

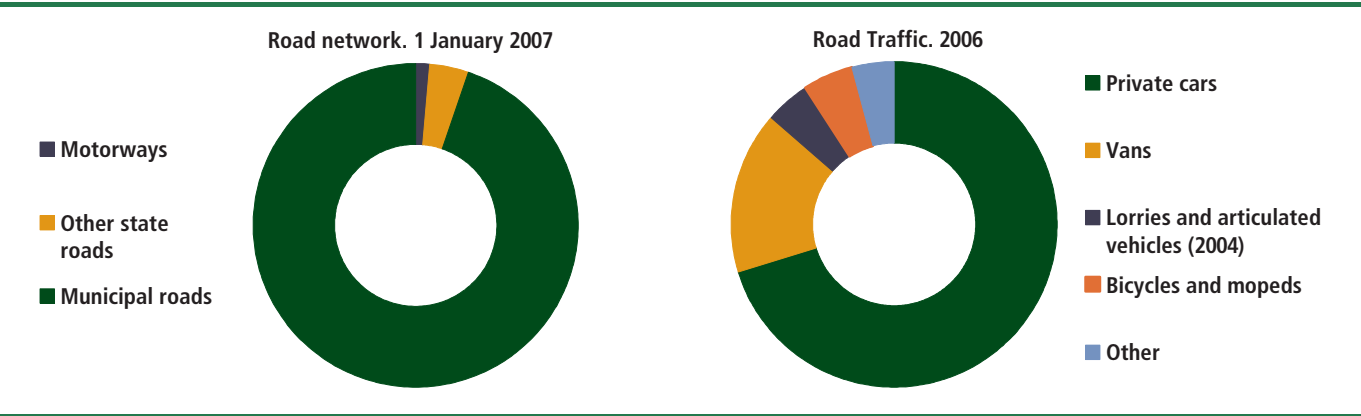
Transport

1. Infrastructure

Extension of motorways and dual-carriageways

There are 72,411 km of public roads in Denmark on 1 January 2007. After the re-organisation of the administrative regions as from 2007 the new municipalities have taken over the responsibilities for the local oriented earlier county roads, while the state has taken over the administration of the other primary roads of the previous counties. The state road network now comprises 5 per cent of the public road network. The other 95 per cent are administrated by the new municipalities. The majority of the public road network (65 per cent) is in Jutland, while the rest is distributed between the Capital Region (9 per cent) and the residual part of the islands (26 per cent). Since 1997, the motorway network has been extended by 28 per cent to 1,071 km in 2007. The new motorways have especially been constructed in North and South Jutland. The length of the dual-carriageways has also increased considerably to 379 km, 28 per cent more than in 1997.

Figure 1 Distribution of road network and traffic performance



See table 326 and 333.

Almost a quarter of the rail network is electrified

The length of the total rail network was 2,644 km on 1 January 2007, the same as the previous year. Viewed in relation to the total area of Denmark, there is 61 km of railway per 1,000 km². The greatest part of the rail network is operated by the state-owned Rail Net Denmark. The regional railways are responsible for operating almost 500 km of rail network and Copenhagen Metro for 17 km. Since 1990, the rail network has been decreased by more than 200 km, mainly because of closures of sections of the goods railways of Rail Net Denmark. Compared to Sweden and Norway, the railway density for the Danish state-owned rail network is two and four times greater, respectively, but compared to most other European countries, the extent of the Danish rail network is slightly smaller. At the beginning of 2007, almost a quarter of the rail network was electrified. This is three times more than in 1990.

Goods transport by ship is concentrated at 30 sea ports

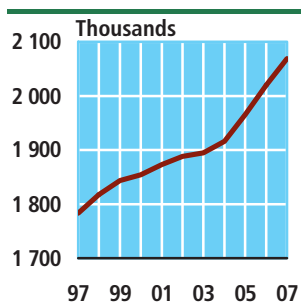
In 2006, there were 118 Danish ports. One fourth of the sea ports dispatch more than 500,000 tonnes of goods annually, and account for 9/10 of the total goods transport by sea. In terms of goods carried, the sea ports of Fredericia and Århus are the greatest sea ports in Denmark handling 15 per cent and 11 per cent, respectively, of total throughput of goods in sea ports.

Ferry and passenger ship traffic is concentrated at 40 sea ports

74 sea ports are engaged in transport of passengers, of which half of them 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 22 per cent of all passengers, followed by Rødby Færgehavn with 14 per cent of all passengers in 2006.

2. Means of transport

Figure 2
Stock of passenger cars



See table 330.

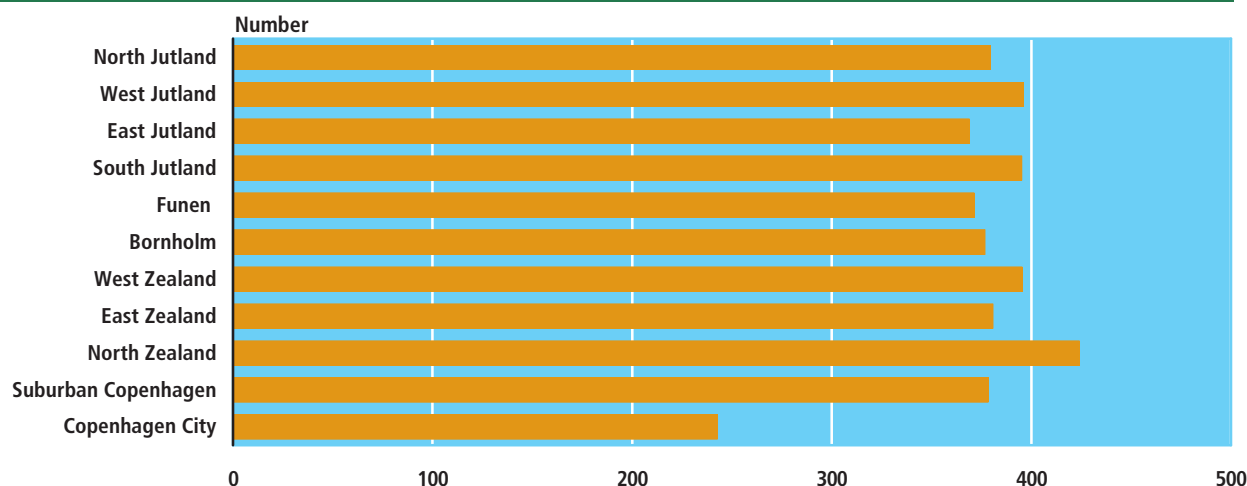
3 out of 4 motor vehicles are passenger cars

On 1 January 2008, there were a total of 2,818,000 motor vehicles in Denmark. 73 per cent of motor vehicles were passenger cars, 17 per cent were delivery vans, 7 per cent were motorbikes and 45-mopeds, and the rest were buses and lorries. The increase of 339,000 or 14 per cent in the stock of motor vehicles from 2004 to 2008 was mainly dominated by passenger cars and delivery vans. Furthermore, there has been a sharp increase in the number of motorbikes. The number of buses and lorries has remained unchanged over the period.

