

Transport

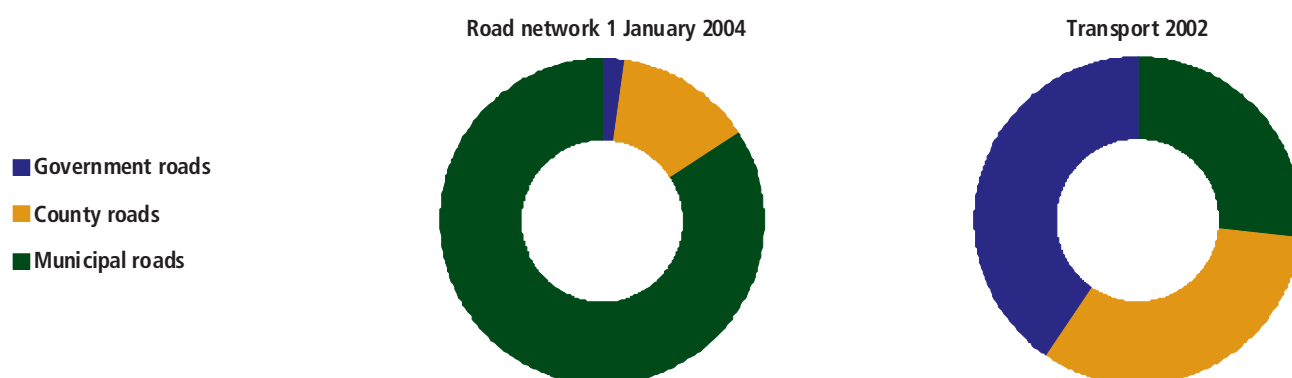
1. Infrastructure

Extension of motorways and dual-carriageways

There are 72,075 km of public roads in Denmark on 1 January 2004, and 84 per cent of these are municipal roads. 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). Since 1990, the motorway network has been extended by more than 70 per cent to 1,027 km in 2004. The new motorways have especially been constructed in the counties of Nordjylland, Århus and Ribe Amt. The length of the dual-carriageways has increased considerably to 341 km, 21 per cent more than in 1990.

Figure 1

Distribution of road network and traffic performance



Almost 1/4 of the rail network is electrified

The length of the total rail network was 2,785 km on 1 January 2004. Viewed in relation to the total area of Denmark, there is thus 64 km of railway per 1,000 km². Of which the greatest part of the rail network is operated by the National Railway Agency. The regional railways are responsible for operating almost 500 km of rail network and Copenhagen Metro for 17 km. Compared to Sweden and Norway, the railway density for the Danish state-owned rail network is, respectively, two and four times greater, but compared to most other European countries, the extent of the Danish rail network is slightly smaller. At the beginning of 2004, almost 1/4 of the rail network was electrified. This is 3 times more than in 1990.

Goods transport by ship is concentrated at 30 sea ports

In 2003, there were 121 Danish ports. 1/4 of the sea ports dispatch more than 500,000 tonnes of goods annually, and account for 9/10 of the total goods transport by sea. In terms of goods carried, the sea ports of Fredericia and Århus are the greatest sea ports in Denmark handling, respectively, 16 per cent and 10 per cent of total goods carried.

Ferry and passenger ship traffic is concentrated at 35 sea ports

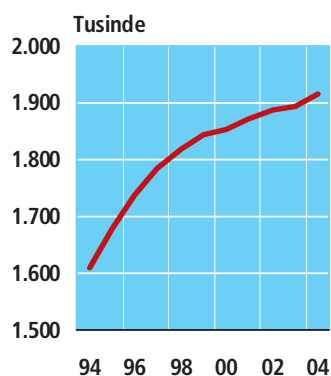
73 sea ports are engaged in transport of passengers. Of which half of them load and unload 250,000 passengers every year, and account for more than 90 per cent of passengers transported by sea. The greatest sea port is Helsingør accounting for 24 per cent of all passengers, followed by Rødby Færgenhavn with 13 per cent of all passengers in 2003.

10 airports engaged in scheduled air traffic

10 airports are engaged in scheduled air traffic with passengers. Of these Copenhagen Airport accounts for 84 per cent of all passengers and Billund 7 per cent

2. Means of transport

Figure 2
Stock of passenger cars
1994-2004



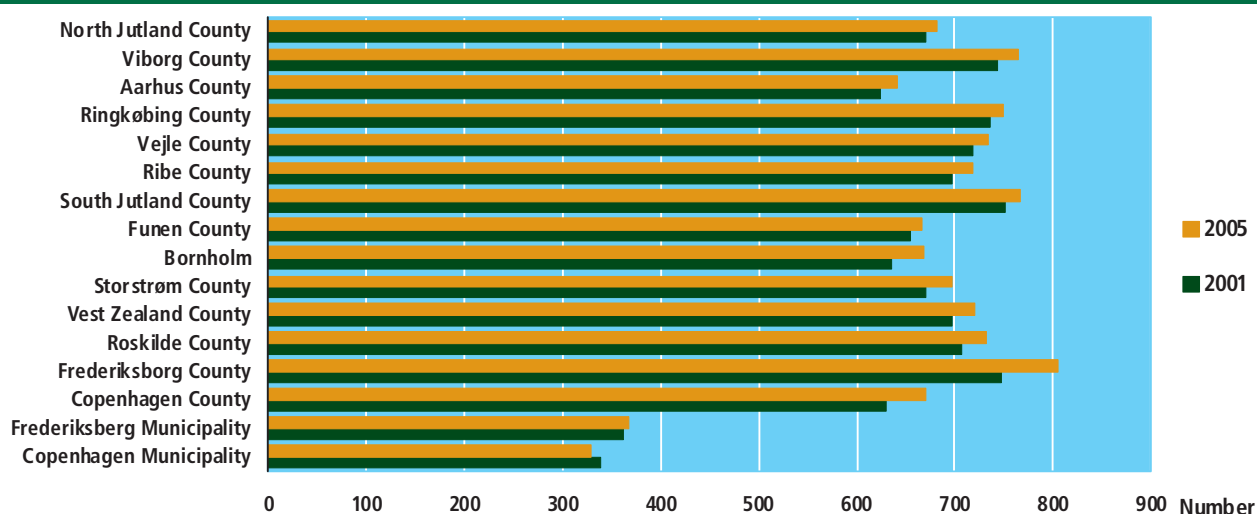
3 out of 4 motor vehicles are passenger cars

On 1 January 2004 there were a total of 2,529.600 motor vehicles – new as well as used motor vehicles – in Denmark. 76 per cent of motor vehicles were passenger cars, 15 per cent were delivery vans, 6 per cent were motorbikes and 45 mopeds, and the rest were buses and lorries. The increase of 137,200 or 6 per cent in the stock of motor vehicles from 2001 to 2005 was mainly dominated by passenger cars and delivery vans. Furthermore, there has been a sharp increase in the number of motorbikes and 45 mopeds. The number of busses and lorries has on the whole remained unchanged over the period.

