

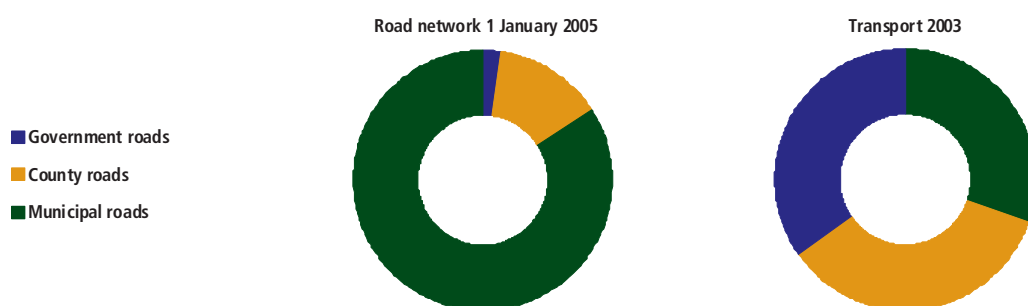
## Transport

### 1. Infrastructure

#### Extension of motorways and dual-carriageways

There are 72,257 km of public roads in Denmark on 1 January 2005, 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 1995, the motorway network has been extended by 30 per cent to 1,032 km in 2005. The new motorways have especially been constructed in the counties of Nordjylland and Ribe Amt. The length of the dual-carriageways has also increased considerably to 352 km, 19 per cent more than in 1995.

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 2,644 km on 1 January 2005, 141 km less than the previous year. The decrease is primarily due to the closure of freight railways. Viewed in relation to the total area of Denmark, there is thus 61 km of railway per 1,000 km<sup>2</sup>. 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 2005, 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 2004, there were 118 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, 17 per cent and 10 per cent of total goods carried.

#### Ferry and passenger ship traffic is concentrated at 35 sea ports

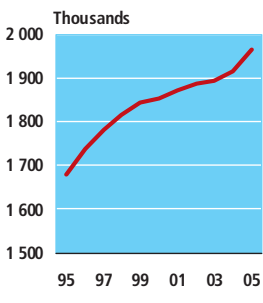
74 sea ports are engaged in transport of passengers. Of which half of them load and unload 250,000 passengers every year, and account for more than 90 per cent of passengers transported by sea. The greatest sea port is Helsingør accounting for 24 per cent of all passengers, followed by Rødby Færgehavn with 14 per cent of all passengers in 2004.

## Ten airports with scheduled flights

Ten airports have scheduled passenger flights. Of these, Copenhagen Airport accounts for 84 per cent of the passengers and Billund accounts for 8 per cent of the passengers.

## 2. Means of transport

**Figure 2**  
**Stock of passenger cars**



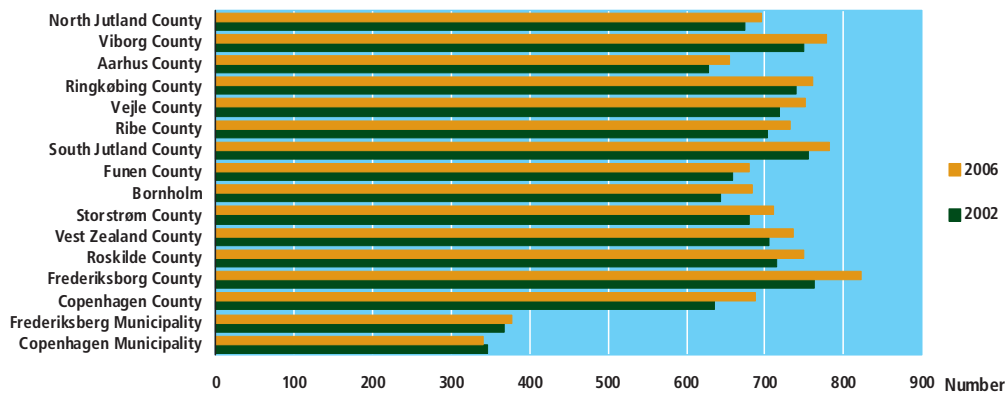
## 3 out of 4 motor vehicles are passenger cars

On 1 January 2006, there were a total of 2,621,900 motor vehicles – new as well used motor vehicles – in Denmark. 75 per cent of motor vehicles were passenger cars, 16 per cent were delivery vans, 7 per cent were motorbikes and 45 mopeds, and the rest were buses and lorries. The increase of 195,300 or 8 per cent in the stock of motor vehicles from 2002 to 2006 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 remained unchanged over the period.

## More cars available

From 2002 to 2006, the stock of passenger cars per 1,000 families increased by 25 per cent. In 2006, there were 674 passenger cars per 1,000 families, compared to 649 in 2002. The largest increase was in the counties of Copenhagen and Frederiksborg with 53 and 59 per cent, while there was a 5 per cent fall in Copenhagen.

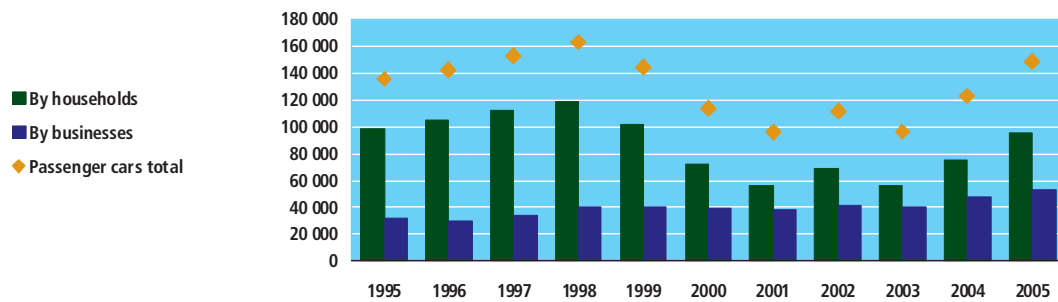
**Figure 3**  
**Stock of passenger cars per 1,000 families by county**



## 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 2005. The increase in 2005 is accounted for by private households as well as by industries.