More cars available

In 2008, there were 377 passenger cars per 1,000 inhabitants. The largest stock of passenger cars is in North Zealand with 430 passenger cars per 1,000 inhabitants, while Copenhagen City score lowest with 249 passenger cars per 1,000 inhabitants.

Figure 3 Stock of passenger cars per 1,000 inhabitants by province. 1 January 2008

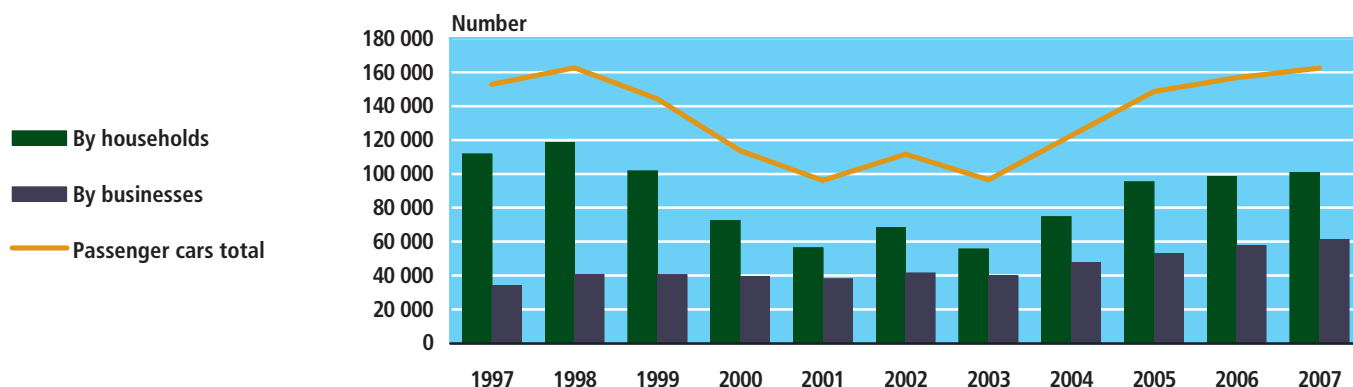


Another increase in the number of new private cars registered

The number of new private cars registered in the period 2006-2007 equals the level in 1997-1998 – the last record high of new registrations. However, the part registered by industries has grown from 24 per cent to 37 per cent whereas the part registered by private households has fallen from 73 per cent to 63 per cent.

Figure 4

New private cars registered by industries and by private households



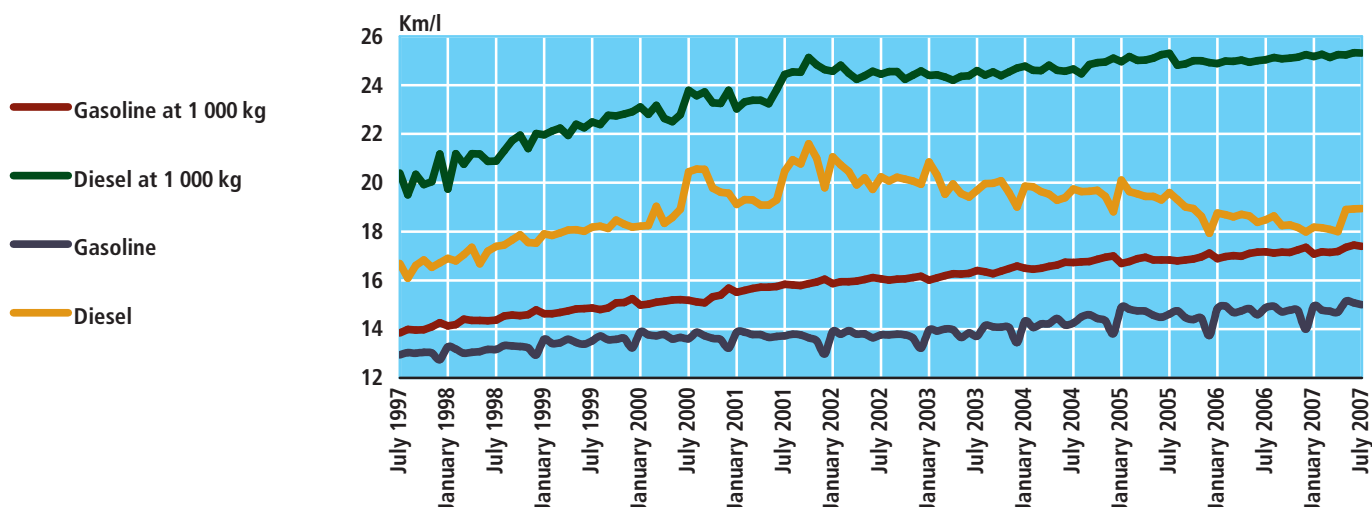
See table 328.

Increase in energy efficiency

The energy efficiency for petrol- and diesel-powered passenger cars registered in 2006-2007 was on average 15.8 km/l compared to 13.1 km/l for cars registered in 1997-1998. This is equivalent to an increase of 20.2 per cent. For cars purchased by private households, the corresponding figures are 16.2 km/l and 13.4 km/l, while for cars purchased by the industries figures are 15.2 km/l and 12.4 km/l.

Figure 5

Energy efficiency for new private cars registered



Fewer locomotives, more train units and markedly less goods waggons

While there are a falling number of locomotives, the number of train units has increased. In the beginning of 2007, the number of train units was 535, 18 per cent more than in 1997, while the number of section locomotives has been reduced by 41 per cent. There were 124,000 seats in trains which is 13 per cent more than ten years ago. One third of the seats are in S-trains.

