-	1	1	2	40
25-44 years	75	14	6	8	7	10	120
45-64 years	41	3	-	6	6	12	68
65 years +	32	2	-	6	16	13	69
Women, total	76	1	2	1	20	19	119
0- 6 years	2	-	-	-	-	-	2
7-14 years	-	-	-	1	2	2	5
15-19 years	10	-	-	-	1	2	13
20-24 years	7	1	-	-	1	-	9
25-44 years	20	-	-	-	4	1	25
45-64 years	20	-	2	-	5	4	31
65 years +	17	-	-	-	7	10	34

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.


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Table 373

Fatal and non-fatal casualties in road traffic accidents 2002

	Vehicle used					Pedestrian	Total
	Car etc. ¹	Motor cycle	Moped-45	Moped	Bicycle		
Men, total	3 056	304	246	930	811	446	5 794
0- 6 years	62	-	-	-	12	19	93
7-14 years	78	2	2	24	114	69	289
15-19 years	462	15	30	430	79	60	1 076
20-24 years	571	54	36	70	63	42	836
25-44 years	1 152	168	117	230	278	103	2 049
45-64 years	491	57	55	136	165	99	1 003
65 years +	234	7	6	40	100	53	440
Not stated	6	1	-	-	-	1	8
Women, total	1 949	54	40	155	860	400	3 460
0- 6 years	61	-	-	-	3	16	80
7-14 years	88	1	2	7	71	44	213
15-19 years	226	5	11	68	79	51	440
20-24 years	234	14	6	11	112	24	401
25-44 years	669	27	13	33	243	64	1 049
45-64 years	447	7	8	30	257	56	806
65 years +	221	-	-	6	95	145	468
Not stated	3	-	-	-	-	-	3

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.

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