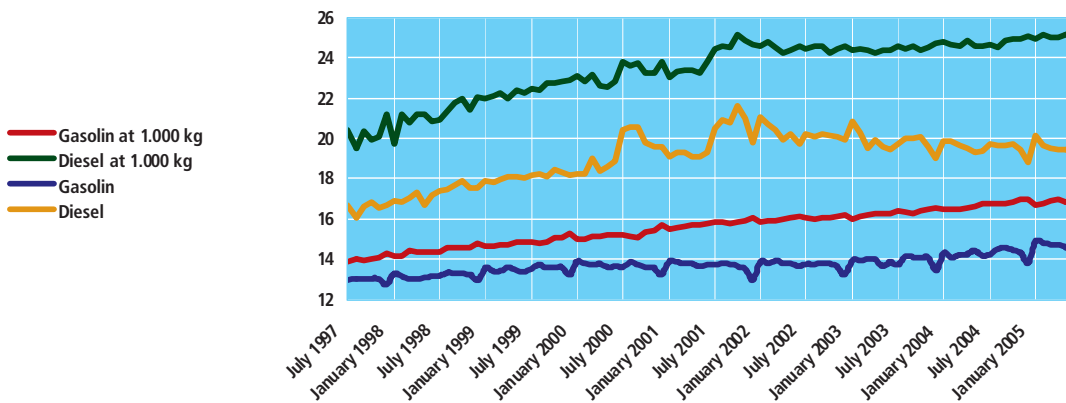
Figure 4 New private cars registered by industries and by private households



#### Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered cars registered in 2005 was on average 15.7 km/l compared to 13.3 km/l for cars registered in 1998. This is equivalent to an increase of 18.4 per cent. For cars purchased by private households, the corresponding figures are 16.1 km/l and 13.6 km/l, while for cars purchased by the industries figures are 15.0 km/l and 12.6 km/l.

Figure 5 Energy efficiency for new private cars registered



#### 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 increased. In 2005, the number of train units was 587, almost 70 per cent more than in 1990, while the number of section locomotives has been halved. At the beginning of 2005, there were 131,000 seats in trains, 21 per cent more than in 1990. 1/3 of the seats are in S-trains.

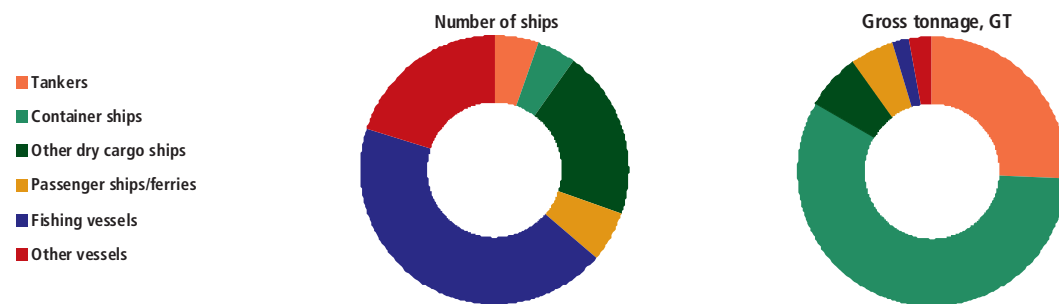
#### More than half of the gross tonnage of Danish ships is made of container ships

On 1 January 2006, there were 1,789 Danish ships of at least 20 gross tonnage (GT), which is almost similar to the previous year. 42 per cent of the ships were fishing vessels and 29 per cent were cargo vessels. The total gross tonnage was 8.1 million. This is an increase of almost 0.4 million compared to the previous year, and the highest ever. Especially, containerships and ro-ro cargo vessels have seen an increase. At the beginning of 2006, the gross tonnage of containerships was 4.8 million GT. This is more

than twice the figure 10 years ago. Tankers accounted for 2.0 million GT, representing 1/4 of the total tonnage of Danish ships.

Figure 6

Danish ships by type of use, 1 January 2006



### Young ships represent the greatest part of the total tonnage

At the beginning of 2006, 77 per cent of the total tonnage was represented by ships younger than 10 years. 10 per cent of the gross tonnage was between 10 and 14 years old. For tankers 84 per cent 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 up by cargo and passenger ships of at least 100 GT. At the beginning of 2006, the number of ships was 457, representing 7.7 million GT. The Danish merchant navy had 1.2 per cent of the total world GT. This was the 7th largest in the EU and the 20th largest in the world in 2004.

## 3. Traffic

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

In 2003, vehicles drove 47 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds, and motor vehicles alone drove 45 billion of these kilometres. Since 1990, traffic by bicycles has largely been decreasing, while traffic by motor vehicles has had an average annual increase of 2 per cent. The increased number of kilometres driven is a consequence of the growth in the number of passenger cars.

The work on motorways and dual-carriageways has increased noticeably in recent years. This is primarily caused by the fact that parts of the state roads have been extended to motorways and dual-carriageways, which have relieved the remaining roads. 30 per cent of the road construction work with motor vehicles took place on state roads in 2003.

### Increase in traffic performance by cars and trains across the Great Belt

Between 70,000 and 100,000 cars 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, almost 24,000 cars crossed the Great Belt every day; this is an increase of 25 per cent compared to the first year when the bridge was opened, while the ferries between East and West Denmark carried 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.

#### 8 sections of railway lines carry over 200 trains every day

In 2004, 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 Hvidovre-Roskilde with almost 400 trains every day from Monday to Friday, while the section Nykøbing Falster-Gedser is still the least trafficked with 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 54 goods trains every day.