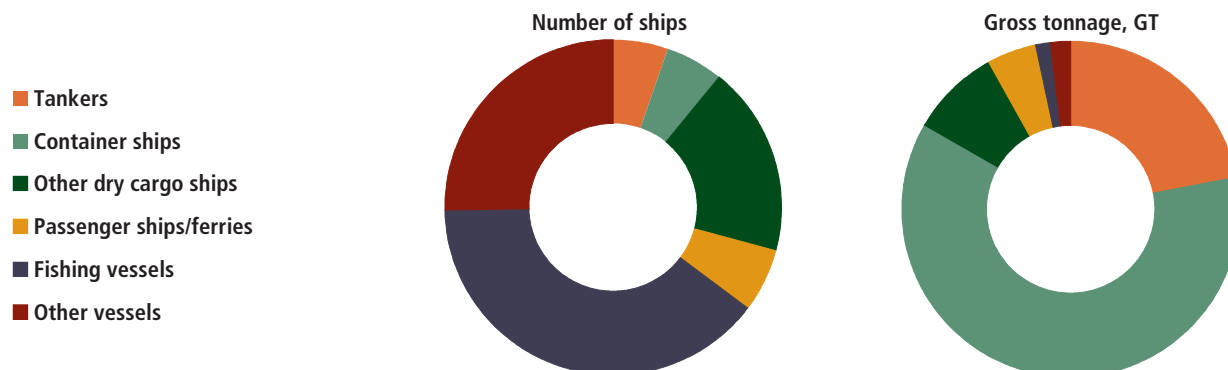
Foreign goods waggons now handle most of the transportation of goods by train as most of the rail transport is in transit traffic. In the beginning of 2007, the rail way companies owned only 192 goods waggons, compared to 3,800 ten years ago.

Two thirds of the gross tonnage of Danish ships is now made of container ships

On 1 January 2008, there were 1,728 Danish ships of at least 20 gross tonnage (GT), which is 2 per cent less than the previous year. 39 per cent of the ships were fishing vessels and 29 per cent were cargo vessels. The total gross tonnage was 9.5 million. This is an increase of 0.8 million compared to the previous year, and the highest ever. Especially, containerships, bulk carriers and chemical tankers have seen an increase. At the beginning of 2008, the gross tonnage of container ships was 5.8 million GT. This corresponds to two thirds of the gross tonnage of all Danish cargo vessels and twice the figure 10 years ago.

Figure 6

Danish ships by type of use. 1 January 2008



See table 331.

Young ships represent the greatest part of the total gross tonnage

At the beginning of 2008, 76 per cent of the total gross tonnage was represented by ships younger than ten years. 14 per cent of the gross tonnage was between 10 and 14 years old. For tankers, 91 per cent of the GT was represented by ships less than ten years old and less than 0.5 per cent of the total tonnage for ships more than 25 years old.

Danish merchant navy is the 17th largest in the world

The Danish merchant navy is made up by cargo and passenger ships of at least 100 GT. At the beginning of 2008, the number of ships was 440, representing 9.2 million GT. In July 2007 the Danish merchant navy had 1 per cent of the total world GT. This was the 7th largest in the EU and the 17th largest in the world.

3. Traffic

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

It is estimated that Danish and foreign vehicles in total drove 49 billion kilometres on Danish roads, including kilometres driven by bicycles/mopeds. Motor vehicles alone drove 47 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 1.6 per cent, corresponding approximately to the growth in the number of motor vehicles. 70 per cent of the total traffic performance was made of passenger cars.

Increase in traffic by cars and trains across the Great Belt

Between 70,000 and 105,000 cars drive every day on the most trafficked roads into Copenhagen, while the less trafficked motorways north of Limfjorden carried about 10,000 cars every day. In 2006, more than 27,000 cars crossed the Great Belt every day; this is an increase of 46 per cent compared to the first year when the bridge was opened, while the ferries between east and west Denmark carried 2,900 cars every day, compared to 12,700 in the year before the bridge was opened for road traffic. Train traffic between east and west Denmark has also increased considerably after the opening of the bridge across the Great Belt.

Ten sections of railway lines carry over 200 trains every day

In 2006, ten sections of railway lines carried over 200 trains every day, of which seven of the sections were located in the Copenhagen region. The most trafficked section is København H – Østerport with 431 trains every day from Monday to Friday, while the section Nykøbing Falster-Gedser still is the least trafficked with only two trains every day. For all other sections, there were more than 20 trains every day. 118 passenger trains and 66 goods trains crossed the Great Belt every working day.

4. Passenger transport

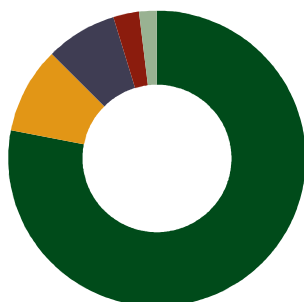
Every Dane travels 40 km a day

On average, every Dane covered a distance of nearly 15,000 km in 2006, corresponding to 40 kilometres a day. In the recent years, there has primarily been a considerable increase in transport by passenger cars, including vans, but also in transport by train. Possible explanations are the increase in the number of cars, the extension of especially the motorways and increased distances between the home and work/education.

Figure 7

Passenger transport. 2006

- Car, 78 per cent
- Bus, 9 per cent
- Train, 8 per cent
- Bicycle, 3 per cent
- Other, 2 per cent



See table 334.

Most passenger km's are accounted for by car

The majority of passenger transport performance is by car (78 per cent), 9 per cent by bus and 8 per cent by train. Transport by bicycles/mopeds has markedly fallen in the recent years. In 2006, every person has on average cycled 418 km.

Increase in national transport by train

The recent years, there has been a considerable increase in national transport by train. In 2006, there was on average almost 177,000 train journeys every day, of which 100,000 east of the Great Belt, 56,000 west of the Great Belt and 22,000 across the Great Belt. In addition, there were more than 20,000 train journeys across the Sound.

Decline in domestic air traffic after the opening of the Great Belt Link

The number of passengers in domestic flights has fallen since the opening of the Great Belt Link. From 1996 to 2003, the number of domestic passengers has almost been halved. However, since 2004 there has been an increase in the number of domestic passengers.

Steady increase in the number of passengers on international flights

The number of departing passengers on international flights has been steadily increasing, except for a temporary slowing down in 2003 caused by the war in Iraq, the outbreak of SARS etc. 3 out of 4 departing flight passengers from Danish airports now travel on international flights.