More cars available

From 2001 to 2005, the stock of passenger cars per 1,000 families increased by 17 per cent. In 2005, there were 659 passenger cars per 1,000 families, compared to 643 in 2001. The largest increase was in the counties of Copenhagen and Frederiksborg with 41 and 58 per cent, while there was a fall of just over 8 per cent in the municipality of Copenhagen.

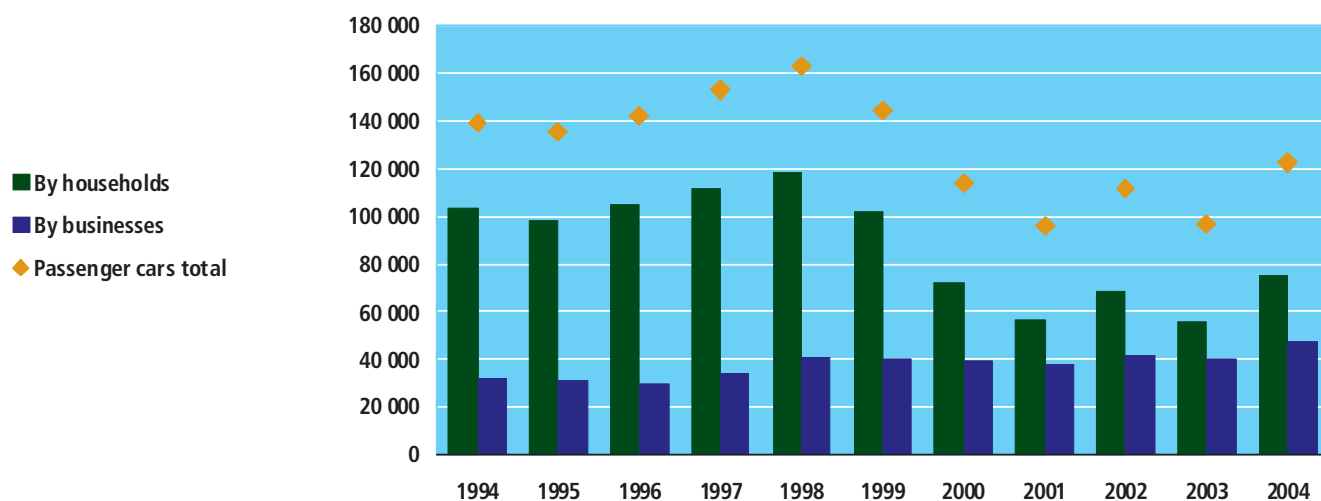
Figure 3
Stock of passenger cars per 1,000 families by county



Another increase in the number of new private cars registered

The number of new private cars registered was considerably lower in the period 2000-2003, compared to the period 1994 to 1999, but has again increased in 2004. The increase in 2004 is accounted for by private households as well as by industries.

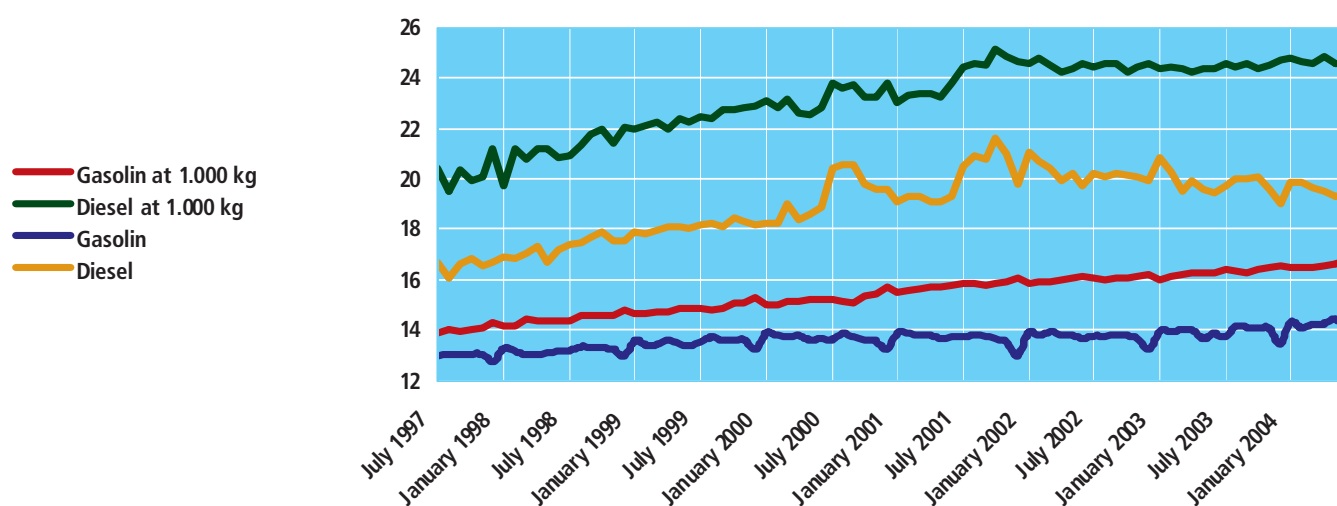
Figure 4 New private cars registered by industries and by private households 1994-2004



Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered cars registered in 2004 was on average 15.4 km/l compared to 13.3 km/l for cars registered in 1998. This is equivalent to an increase of 15.5 per cent. For cars purchased by the private households, the corresponding figures are 15.8 km/l and 13.6 km/l, while for cars purchased by the industries figures are 14.6 km/l and 12.6 km/l.