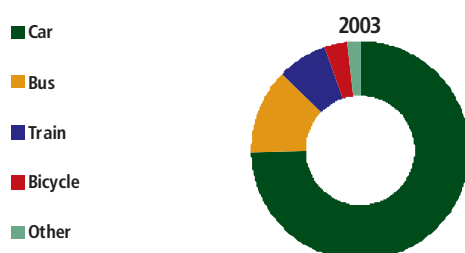
## 4. Passenger transport

#### Every Dane travels 37 km a day

On average, every Dane covered a distance of more than 13,000 km in 2003, corresponding to 37 kilometres a day. There has primarily been a considerable increase in passenger car transport, but also in transport by train in recent years. Possible explanations are the increase in the number of cars, the extension of especially the motorways and increased distances between the home and work/education.

Figure 7

Passenger transport



#### Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (74 per cent), 12 per cent by bus and 8 per cent by train. Transport performance by bicycles/mopeds has fallen sharply in recent years, but has increased again from 2002. In 2003, every person has cycled 435 km a 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 national transport by train. In 2004, there was on average almost 24,000 train journeys every day across the Great Belt and 16,000 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

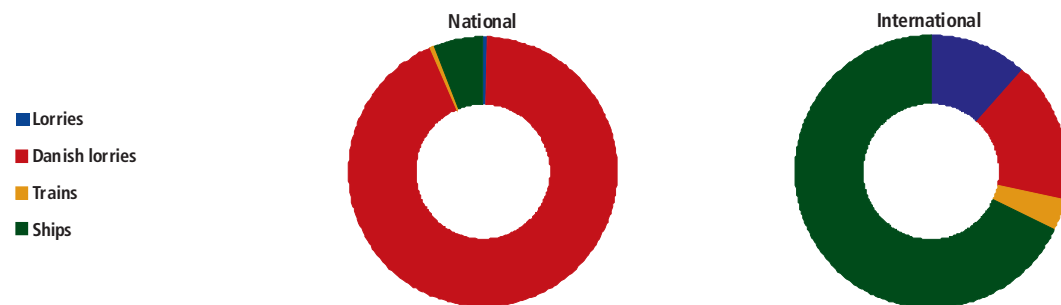
#### National goods are mainly transported by lorries – international goods by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 188 million tonnes of goods were carried in 2004. Lorries are by far the most commonly used means of transport accounting for 94 per cent of all goods transport. Almost 6 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 2004, international goods transport accounted for 89 million tonnes of goods, of which 64 per cent were carried by cargo ships, 18 per cent by Danish lorries and 14 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8

Amount of goods – national and international traffic 2004



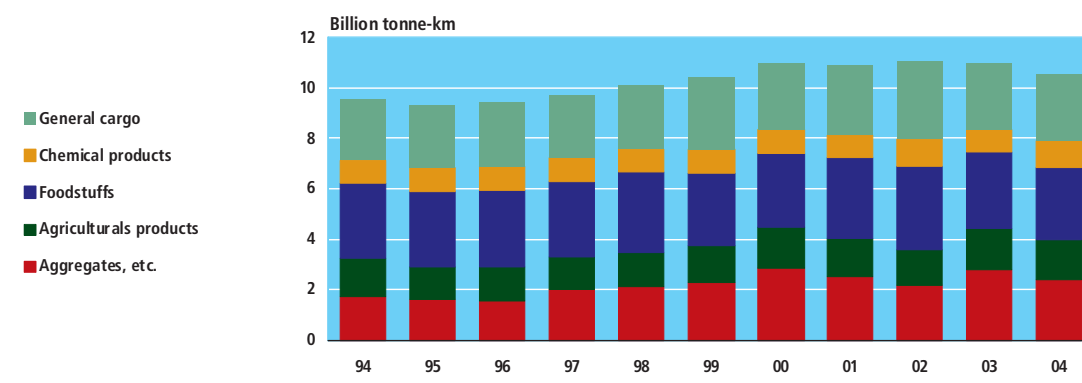
#### Increase in the share of national goods by lorries carried out by haulage contractors

During the second half of the 1990s, the total amount of goods transported increased, but from 2000 it has remained almost constant. In 2004, the total amount of transport work reached 10.5 bn. tonne-km, of which 82 per cent was carried out by haulage contractors. Businesses' own transport of goods has fallen from 27 per cent in 1990 to 18 per cent in 2004, 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.

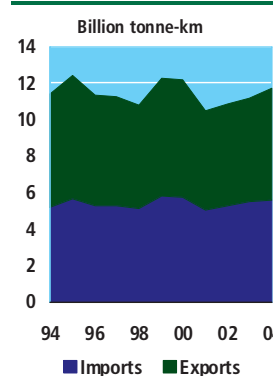
Figure 9 National goods transport by commodity groups



#### 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 goods was transported between the different regions. The length of a journey was on average 71 km.

Figure 10 International transport by Danish lorries



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

Since the beginning of the 1990s, 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 12.6 bn. tonne-km in 2004.

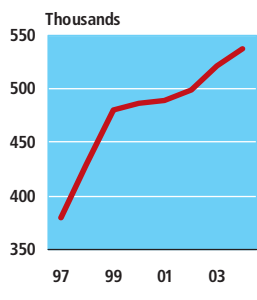
#### Germany and Sweden are the greatest consignees and consignors of goods

49 per cent of all goods carried were transported from Denmark to abroad and 44 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 731 km in 2004. More than 2/5 of the journeys were shorter than 500 km and almost 1/4 exceeded 1,000 km.

#### The market share of Danish lorries reached 55 per cent

Foreign lorries accounted for 45 per cent of all goods carried by lorries between Denmark and abroad in 2004. Among foreign lorries there was a majority of German and Dutch lorries.