5. Goods transport

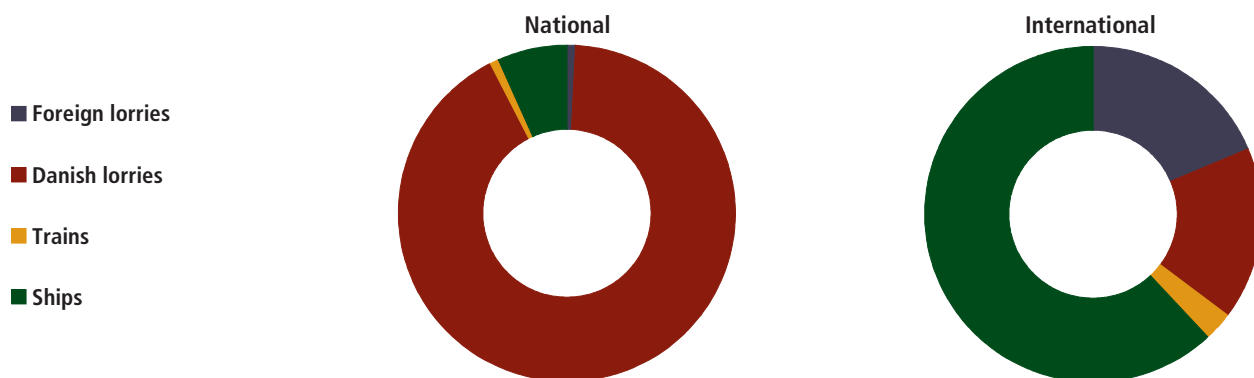
National goods are mainly transported by lorries – international goods by ships

In the national transport of goods, i.e. the places of loading and unloading are both situated in Denmark, 194 million tonnes of goods were carried in 2006. Lorries are by far the most commonly used means of transport accounting for 93 per cent of all goods transport. 7 per cent were carried by cargo vessels and less than 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 2006, international goods transport accounted for 93 million tonnes of goods, of which 62 per cent were carried by cargo vessels, 17 per cent by Danish lorries and 19 per cent by foreign lorries. The rest was carried mainly by trains.

Figure 8

Amount of goods – national and international traffic. 2006



See table 336.

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

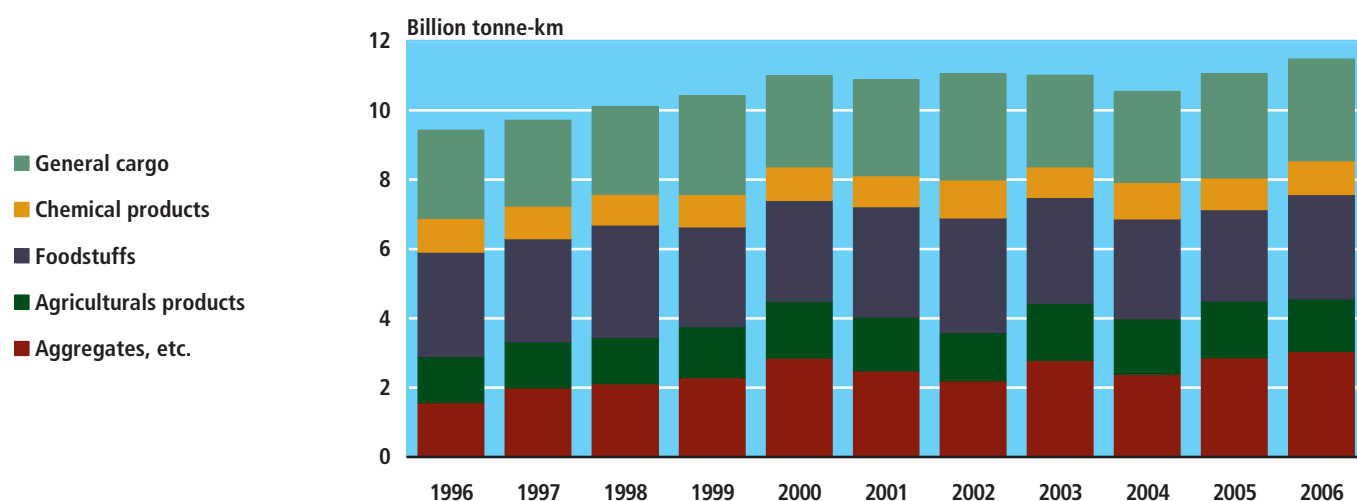
During the past ten years, the total transport performance by road vehicles has remained between 10 and 11 billion tonne-km. In 2006, however, the transport performance increased to 11.5 billion tonne-km, mainly because of more transport done for own account. Haulage contractors still carry out most of the transport. The share of the transportation by haulage contractors has been increasing at the expense of the business' own transport of goods from 73 per cent in 1990 to 83 per cent in 2006 due to more business' outsourcing service activities, including transport services.

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

In 2006 two fifths of the volume of goods were stone, gravel, sand, cement and soil, but as transport in connection with construction work typically covers short distances, this type of transport only accounted for about one fourth of the total transport performance. Food, agricultural products and general cargo also represented two fifths of the goods transported, but accounted for more than half of the transport performance. 6 per cent of the goods were classified as hazardous goods, notable as flammable liquefied goods like gasoline.

Figure 9

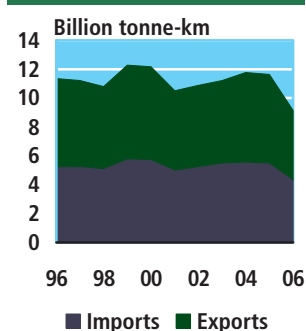
National goods transport by commodity groups



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 of Denmark. The length of a journey was on average 76 km.

Figure 10
International transport
by Danish lorries



See table 335.

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 13 billion tonne-km. In 2006 a downward trend began. From 2005 to 2006 the transport performance went down by 20 per cent to 9.8 billion tonne-km. In the same period, however, total road transport between Denmark and abroad increased by 2 per cent thus further reducing the market share of Danish haulage contractors.

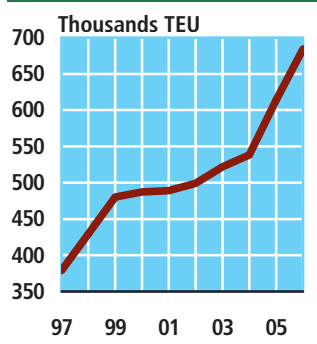
The market share of Danish lorries reduced 41 per cent

Foreign lorries accounted for 59 per cent of all goods carried by lorries between Denmark and abroad in 2006, compared to 48 per cent of the transport performance in 2005 and 36 per cent in 2000. Among foreign lorries there was a majority of German, Polish and Dutch vehicles. The development is, among other things, due to Danish business' moving to other countries plus the expanded common market in EU.

Germany and Sweden are the greatest consignees and consignors of goods

Goods transport between Denmark and abroad was mainly carried out to Germany and Sweden as countries of unloading or countries of loading. The average journey involving transport of goods was 617 km in 2006. Nearly half of the journeys were shorter than 500 km while almost one fourth exceeded 1,000 km.

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



Majority of goods carried by sea are transported to and from foreign countries

Danish sea ports loaded and unloaded almost 93 million tonnes of goods in 2006, the highest volume since 1998. The volume of goods in maritime transport via Danish sea ports fluctuates with the import of coal and the redistribution of coal from the coal depots. A majority of the goods carried by sea was transported to and from foreign countries. A fifth of the goods could be attributed to domestic transport between Danish sea ports or between the sea and Danish ports. Transport by sea is mainly concentrated at the largest sea ports, as half of the goods carried can be attributed to the six largest sea ports. Two thirds of the goods are either solid bulk, especially coal, stone, sand, gravel, chalk, cement, foodstuffs, or liquid bulk such as crude oil and mineral oil products. A fourth is ferry goods, especially goods transported by lorries.