Figure 5 Energy efficiency for new private cars registered 1998-2004



Fewer locomotives but increase in the number of train units and seats in trains

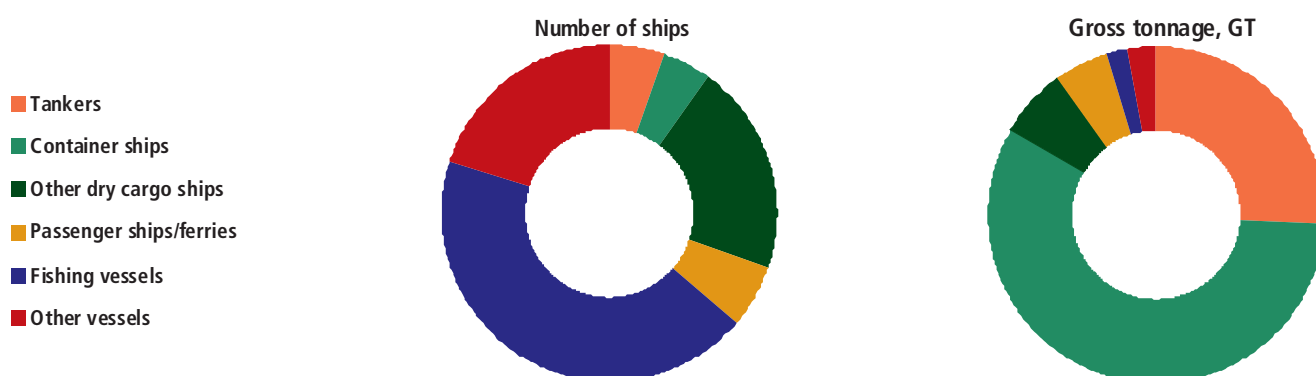
While there are a falling number of locomotives, the number of train units has been increased. In 2004, the number of train units was 568, compared to just over half that number in 1990, while the number of section locomotives has been halved. At the beginning of 2004, there were 135,000 seats in trains, i.e. 25 per cent more seats compared to 1990. 1/3 of the seats are in S-trains.

More than half of the gross tonnage of Danish ships is made of by container ships

On 1 January 2005 there were 1,800 Danish ships of at least 20 gross tonnage (GT), which is almost similar to the previous year. 43 per cent of the ships were fishing vessels and 30 per cent were cargo vessels. The total gross tonnage was 7.7 mio. This is almost an increase of 0.1 mio. compared to the previous year, and the highest ever. Especially, container ships and ro-ro cargo vessels have seen an increase. At the beginning of 2005, the gross tonnage of container ships was 4.4 mio. GT. This is more than twice the figure, compared to 10 years ago, and more than half of the total gross tonnage. Tankers accounted for 2.0 mio. GT, representing 1/4 of the total tonnage of Danish ships.

Figure 6

Danish ships by type of use 1 January 2005



Young ships represent the greatest part of the total tonnage

At the beginning of 2005, 72 per cent of the total tonnage was represented by ships under 10 years old. 12 per cent of the gross tonnage was between 10 and 14 years old. For tankers 76 pct., of the GT was represented by ships less than 10 years old, and only 1 per cent of the total tonnage for ships more than 25 years.

Danish merchant navy is the 16th largest in the world

The Danish merchant navy is made of by cargo and passenger ships of at least 100 GT. At the beginning of 2005 the number of ships was 457, representing 7.3 mio. GT. The Danish merchant navy had 1.3 per cent of the total world GT. This was the 6th largest in the EU and the 16th largest in the world in 2004.

3. Traffic

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 small lorries with a total weight of under 6 tonnes 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 3/4 of the total transport performance was carried out by passenger cars, corresponding to an average of 20,000 km driven annually by each car in 2002, compared to just over 19,000 km in 1990. During the 1990s, transport performance by bicycles/mopeds has been falling from 3.2 mio km to 2.3 mio. km in 2002.

Increase in traffic performance by cars and trains across the Great Belt after the opening of the bridge

Between 70,000 and 100,000 drive every day on the most trafficked roads into Copenhagen, while the less trafficked motorways north of Limfjorden carried 10,000 cars every day. In 2003, 23,000 cars crossed the Great Belt every day; this is an increase of 20 per cent compared to the first year when the bridge was opened, while the ferries between East and West Denmark transported 3,000 cars every day, compared to 12,700 in the year before the bridge was opened for road traffic. Train traffic has also increased considerably after the opening of the bridge across the Great Belt. However there has been a fall in domestic air traffic.

8 sections of railway lines carry over 200 trains every day

In 2003, 8 sections of railway lines carried over 200 trains every day, of which 7 of the sections were located in the Copenhagen region. The most trafficked section is Hvidover-Roskilde with almost 400 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 all other sections, there were more than 20 trains every day. The most trafficked section carrying goods was Taulov-Lunderskov with 56 goods trains every day.

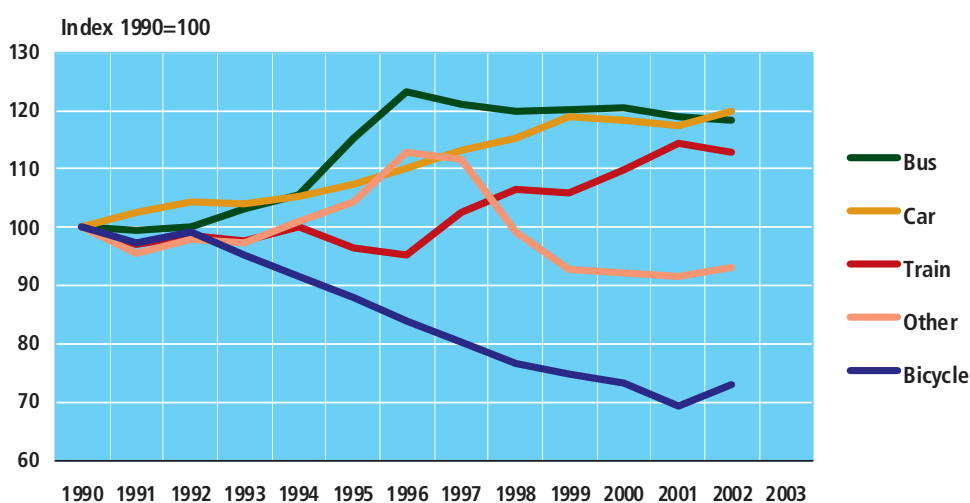
4. Passenger transport

Increase in passenger km by more than 16 per cent compared to 1990

On average every Dane covered a distance of approximately 14,500 km in 2002. This is a 16 per cent increase compared to 1990 and it is mainly due to the considerable increase of 20 per cent in transport performance by private cars. There has also been a twofold increase in passenger transport performance by motorcycles and 13 per cent by 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 7

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/mopeds has fallen sharply during the last ten years and was in 2001 31 per cent less than in

1990. From 2001 to 2002 total passenger transport by bicycle increased by 5 per cent to about 435 km per person every year.

Increase in national transport by train

Since the opening of the Great Belt Link and the Oresund Link there has been a considerable increase in the national transport by train. In 2003 there was on average almost 23,000 train journeys every day across the Great Belt and 14.000 across the Oresund.