**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

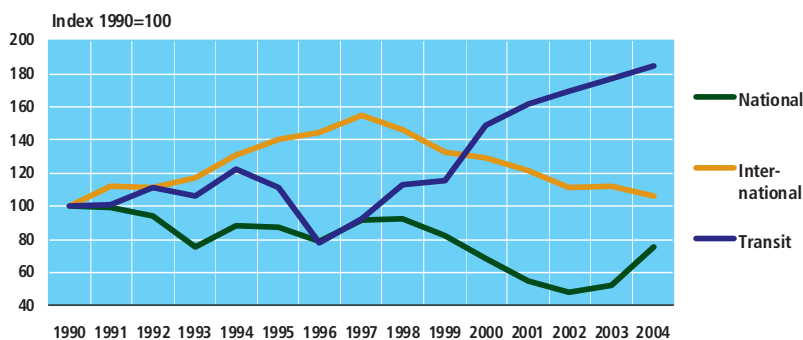
Danish sea ports loaded and unloaded almost 88 million tonnes of goods in 2004, slightly more than in the previous years, but 10 million tonnes less than in 1997. The decline was mainly due to a fall in imports of coal in 1998 and the opening of the Great Belt Link and the Oresund Link. A majority of 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

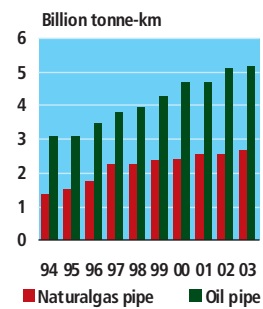
Goods carried by containers have increased steadily to almost 4 million tonnes in 2003. The majority of goods transported by containers take place at the sea port of Århus, which handled about 2/3 of all containers.

**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 has steadily fallen, but in 2004 the national transport of combined goods grew. Goods transport in transit through Denmark has risen markedly since 1996, implying that half of all transport services are now covered by trains.

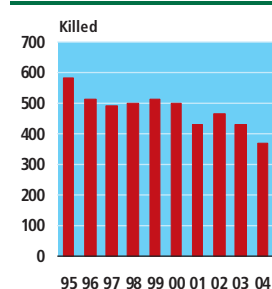
## More transport of oil and natural gas via pipelines

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

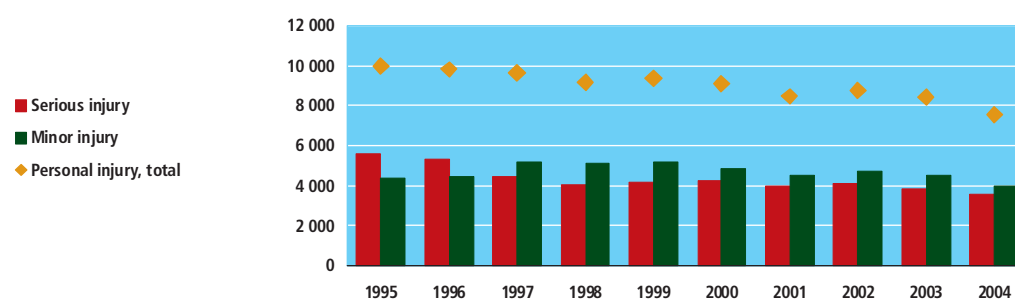
The number of traffic accidents leading to personal injury has over the last ten years decreased by 26 per cent. The number of traffic accidents leading to personal injury has fallen from 8,375 in 1995 to 6,209 in 2004. In the same period, the number of people killed in traffic accidents fell from 582 in 1995 to 369 in 2004, corresponding to a fall of 37 per cent. The number of serious and minor injuries has also fallen by 24 per cent. From 2003 to 2004, the number of road traffic accidents fell by 8 per cent and the number of persons killed by 15 per cent. In 2004, alcohol accidents accounted for 17 per cent of all traffic accidents and for 29 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



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

Table 334

## Infrastructure for transport

Per 1 January	2004	2005
	— km —	
<b>Road network, total</b>	<b>72 075</b>	<b>72 257</b>
Of which motorways	1 027	1 032
State roads	1 663	1 660
County roads	9 694	9 702
Municipality roads	60 717	60 894
<b>Railway network, total</b>	<b>2 785</b>	<b>2 644</b>
Of which private railways	495	495
	— number —	
Stations and halts	567	532
Sea ports	121	119
Airports	23	23

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 335

## Infrastructure for transport, expenditure

	2003	2004
	— DKK mio. —	
<b>Road network<sup>1</sup></b>	<b>9 556</b>	<b>10 868</b>
Construction expenditure	4 359	5 415
Operation and maintenance	5 197	5 453
<b>State railway network<sup>1</sup></b>	<b>1 572</b>	<b>1 819</b>
New investments	934	793
Reinvestments	596	1 001
Other investments	42	25
<b>Private railways</b>	<b>132</b>	<b>50</b>
<b>Sea ports</b>	<b>292</b>	<b>...</b>
Constructions	184	...
Buildings	108	...
<b>Airports</b>	<b>132</b>	<b>...</b>
<b>Great Belt Link</b>	<b>4</b>	<b>26</b>
<b>Øresund Link</b>	<b>5</b>	<b>-</b>
<b>Copenhagen Metro</b>	<b>798</b>	<b>646</b>

<sup>1</sup> Figures do not include the Great Belt Link.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 336

## New registrations of vehicles

	2004 <sup>1</sup>	2005
	number	
<b>Private cars, total</b>	<b>122 543</b>	<b>148 576</b>
Of Which in households	74 833	95 457
Of Which in business and industry	47 710	53 119
Petrol	92 486	111 689
Diesel <sup>2</sup>	30 057	36 887
Buses	645	648
Motor cycles	3 631	5 780
<b>Vans, total<sup>3</sup></b>	<b>44 741</b>	<b>55 759</b>
Under 2,001 kg	69	56
2,001-3,000 kg	36 877	45 060
3,001-3,500 kg	7 795	10 643
<b>Lorries, total<sup>3</sup></b>	<b>2 204</b>	<b>2 932</b>
3,501-6,000 kg	142	169
over 6,000 kg	2 062	2 763
Tractors for semi-trailers	2 446	3 056

<sup>1</sup> Revised figures. <sup>2</sup> Includes gas and electricity etc. <sup>3</sup> Total weight.