Steady growth in goods carried by containers

Containerized goods in maritime transport have doubled since 1997. Danish sea ports handled 420,000 containers in 2006, notably at the sea port of Århus, which handled about 60 per cent of all seaborne containers.

Figure 12

Goods transport by rail

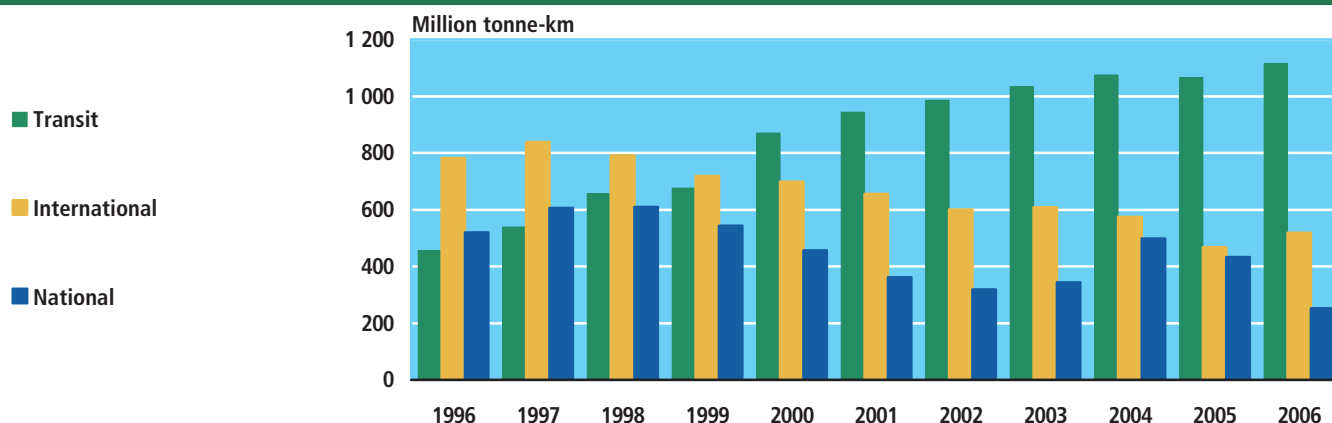
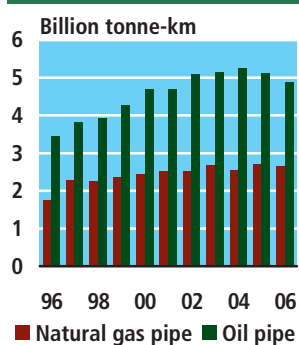


Figure 13
Goods transport via pipelines



Increase in goods transport by trains in transit through Denmark

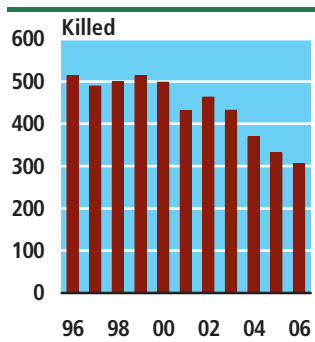
During the last ten years, goods transports by rail has accounted for about 2 billion tonne-km. However, there are major disparities within the different types of rail transport. Since 1997, national and international goods transport has steadily fallen. However, goods transport in transit through Denmark has risen markedly since 1996, and now amounts for half of all rail transport in Denmark.

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 almost a third of total domestic transport. Transport via pipelines has grown considerably over the last ten years. In 2006, transport of 7.5 billion tonne-km was performed. That is 44 per cent more than in 1996. Of this, a third 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



See table 347.

Fall in the number of persons killed in road traffic accidents

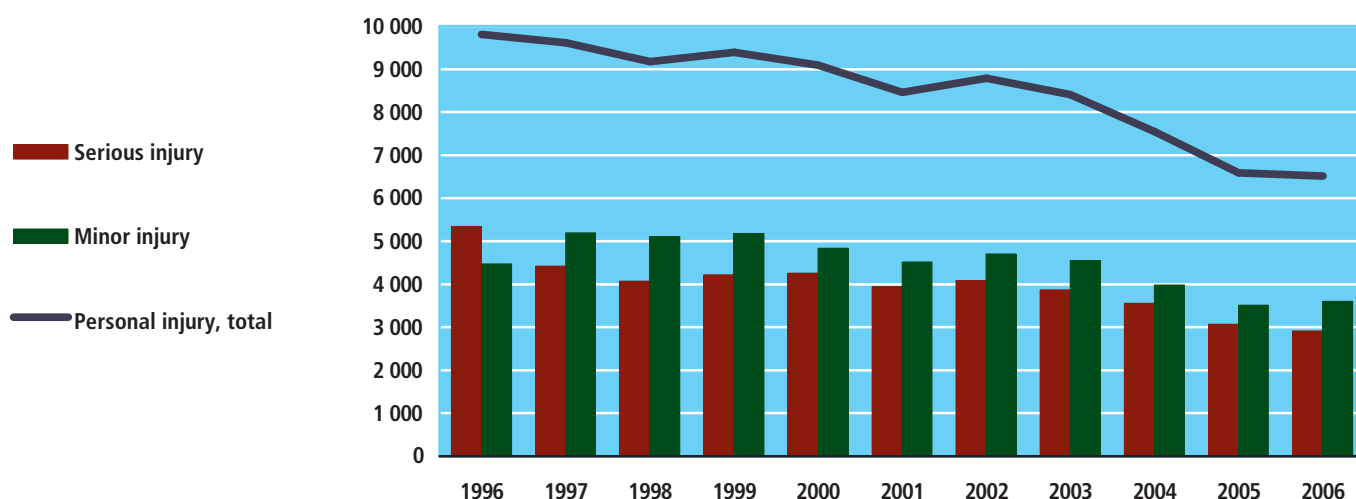
From 1996 to 2006, the number of traffic accidents leading to personal injury has decreased by 33 per cent. In 1996, the number of traffic accidents leading to personal injury was 8,080, and this had fallen to 5,403 in 2006. In the same period, the number of people killed in traffic accidents fell from 514 to 306, corresponding to a fall of 40 per cent. The number of serious and minor injuries has fallen by 34 per cent. From 2005 to 2006, the number of road traffic accidents was almost unchanged – about 5,400, while the number of persons killed fell by 8 per cent. In 2006, alcohol accidents accounted for 16 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 seven times higher than the number registered by the police. What are known as underreported figures – i.e. traffic accidents not recorded by the police – especially appear among one-man accidents, cyclists, children and young people. For these groups, only about 10 per cent of the personal injuries are recorded by the police.