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. Since 1996, the number of domestic passengers has been halved. However, the latest figures for 2004 seem to indicate that the decline has now stopped.

5. Goods transport

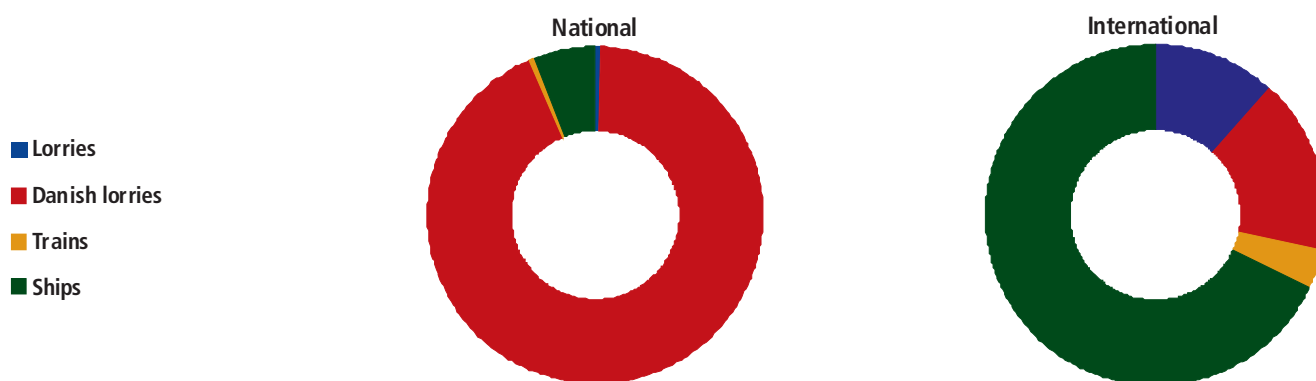
National goods are mainly transported by lorries – international goods by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 203 mio. tonnes of goods were carried in 2003. Lorries are by far the most commonly used means of transport accounting for 94 per cent of all goods transport. 5 per cent were carried by ship and 1 per cent by train.

However, in the international transport of goods, i.e. transport between Denmark and abroad, ships are the most dominant means of transport. In 2003, international goods transport accounted for 81 mio. tonnes of goods, of which 67 per cent were carried by cargo ships, 18 per cent by Danish lorries and 11 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8

Amount of goods - national and international traffic 2003



Increase in the share of national goods by lorries carried out by haulage contractors

During the second half of the 1990's, the total amount goods transported increased, but from 2000 it has remained almost constant. In 2003, the total amount of transport work reached DKK 11 bn. tonne-km, of which 83 per cent was carried out by haulage contractors. Businesses' own transport of goods has fallen from 27 per cent in 1990 to 17 per cent in 2003, which should be seen as a result of more and more businesses outsourcing service activities, including transport services.

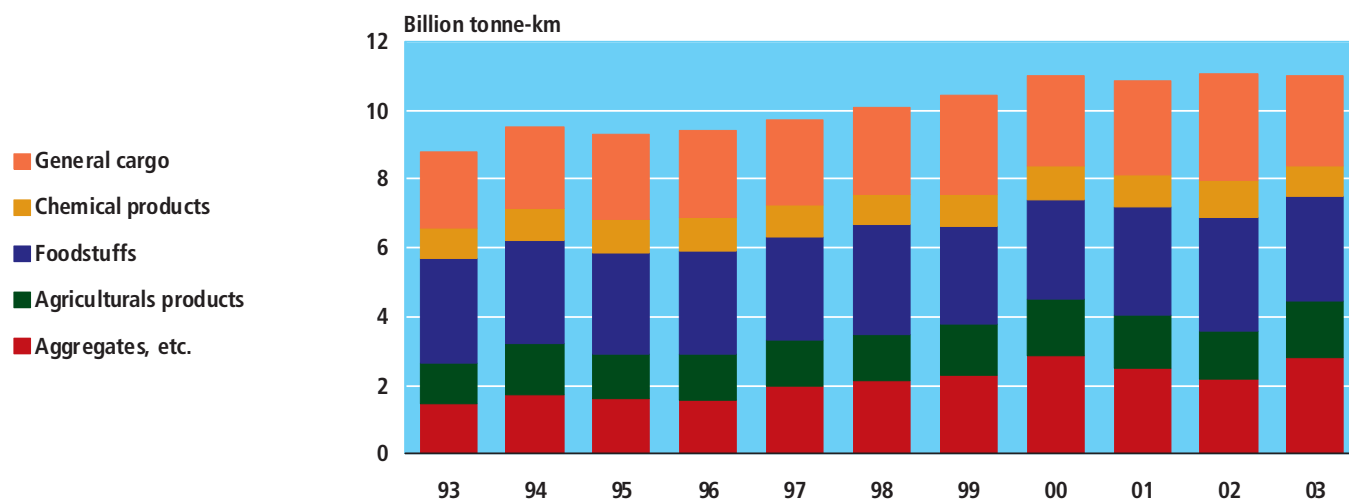
Increase in amount of goods transported in connection with increased activity in construction

2/5 of the goods were stone, gravel, sand, cement and soil, but as transport in connection with construction work typically covers short distances, the transport of stone, gravel, sand, cement and soil only accounted for about 1/4 of the total amount

of goods transported. Food, agricultural products and general cargo represented 1/3 of the goods transported, but accounted for almost half of all goods transport. 5 per cent of the goods were classified as hazardous goods. They were especially inflammable liquids such as petrol.

Figure 9

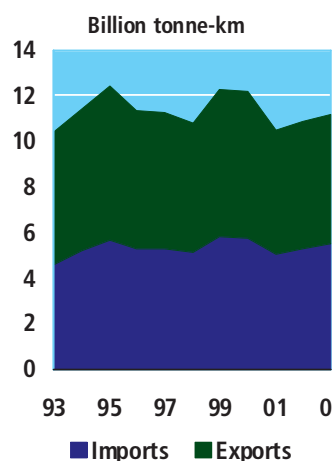
National goods transport by commodity groups 1994-2003



Goods by lorries are mainly transported within the same region

A majority of all goods is transported within the same county, and the majority of the goods transported are carried across the county border to a neighbouring county. Only a small amount of good was transported between the different regions. The length of a journey was on average 72 km.

Figure 10
International transport by Danish lorries 1994-2003



International goods transport by Danish lorries is carried out by haulage contractors

Since the beginning of the 1990's international road transport of goods carried out by Danish lorries has fluctuated between 10 and 12 bn. tonne-km. Following a decline in 2001, Danish haulage contractors have during the last couple of years again seen an increase to 12.0 bn. tonne-km in 2003.