For further information visit [www.statbank.dk/bil5](http://www.statbank.dk/bil5)

Table 337

## Vans and lorries etc.

	2005	2006
Fleet (start of year)	number	
<b>Vans, total<sup>1</sup></b>	<b>388 809</b>	<b>421 203</b>
Under 2,001 kg	52 805	48 558
2,001-3,000 kg	220 137	253 357
3,001-3,500 kg	115 867	119 288
<b>Lorries, total<sup>1</sup></b>	<b>34 317</b>	<b>34 546</b>
3,501-6,000 kg	3 607	3 449
6,001-15,000 kg	9 818	9 974
Over 15,000 kg	20 892	21 123
Tractors for semi-trailers	13 021	13 774
Trailers over 5,000 kg	12 066	12 014
Semi-trailers	28 133	30 562

<sup>1</sup> Total weight.

For further information visit [www.statbank.dk/bil7](http://www.statbank.dk/bil7)

Table 338

## Private cars, buses and motorcycles etc.

	2005	2006
Fleet (start of year)	number	
<b>Private cars, total</b>	<b>1 915 821</b>	<b>1 964 682</b>
Of which in households	1 777 082	1 824 148
Of which in business and industry	138 739	140 534
Petrol	1 731 048	1 746 007
Diesel <sup>1</sup>	184 773	218 675
<b>Age:</b>		
0- 3 years	401 161	453 353
4- 7 years	538 078	482 901
8-11 years	456 337	516 146
12-15 years	261 994	263 129
16-19 years	186 009	163 018
over 19 years	72 242	86 135
Average age in years	9.2	9.1
<b>Buses, total</b>	<b>14 191</b>	<b>14 402</b>
In scheduled service	4 892	5 057
Tourist coaches	9 299	9 345
Caravans	121 350	126 011
Motor cycles	94 815	105 264
Moped-45	67 313	66 653

<sup>1</sup> Includes gas and electricity etc.

For further information visit [www.statbank.dk/bil7](http://www.statbank.dk/bil7)

Table 339

## Ships of at least 20 GT

Per 1 January	2005	2006
	number	
<b>Danish ships, total</b>	<b>1 792</b>	<b>1 789</b>
Tankers	94	92
Container ships	85	89
Other dry cargo ships	366	340
Passenger ships/ferries	109	105
Fishing vessels	778	759
Other ships	360	404
	thousand GT	
<b>Ship tonnage, total</b>	<b>7 697</b>	<b>8 104</b>
Tankers	1 979	1 862
Container ships	4 441	4 790
Other dry cargo ships	499	675
Passenger ships/ferries	421	425
Fishing vessels	150	141
Other ships	207	211

Note. Incl. ships based in Greenland.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 340

## Civil aircraft

Per 31 December	2004		2005	
	Aircraft	Seats	Aircraft	Seats
	number			
<b>Danish aircraft</b>	<b>1 073</b>	<b>•</b>	<b>1 039</b>	<b>•</b>
Jet, 3-4 engines	12	1 676	11	1 905
Jet, 2 engines	129	14 437	122	13 739
Turbo-prop, 4 engines	6	325	6	325
Turbo-prop, 2 engines	80	2 761	71	2 358
Propeller, 2 engines	66	446	58	387
Propeller, 1 engine <sup>1</sup>	723	2 587	705	2 514
Helicopters	57	473	66	485
<b>Seats</b>	<b>•</b>	<b>22 705</b>	<b>•</b>	<b>21 713</b>
1- 2	215	391	208	390
3- 5	523	2 132	530	2 159
6- 9	114	791	94	654
10-99	138	4 144	126	3 693
100 or more	83	15 247	81	14 817

<sup>1</sup> This category also includes a few turbo-prop aircrafts with 1 engine.

Source: Civil Aviation Administration.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 341

## Road traffic, railways and airports

	2003	2004
	mio. vehicle km	
Road traffic, total	47 141	...
Private cars <sup>1</sup>	35 008	...
Motocycles	588	...
Vans 2.001-3.500 kg	6 270	...
Lorries 16.000 kg or under	350	...
Lorries 16.001 kg or more	1 034	...
Articulated vehicles	833	...
Scheduled buses	357	...
Tourist coaches	253	...
Bicycles/Mopeds max. 30 km/h	2 353	...
Mopeds max. 45 km/h	95	...
	mio. train km	
Metropolitan trains	15.1	15.1
Private railways	7.7	7.7
Other passenger trains	45.9	48.0
Goods trains	4.6	4.6
	thousand calls	
Ferries in domestic service	447	443
Ferries in international service	75	74
Cargo ships	29	27
	thousand take-offs	
Domestic flights	105	99
International flights	256	271

<sup>1</sup> Incl. vans up to 2 tonnes and taxis.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 342

## Passenger transport

	2003	2004
	mio. passenger-km	
<b>Passenger transport in Denmark</b>	<b>72 494</b>	<b>...</b>
Cars	53 907	...
Motor cycles	735	...
Buses in scheduled service	3 458	...
Tourist coaches	5 520	...
Bicycles/mopeds	2 353	...
Moped 45s	95	...
Metropolitan trains	1 209	1 284
Other trains	4 684	4 774
Ferries	248	247
Aircraft <sup>1</sup>	285	308
	thousand passengers	
<b>Domestic ferries, total</b>	<b>10 419</b>	<b>10 314</b>
Of which east/west Denmark	2 703	2 797
<b>International ferries, total</b>	<b>27 703</b>	<b>27 722</b>
Of which Denmark-Sweden	15 053	14 904
Denmark-Germany	8 268	8 519
Denmark-Norway	3 989	4 020
<b>Scheduled and charter flights, total</b>	<b>10 609</b>	<b>11 364</b>
Scheduled, domestic	1 465	1 482
Scheduled, international	8 061	8 678
Charters	1 083	1 204

<sup>1</sup> Includes only passenger transport for domestic flights.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 343