Figure 15

Persons injured in traffic accidents



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

See table 348.

Persons injured in railway accidents

In the 10-year period from 1997 to 2006, there have been an average of 10 seriously injured persons and 9 killed persons in railway accidents.

Table 326

Infrastructure for transport

1 January	2006	2007
	km	
Road network, total	72 362	72 411
Of which motorways	1 032	1 071
State roads	1 660	3 829
County roads	9 695	•
Municipality roads	61 006	68 582
Railway network, total	2 644	2 644
Of which private railways	495	495
	number	
Stations and halts	537	535
Sea ports	118	118
Airports	23	23

For further information visit <http://www.statbank.dk/vej11>, [bane41](#) and [skib1](#)

Table 327

Infrastructure for transport, expenditure

	2005	2006
	DKK mio.	
Road network¹	12 601	14 112
Construction expenditure	6 913	8 882
Operation and maintenance	5 688	5 230
State railway network¹	1 204	948
New investments	386	364
Reinvestments	793	566
Other investments	25	18
Private railways	44	59
Sea ports	531	...
Constructions	432	...
Buildings	99	...
Airports	255	...
Great Belt Link	29	26
Øresund Link	1	1
Copenhagen Metro	517	295

¹ Figures do not include the Great Belt Link.

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

Table 328

New registrations of vehicles

	2006	2007
	number	
Vehicles, total	238 250	238 509
Private cars, total	156 718	162 475
Of Which in households	98 660	100 871
Of Which in business and industry	58 058	61 604
Petrol	113 058	97 558
Diesel ¹	43 657	64 915
Buses	709	676
Motor cycles	7 579	9 573
Moped-45 45	4 462	2 743
Vans, total²	62 774	56 081
Under 2,001 kg	33	1 444
2,001-3,000 kg	48 898	38 584
3,001-3,500 kg	13 843	16 053
Lorries, total²	3 212	3 523
3,501-6,000 kg	122	166
over 6,000 kg	3 090	3 357
Tractors for semi-trailers	2 796	3 438

¹ Includes gas and electricity etc. ² Total weight.

For further information visit www.statbank.dk/bil6

Table 329

Vans and lorries etc.

	2007	2008
Fleet (start of year)	number	
Vans, total¹	459 082	485 786
Under 2,001 kg	44 668	83 351
2,001-3,000 kg	289 446	271 361
3,001-3,500 kg	124 968	131 074
Lorries, total¹	35 154	35 442
3,501-6,000 kg	3 265	3 070
Over 6,000 kg	31 889	32 372
Tractors for semi-trailers	14 538	15 322
Trailers over 2,000 kg	30 764	35 529
Semi-trailers	33 826	36 700

¹ Total weight.

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

Table 330

Private cars, buses and motorcycles etc.

	2007	2008
Fleet (start of year)	number	
Private cars, total	2 020 013	2 068 493
Of which in households	1 873 984	1 914 039
Of which in business and industry	146 029	154 454
Petrol	1 759 679	1 745 668
Diesel ¹	260 334	322 825
Age:		
0- 3 years	497 514	562 347
4- 7 years	438 332	394 040
8-11 years	532 720	529 329
12-15 years	305 331	334 362
16-19 years	145 862	141 294
over 19 years	100 254	107 121
Average age in years	9.1	9.1
Buses, total	14 552	14 482
In scheduled service	5 194	5 256
Tourist coaches	9 358	9 226
Caravans	131 708	136 905
Motor cycles	118 752	133 914
Moped-45	65 283	63 263

¹ Includes gas and electricity etc.

For further information visit <http://www.statbank.dk/bil8> and bil10

Table 331

Ships of at least 20 GT

1 January	2007	2008
	number	
Danish ships, total	1 755	1 728
Tankers	89	92
Container ships	89	93
Other dry cargo ships	332	318
Passenger ships/ferries	108	107
Fishing vessels	715	681
Other ships	422	437
	thousand GT	
Ship tonnage, total	8 692	9 522
Tankers	2 076	2 099
Container ships	4 986	5 834
Other dry cargo ships	829	835
Passenger ships/ferries	459	439
Fishing vessels	136	132
Other ships	206	184

Note: Incl. ships based in Greenland.

For further information visit www.statbank.dk/skib11

Table 332

Civil aircraft

1 January	2006		2007	
	Aircraft	Seats	Aircraft	Seats
	number			
Danish aircraft	1 039	•	1 058	•
Jet, 3-4 engines	11	1 905	13	1 977
Jet, 2 engines	122	13 739	132	12 362
Turbo-prop, 4 engines	6	325	6	309
Turbo-prop, 2 engines	71	2 358	61	1 874
Propeller, 2 engines	58	387	52	320
Propeller, 1 engine ¹	705	2 514	712	2 422
Helicopters	66	485	82	537
Seats	•	21 713	•	19 801
1- 2	208	390	214	373
3- 5	530	2 159	564	2 194
6- 9	94	654	87	619
10-99	126	3 693	125	4 004
100 or more	81	14 817	68	12 611

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

Source: Civil Aviation Administration.

For further information visit www.statbank.dk/flyv11

Table 333

Road traffic, railways and airports

	2004	2005	2006
	— mio. vehicle km —		
Road traffic, total	46 026	...	...
Private cars	32 811	33 134	33 917
Motocycles	639	713	757
Vans	7 432	7 507	7 687
Lorries	1 355	...	...
Articulated vehicles	863	...	...
Scheduled buses	349	...	...
Tourist coaches etc.	252	...	...
Bicycles/Mopeds max. 30 km/h	2 230	2 322	2 322
Mopeds max. 45 km/h	94	93	...
	— mio. train km —		
S-trains	15,1	15,8	15,7
Copenhagen Metro	4,0	4,2	4,4
Passenger trains on Banedanmark's network	44,6	47,0	48,5
Goodstrains on Banedanmark's network	4,6	4,1	3,8
Other railway networks	7,8	8,1	8,2
	— mio. train km —		
Passenger ships and ferries	516	517	513
Cargo ships	27	26	28
	— thousand take-offs —		
Domestic flights	99	97	99
International flights	271	267	253

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

Table 334

Passenger transport

	2005	2006
	mio. passenger-km	
Passenger transport in Denmark	78 201	79 908
Cars	60 904	62 356
Motor cycles	891	946
Buses in scheduled service	2 977	3 069
Tourist coaches	4 429	4 430
Bicycles/mopeds	2 322	2 269
Moped 45s	93	...
Metropolitan trains	1 304	1 289
Other trains	4 832	4 985
Ferries	226	222
Aircraft ¹	316	342
	thousand passengers	
Domestic ferries, total	10 348	10 574
Of which east/west Denmark	2 674	2 632
International ferries, total	27 000	26 979
Of which: Denmark-Sweden	14 115	13 759
Denmark-Germany	8 603	8 758
Denmark-Norway	4 009	4 148
Scheduled and charter flights, total	11 952	12 423
Scheduled, domestic	1 537	1 666
Scheduled, international:	9 044	9 382
Charters	1 371	1 375

¹ Includes only passenger transport for domestic flights.