Germany and Sweden is the greatest consignees and consignors of goods

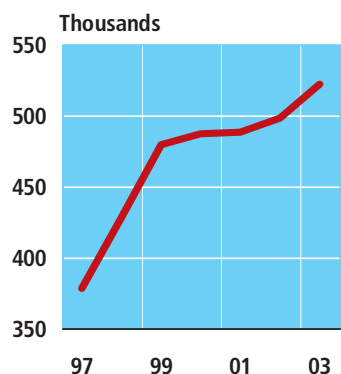
48 per cent of all goods carried were transported from Denmark to abroad and 45 per cent from abroad to Denmark. The rest was transport between foreign places of loading and unloading. Goods transport between Denmark and abroad was mainly carried out to Germany and Sweden as countries of unloading or countries of loading. The average journey involving transport of goods was 764 km. 2/5 of the journeys were under 500 km and just over 1/4 exceeded 1,000 km.

The market share of Danish lorries reached 60 per cent

Foreign lorries accounted for 40 per cent of all goods carried by lorries between Denmark and abroad in 2003. Among foreign lorries there was a majority of German and Dutch lorries.

Transport

Figure 11
Goods carried by containers at the 5 largest ports (TEU, container unit of 20 feet).



Majority of goods carried by sea are transported to foreign countries.

Danish sea ports loaded and unloaded almost 90 mio. tonnes of goods in 2003, slightly more than in the previous years, but 10 mio. less than in 1997. The decline was mainly due to a fall in imports of coal in 1998 and the opening of the Great Belt Link and the Oresund Link. A majority of the goods carried by sea was transported to foreign countries. Only 1/5 of the goods could be attributed to domestic transport between Danish sea ports or 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 6 largest sea ports. 2/3 of the goods are sold bulk cargo, especially coal, stone, sand, gravel, chalk, cement, foodstuffs and liquid bulk cargo such as crude oil and mineral oil products. 1/4 is ferry goods, i.e. goods transported by lorries.

Growth in goods carried by containers

Goods carried by containers have increased steadily to almost 4 mio. tonnes in 2003. The majority of goods transported by containers take place at the sea port of Århus, which handled about 2/3 of all containers.

Figure 12

Goods transport by rail

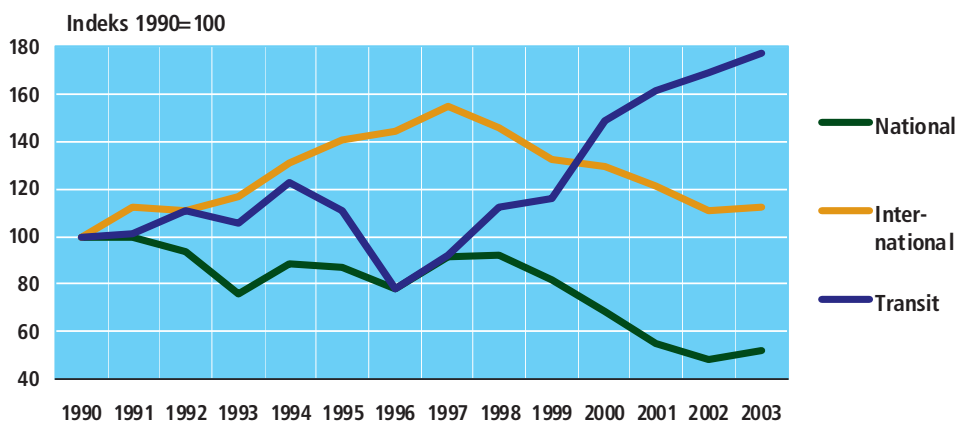
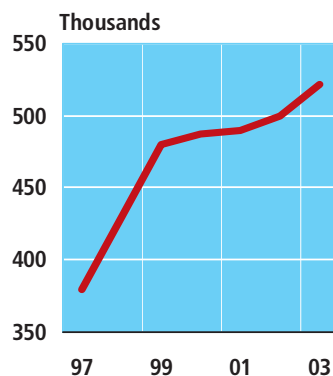


Figure 13
Goods transport via pipelines



Increase in goods transport by trains in transit through Denmark

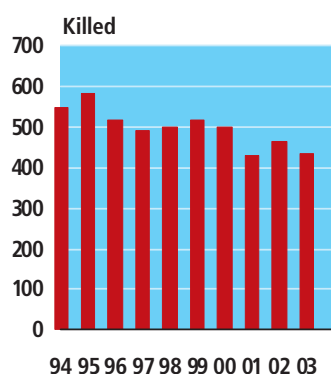
During the last ten years goods transports by rail has accounted for about 2bn. tonne-km. However, there are major disparities within the different types of transport. Since 1997 national and international goods transport have steadily fallen, while goods transport in transit through Denmark has risen markedly, implying that half of all transport services are now covered by trains.

More 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 more than 1/3 of total domestic transport. Transport via pipelines has doubled in terms of tonne-km over the last 10 years. In 2003 transport of almost 8 bn. tonne-km was performed. Of which 1/3 was accounted for by natural gas and the rest by oil from the North Sea.