## Road transport of goods by lorries over 6 tons total weight

	2003	2004
	— mio. tonnes —	
<b>National road transport of goods, total</b>	<b>189.9</b>	<b>174.5</b>
Transport for hire or reward	151.0	138.6
Transport on own account	38.9	35.9
	— mio. tonne-km —	
<b>National road transport of goods, total</b>	<b>11 012</b>	<b>10 538</b>
Transport for hire or reward	9 144	8 671
Transport on own account	1 868	1 868
	— mio. tonnes —	
<b>International road transport of goods, total</b>	<b>15.7</b>	<b>17.0</b>
From Denmark	7.5	8.5
To Denmark	7.1	7.4
Third country	0.6	0.6
Cabotage	0.4	0.4
	— mio. tonne-km —	
<b>International road transport of goods, total</b>	<b>11 997</b>	<b>12 575</b>
From Denmark	5 714	6 198
To Denmark	5 494	5 565
Third country	598	558
Cabotage	191	254

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](http://www.statbank.dk/nvg1) and [ivg1](http://www.statbank.dk/ivg1)

Table 344

## Goods transport by train, ship, and aircraft

	2003	2004
	— thousand tonnes —	
<b>Goods carried by train</b>	<b>7 711</b>	<b>7 904</b>
National	1 492	1 747
To Denmark	2 010	2 917
From Denmark	1 155	1 069
In transit	3 055	3 171
	— mio. tonne-km —	
<b>Transport performance by train</b>	<b>2 013</b>	<b>2 169</b>
National	372	520
To Denmark	359	365
From Denmark	209	210
In transit	1 033	1 075
	— thousand tonnes —	
<b>Goods carried by cargo vessel</b>	<b>70 935</b>	<b>67 670</b>
National	11 703	10 447
To Denmark	33 792	32 074
From Denmark	25 441	25 149
<b>Goods carried by ferry</b>	<b>18 766</b>	<b>19 909</b>
National	4 221	4 440
International	14 545	15 469
<b>Goods carried by aircraft</b>	<b>118</b>	<b>114</b>
National	3	2
International	114	112

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 345

## Families with use of cars 2005

Per 1 January	Families	No car total	With car total	One car	Two cars or more
per cent of families					
<b>All Denmark</b>	<b>2 905 845</b>	<b>45.6</b>	<b>54.4</b>	<b>45.0</b>	<b>9.4</b>
Copenhagen Municipality	325 499	74.1	25.9	23.7	2.2
Frederiksberg Municipality	58 831	65.7	34.3	30.9	3.4
Copenhagen County	330 606	48.8	51.2	41.8	9.4
Frederiksborg County	190 665	38.7	61.3	46.8	14.5
Roskilde County	120 162	38.5	61.5	47.8	13.7
West Zealand County	160 121	39.4	60.6	49.1	11.5
Storstrøm County	142 145	40.7	59.3	48.9	10.4
Bornholm Municipality	23 467	42.2	57.8	50.1	7.7
Funen County	254 624	42.9	57.1	47.9	9.2
South Jutland County	130 036	35.1	64.9	54.1	10.8
Ribe County	114 676	38.2	61.8	52.3	9.4
Vejle County	184 657	38.4	61.6	49.6	12.0
Ringkøbing County	138 476	35.5	64.5	54.8	9.7
Århus County	351 791	46.5	53.5	44.1	9.4
Viborg County	119 184	35.2	64.8	54.2	10.6
North Jutland County	260 954	41.6	58.4	49.2	9.2

Table 346

## The 20 most sold private car makes 2005

	Numbers	Share in per cent
<b>New registrations, total</b>	<b>148 576</b>	<b>100.00</b>
Suzuki	15 313	10.31
Peugeot	15 298	10.30
Volkswagen	14 738	9.92
Toyota	12 630	8.50
Citroen	11 450	7.71
Ford	10 011	6.74
Skoda	8 874	5.97
Hyundai	8 600	5.79
Opel	6 602	4.44
Kia	5 743	3.87
Fiat	5 659	3.81
Mazda	5 231	3.52
Audi	4 513	3.04
Renault	3 835	2.58
Chevrolet	3 563	2.40
Volvo	3 229	2.17
Nissan	2 638	1.78
Mitsubishi	2 255	1.52
BMW	2 148	1.45
Mercedes-Benz	1 523	1.03
Andre	4 723	3.18



Table 347

## Families with purchase of cars

	Families		Purchased new car		Purchased used car		Purchased car, total	
	2004	2005	2003	2004	2003	2004	2003	2004
<b>All Denmark</b>	<b>2 897 880</b>	<b>2 905 845</b>	<b>57 581</b>	<b>79 687</b>	...	...	...	...
	per cent of families							
<b>All Denmark</b>			<b>2.0</b>	<b>2.7</b>	...	...	...	...
Copenhagen Municipality	324 655	325 499	0.8	1.1	...	...	...	...
Frederiksberg Municipality	58 697	58 831	1.2	1.6	...	...	...	...
Copenhagen County	330 934	330 606	2.2	3.1	...	...	...	...
Frederiksborg County	190 210	190 665	2.9	4.1	...	...	...	...
Roskilde County	119 498	120 162	2.8	3.9	...	...	...	...
West Zealand County	158 997	160 121	2.4	3.3	...	...	...	...
Storstrøm County	141 633	142 145	2.5	3.3	...	...	...	...
Bornholm Municipality	23 459	23 467	1.8	2.2	...	...	...	...
Funen County	253 639	254 624	1.6	2.2	...	...	...	...
South Jutland County	129 600	130 036	2.1	2.8	...	...	...	...
Ribe County	114 437	114 676	1.9	2.6	...	...	...	...
Vejle County	183 574	184 657	2.1	2.9	...	...	...	...
Ringkøbing County	138 703	138 476	2.1	2.9	...	...	...	...
Århus County	349 591	351 791	1.8	2.6	...	...	...	...
Viborg County	119 275	119 184	2.1	2.8	...	...	...	...
North Jutland County	261 027	260 954	2.1	2.8	...	...	...	...