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

Table 335

Road transport of goods by lorries over 6 tons total weight

	2005	2006
	— mio. tonnes —	
National road transport of goods, total	189.8	177.6
Transport for hire or reward	159.0	143.0
Transport on own account	30.9	34.7
	— mio. tonne-km —	
National road transport of goods, total	11 058	11 495
Transport for hire or reward	9 468	9 598
Transport on own account	1 590	1 896
	— mio. tonnes —	
International road transport of goods, total	16.6	15.4
From Denmark	8.1	7.2
To Denmark	7.6	6.8
Third country	0.5	0.5
Cabotage	0.4	0.8
	— mio. tonne-km —	
International road transport of goods, total	12 241	9 760
From Denmark	6 155	4 793
To Denmark	5 494	4 356
Third country	463	373
Cabotage	128	238

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 [ivg4](#)

Table 336

Goods transport by train, ship, and aircraft

	2005	2006
	— thousand tonnes —	
Goods carried by train	7 706	7 477
National	1 865	1 409
To Denmark	1 694	1 858
From Denmark	1 003	899
In transit	3 144	3 311
	— mio. tonne-km —	
Transport performance by train	1 976	1 893
National	442	260
To Denmark	297	344
From Denmark	171	174
In transit	1 066	1 115
	— thousand tonnes —	
Goods carried by cargo vessel	65 202	70 457
National	10 999	13 077
To Denmark	29 902	33 303
From Denmark	24 302	24 077
Goods carried by ferry	20 970	22 151
National	4 784	4 907
International	16 186	17 244
Goods carried by aircraft	106	111
National	4	7
International	102	105

For further information visit www.statbank.dk/bane1, [skib41](#) and [flyv41](#)

Table 337

Families with use of cars. 2007

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

For further information visit www.statbank.dk/bil80

Table 338

The 20 most sold private car makes. 2007

		Numbers	Share in per cent	Ranking in 2006
	New registrations, total	162 475	100.00	
1	Peugeot	19 519	12.01	(1)
2	Volkswagen	14 298	8.80	(2)
3	Toyota	13 733	8.45	(4)
4	Citroën	13 273	8.17	(5)
5	Ford	11 915	7.33	(6)
6	Opel	11 076	6.82	(8)
7	Suzuki	10 002	6.16	(3)
8	Skoda	9 306	5.73	(7)
9	Kia	6 065	3.73	(14)
10	Hyundai	6 026	3.71	(9)
11	Fiat	5 981	3.68	(10)
12	Mazda	5 143	3.17	(11)
13	Audi	4 996	3.07	(13)
14	Volvo	4 712	2.90	(15)
15	Renault	3 469	2.14	(12)
16	BMW	3 411	2.10	(16)
17	Chevrolet	2 981	1.83	(17)
18	Mitsubishi	2 870	1.77	(20)
19	Mercedes-Benz	2 738	1.69	(21)
20	Seat	2 624	1.62	(19)
	Others	8 337	5.13	

For further information visit www.statbank.dk/12

Table 339

Families with purchase of cars

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

For further information visit www.statbank.dk/bil60

Table 340

Families with purchase of cars by county

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

For further information visit www.statbank.dk/bil60

Table 341

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

		2005	2006
European road sections		ave. no. of cars per 24 hours	
E20	Øresund Bridge	12 400	14 300
	Amager Motorway	82 000	85 100
	Øresund Motorway, west of Englandsvej	54 600	57 700
	Holbæk Motorway, at Vallensbæk Mose	83 300	...
	West Motorway, at Roskilde-West Zealand	36 700	38 800
	Great Belt Link	25 400	27 600
	Funen Motorway, north of Nyborg	26 000	28 100
	Funen Motorway, south of Odense	42 300	47 100
	The New Little Belt Bridge	54 100	56 500
	Mid-Jutland Motorway, at Herslev	25 400	26 800
	Esbjerg Motorway, west of Kolding	24 100	25 700
	Esbjerg-Kolding, at Holsted	15 700	17 000
	Gammelby Ringvej in Esbjerg	10 600	11 000
E45	National border, Kruså	13 100	14 200
	South Jutland Motorway, west of Haderslev	27 700	29 600
E20/45	South Jutland Motorway, north of Kolding	60 900	63 800
E45	Vejle Fjord Bridge	58 500	61 400
	Central Jutland Motorway, at Stilling	46 000	48 800
	Central Jutland Motorway, at Løsning	43 900	45 700
	North Jutland Motorway, north of Århus	35 600	37 600
	North Jutland Motorway, south of Aalborg	29 800	31 000
	Limfjord Tunnel	57 600	58 200
	Frederikshavn Motorway, at Vodskov	15 700	16 400
	Frederikshavn Motorway, at Sæby	8 100	...
E39	Hirtshals Motorway, at Hjørring	6 100	6 200
	Hirtshals Motorway, east of Hjørring	9 000	...
	Hirtshals Motorway, south of Hjørring	10 900	11 900
E47/55	Helsingør Motorway, at Nærum	73 800	74 800
	Motorring 3, at Husum	75 400	...
E20/47/55	Køgebugt Motorway, at Hundige	102 300	101 300
	Køgebugt Motorway, at Ølby	86 500	89 700
E47/55	South Motorway, at Tappernøje	22 800	23 600
	South Motorway, south of Algestrup	34 400	35 900
	Farø Bridges, north of Farø	20 800	21 700
	Guldborgsund Tunnel	11 900	11 600
E47	South Motorway, south of Rødby	6 600	6 800
E55	Ørslev-Gedser	14 000	13 000
Other bridges			
	Alssund Bridge	22 600	23 600
	Svendborgsund Bridge	15 800	16 100
	Oddesund Bridge	4 700	5 600
	Vilsund Bridge	8 300	8 200
	Sallingsund Bridge	10 100	10 200
	Frederik IX's Bridge	20 800	19 500
	Rømø Dam	4 200	...
	Limfjord Bridge	29 800	31 400
	Storstrøm Bridge	4 900	5 100
	Bispeengbuen	44 900	49 500
	Knippels Bridge, Copenhagen	30 200	30 000
	Lange Bridge, Copenhagen	60 500	58 500
	Zealand Bridge, Copenhagen	52 500	53 300

Source: Road Directorate.