6. Road traffic accidents

Figure 14
Persons killed in road traffic accidents



Fall in the number of persons killed in road traffic accidents

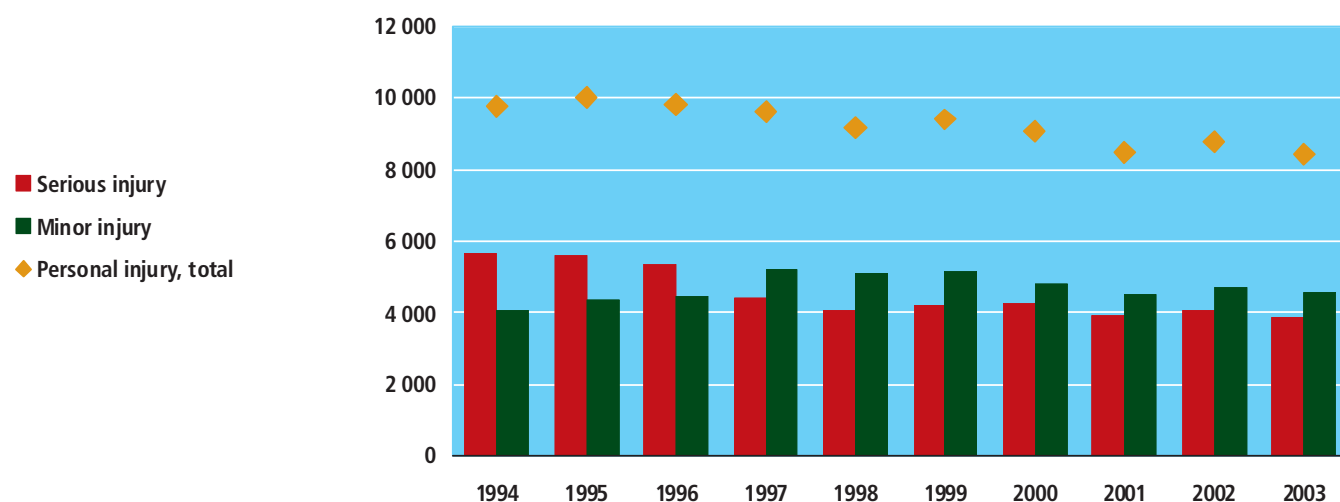
The number of traffic accidents leading to personal injury has over the last ten years decreased by 18 per cent. The number of traffic accidents leading to personal injury has fallen from 8,279 in 1994 to 6,749 in 2003. In the same period the number of people killed in traffic accidents fell from 546 in 1994 to 432 in 2003, corresponding to a fall of 21 per cent. The number of serious and minor injuries has also fallen by 14 per cent. From 2002 to 2003 the number of road traffic accidents fell by 5 per cent and the number of persons killed by 7 per cent. In 2003 alcohol accidents accounted for 18 per cent of all traffic accidents and for 24 per cent of all people killed in traffic accidents.

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 5 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

Personal injuries registered by the police 1994-2003



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

Injured and killed in railway accidents

In the ten-year period from 1994-2003 10 people have been seriously injured and 8 persons killed on yearly average.

Table 358

Infrastructure for transport

Per 1 January	2003	2004
	————— km —————	
Road network, total	71 951	72 075
Of which motorways	1 009	1 027
State roads	1 659	1 663
County roads	9 964	9 694
Municipality roads	60 328	60 717
Railway network, total	2 779	2 785
Of which private railways	495	495
	————— number —————	
Stations and halts	556	567
Sea ports	122	121
Airports	23	23

 For further information visit www.statbank.dk/12

Table 359

Infrastructure for transport, expenditure

	2002	2003
	DKK mio.	
Road network¹	7 944	9 556
Construction expenditure	2 962	4 359
Operation and maintenance	4 982	5 197
State railway network¹	1 612	1 572
New investments	960	934
Reinvestments	582	596
Other investments	70	42
Private railways	34	131
Sea ports	78	...
Buildings	4	...
Constructions	74	...
Airports	788	...
Great Belt Link	3	4
Øresund Link	3	5
Copenhagen Metro	1 903	798

¹ Figures do not include the Great Belt Link.

For further information visit www.statbank.dk/12

Table 360

Vans and lorries etc.

	2004	2005
Fleet (start of year)	number	
Vans, total¹	365 112	388 809
Under 2,001 kg	55 511	52 805
2,001-3,000 kg	195 176	220 137
3,001-3,500 kg	114 425	115 867
Lorries, total¹	34 896	34 317
3,501-6,000 kg	3 787	3 607
6,001-15,000 kg	9 870	9 818
Over 15,000 kg	21 239	20 892
Tractors for semi-trailers	12 805	13 021
Trailers over 5,000 kg	21 870	23 544
Semi-trailers	26 628	28 133

¹ Total weight.


 For further information visit www.statbank.dk/bil7

Table 361

New registrations of vehicles

	2003 ¹	2004
	number	
Private cars, total²	96 502	122 538
Of Which in households	55 803	74 834
Of Which in business and industry	40 101	47 704
Petrol	74 222	92 481
Diesel ³	22 280	30 057
Buses	635	645
Motor cycles	2 824	3 631
Vans, total⁴	31 782	44 740
Under 2,001 kg	140	69
2,001-3000 kg	25 517	36 878
3,001-3,500 kg	6 125	7 793
Lorries, total⁴	2 088	2 203
3,501-6,000 kg	160	142
over 6,000 kg	1 928	2 061
Tractors for semi-trailers	2 148	2 446

¹ Revised figures. ² 2003 includes private car where owner is not known. ³ Includes gas and electricity etc. ⁴ Total weight.

 For further information visit www.statbank.dk/bil5

Table 362

Private cars, buses and motorcycles etc.

	2004	2005
Fleet (start of year)	number	
Private cars, total	1 894 649	1 915 821
Of which in households	1 755 425	1 777 082
Of which in business and industry	139 224	138 739
Petrol	1 736 917	1 731 048
Diesel	157 537	184 597
Age:		
0- 3 years	394 038	401 161
4- 7 years	567 886	538 078
8-11 years	406 687	456 337
12-15 years	260 481	261 994
16-19 years	204 704	186 009
over 19 years	60 853	72 242
Average age in years	9.1	9.2
Buses, total	14 132	14 191
In scheduled service	4 903	4 892
Tourist coaches	9 229	9 299
Caravans	116 930	121 350
Motor cycles	87 779	94 815
Moped-45	67 961	67 313

 For further information visit www.statbank.dk/bil7

Table 363**Ships of at least 20 GT**

Per 1 January	2004	2005
	number	
Danish ships, total	1 783	1 792
Tankers	99	94
Container ships	85	85
Other dry cargo ships	366	366
Passenger ships/ferries	110	109
Fishing vessels	766	778
Other ships	357	360
	thousand GT	
Ship tonnage, total	7 648	7 697
Tankers	2 039	1 979
Container ships	4 283	4 441
Other dry cargo ships	529	499
Passenger ships/ferries	424	421
Fishing vessels	150	150
Other ships	222	207

Note. Incl. ships based in Greenland.

Table 364

Civil aircraft

Per 31 December	2003		2004	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish aircraft	1 055	•	1 073	•
Jet, 3-4 engines	11	1 558	12	1 676
Jet, 2 engines	127	13 934	129	14 437
Turbo-prop, 4 engines	6	325	6	325
Turbo-prop, 2 engines	77	2 498	80	2 761
Propeller, 2 engines	64	431	66	446
Propeller, 1 engine ¹	718	2 759	723	2 587
Helicopters	52	452	57	473
Seats	•	21 957	•	22 705
1- 2	206	381	215	391
3- 5	519	2 119	253	2 132
6- 9	112	776	114	791
10-99	139	4 043	138	4 144
100 or more	79	14 638	83	15 247

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

Source: Civil Aviation Administration.