Table 348

## Families with purchase of cars by county

	Families		Purchased new car		Purchased used car		Purchased car, total	
	2004	2005	2003	2004	2003	2004	2003	2004
<b>All Denmark</b>	<b>2 897 880</b>	<b>2 905 845</b>	<b>57 581</b>	<b>79 687</b>	...	...	...	...
	per cent of total							
<b>All Denmark</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	...	...	...	...
Copenhagen Municipality	11.2	11.2	4.5	4.5	...	...	...	...
Frederiksberg Municipality	2.0	2.0	1.2	1.2	...	...	...	...
Copenhagen County	11.4	11.4	12.8	12.8	...	...	...	...
Frederiksborg County	6.6	6.6	9.6	9.8	...	...	...	...
Roskilde County	4.1	4.1	5.8	5.9	...	...	...	...
West Zealand County	5.5	5.5	6.7	6.6	...	...	...	...
Storstrøm County	4.9	4.9	6.0	5.9	...	...	...	...
Bornholm Municipality	0.8	0.8	0.7	0.7	...	...	...	...
Funen County	8.8	8.8	7.2	7.2	...	...	...	...
South Jutland County	4.5	4.5	4.8	4.6	...	...	...	...
Ribe County	3.9	3.9	3.9	3.8	...	...	...	...
Vejle County	6.3	6.4	6.8	6.8	...	...	...	...
Ringkøbing County	4.8	4.8	5.1	5.1	...	...	...	...
Århus County	12.1	12.1	11.1	11.5	...	...	...	...
Viborg County	4.1	4.1	4.3	4.2	...	...	...	...
North Jutland County	9.0	9.0	9.4	9.3	...	...	...	...

Table 349

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

		2003	2004
European road sections		ave. no. of cars per 24 hours	
E20	Øresund Bridge	10 400	11 800
	Amager Motorway	74 500	79 300
	Øresund Motorway, west of Englandsvej	42 600	47 800
	Holbæk Motorway, at Vallensbæk Mose	79 000	80 200
	West Motorway, at Roskilde-West Zealand	34 100	33 800
	Great Belt Link	22 700	23 700
	Funen Motorway, north of Nyborg	23 100	24 200
	Funen Motorway, south of Odense	39 900	40 100
	The New Little Belt Bridge	50 600	52 400
	Mid-Jutland Motorway, at Herslev	23 100	24 100
	Esbjerg Motorway, west of Kolding	21 500	22 400
	Esbjerg-Kolding, at Holsted	14 300	15 200
	Gammelby Ringvej in Esbjerg	10 700	10 300
E45	National border, Kruså	12 800	13 100
	South Jutland Motorway, west of Haderslev	25 900	26 900
E20/45	South Jutland Motorway, north of Kolding	54 800	59 100
E45	Vejle Fjord Bridge	54 900	57 300
	Central Jutland Motorway, at Stilling	42 100	43 700
	Central Jutland Motorway, at Løsning	40 400	42 700
	North Jutland Motorway, north of Århus	32 300	33 800
	NorthJutland Motorway, south of Aalborg	33 800	28 700
	Limfjord Tunnel	55 900	...
	Frederikshavn Motorway, at Vodskov	15 200	15 400
	Frederikshavn Motorway, at Sæby	8 000	8 100
E39	Hirtshals Motorway, at Hjørring	4 800	4 800
	Hirtshals Motorway, east of Hjørring	7 500	8 000
	Hirtshals Motorway, south of Hjørring	8 600	9 700
E47/55	Helsingør Motorway, at Nærum	73 300	73 800
	Motoring 3, at Husum	72 200	75 300
E20/47/55	Køgebugt Motorway, at Hundige	96 400	100 000
	Køgebugt Motorway, at Ølby	80 500	83 600
E47/55	South Motorway, at Tappernøje	20 400	21 500
	South Motorway, south of Algestrup	31 800	33 000
	Farø Bridges, north of Farø	19 200	20 100
	Guldborgsund Tunnel	10 600	11 400
E47	South Motorway, south of Rødby	6 300	6 400
E55	Ørslev-Gedser	13 200	13 600
Other bridges			
	Alssund Bridge	24 900	22 400
	Svendborgsund Bridge	15 500	15 700
	Oddeund Bridge	5 500	5 500
	Vilsund Bridge	7 900	7 900
	Sallingsund Bridge	9 500	9 700
	Frederik IX's Bridge	18 300	20 600
	Rømø Dam	3 400	3 700
	Limfjord Bridge	28 600	28 500
	Storstrøm Bridge	4 600	4 900
	Bispeengbuen	49 400	50 300
	Knippels Bridge, Copenhagen	31 100	30 000
	Lange Bridge, Copenhagen	61 200	60 700
	Zealand Bridge, Copenhagen	50 600	51 500

Source: Road Directorate.

For further information visit [www.statbank.dk/vej22](http://www.statbank.dk/vej22)

Table 350

## Ships observed passing through the Sound and Belts

	2004	2005
	observations	
<b>Øresund</b>		
Northern observation point		
Going north	16 717	15 335
Going south	18 659	17 454
Southern observation point		
Going north	18 771	16 882
Going south	20 694	18 858
<b>The Great Belt</b>		
Going north	10 111	10 389
Going south	7 959	7 978

Source: Admiral Danish Fleet.

For further information visit [www.statbank.dk/skib24](http://www.statbank.dk/skib24)

Table 351

## Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2003	2004	2003	2004	2003	2004
	number					
<b>Total</b>	<b>40</b>	<b>34</b>	<b>29</b>	<b>39</b>	<b>69</b>	<b>73</b>
Of which shipwrecks	4	1	6	10	10	11
Of which passenger ships	16	8	•	•	16	8
Groundings	12	6	3	5	15	11
Contact damage	5	8	1	1	6	9
Collisions	8	14	8	10	16	24
Capsizing	2	-	2	-	4	-
Mechanical breakdown	6	1	1	3	7	4
Fire, explosions	1	3	8	7	9	10
Other damage	6	2	6	13	12	15
Deaths <sup>1</sup>	11	-	5	4	16	4
Injuries <sup>1</sup>	-	-	4	7	4	7

<sup>1</sup> As result of the above.

Source: Danish Maritime Authority.