For further information visit www.statbank.dk/vej22

Table 342

Ships observed passing through the Sound and Belts

	2006	2007
	observations	
Øresund		
Northern observation point	33 401	31 449
Going north	15 532	15 086
Going south	17 869	16 363
Southern observation point	36 180	35 518
Going north	16 971	16 919
Going south	19 209	18 599
The Great Belt	18 726	19 614
Going north	10 554	10 953
Going south	8 172	8 661

Source: Admiral Danish Fleet.

For further information visit www.statbank.dk/skib24

Table 343

Accidents at sea and losses of Danish ships

	Merchant ships		Fishing vessels		Total	
	2005	2006	2005	2006	2005	2006
	number					
Total	41	59	25	31	66	90
Of which shipwrecks	-	2	6	6	6	8
Of which passenger ships	19	18	•	•	19	18
Fire, explosions	8	5	4	2	12	7
Groundings	14	17	3	2	17	19
Collission	4	12	5	8	9	20
Head-on collision of ships	4	3	1	-	5	3
Contact-damage	7	12	-	1	7	13
Capsizing	-	-	3	3	3	3
Mechanical breakdown	3	2	-	6	3	8
other cause	1	8	9	9	10	17
Deaths ¹	-	-	-	1	-	1
Injuries ¹	-	2	2	2	2	4

¹ As a result of the above.

Source: Danish Maritime Authority.

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

Table 344

Persons seriously injured or killed in railway accidents











	2005	2006	Annual average 1996-2006
	number of persons		
Passengers	6	4	4
Of which killed	1	-	1
Staff	1	4	2
Of which killed	-	1	1
Others	23	13	11
Of which killed	16	11	6

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

For further information visit www.statbank.dk/bane91

Table 345

Road traffic accidents with casualties by accident situation. 2006

	Accident situation										Total
											
	0	1	2	3	4	5	6	7	8	9	10
Van, total	1 131	602	481	586	447	565	610	229	656	96	5 403
Uheld med impliceret:											
Ordinary private car	695	474	401	456	402	479	528	171	434	30	4 070
Taxi	-	22	2	3	11	18	8	4	29	-	97
Vehicle, total weight 0 – 3,500 kg signalling emergency call	2	4	2	2	-	2	2	-	1	-	15
Van, total weight 0-2,000 kg	33	26	29	26	11	30	18	10	5	4	192
Van, total weight 2,001-3,500 kg	54	70	80	61	32	56	45	30	35	2	465
Lorry, total weight over 3,500 kg	22	63	58	48	20	25	41	40	19	3	339
Bus on scheduled service	1	17	10	9	7	13	12	2	28	-	99
Bus, other	2	8	2	7	3	3	6	1	2	-	34
Tractor	1	9	13	21	2	5	8	13	7	2	81
Motor cycle	76	44	31	33	36	27	45	2	3	12	309
Moped 30 with registration max. speed 45 km p.h.	31	13	10	21	15	17	30	10	6	10	163
Moped 30 with mechanical changes	27	8	13	32	11	22	19	10	9	1	152
Moped, other	159	57	29	159	62	61	84	48	41	13	713
Bicycle	31	156	52	210	160	192	239	75	35	23	1 173
Pedestrian	•	4	0	3	1	1	2	2	656	0	670

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

For further information visit www.statbank.dk/uheld6

Table 346

Road traffic accidents causing casualties

	1980	1985	1990	1995	2000	2006
Accidents, total	12 334	11 502	9 155	8 373	7 346	5 403
Of which:						
Alcohol accidents ¹	2 622	2 403	1 613	1 282	1 272	863
Casualties, total	15 751	14 627	11 287	10 573	9 590	6 821
Killed	690	772	634	582	498	306
Seriously injured	8 477	8 672	6 396	5 624	4 259	2 911
Slightly injured	6 584	5 183	4 257	4 367	4 833	3 604
Casualties in alcohol accidents	3 654	3 255	2 057	1 672	1 696	1 093
Killed	246	261	154	123	110	73
Seriously injured	2 004	1 923	1 176	893	738	470
Slightly injured	1 404	1 071	727	656	848	550

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

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

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

Table 347

Fatal casualties in road traffic accidents. 2006

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	101	23	6	19	6	16	17	31	219
0- 6 years	-	-	-	-	-	-	-	2	2
7-14 years	-	-	-	-	1	-	1	-	2
15-19 years	21	-	-	1	-	6	-	4	32
20-24 years	18	6	-	4	2	1	-	1	32
25-44 years	28	7	1	11	1	1	5	7	61
45-64 years	17	9	4	2	1	5	3	5	46
65 years +	17	1	1	1	1	3	8	12	44
Women, total	37	1	1	3	1	1	14	29	87
0- 6 years	1	-	-	-	-	-	-	2	3
7-14 years	1	-	-	-	-	-	1	4	6
15-19 years	5	-	-	-	-	1	3	3	12
20-24 years	4	-	1	1	-	-	1	1	8
25-44 years	7	1	-	1	1	-	1	1	12
45-64 years	10	-	-	1	-	-	3	4	18
65 years +	9	-	-	-	-	-	5	14	28

¹ Incl. bus and tractor.For further information visit www.statbank.dk/uheld8

Table 348

Fatal and non-fatal casualties in road traffic accidents. 2006

	Vehicle used							Pedestrian	Total
	Passenger car	Van	Lorry etc. ¹	Motor cycle	Moped-45	Moped-30	Bicycle		
Men, total	1 881²	267	100	298²	137	689	561	316	4 250³
0- 6 years	22	1	2	-	-	-	1	16	42
7-14 years	48	4	1	3	3	17	60	39	175
15-19 years	352	26	9	17	15	265	53	39	776
20-24 years	343	46	6	41	11	54	37	20	558
25-44 years	663	114	37	155	55	164	159	79	1 426
45-64 years	295	63	37	73	46	152	167	65	899
65 years +	154	13	8	8	7	37	84	58	369
Women, total	1 324²	63	33	29	22	150	602	344	2 567
0- 6 years	24	1	1	-	-	-	1	15	42
7-14 years	53	2	-	1	1	7	38	35	137
15-19 years	183	5	11	2	1	67	60	38	367
20-24 years	153	9	4	7	6	8	79	18	284
25-44 years	493	26	6	11	7	38	172	53	806
45-64 years	268	17	3	8	7	23	178	69	573
65 years +	149	3	8	-	-	7	74	116	357
Not stated	3	-	-	-	-	-	-	-	4

¹ Incl. bus and tractor. ² Incl. persons with unknown age. ³ Incl. 1 horse with rider.For further information visit www.statbank.dk/uheld8