 For further information visit www.statbank.dk/12

Table 365

Road traffic, railways and airports

	2002	2003
	— mio. vehicle km —	
Road traffic, total	49 916	...
Private cars ¹	38 854	...
Motor cycles	550	...
Vans 2-6 tons total weight	5 904	...
Solo trucks over 6 tons total weight	650	...
Lorries and trailers	349	...
Lorries – Semi trailers	544	...
Busses in scheduled service	299	...
Tourist coaches	326	...
Bicycles/Mopeds	2 344	...
Moped 45s	95	...
	— mio. train km —	
Metropolitan trains	14.7	15.1
Private railways	7.6	7.7
Other passenger trains	42.9	45.9
Goods trains	4.8	4.6
	— thousand calls —	
Ferries in domestic service	447	447
Ferries in international service	77	75
Cargo ships	29	29
	— thousand take-offs —	
Domestic flights	107	105
International flights	263	256

¹ Incl. vans up to 2 tonnes and taxis.

Table 366

Passenger transport

	2002	2003
	— mio. passenger-km —	
Passenger transport in Denmark	78 286	...
Cars	59 884	...
Motor cycles	688	...
Buses in scheduled service	2 903	...
Tourist coaches	6 069	...
Bicycles/mopeds	2 344	...
Moped 45s	95	...
Metropolitan trains	1 132	1 210
Other trains	4 622	4 683
Ferries	245	248
Aircraft ¹	304	285
	— thousand passengers —	
Domestic ferries, total	10 150	10 419
Of which east/west Denmark	2 598	2 702
International ferries, total	27 777	27 703
Of which Denmark-Sweden	15 149	15 053
Denmark-Germany	8 290	8 268
Denmark-Norway	3 978	3 989
Scheduled and charter flights, total	10 752	10 609
Scheduled, domestic	1 529	1 465
Scheduled, international	8 124	8 061
Charters	1 099	1 083

¹ Includes only passenger transport for domestic flights.

Table 367

Road transport of goods by lorries over 6 tons total weight

	2002	2003
	— mio. tonnes —	
National road transport of goods, total	194.1	189.9
Transport for hire or reward	146.3	151.0
Transport on own account	47.8	38.9
	— mio. tonne-km —	
National road transport of goods, total	11 057	11 012
Transport for hire or reward	8 934	9 144
Transport on own account	2 123	1 868
	— mio. tonnes —	
International road transport of goods, total	15.2	15.7
From Denmark	7.6	7.5
To Denmark	6.8	7.1
Third country	0.5	0.6
Cabotage	0.4	0.4
	— mio. tonne-km —	
International road transport of goods, total	11 459	11 997
From Denmark	5 642	5 714
To Denmark	5 253	5 494
Third country	432	598
Cabotage	132	191

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 368

Goods transport by train, ship, and aircraft

	2002	2003
	thousand tonnes	
Goods carried by train	7 297	7 711
National	1 382	1 492
To Denmark	1 984	2 010
From Denmark	1 016	1 155
In transit	2 914	3 055
	mio. tonne-km	
Transport performance by train	1 941	2 013
National	354	372
To Denmark	406	359
From Denmark	196	209
In transit	986	1 033
	thousand tonnes	
Goods carried by cargo vessel	63 429	70 935
National	9 486	11 703
To Denmark	29 296	33 792
From Denmark	24 648	25 441
Goods carried by ferry	18 757	18 766
National	4 283	4 221
International	14 474	14 545
Goods carried by aircraft	108	116
National	4	2
International	104	114

Table 369

Families with use of cars 2003

Per 1 January	Families	No car total	With car total	per cent of families	
				One car	Two cars or more
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 370

The 20 most sold private car makes 2004

	Numbers	Share in per cent
New registrations, total	122 538	100.00
Peugeot	14 910	12.17
Volkswagen	10 825	8.83
Toyota	10 799	8.81
Citroen	9 884	8.07
Suzuki	9 663	7.89
Ford	9 191	7.50
Skoda	7 391	6.03
Hyundai	6 840	5.58
Fiat	5 318	4.34
Opel	5 187	4.23
Renault	4 169	3.40
Mazda	4 165	3.40
Audi	4 023	3.28
Kia	3 964	3.23
Volvo	3 136	2.56
Nissan	2 511	2.05
Daewoo	2 165	1.77
Seat	1 757	1.43
Mitsubishi	1 690	1.38
Mercedes-Benz	1 252	1.02
Andre	3 698	3.02

Table 371

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 Municipality	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 372

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 Municipality	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 373

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

		2002	2003
European road sections		— ave. no. of cars per 24 hours —	
E20	Øresund Bridge	9 400	10 400
	Amager Motorway	72 500	74 500
	Øresund Motorway, west of Englandsvej	42 600	42 600
	Holbæk Motorway, at Vallensbæk Mose	76 500	78 973
	West Motorway, at Roskilde-West Zealand	31 900	34 100
	Great Belt Link	22 100	22 700
	Funen Motorway, north of Nyborg	22 700	23 100
	Funen Motorway, south of Odense	39 000	39 900
	The New Little Belt Bridge	50 200	50 600
	Mid-Jutland Motorway, at Herslev	22 300	23 100
	Esbjerg Motorway, west of Kolding	20 500	21 500
	Esbjerg-Kolding, at Holsted	13 000	14 300
	Gammelby Ringvej in Esbjerg	11 000	10 700
E45	National border, Kruså	12 400	12 800
	South Jutland Motorway, west of Haderslev	25 100	25 900
E20/45	South Jutland Motorway, north of Kolding	53 000	54 800
E45	Vejle Fjord Bridge	53 000	54 900
	Central Jutland Motorway, at Stilling	41 000	42 100
	Central Jutland Motorway, at Løsning	37 900	40 400
	North Jutland Motorway, north of Århus	30 100	32 300
	NorthJutland Motorway, south of Aalborg	33 000	33 800
	Limfjord Tunnel	54 100	55 900
	Frederikshavn Motorway, at Vodskov	15 500	15 200
	Frederikshavn Motorway, at Sæby	8 000	8 000
E39	Hirtshals Motorway, at Hjørring	4 500	4 800
	Hirtshals Motorway, east of Hjørring	7 028	7 458
	Hirtshals Motorway, south of Hjørring	8 730	8 614
E47/55	Helsingør Motorway, at Nærum	72 000	73 300
	Motorring 3, at Husum	72 700	72 200
E20/47/55	Køgebugt Motorway, at Hundige	95 700	96 400
	Køgebugt Motorway, at Ølby	78 700	80 500
E47/55	South Motorway, at Tappernøje	19 100	20 400
	South Motorway, south of Algestrup	30 100	31 800
	Farø Bridges, north of Farø	18 500	19 200
	Guldborgsund Tunnel	10 000	10 600
E47	South Motorway, south of Rødby	6 300	6 300
E55	Ørslev-Gedser	13 100	13 200
Other bridges			
	Allsund Bridge	21 300	24 900
	Svendborgsund Bridge	15 200	15 500
	Oddesund Bridge	5 300	5 500
	Vilsund Bridge	7 600	7 900
	Sallingsund Bridge	9 500	9 500
	Frederik IX's Bridge	19 500	18 300
	Rømø Dam	4 300	3 400
	Limfjord Bridge	28 300	28 600
	Storstrøm Bridge	4 800	4 600
	Bispeengbuen	49 400	49 400
	Knippels Bridge, Copenhagen	32 000	31 100
	Lange Bridge, Copenhagen	62 500	61 200
	Zealand Bridge, Copenhagen	49 400	50 600

Source: Road Directorate.