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 352

## Persons seriously injured or killed in railway accidents

	2003	2004	Annual average 1995-2004
	number of persons		
Passengers	1	5	5
Of which killed	-	-	1
Staff	1	3	3
Of which killed	-	1	1
Others	7	10	9
Of which killed	4	7	6

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

For further information visit [www.statbank.dk/12](http://www.statbank.dk/12)

Table 353

## Road traffic accidents with casualties by accident situation 2004

	Accident situation										Total
	→	→→	←←	↔↔	↔↔	↑↔	↔↑	↔□	→↗	→↘	
	0	1	2	3	4	5	6	7	8	9	10
<b>Accidents, total</b>	<b>1 371</b>	<b>679</b>	<b>497</b>	<b>650</b>	<b>549</b>	<b>695</b>	<b>692</b>	<b>276</b>	<b>706</b>	<b>94</b>	<b>6 209</b>
Accidents involving:											
Passenger cars	871	514	413	510	497	596	606	225	456	40	4 728
Vans	89	113	83	82	56	84	80	47	53	5	692
Lorries	8	81	59	67	25	44	42	41	28	3	398
Buses	3	28	20	18	11	30	14	6	27	1	158
Tractors	2	13	16	17	8	10	11	2	4	0	83
Motor cycles	80	38	19	34	53	20	39	4	6	5	298
Mopeds-45	52	13	14	21	33	22	33	17	9	3	217
Mopeds-30	221	94	63	206	68	114	118	60	53	24	1 021
Bicycles	51	186	78	235	189	262	299	97	65	16	1 478
Pedestrians	•	4	-	4	-	7	1	5	706	-	729

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

Table 354

## Road traffic accidents causing casualties

	1990	1995	2004
<b>Accidents, total</b>	<b>9 155</b>	<b>8 373</b>	<b>6 209</b>
Of which:			
Alcohol accidents <sup>1</sup>	1 613	1 282	1 085
<b>Casualties, total</b>	<b>11 287</b>	<b>10 573</b>	<b>7 915</b>
Killed	634	582	369
Seriously injured	6 396	5 624	3 561
Slightly injured	4 257	4 367	3 985
<b>Casualties in alcohol accidents</b>	<b>2 057</b>	<b>1 672</b>	<b>1 392</b>
Killed	154	123	106
Seriously injured	1 176	893	607
Slightly injured	727	656	679

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.

<sup>1</sup> 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](http://www.statbank.dk/uheld7), [uheld8](http://www.statbank.dk/uheld8) and [uheld9](http://www.statbank.dk/uheld9)

Table 355

## Fatal casualties in road traffic accidents 2004

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. <sup>1</sup>	Motor cycle	Moped-45	Moped-30	Bicycle		
<b>Men, total</b>	<b>130</b>	<b>13</b>	<b>3</b>	<b>21</b>	<b>8</b>	<b>34</b>	<b>33</b>	<b>29</b>	<b>271</b>
0- 6 years	2	.	.	.	.	.	.	1	3
7-14 years	1	1	.	.	.	1	3	2	8
15-19 years	16	1	.	.	.	5	1	.	23
20-24 years	23	3	.	5	.	2	.	2	35
25-44 years	46	4	1	10	3	12	9	10	95
45-64 years	23	1	2	4	4	7	11	4	56
65 years +	19	3	.	2	1	7	9	10	51
<b>Women, total</b>	<b>56</b>	<b>.</b>	<b>1</b>	<b>3</b>	<b>.</b>	<b>4</b>	<b>20</b>	<b>14</b>	<b>98</b>
0- 6 years	2	.	.	.	.	.	1	1	4
7-14 years	2	.	.	.	.	1	2	.	5
15-19 years	7	.	.	.	.	.	2	1	10
20-24 years	5	.	.	.	.	1	1	2	9
25-44 years	12	.	.	1	.	.	3	2	18
45-64 years	14	.	.	2	.	1	4	2	23
65 years +	14	.	1	.	.	1	7	6	29

<sup>1</sup> Incl. bus and tractor.For further information visit [www.statbank.dk/uheld8](http://www.statbank.dk/uheld8)

Table 356

## Fatal and non-fatal casualties in road traffic accidents 2004

	Vehicle used							Pedestrian	Total <sup>2</sup>
	Passenger car	Van	Lorry etc. <sup>1</sup>	Motor cycle	Moped-45	Moped-30	Bicycle		
<b>Men, total</b>	<b>2 240</b>	<b>253</b>	<b>57</b>	<b>256</b>	<b>193</b>	<b>808</b>	<b>686</b>	<b>357</b>	<b>4 853</b>
0- 6 years	38	1	2	.	.	.	8	20	69
7-14 years	79	4	4	1	8	16	92	48	252
15-19 years	356	26	3	10	25	339	58	38	855
20-24 years	418	40	4	45	20	58	36	28	649
25-44 years	832	117	17	132	83	192	224	87	1 685
45-64 years	351	55	22	57	51	152	178	65	932
65 years +	166	10	5	11	6	51	90	71	411
<b>Women, total</b>	<b>1 644</b>	<b>58</b>	<b>22</b>	<b>37</b>	<b>18</b>	<b>169</b>	<b>741</b>	<b>360</b>	<b>3 052</b>
0- 6 years	55	.	.	.	.	.	1	13	69
7-14 years	84	1	2	2	.	17	60	35	202
15-19 years	211	8	2	.	3	76	90	37	427
20-24 years	206	11	2	5	3	19	91	28	365
25-44 years	595	22	8	20	8	34	241	64	994
45-64 years	311	14	3	9	3	19	165	64	588
65 years +	182	2	5	1	1	4	93	119	407
<b>Not stated</b>	<b>7</b>	<b>.</b>	<b>.</b>	<b>.</b>	<b>.</b>	<b>.</b>	<b>2</b>	<b>1</b>	<b>10</b>

<sup>1</sup> Incl. bus and tractor. <sup>2</sup> Incl. 6 unknown horses with riders.For further information visit [www.statbank.dk/uheld8](http://www.statbank.dk/uheld8)