 For further information visit www.statbank.dk/vej22

Table 374

Ships observed passing through the Sound and Belts

	2003	2004
	observations	
Øresund		
Northern observation point		
Going north	17 916	16 717
Going south	19 245	18 659
Southern observation point		
Going north	17 903	18 771
Going south	19 235	20 694
The Great Belt		
Going north	9 559	10 111
Going south	7 845	7 959
The Little Belt¹		
Going north	945	...
Going south	987	...

¹ Observation post discontinued from December 2003.

Source: Admiral Danish Fleet.

Table 375

Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2002	2003	2002	2003	2002	2003
	number					
Total	42	41	35	27	77	68
Of which shipwrecks	1	4	21	4	22	8
Of which passenger ships	16	16	•	•	16	16
Groundings	11	12	1	3	12	15
Contact damage	5	5	1	1	6	6
Collisions	11	8	11	8	22	16
Capsizing	1	3	5	1	6	4
Mechanical breakdown	2	6	1	1	3	7
Fire, explosions	7	1	3	8	10	9
Other damage	5	6	13	5	18	11
Deaths ¹	1	11	1	5	2	16
Injuries ¹	1	-	18	4	19	4

¹ As result of the above.

Source: Danish Maritime Authority.











Table 376**Persons seriously injured or killed in railway accidents**

	2002	2003	Annual average 1994-2003
	number of persons		
Passengers	7	1	6
Of which killed	1	-	1
Staff	-	1	3
Of which killed	-	-	1
Others	6	10	9
Of which killed	2	6	6

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

Table 377

Road traffic accidents with casualties by accident situation 2003

	Accident situation										Total
											
Accidents, total	1 521	744	592	743	591	727	731	268	746	86	6 749
Accidents involving:											
Passenger cars	932	563	480	591	543	625	629	213	487	39	5 102
Vans	123	123	106	101	59	106	74	49	51	2	794
Lorries	21	87	65	73	26	40	39	41	19	1	412
Buses	5	22	24	16	10	21	15	3	44	1	161
Tractors	4	9	14	28	6	10	13	6	4	1	95
Motor cycles	95	48	24	44	47	32	43	6	5	2	346
Mopeds-45	58	39	21	12	21	17	31	18	9	5	231
Mopeds-30	218	94	80	238	86	132	113	68	57	15	1 101
Bicycles	67	188	104	262	209	245	306	80	78	22	1 561
Pedestrians	•	6	-	-	5	3	1	-	746	1	762

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/uheld5 and [uheld6](http://www.statbank.dk/uheld6)

Table 378

Road traffic accidents causing casualties

	1990	1995	2003
Accidents, total	9 155	8 373	6 749
Of which:			
Alcohol accidents ¹	1 613	1 282	1 189
Casualties, total	11 287	10 573	8 844
Killed	634	582	432
Seriously injured	6 396	5 624	3 868
Slightly injured	4 257	4 367	4 544
Casualties in alcohol accidents	2 057	1 672	1 578
Killed	154	123	105
Seriously injured	1 176	893	672
Slightly injured	727	656	801

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.

 For further information visit www.statbank.dk/uheld7, [uheld8](http://www.statbank.dk/uheld8) and [uheld9](http://www.statbank.dk/uheld9)

Table 379

Fatal casualties in road traffic accidents 2003

	Vehicle used						Pedestrian	Total	
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30			Bicycle
Men, total	156	18	4	24	9	30	37	32	310
0- 6 years	4	.	.	.	.	.	.	.	4
7-14 years	2	.	.	.	.	2	3	1	8
15-19 years	13	.	.	1	1	10	1	2	28
20-24 years	18	6	.	3	1	2	1	4	35
25-44 years	64	6	1	18	3	7	5	10	114
45-64 years	24	5	3	2	3	5	9	4	55
65 years +	31	1	.	.	1	4	18	11	66
Women, total	80	2	8	1	.	4	10	17	122
0- 6 years	4	.	.	.	.	.	.	.	4
7-14 years	4	.	.	.	.	.	.	2	6
15-19 years	5	.	.	.	.	1	.	.	6
20-24 years	11	1	.	.	.	.	2	.	14
25-44 years	23	1	.	.	.	.	4	2	30
45-64 years	18	.	2	1	.	2	2	4	29
65 years +	15	.	6	.	.	1	2	9	33

¹ Incl. bus and tractor.

 For further information visit www.statbank.dk/uheld8


Table 380

Fatal and non-fatal casualties in road traffic accidents 2003

	Vehicle used						Pedestrian	Total ²	
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30			Bicycle
Men, total	2 502	326	94	310	206	868	730	371	5 408
0- 6 years	64	3	.	.	.	.	3	22	92
7-14 years	83	4	4	3	3	29	100	42	268
15-19 years	377	22	6	15	20	375	62	32	909
20-24 years	479	63	6	53	31	69	48	35	784
25-44 years	903	153	41	165	93	209	217	90	1 871
45-64 years	416	73	32	66	52	143	201	70	1 054
65 years +	180	8	5	8	7	43	99	80	430
Women, total	1 858	80	48	57	27	177	768	383	3 403
0- 6 years	52	1	1	1	.	.	1	7	63
7-14 years	99	2	3	.	.	5	60	40	209
15-19 years	222	11	6	5	2	80	67	38	434
20-24 years	228	19	5	11	8	12	103	27	413
25-44 years	664	33	10	23	13	49	238	62	1 094
45-64 years	416	13	12	16	3	20	208	73	761
65 years +	177	1	11	1	1	11	91	136	429
Not stated	18	.	.	4	.	.	5	6	33

¹ Incl. bus and tractor.

² Incl. 1 unknown runaway person and horses with riders.

 For further information visit www.statbank.dk/uheld8